

# Technical Service Bulletin



## 61 Convertible top adjustment options

61 13 22 2015779/7 September 26, 2013. Supersedes Technical Service Bulletin Group 61 number 10-09 dated November 18, 2010 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
TT Roadster	2007 - 2015	All	Not Applicable

## Condition

REVISION HISTORY		
Revision	Date	Purpose
7	-	Revised header data (Added model year)
6	11/18/2010	Revised header data (Added model year) Revised <i>Service</i> (Step 2)
5	3/12/2010	Revised header data Revised <i>Service</i> (Step 2)
4	11/2/2009	Revised <i>Warranty</i>
3	12/1/2008	Revised Title to include repair group

The convertible top latches (Figure 1) do not engage end plates on windshield frame. Latch hooks meet end plates too far rearward.



*Figure 1. The convertible top latch.*

## Technical Background

Certain areas of the convertible top may need to be checked and adjusted to remedy possible top alignment issues.

## Production Solution

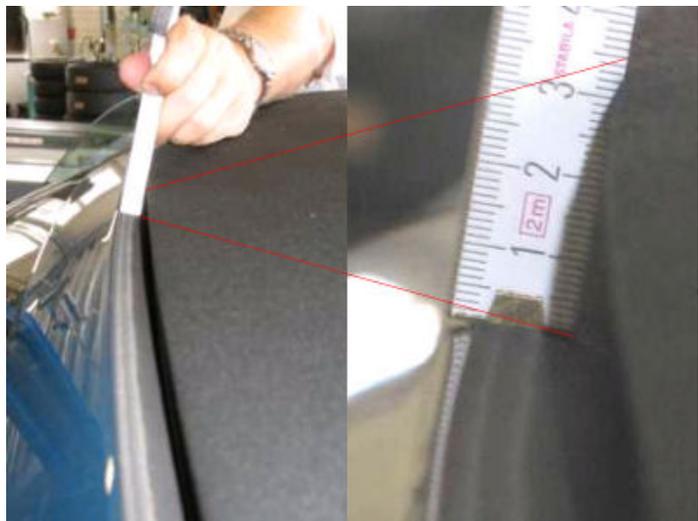
Not applicable.

## Service

If the convertible top latches match the description found in the *Condition* section of this bulletin, check the following points and adjust as necessary:

### The distance between the windshield frame and the front edge of the roof:

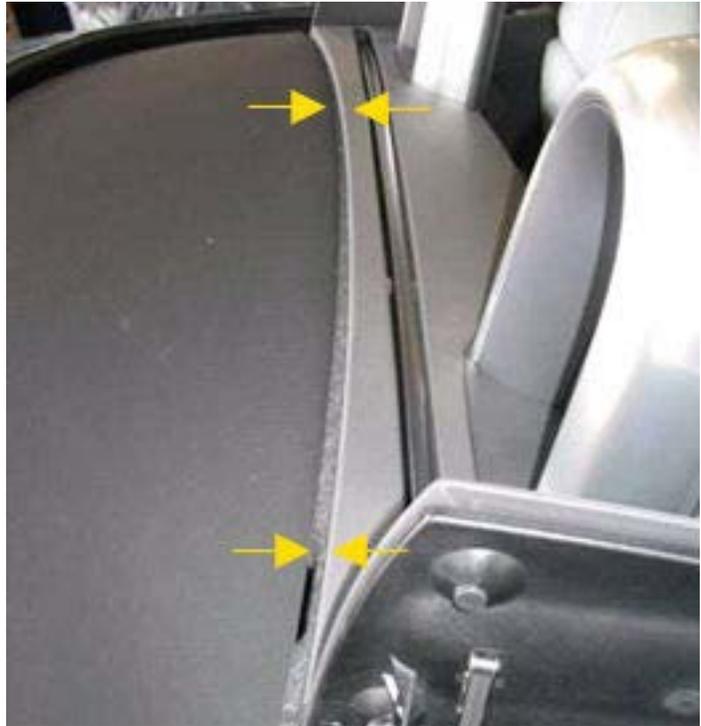
- This distance should be measured after initial opening of the top, when the front latch motor V223 has stopped after unlatching, but before the hydraulic pump begins operating.
- Specification for basic setting = 35 mm (Tolerance +/- 5 mm) (Figure 2).



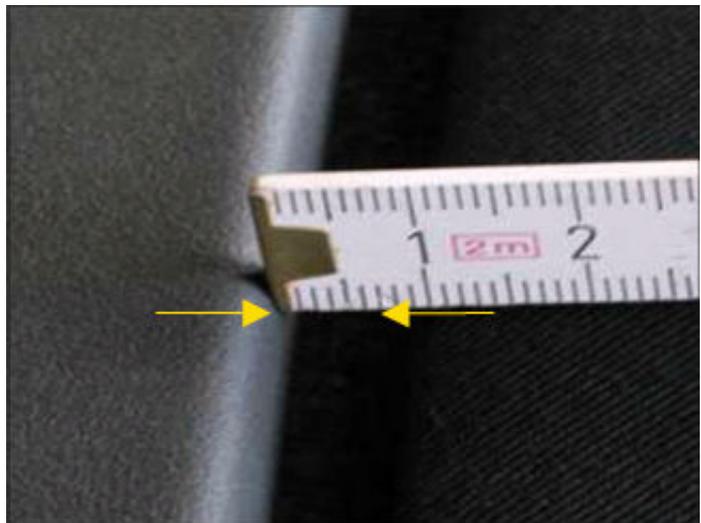
**Figure 2.** There should be 35 mm (tolerance +/- 5mm) from the windshield frame to the front edge of the roof.

## The distance between the roof panel and body (windscreen trim panel):

- This distance should be measured after the top is fully opened (Figure 3).
- There should be 4-8 mm between the roof panel and body (Figure 4).



**Figure 3.** The gap on the roof panel should be the same on the left and right sides.



**Figure 4.** There should be 4-8 mm between the roof panel and body.

- Adjustment of the flap opening angle is critical, particularly after replacement of the flap motors. This adjustment is checked by establishing a gap of 9.6 mm between the flap and the wind deflector. If a fully-open flap is in contact with a raised wind deflector (0 mm) or less than 9.6 mm, the flap has opened over-center (Figure 5).



*Figure 5. A flap that is open over-center.*



**Note:** If the flaps open over-center, the flap motors will be damaged when closing.

- Disconnect the connecting rod at the flap end so that the flap moves independently of the motor. Avoid moving the motor arm manually. Allow the flap to rest in the up position. Locate the fine adjustment screw (Figure 6 and Figure 7).



*Figure 6. Location of fine adjustment screw.*



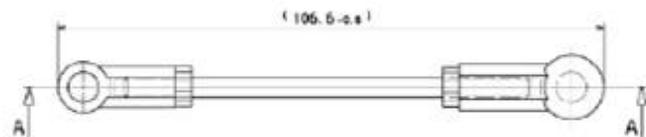
**Figure 7.** Close-up view of the fine adjustment screw.

- With the wind deflector raised, check the gap between the flap trim and the wind deflector as shown in the illustration. It should be 9.6 mm. Using a 3 mm Allen wrench, adjust the fine adjustment screw until this gap is achieved (Figure 8).



**Figure 8.** Adjustment of the fine adjustment screw.

- Establish the basic setting for the overall length of the connecting rod. It should be between 105.8 mm and 106.6 mm (Figure 9). Adjust as necessary.



**Figure 9.** Basic setting for the overall length of connecting rod.

- Reconnect the connecting rod (Figure 10). If the basic adjustment of the connecting rod is correct and if the flap to wind deflector gap is adjusted correctly (Figure 11), the connecting rod should align with both ball connections.



*Figure 10. Reinstalling the connecting rod.*



*Figure 11. Correct gap.*

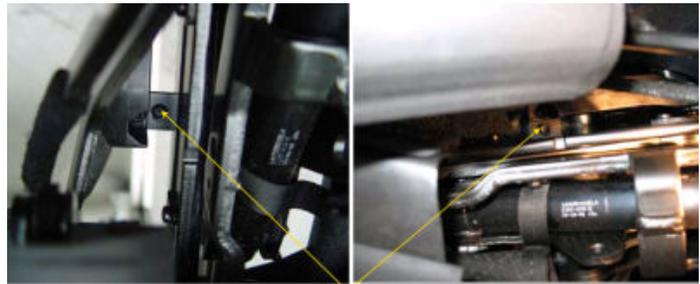
- Operate the complete convertible top cycle 2 or 3 times. Recheck the flap to wind deflector gap. Readjust if necessary.

## The position of the main bearing bolts:



**Tip:** The main bearing bolts are to be torqued to 36 Nm.

- Before the main bearing bolts are loosened, the main bearing depth screw (Figure 12) should be moved downward until it makes contact with the body (approx. 2-3 rotations).



**Figure 12.** The depth screw location.

- Moving the main bearing depth screw downward maintains the main bearing height during adjustment. Additionally, the main bearing may need to be moved forward. For this reason, the tension straps must also be loosened to allow for this movement.

### Position of the main mounting bolts:

- Loosen mounting bolts and inspect position. The position of the main bearing mounting bolts with respect to height should be centrally located in the holes in the bearing (Figure 13 and Figure 14).



**Figure 13.** N.i.O. position of the main mounting bolt.

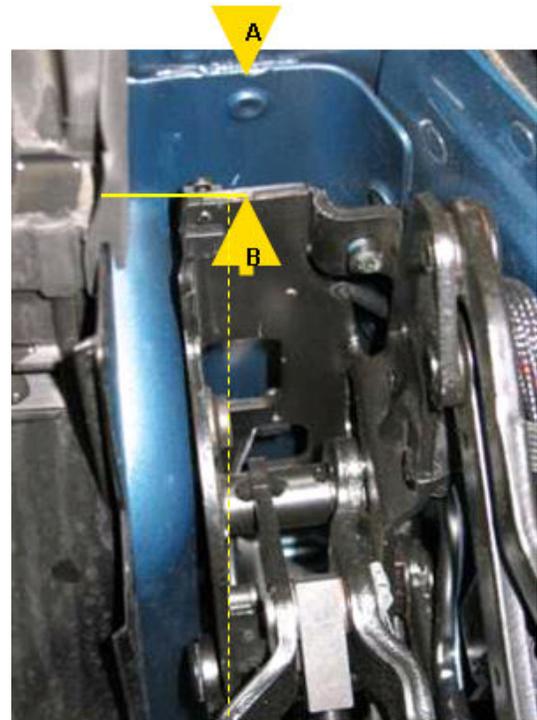


**Figure 14.** I.O. position of the main mounting bolt.

## Distance of main bearing to body:

After adjustment at the main bearing is complete, the main bearing depth screw must be backed off so that there is no contact between this screw and the body. Contact will cause a creaking noise.

- Measuring point: main bearing to body:
  - This distance should be equal between the left and right side.
  - Specification for basic setting of distance front to rear (Figure 15, A to Figure 15, B) = 30 mm
  - Specification for basic setting of height (bottom of body cavity and point B) = 285 mm



**Figure 15.** There should be 30 mm between the main bearing and the sheet metal at the B-pillar. This should be equal right to left and also should be measured at two points on each side (upper and lower) to maintain a perpendicular position of the main bearing. There should be 285 mm from the bottom of the body cavity to point B.

## Convertible top frame travel limit screw:

- Apply Plastelin or Butyl on the screw heads to determine if the frame travel is being limited by the screw (Figure 16). The frame may make contact with the screw but should not prevent appropriate forward movement (e.g. central engagement of the top latch hooks to the end plates) during operation.



*Figure 16. The screw head, covered with Plastelin or Butyl.*

- Cycle the top, check distance between frame and screw and adjust if necessary. It is important to note that as this screw is adjusted toward the rear the top frame travels more forward. Conversely, if the adjustment screw is moved toward the front the top travel is limited more rearward. Make adjustments only 1 full turn at a time and recheck the latch hook engagement after each top cycle.

- If there is no contact between the frame and the screw apply a suitable amount of Plastelin or Butyl or, as an alternative, a piece of felt to determine the gap (Figure 17).

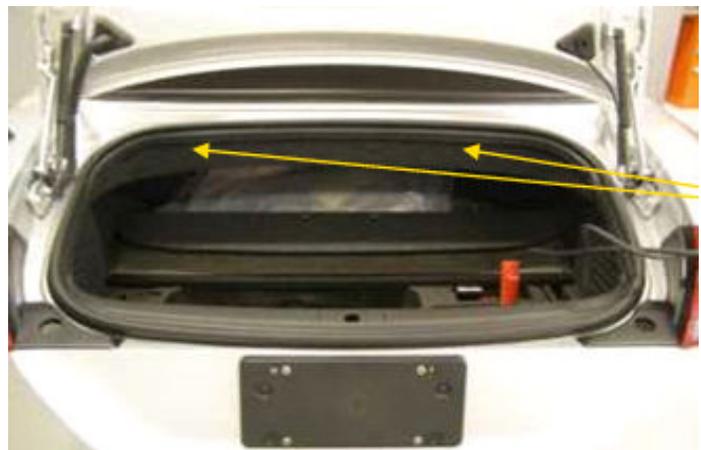


*Figure 17. The screw, covered in felt.*

- Adjust both sides.

### **Adjustment of the tension straps:**

- Adjust the tension straps (Figure 18). The correct amount of tension to the straps prevents the front latch hooks from hitting the end plates at the windshield frame. Correct adjustment softens the meeting of the latch hooks at the end of the closing cycle.



*Figure 18. The tension straps.*

- The adjustments are made behind the trunk trim (Figure 19 and Figure 20). Turning clockwise increases the tension and slows the drop of the front of the roof at the end of the closing cycle. Be cautious not to create too much tension. This could cause the front latch and motor to be incapable of pulling the top closed.



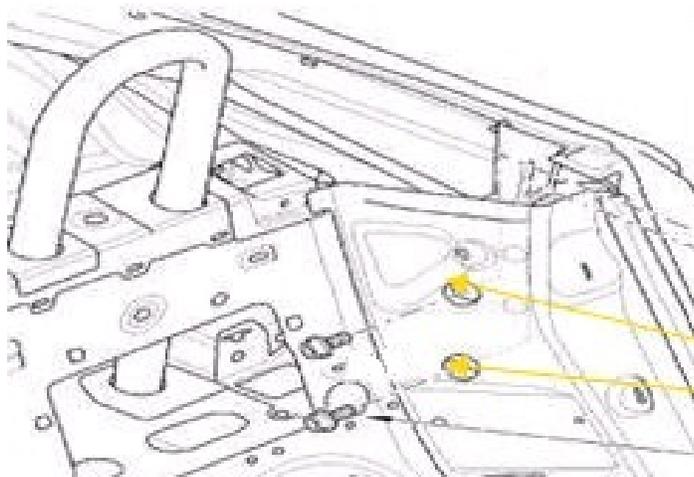
**Figure 19.** The tension straps are located behind the trunk trim.



**Figure 20.** The tension straps are located behind the trunk trim.



**Tip:** The main bearing bolts (Figure 20 and Figure 21) are to be torqued to 36 Nm. After adjustment at the main bearing is complete the main bearing depth screw must be backed off such that there is no contact with the body. Any contact between this screw and the body creates a creaking noise.



**Figure 21.** The location of the main bearing bolts.



**Figure 22.** The location of the main bearing bolts.

If these adjustments are made and the condition persists, please open a TAC ticket.

## Warranty

<b>Claim Type:</b>	Use applicable claim type. If vehicle is outside any warranty, this Technical Service Bulletin is informational only.		
<b>Service Number:</b>	6130		
<b>Damage Code:</b>	0017		
<b>Labor Operations:</b>	Adjust convertible top	6101 1500	160 TU
<b>Diagnostic Time:</b>	GFF	No allowance	0 TU
	Road test prior to service procedure	No allowance	0 TU
	Road test after service procedure	No allowance	0 TU
	Technical diagnosis at dealer's discretion (Refer to Section 2.2.1.2 and Audi Warranty Online for DADP allowance details)		
<b>Claim Comment:</b>	As per TSB #2015779/7		

All warranty claims submitted for payment must be in accordance with the *Audi Warranty Policies and Procedures Manual*. Claims are subject to review or audit by Audi Warranty.



## Additional Information

All parts and service references provided in this TSB (2015779) are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.