



NUMBER: 23-030-03

GROUP: Body

DATE: December 12, 2003

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SUBJECT:

Convertible Top To Door Contact

OVERVIEW:

This bulletin involves installing a shim(s) on the door(s).

MODELS:

2003 - 2004 (ZB) Viper

NOTE: This bulletin applies to vehicles built prior to December 1, 2003 (MDH 1201XX).

SYMPTOM/CONDITION:

The lower edge of the convertible top may contact the door. This condition may cause the vehicle paint to wear off the inner door and transfer the paint onto convertible top cloth.

DIAGNOSIS:

Make sure the top is in the full closed (up) position and latched. Close both doors with the windows up. Use a metric rule to check the gap/clearance of the lower binding edge of the convertible top to the edge of the door (Fig. 1). The gap/clearance should equal 1 - 4mm. If gap/clearance is less than 1mm or if hard contact between the top and door is made, perform the Repair Procedure.

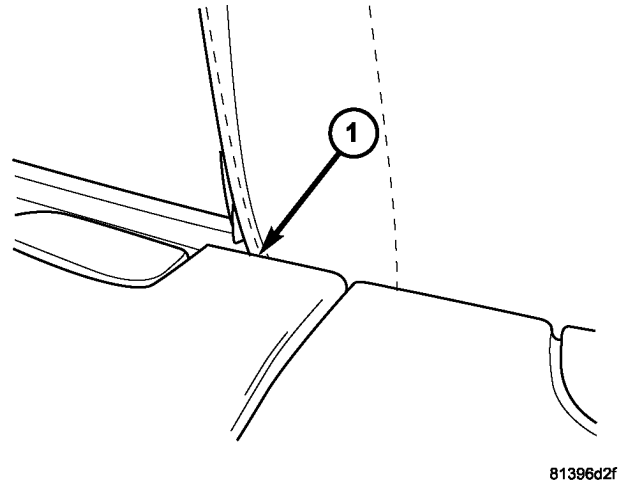


Fig. 1 TOP TO DOOR MEASUREMENT

1 - CLEARANCE 1-4 mm

PARTS REQUIRED:

Qty.	Part No.	Description
AR (2)	05029940AA	Shim

SPECIAL TOOLS/EQUIPMENT REQUIRED:

NPN	Plastic/Fiber Trim stick
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REPAIR PROCEDURE:

1. Open Driver door.
2. At the upper vertical edge of the door weather seal where the seal meets the horizontal surface at the rear of the door, place a fiber stick (or other non-marring tool) behind the weather strip and push weather strip away from door frame (Fig. 2).

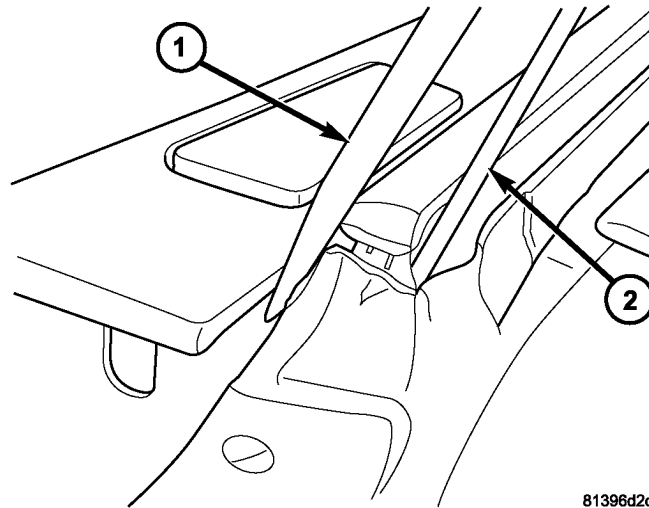


Fig. 2 HOLD WEATHER SEAL AWAY FROM DOOR

- 1 - TRIM STICK
 - 2 - EDGE OF WINDOW GLASS
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3. With the longest side of the shim at the top, remove the self-adhesive backing and place one shim as far forward on the vertical surface of the inner door panel with the top of the shim touching the bottom edge of the lip on the door (Fig. 3).

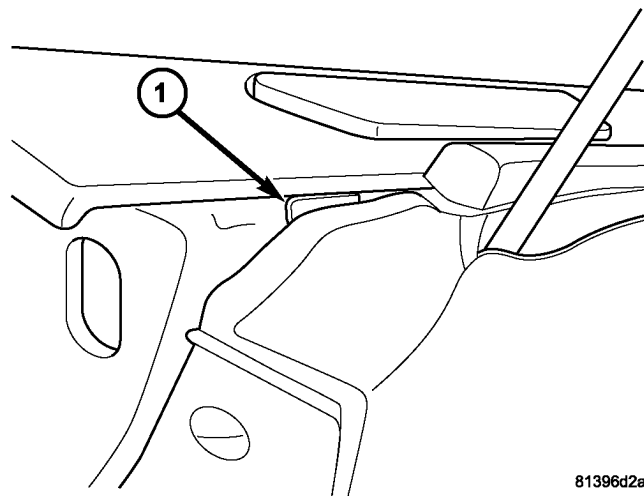
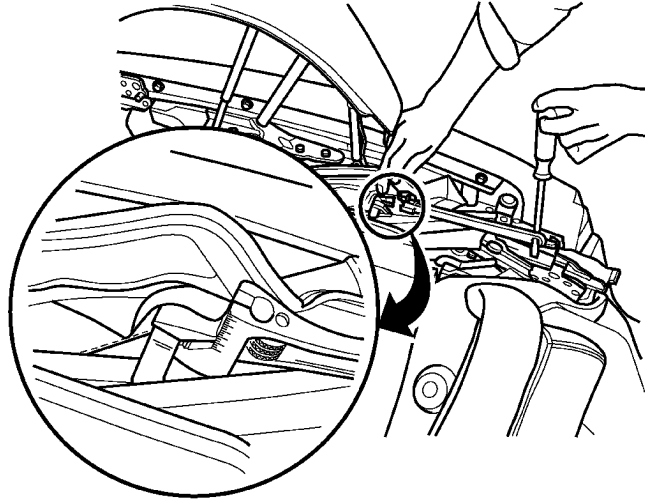


Fig. 3 PROPERLY INSTALLED SHIM

- 1 - EDGE OF SHIM FLUSH WITH BOTTOM EDGE OF DOOR LIP
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4. Check and repeat on other side if needed.
5. If the gap/clearance is still less than 1mm or making hard contact to the door, go on to Step #7.
6. If the 1 - 4mm gap/clearance has been achieved, perform test for water tightness. If OK, repair is complete.
7. Unlatch the header and open the top to the full down position.

8. At the sail cloth link where the top cloth is attached place a shop cloth around the link. From the front, place a 10" to 12" adjustable wrench on the horizontal portion of the link, adjust the wrench tight to the link (Fig. 4).



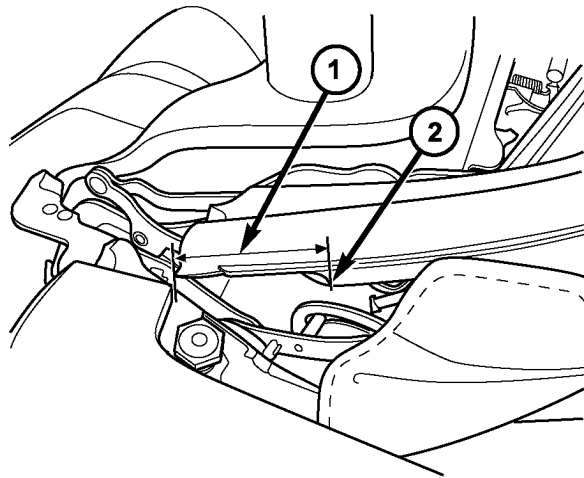
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Fig. 4 SAIL CLOTH LINK ADJUSTMENT

SHOWN WITHOUT SHOP CLOTH IN PLACE FOR CLARITY

9. Place a large screwdriver or other pry bar into the hole at the end of the adjustable wrench (Fig. 4).
10. With a counter clockwise twisting motion for the driver side or clockwise twisting motion for the passenger side, use enough force to slightly move (bend) the sail cloth link inboard.
11. Fully close and latch the top. Re-check gap/clearance for proper gap. Repeat this process until the 1-4 mm gap has been achieved.
12. Again place the top in the open or full down position.
13. At the outer rear rail seal, measure 90 mm from the bottom of the retainer edge and mark (Fig. 5).
14. With a very sharp knife or box cutter, cut at a 45° angle to the rail casting. After the cut is to the rail casting, cut parallel along the rail casting all the way to the bottom of the rail casting (Fig. 5).

NOTE: Care needs to be taken not to scratch the coating off the seal retainer/rail casting.



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Fig. 5 WEATHER SEAL AFTER MODIFICATION

1 - 90 mm

2 - 45 DEGREE CUT

15. Discard cut-off piece.

16. Perform on other side if necessary.

17. With the top in the full closed (up) position and latched. Check vehicle for water tightness.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
23-05-01-92	Adjust One Side	0.3 Hrs.
23-05-01-93	Adjust Both Sides	0.4 Hrs.

FAILURE CODE:

81	Poor Fit
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