306 Cabriolet
Collection of articles including fixit guides

Since 2003, a series of articles were freely published on the Peugeot Cabriolet Owners Club website providing technical guidance and other useful information.

These articles are then illegally reproduced and sold on eBay as a PDF guide. So, to help owners of 306 Cabriolets all over the world live with their chosen ride, this PDF is now published for free here - exactly how the original authors/contributors intended!

Thanks to all those who produced the original material for these articles (see www.pcoclub.org/articles for full details and additional articles).

Enjoy!

Please note that neither the author nor the Peugeot Cabriolet Owners Club can guarantee the accuracy or consequences of any article published within this document. Use of any information published in these pages is entirely at your own risk.

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Diagnosis of a hood fault on a 306 (an introduction to the system)

Introduction

If the electric hood is an important advantage when you own a 4 seater cabriolet, it can also become your worst nightmare when it takes it into its head to work only when it wants to, or quite simply goes on strike.

This is often just the beginning of the battle for the owner. Firstly, there's nothing pleasant in finding yourself with the hood stuck down, or worse still, being unable to lower the hood. Next, you have to repair it. This is the moment when you realize that the manufacturer's dealers are often under qualified on the subject and exploit the situation to charge for replacement of the main parts which are prohibitively expensive. It isn't unusual to hear of a cabriolet owner faced with an estimate for repairs running from €1000 to €6000, which is madness in relation to the value of a car which is not brand new.

I mention the subject because I have personally been a victim of the problem and refused to be fleeced. At that time I owned a 306 Cabriolet and was told I needed a replacement control box (€1000) as well as a hydraulic pump (about €4000) in addition to labor. Since I don't like being fleeced and incidentally am qualified in industrial computing, I decided to analyze the management system of the hood, in order to find the fault and be sure of what needed to be replaced.

After two days analysis and creating a wiring diagram for the hood, since nothing existed on the subject, I arrived at the conclusion that it was the control box and nothing else that was unserviceable. Following this and being highly motivated to avoid giving money to the people who had decided to con me, I started making my own hood control box.

Since that time I have helped numerous 306 owners to solve their problems at a lower cost, but since I can't help everyone, I decided to publish for you a series of articles to give you the means to understand or possibly to solve the problem.

In this article, which like the others, deals with a 1994 model 306 Cabriolet, you will discover the essentials of an electric hood mechanism, together with the most frequent problems that can upset the cycle of raising or lowering the hood.

How does it work?

The first thing to realize about and electric hood is that it is not just electric. In fact, electronics comes into it more for the command software than for the movement of the hood itself.

The effort required for moving a hood, and especially its very heavy cast iron
frame, is so great that it cannot be provided directly by a 12 volt motor. The movement of a hood makes use of technology rather like that of power assisted steering - namely hydraulic.

It is hydraulic rams, which under the action of oil at high pressure (60-70 bar) that have the task of moving the frame of the hood and its ancillary elements.

When you activate an electric hood (better described as an electro-hydraulic hood), the hood controller (3) first of all ensures that all the conditions are correct for the movement to be initiated, then activates the power relay (2) which in turn activates the electric motor (1) of the electro-hydraulic pump (4).

The hydraulic pump driven by the electric motor puts oil under pressure and this remains captive until the controller (3) activates one of six solenoids (valves) (6) and allows oil to flow under pressure towards one of the hydraulic rams (8) via hoses (7). The pressurized oil pushes the piston of the ram in one direction or another (according to need), and it is the piston which moves the hood.

**The most common simple faults**

As has been shown, there is nothing miraculous in the hydraulic mechanism. Like all mechanical devices, it can break or develop a fault, but it is essentially a fairly simple concept and therefore reliable. In view of the short and infrequent use it is subjected to, it really has little chance of being the cause of a problem. Apart then from a fractured hydraulic hose (nevertheless frequent on the 306,
see the other articles on the subject), the mechanical side of things is really unlikely to give you any cause for concern.

The majority of problems stem in fact from the electric or computerized control. In fact, if the hood control unit decides to give up the ghost, however much you press the hood button, nothing will happen. Not even a little electric motor noise. And the control unit has many good reasons to be driven into immobility. Since its job is to operate the correct valve at the right moment, it needs to know perfectly at all times the position of the hood and its ancillaries and also that the conditions for safe operation are true.

If, at any given moment, it receives wrong information from its sensors or no information at all, it will put itself into safety mode and will refuse to initiate the operation of the hood or will stop in the process.

The origins of these breakdowns are most often due to:

- Bad contact of a connector through oxidization or working loose
- A failed contact
- A cut or severed electric wire

The first thing to do, therefore, before starting a long investigation of the breakdown is to pursue these three lines of enquiry. To do this, start by a visual inspection of the electrical loom of the hood, looking for any trace of damage caused by abrasion or cuts and paying particular attention to the wires that go up from the base of the hood towards the leading edge of the hood on the right-hand side. This is a wire that often gets pinched by the frame of the hood.

Next, with the help of a contact spray, clean all the connections, principally around the valves and the hood control unit. Check also the tightness of the connectors around the valves.
Operating the roof with the engine running modification

Introduction

The 306 Cabriolet is fitted with a safety mechanism which blocks the electric hood controller so that the hood cannot be operated when the engine is running. In fact, it is a security precaution that works well but which presents some disadvantages, notably by obliging us to stop and turn off the engine leading to wasted time during urgent hood-raising (rain). It is also a problem for weak batteries, and a certain annoyance in having to start up again afterwards.

This article proposes a method of rectifying this little inconvenience by modifying the safety mechanism so that it operates in a more rational way, equivalent to that of a Mégane cabrio whose only security is that the hand brake be applied to the point where the dashboard warning light is illuminated. This allows the possibility of starting to move at low speed (you have to be reasonable) while finishing operating the hood.

Tools and components required

You will need:

- 4m of electric cable 1mm2 or 1.5mm2 (color immaterial)
- Insulating tape
- A female 'fast-on' connector suitable for the section of your cable
- A connector block or a joining connector with a crimping tool
- Basic tools (screwdrivers, wire cutter/stripper, various spanners)
**Overview of work**

The operation consists of passing an electric cable from the electric hood’s control unit which is situated just below the off-side rear light, up to the hand brake lever. Some rightly say that this is not easy - especially the part under the carpet for the rear passengers - but then again, nothing is impossible!

**Preparation**

Initially, you need to:

- Remove the squabs of the rear seats by removing the two screws. Unscrew the two screws at the base of the backrest, in order to be able to move it slightly.
- Remove the central plastic cowling that covers the base of the handbrake lever

![Handbrake cover](image1)

- Next, back in the boot, unscrew the lamp cover from the offside (right-hand) rear light cluster, so that the carpet around the hood control unit can be moved away

![Roof ECU](image2)
Fitting the new cable

Now comes the most complicated part of this modification; fitting of the wire from the control unit up to the handbrake and passing under the carpet of the rear passenger compartment and under the boot carpet.

Wiring to the handbrake

Once the electric cable has been installed, we can connect it to the movement sensor of the handbrake, thanks to the "fast-on" connector that we will connect to the male connector that is available unused on this movement sensor.

The problem is that when this second connector is attached, it is difficult to reattach the movement sensor, so one can (as in my case) cut the original wire and attach the three wires together. That is to say the wire connected to the movement sensor, the original wire and the new one, all connected together with the aid of a connector block (for example).

Once the wires are connected, the effect is that the new wire will be connected to earth when the handbrake is applied, so one can replace the central cowling over the handbrake, replace the two screws holding the backrest and replace the squab of the rear seats.

Wiring to the control unit

We now arrive at the modification at the control unit (roof ECU) end, which may appear complicated, but which is in fact very simple.

Note: it is essential to carry this out with the ignition turned off, or even disconnect the battery to be completely certain.

- First of all, it is necessary to identify the connector situated under the control unit at the extreme right when viewed from behind the car
- Next, find the grey wire which is connected to terminal 6 (white arrow on the photo below) and cut it about 5cm from the black connector
- After cutting the wire, you must take the cut piece at the loom end and isolate it by covering it with insulating tape (blue arrow in the photo below)
Strip the end that is on the end of the connector (white arrow on the photo above) and reconnect it with a connector block or with a connector to the new handbrake sensor wire.

Re-assembly

All that is left to do is to replace the connector on the control unit, put back the carpet, replace the rear part of the light unit and reconnect the battery if you had disconnected it.

Result

Now you can test whether the modification works:

- Turn on the ignition
- Start the engine
- Apply the handbrake just until the parking brake warning light comes on
- Activate the hood button
- And as if by magic, the hood starts to move
- Start the operation again with the handbrake off - the hood should not move

It only remains to test a hood movement in real conditions to appreciate the benefits of this modification which is not difficult to achieve but so practical in everyday use.
Caution: this modification requires a few important recommendations:

Keep to a low speed when moving the hood (10mph / 15km/h max), above which the sail effect would be too great and would result in damage to the hood, its mechanism and the hood cover.

Remember that lowering the hood is easier than raising it and therefore less dangerous on the move (because of the handles that need to be closed).
Removing the rear seats.

If ever you need to remove the rear seats from your 306 Cabriolet, this is the article to read! Why would you want to? The main reason is likely to access the rear speaker housings (usually in the quest to update them) or if you wish to remove the side trim "cards".

This article applies to all variations of the 306 Cabriolet, with the only slight difference being pointed-out.

**Essential tools:**

- 13mm socket or spanner
- Long screwdriver or stiff rod

If your 306 Cabriolet was not fitted with optional rear head rests, you have it easy. Simply skip stages 3 to 6!

1. Remove both seat base lower bolts (13mm socket).

2. Remove the rear seat base and store carefully.
3. Lower the roof but keep the roof cover open as you will need access to rear head rest sleeve clips.
View of the rear bulkhead with the roof cover open

Tip: Regardless of whether you’ve opened the roof cover using the hydraulic system or manually, ensure that the roof cover is securely held open. The cover may appear to stay in a vertical position initially, but the hydraulic ram will slowly let the cover down as the fluid drains out. Remember not to rely on the headrests or seat back to wedge a cardboard box in place as these parts are about to be removed (stating the bleeding’ obvious!).

4. Pull out both rear headrests and store carefully. Removal usually involves gently, but firmly, wiggling them from side to side while pulling up. On later Phase 2 and 3 models of the car, a button was introduced that has to be pressed inwards to aid the head rest’s removal.

Phase 2 and 3 headrest button
4. Using the screwdriver or rod, remove the clips that are located in the metal headrest holders. As can be seen from the first photo below, this means you have to sink the screwdriver between the seat back and the rear bulkhead attempting to catch and remove the clips. The second photo, below, shows what you are aiming for. (The hairpin clips provide the "clicking" resistance when raising or lowering the headrests but also stop the shaft sleeves from being removed.)

Illustrating the clips that need to be removed

5. Carefully pull out the four plastic sleeves as shown below. Failure to do so, or lack of care could result in torn leather or fabric as can be seen!
6. Remove the two bolts from the bottom of the seat back. Again, these are 13mm.

7. Pull the seat back up and out and store carefully.
8. To get to the rear speakers you will need to remove a nut from bottom of the side trim cards.
9. Remove both side trim card upper screws.

10. You will need to pull back some trim around the rear side trim cards in order to remove them.

Your job is done! You now have access to the rear speakers. You may also notice that there is access to the boot via two rear bulkhead cut-outs in the metal work - see photo below. Handy if you wish to route wires between compartments.
Refitting the rear seats simply involves a reverse process of the above description. The only difference is that the metal clips removed in step 5 can be re-inserted before the rear seat back is fixed in place. This way, the sleeves will simply click back into place in the final stages - just ensure the sleeve angle cuts on the ends are rotated correctly to allow this.
Front door card removal and window adjustment

Below is a guide to remove the interior door card off a 306 Cabriolet. It is based on a Phase 2 model and *may* not apply to either the Phase 1 door trim or the later Phase 3 but is likely to form a good basis (not tried!). There is potential for damaging clips and more in doing this, so please rear and note the disclaimer at the foot of this page before proceeding!

To remove the door trim you will need a torque driver (star-shaped), a paint scraper or something similar and a small electrical screwdriver.

*Important Note: Be very careful and do not rush, there are some plastic clips that you don’t want to break.*

1. Ensure the front window is down (it’s a lot easier to remove the card when it is down).
2. Remove the electric window/mirror switch (should just pop out with the use of the electrical screwdriver) then undo the screw from behind it.
3. Remove the small round cover in the top left corner of the door card and then remove the screw.
4. Remove the plastic trim from around the door latch/handle.
5. Undo the screw from beneath the door handle.
6. Remove the small cover that sits directly behind the mirror (should just pull off).
7. Remove the cover from the speaker. Undo the 3 screws and remove the speaker.
8. Now all that should be holding the door card on is about 5 or 6 plastic clips.
9. Starting just to the right of the speaker, try and prise the door card away from the bottom of the door. Use the paint scraper to do this but be careful not to scratch the paint. Work your way across the bottom then up both sides.

   **Important note:** don’t rush at this point if you take your time the plastic clips should pop off without breaking. You might find it easier to lie underneath the door so that you can see the clips.

10. Once all the clips are free you need to lift the door card over the door lock. Job done.

These instructions were written by Andrew in order to allow access to the window mechanism. If you find the level of the window when up or down is not correct, it can be adjusted via the U-shaped clamps which hold in the front windows:

- Plug the window switch back in and close the window.
- You can adjust the window via the U shaped clamps.
The diagram below, and kindly created and supplied by Andrew, should help illustrate how the window is held in:

*Diagram of front window fixing system*
Avoiding wear to the roof hydraulic hoses

Introduction

It's a known problem on all 306 Cabriolet models, so it's better to prevent this problem than have to fix it. Whenever the electric hood is opened or closed, one of the hood supports slowly but surely rubs against the hydraulic hoses situated under the hood cover until it wears through. There is a solution method to avoid this happening.

Method

Position of the affected area

We are working on the area circled in yellow, on the right-hand side under the hood cover.

Location of area

Making the guide

Make your guide from Plexiglas, rigid Nylon or another non-abrasive material to keep the hydraulics pipes firmly held towards the wing of the vehicle. Its length should be about 11cm. You need to make a hole at one end to attach it. The guide must not have any abrasive or cutting edges, otherwise the hydraulic hose will be damaged rather than protected.

This is what the guide needs to look like.
Identify the hydraulic hoses that need protection

With the roof up (ie. out of the compartment and area you need to work in), raise the hood cover and hold it in an open position whilst doing the quick modification. The hydraulic hoses concerned are outlined in yellow in the photo below.

Fix the guide

Use the bolt (outlined in yellow below) to fix your guide so that it holds the hydraulic hoses against the bodywork during the opening and closing of the hood.

Conclusion

That's it. You have just avoided the wear of the hydraulic hoses.
Checking and refilling the oil level in the hood's hydraulic system

Many owners of cabriolets fitted with electric hoods think wrongly that everything is electric and therefore maintenance free. In fact, only a small part is electric, this part serving to control a hydraulic pump (a bit like power steering), and it is this which actuates the hydraulic rams for the hood.

As with any hydraulic equipment, it is important to check the oil level regularly in order to be sure the system will operate properly.

This article is based on a 306 Cabriolet but it applies to all cabriolets with an electro-hydraulic roof mechanism even though the pump/reservoir design and layout will alter.

The level

The Peugeot reference for the oil in the hydraulic system is "9735.57".

Remove the screw indicated by the arrow in the photo below.

Add oil into the hydraulic system up to the level of the filling screw, and then replace the screw.

Note: the photos and description is of a late model 306 Cabriolet. For earlier models (see photo below), remove the screw on the upper part of the reservoir and fill with oil up to the levels marked "min and max".
Earlier pump type

Checking

Do a trial lowering and raising of the hood, then add oil to the reservoir of the system up to the level of the screw hole if the level has gone down. Replace the screw taking care not to over-tighten it.

Check after a short time and several operations that the level has not gone down, otherwise this signifies that there is a leak in the system.
Cleaning and re-lubricating the rear windows

A problem most 306 Cabriolet owners can sympathize with is the lack of gusto the rear windows exhibit when moving up and down. It is not uncommon for the window motors to burn out, but even when new, their lack of pace can be highly annoying.

Here is description of what I did when I cleaned the rear window mechanism of my 306 Cabriolet. Upon investigation, I found that the grease had gone off inside the window mechanism. After cleaning and re-lubricating it, I found that the rear windows were much faster than before.

1. Open either of the doors (I've worked on the driver's side here) and on the door pillar you will see a rubber seal and three push clips as highlighted below:

*Three seal clips to remove*
2. With a flat screwdriver, gently push underneath the clip heads to lift them out - they can be removed easily with a pair of pliers. You can see from the photo below what they look like when removed:

* A clip removed

3. When the clips are removed you can then fold back the rubber to get inside the door pillar as shown below:
4. Once this is done you can then spray some lubrication in here. I found that the grease for the window mechanism had gone hard and gone off, so I sprayed some WD40 in here whilst winding the window up and down (a helping hand from the wife here would be great!).
5. Once this is done you will find that your window should go up and down a lot faster. I noticed a large improvement in the speed. Then simply fold the rubber back to its original position and insert the pegs back into place.

6. I then cleaned in between where the window passes between the seal as indicated below. This was simply done with the aid of some cottonwood buds and warm water with a slight drop of washing-up liquid.

Seal to clean

7. Simply take the cotton wool bud and dip in your warm water and slide in between the area. You will be amazed as to the amount of dirt that actually collects here! Repeat this procedure several times until the area is clean.

8. Then simply repeat all of this for the opposite side of the car.
Replacing 306 Cabriolet roof hydraulic hoses

Introduction

We are going to tackle a subject that will concern all 306 Cabriolet owners at some time. It's a problem recognized by Peugeot but for which the manufacturer provides no solution apart from selling you a kit of hoses (as a set of 8) at an exorbitant price and with only intermittent availability.

The problem

During lowering or raising of the hood, you hear a loud noise sounding like air escaping from a compressor, then a sort of cloud appears looking like water vapor and the hood falls back or refuses to move. What has happened is that you have just burst a hose and the noise and smoke are the hydraulic fluid being propelled at high pressure out of the hydraulic system. This could have been cause by the a hose being caught in the system (rare) or through the natural deterioration of the poor quality hoses.

Immediate action

Under no circumstances operate the electric hood.

- Quickly clean up the oil so that it doesn't penetrate the material of the hood and cause stains
- Clean the inside of the hood stowage area so that oil does not soak into the carpet stuck onto the compartment's floor
- Try to find the leak and wrap it in a large absorbent cloth (it is often first the small ram on the right hand side, below)

Note: You can move the roof frame and hood cover manually if your roof has just failed, but this has to be done very carefully and slowly if the hydraulics has only just failed as you will be forcing oil around the system against its will. If possible,
first disconnect the hydraulics or mechanics (see next section) before further movement

The solution

If you do not want to undertake an immediate repair but still want to be able to raise and lower the hood, I advise you to uncouple the rams of the hood mechanism by removing their connecting pins. This will make manual operation easier and will prevent more fluid being forced out by further movement of the rams, even if it is manual.

Another method is to keep the hydraulic rams connected but disconnect the 8 hose attachment plate on the hydraulic motor in the boot. Hydraulic oil will leak out of the hoses for a good number of manual operations, so it is advised that you catch any bleeding with a small, sealed plastic bag wrapped around the hoses and plate. Also ensure that no dirt enters the hydraulic motor by thoroughly sealing the face where the plate you just removed sat. DO NOT OPERATE THE HYDRAULIC MOTOR VIA THE ROOF BUTTON ON THE CENTRE CONSOLE WHILE DISENGAGED!

Your only courses of action are either to go to Peugeot and buy their kit of eight hoses for €470, or to find a firm specializing in hydraulics who will make you up some replacements

Note: there are two sorts of hoses, depending on the year of the car and that of the hydraulic system.

Advice: Replace the hoses in pairs even if only one is worn through, since the longest part of the job is stripping and reassembly of the small ram. It is better not to have to do this a second time for the same type of breakdown, bearing in mind all the problems that can be caused by leaking hydraulic fluid.

Replacement of the hoses on the right-hand small ram, step by step

First of all you need to remove the small ram, so you have to put up the hood and keep the rear part up.

Next, remove the linking pin between the small ram after having removed its holding clip.
Afterwards, either remove the rear interior trim to gain access from inside the car to the screw holding the ram, or make yourself a tool with a shortened 17mm socket fixed to the end of a hexagonal spanner that has also been shortened.

Note: You can also find a special spanner type attachment called a "crows foot" (left) which attaches to a ratchet set. This small purchase from good/specialist hardware stores can save a lot a scarping of knuckles!

You also need to remove the pins of the large ram to gain more space for access. Afterwards it is just a question of patience and dexterity.

Use cloths to protect the bodywork of your car. Once the small ram has been removed and put to one side in the hood compartment, it is necessary to remove the black plastic cover through which the hoses pass to go to the hydraulic system. To remove the little rivets, you need to press in the little plastic tag with a small screwdriver and then use a craft knife to cut the waterproofing Mastic/sealant (beware paintwork and fingers!).

Next remove the black insulation tape (watch fingers again) and release the two hoses in question.
Unscrew the three electric wires in the ram movement sensors, not forgetting to note the colours for reassembly (another use for insulation tape).

Now comes the stage where you remove the two hoses attached to the hydraulic motor, noting the letter printed on the ends.

On motor of the latter models, remove two Torx screws and pull on the hoses in question. Watch out for fluid that will leak out. Be prepared with plenty of absorbent cloths.

![Later motor/pump type](image1)
![Early motor/pump type](image2)

That's it. You can unscrew the hoses attached to the ram with a flat spanner, while holding it in a vice. Make sure to secure the base of the ram, that is to say the part the screw attaches to and not the body, otherwise excessive pressure may destroy it.

![Suggestion of vice/clamp location](image3)

Great! Removal is complete. Now it only remains to source the correct hoses according to the two possible choices shown below.
Note: What is not mentioned, and what could be a difference of supply between France and the UK, is that the hose fittings on the motor end are proprietary Peugeot items. A hydraulic hose specialist is yet to be found in the UK which can source these end connector types. If you are lucky, a friendly specialist will re-use the existing end-connectors, although understandably, several companies don't want to get involved due to liability and added hassle.

Reassembly of the system

After obtaining the hoses, they have to be put back onto the small ram in the same manner as their removal, ensuring that they are of the correct length. Do not over-tighten as a seal is assured by a washer within most fitting types.

- Screw the wires of the movement sensors back onto the ram
- Replace the insulating tape (it even sticks to fingers)
- Reassemble the small ram, then replace the pin, the washers and the clip
- Lay the hoses in the passage towards the motor, leaving them fairly loose so that movements of the ram do not pull on the new hoses
- Replace the black plastic trim with new small rivets (Peugeot rivets ref: 697222)
- Attach the hoses paying particular care that when everything is moving, nothing can cause damage to the hoses (conduct motion tests by hand)

- Attach the two hoses to the master cylinder in the positions previously marked
- Make a final check that everything has been correctly reassembled and do a final manual trial to ensure that everything works properly
- Refill with hydraulic fluid (Peugeot ref: 9735.57) into the hydraulic cylinder up to the level of the filling screw on the latter types or the max level indication on earlier types, then screw the filling cap on once more
Later type oil resevoir filling screw

Have a trial powered lowering, then raising of the hood. Top up the oil resevoir again, check that everything is working and then do several lowerings and raisings to eliminate any air bubbles from the circuit. Carefully check the fluid level after this.

Congratulations. You have succeeded and are well placed to enjoy the delights of summer.
Replacing the panels led lamp

By the time goes by, the light on the panel may failed and would not work some day, one thing we would might do include all our missions is to replace them.

Open with a flat screwdriver from the right side as in the picture:
To take the clock out you need first to pull out the left side at 45 degrees and then the right side will come out very easily.

Now when the clock is out open the right screw.
Pull the Radio-Disc out of his house track

Open the frame
Pull easily and carefully the frame panel.
Here is the inside of the panel. It is now possible to see the small led lights of the panel:
With a half of spin with the hand you can take the land

Now, easily put the new led lamp. You can find it in an electric store it is a standard led and then reverse the instructions till everything in his place.

And the final result:
Replacing the fabric roof

Tools required

This is not an exhaustive list, but the following tools are a basic requirement:

- Full socket set (from memory you will need 10, 12, 13, 16 and 17mm)
- Philips (cross head) and flat screwdriver
- 16mm spanner
- Allen keys
- Something to hold the roof cover open

Getting started

Unclip the front roof handles and push the roof up as you would to put the roof down. Push the roof button long enough for the rear of the roof to right back and the metal hood cover to come fully up. Once you have it in this position you should be able to manually move the hood cover (slowly so as to not cause any damage to the hydraulics system) either up or down with the roof still being up. This will be necessary so you can access the boot - a raised hood cover obstructs the opening of the boot.

Holding the roof cover up
Removing the passenger side panel

Next you will need to get access behind the rear passenger (left-hand) side panel, which also involves removing the rear seat base and back. This process is described in PAGE... Once you have done this, you will see the grommet holes which will allow access to ser clip bolts for later in the process.

Removing the rear passenger (left-hand) side panel

![Image of car interior showing the rear passenger side panel](image)

Disconnecting the hydraulic rams

Lower the hood cover and open the boot. To the right just under the driver's (right-hand) side rear light you will see the two core electrical connector you need to unplug. This connector will be replaced with the new roof. Free this cable and work it back to the access hole between the boot and roof housing.

Close the boot and open the roof cover. Unclip the plastic cable cover and pull the cable from the boot into the roof area.

On the driver's side, there are two hydraulic rams; push the clips off the larger of the two, and next remove the fixing bolt. The fixing bolt has to be freed from the inside - this is where taking off the inside panelling, as described earlier, allows you to do this via the grommet holes. It's a little tricky but it comes away. Now
take the clip off the small hydraulic ram. You will see the fixing bolt is part of the roof.

*Fixing bolt being part of the roof*

Using an allen key, unscrew the part of the roof which holds the fixing bolt in place. You should now be able to pull this part of the roof away from the hydraulic ram.

You should now have the two hydraulic rams free as shown below.
Two hydraulics rams free from roof

Next, take the smaller hydraulic ram off its fixing on the roof using a 16mm socket. Unscrew from the roof's frame work and leave loose in the roof housing.

The passenger's (left-hand) side only has one hydraulic ram. Repeat the same as on the drivers side.

Now you should have all the hydraulics disconnected.

**Removing the roof from the chassis**

You should be able to see the frame work of the roof and the 17mm silver support bolts, two on each side which are at the bottom of the roof's frame. These need to be loosened off, but don't fully unscrew them as this isn't needed. Note: mine were secured very tightly.
There is another bolt above, which is the main support bolt holding the roof to the chassis. This is a 16mm bolt and it identifiable by the gold bracket which is used to hold the internal plastics down which you took off earlier. See below.

Gold bracket under which is the main securing bolt
Re-fitting

Now you should be able to remove the roof and install the new one. We found it is easier fitting the new roof when it was completely folded. Sit it in the roof compartment and bolt it in place, then put the roof back up to how you had it when you previously worked on it so you can get to the hydraulics. Put everything back as you took it out and hey-presto, you have a newly fitted roof. One thing I noticed was the new roof is very stiff - over time I'm sure it will loosen up making it easier to clip into place.

*Before (top) and after (above) photos of Hannah’s Cabriolet*
Replacing the original clock color and the tiny leds

The original color – orange color

Opening the panel

We will use a flat screwdriver to open it
The panel is out

Open the 2 philips screws
Taking the clock out

To take the clock out you need first to pull out the left side at 45 degrees and then the right side will come out very easily, as you can see in the picture…

The clock is out. Now you disconnect the white / grey connector
Now the clock is disconnected.

Another two screws when the arrows...
Now with a soft-continue touch open the clock to see what is going inside. There is a lot of pins that makes it hard to differentiate… (the blue arrow)

If you want to renew the tiny led that is the perfect time!

Let’s continue… now open with a flat screwdriver when the red arrows…
Here you can see it opened

Here we can see the orange thing that makes the standard color of the clock…
We'll take a piece of cellophane; blue was the color I have chosen.

We'll put it exactly where the old color was

Now we'll clip everything back from the end to the beginning.

Here is the effect we get receiving after the whole installation…
Replacing the vinyl hood cover

* Example of vinyl covering shrinking on hood cover

Tools

You'll need the following tools to undertake this work:

- A sheet of black vinyl
- A role of double sided tape / foam
- Socket / spanner set
- Drill
- Hammer and punch (used to pop the rivets out)
- "Stanley" knife with new blade
- Rivet gun with rivets. (I got my rivets from Homebase - 7mm by 4mm)
- ...oh - and a second person!

Removing to hood cover

In order to re-cover the lid it will be a lot easier to remove it and then to work with it on the floor.
To remove the lid:

1. Note: mark the position of any brackets before you remove them so that when you come to put the lid back on, it will be in exactly the same place.
2. Undo the four bolts that hold the hydraulic arm to the lid.
3. Undo the four bolts (two are short and two are long) from the hinge brackets.

Removing old vinyl covering

To remove the old covering:

1. Turn the lid upside-down.
2. Undo the eight or so captive nuts that hold the black metal bar on. The bar I am referring to runs on the top side around the back edge of the vinyl - clearly shown in the above photo.
3. Remove the bar you have just released.
4. Drill and pop out approximately 16 rivets that hold the three metal bars across the front edge and remove these.
5. Remove the old black covering.
6. Shake out the ends of the rivets. This might take some time but they will all come out eventually.

Re-covering with vinyl (back edge)
Starting to re-cover, back edge first

To start re-covering the hood cover, start with the back edge:

1. Turn the lid the correct way up if it is still turned upside-down.
2. Run a bead of double sided tape / foam pad in the groove where the black metal bar sits. (Be sure to leave gaps for the bolts to go through).
3. Lay the Vinyl sheet over the area that will be covered.
4. Fasten the black bar back into position (clamping the vinyl in place) by starting in the middle and working towards the edges. You will have to cut small slots in the vinyl to allow the bolts to go through. For every bolt, I cut a 2cm slot running parallel to the bar. This was to ensure I could move the vinyl around a bit if I needed to.

Re-covering with vinyl (front / leading edge)

To secure the front edge:

1. Stand the lid on its rear end (use thick cloth, foam padding or polystyrene to protect it).
2. Starting in the middle pull the new sheet of vinyl over the front edge. You will need to "work" the vinyl stretching it as you move towards the two edges.

3. The next step requires two people (unless you have four arms...); while one person holds the vinyl and metal bar in place, the other will need to make a hole in the vinyl and re-rivet the front bar back on. Again, it is a good idea to start in the middle and work toward the two edges.

It can be a pain to get the vinyl to sit flat, especially around the corners, but if you persevere and take your time, eventually you should get it right.

Final Touches

All you have to do now is cut off the excess vinyl and put the lid back on the car.
Roof not retracting fully into boot space

- Release the roof clips above driver's and passenger's seats
- Raise the roof slightly by hand until you get the bleeping noise
- Press the roof button
- Roof rear end lifts
- Boot lid opens
- Roof front end starts retracting back
- Roof starts retracting into boot space
- All fine up until this point...

The roof is about roughly 6 inches short of being totally retracted into the boot space, hydraulics can still be heard working, but the roof isn't going any further. Then all of a sudden, the boot lid starts closing before the roof has fully retracted! At this stage, the boot lid closes onto the protruding part of the roof and everything goes dead as the roof ECU realizes there's a problem and cuts power. A manual reset is then required to regain electric roof power.

Is your problem exactly the same?

To find out whether you are experiencing the exact same problem, you need to check whether the roof can be manually pushed into the boot space or not. If the roof will fit into the boot space by manually pushing it down, then you'll have to look elsewhere on this guide for a possible fix as your problem will probably be of a hydraulic nature. However, if it won't push down into the boot space, electrically or manually, then read on...

What is wrong?

The most likely problem is that it is no longer folding correctly. The reason is because the 306 Cabriolet roof is partly held together by a series of elasticized straps and allen-keyed joints. As the roof retracts, these elasticized straps pull certain roof bars into their correct position in order for the roof to fold up properly. Over time, these elasticized straps become stretched and naturally lose their elasticity, and eventually, are no longer capable of retracting the roof bars correctly. The joints are also quite prone to seizing up over time.

Which roof bar?

The one that generally causes the problem is the second bar back from the front of the roof (see picture below for location). If this bar does not retract backwards correctly, the roof will not fold correctly and will cause the problem as described in this article.
So, how to fix it?

Tools required:

- Allen Key
- Oil
- Screwdriver

Replacement elastic (optional)

Start lowering your roof as normal, but stop at the point when the front part of your roof starts to retract backwards (as pictured above). You will then see from the pictures below (inside car shot and outside car shot) the problematic bar and elasticated straps referred to. You will also see the allen key fittings to this bar from the inside of your car picture.
You need to tighten the elastic straps as circled. You can achieve this by either trying to tie a knot in it (to shorten its length) or by looping the elastic around the end of the bar, which makes them much tighter. Your best option is to loop them as per the picture above, try using a long screwdriver to do this. Be careful as the bars have sharp ends.

Next, slightly loosen the allen key screws and squirt some oil on the joints (see allen key joint below). Naturally, you need to do the same on both sides of the roof.

*Slightly loosening the allen-key joint to assist lubrication*
Basically, what you are doing is tightening the elastic strap, enabling the bar to be retracted into its correct position during roof operation, and lubricating the two allen key joints to allow its free movement as they do tend to seize over time and use. The picture below shows the bar and its correct direction of movement when folding - and you can see the elastic strap is taught.

![Direction bar should move when roof is folding](image)

Fingers crossed, when you next operate the roof, it should now fit the boot compartment properly as the problem bar now retracts correctly.

**Additional notes**

If your elastic straps are well and truly stretched, you can, of-course, replace them by purchasing similar elastic from a local haberdashery shop and attaching the new elastic in place of the old, although this is a fiddly job. Also, by simply loosening and oiling the allen key joints, you can vastly improve the bars movement, allowing for you to manually give that bar a backwards push from the drivers seat during operation, ensuring it folds backwards correctly.

**Time required**

Literally a 5 minute job!
Removing and fitting a 306 hard top

Introduction

This quote from Peugeot was taken from the handbook for the 306 Cabriolet and Roadster ("phase 2" model from 1997). It is at the start of the section where they describe the procedure to remove and fit the hard top which was available for the 306 Cabriolet and came standard in Roadster trim. The hard top with its extra insulation from noise and grime and a glass heated rear screen is a much sought-after accessory and automatically ensures the Roadster is always in demand.

However, it comes at a price. A quote from Peugeot for a hard top as a later accessory can be around £2000 (€2,850) and finding a second hand one is akin to discovering gold a packet of cereals - even then it is never cheap. And then you have to find a place to store it in summer. But don't let this put you off - it is worth it when the weather turns all British. And, in effect, you get two cars for the price of one; a cabriolet and coupe - predating Peugeot's CC range.

Hard top in place, the 306 Roadster takes on a new form

Source of all knowledge

Enough hard sell. This page is all about how you remove and fit this hard top.

The manual has a number of warnings when removing or fitting the hard top. These have been left in and highlighted as per original.
Required tools and components

The hard top should be supplied with a number of tools and components/fittings. Check that all necessary items are present before attempting either procedure – especially fitting.

Tools

Your hard top is supplied with a tool kit containing:

1. A storage case
2. Two retaining straps
3. A screwdriver with two heads
4. A pair of gloves
5. A special spanner
6. a 17mm flat spanner

The only irreplaceable item in the tool kit is the special spanner - item number 5. All other items can be replaced easily from general hardware stores apart from the two retraining straps (elasticized bands with plastic hooks at each end). These straps tend to lose their elastic nature over time anyway reducing their usefulness - but it is easy to improvise for when they are required.

One aspect the manual fails to cover are the parts needed to fit to hard top (not an issue if the car was supplied with the hood in place - ie. with all the parts fitted). These are unique items and can only be replaced at a fair expense by Peugeot dealers. If you are buying a used Roadster or separate hard top, ensure these are present:

Side brackets, securing bolts and washers (2 each)

This pair of metal brackets are fitted to protrude from the rear deck of the car just in front of the hood cover. The metal spikes provide locate and secure the rear of the hard top on the car. They are fixed in place with a single 17mm hex head bolt and washer which should also be present with the car.
The hardtop also comes with two additional covers (presumably these are also supplied with phase 1 models). These covers are not essential and are available separately from Peugeot dealers:

**Quarter panel covers (2)**

A pair of plastic covers fit over the hard top mounts (side brackets, shown above). They are located within the car by the small roof mechanism flap and are fixed in place with a single screw.

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**Removal of the hard top**

**WARNING**

The removal-refitting operations described below should have been demonstrated by your PEUGEOT dealer on delivery of your vehicle.

If your Hard-top was supplied as an accessory, the first removal operation must be carried out by an approved dealer. The operation must be carried out by three people.

The official Peugeot warning, above, is stated in the manual. You can ask your dealer to remove and refit the hard top for you at your home and the charge for this can vary. However, the alternative is that you find another owner who has
performed this who is willing to help. Or you proceed with caution, following the instructions by the letter.

One aspect of this warning that rings very true is the number of people needed. Whereas it is possible to lift the roof with only two people, maneuvering it in a more restricted space really needs up to four people due to its weight and shape.

- Apply the handbrake.
- Switch on the ignition.
- Open all the windows.
- Switch off the ignition.

The ignition must be switched off for all operations (except during the hood cover maneuvering phase for the electric hood).

Removing the quarter panels

- Unscrew the covers 11 on the quarter panels.

Disconnecting the rear screen demister cable

- Hold the side flaps 7 in the open position using one of the straps 2.
- Disconnect the heated rear screen harness connector 8.
The manual simply says "Disconnect the heated rear screen harness connector 8". Easy to say, but the plug can be infuriating if you haven’t come across these automotive style electrical connectors before.

In the case of this one, you first have to remove the metal wire C-clip that wraps around the connector. You can usually do this by using a flat-headed screwdriver to prize the wire off in the middle of the longest side of the connector. Once the wire clip has been removed, the connector just pulls apart as normal.

Remember to re-fit this wire clip when reconnecting the cable as it prevents the connector working loose.

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**Detaching the rear of the hard top**

- Release the rear fasteners 9 using the special spanner 5 (a quarter turn from the front to the rear of the vehicle).

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**Detaching the front of the hard top**

- Release the two front side handles 13.
- Remove the hard top and carefully place it on a clean and stable stand.
The part where the manual says "...place it on a clean and stable stand" can be seen as a bit of Gallic humor. They neglect to mention that as the roof is not as small as a tooth brush, or as light as one, you are quite unlikely to: (a) have a handy stand of the right shape or size or (b) have a spare barn in which to store it.

One option is to construct a "table" that spans a garage so that you can park the bonnet of your 306 under the roof is summer. An example of such a table is shown left.

But whatever you do, **don't store the roof be resting it vertically on either end!** This will only result in damage to the very-hard-to-repair glass fibre or a cracked rear screen. The roof is designed to only lay flat and you will need to support the front of the roof (ie. where the windscreen would support it) so that it is as horizontal as possible.

**IMPORTANT:** When positioning and moving the hard top, *never push it along a surface without lifting it clear first.* The seal that runs around the base under the rear windscreen and side surfaces is delicate and can easily be torn off!
Opening the hood cover

- From the boot, manually open the hood cover 10. To do this, remove the cap and turn the control a quarter turn in the direction of opening using the wheel brace. Remove the wheel brace, close the boot and hold the roof cover 10 open using the second strap.

Opening the hood cover manually

In the above stage, the handbook is refers "the control". If you haven't found this, open the boot and look right in the centre on the internal vertical wall of the roof/hood stowage compartment that infringes on the boot space. There is normally a rubber cap that covers a circular hole with a sticker underneath in French.

This sticker indicates a quarter turn clockwise/anti-clockwise with the text OUVERTURE (open) and FERMETURE (close). Insert the wheel brace (the metal tool clipped into the left-hand side of the boot for undoing or tightening wheel nuts) and carefully, but firmly, do a quarter turn in the correct direction to open.

This "pops" the hood cover open slightly. After you remove the wheel brace and close the boot (never open the hood cover and boot at the same time - they clash!) very slowly open the hood cover to near-vertical. Do this with two people - one on either side of the hood cover - so as to not twist and warp...
the cover.

**Keeping the hood cover open**

The handbook suggests that one elastic strap is used to keep the hood cover open (near vertical). A problem with this is that the elastic straps lose their strength over time and are incapable of holding the cover in place.

One solution is to have a helper hold the cover near vertical while you work on the next stage (not very long). Alternatively, find a suitable cardboard box to wedge (gently!) into place as shown in the photo, left.

*Ignore the special spanner in this picture*

- Remove the two side brackets 12 using the 17mm flat spanner 6.

Ensure you don’t lose the bolts or washers when removing these brackets. There is a drainage hole at the bottom of the hood stowage compartment where they could fall down.

- Connect connector 8 to the harness connector located behind the side flap 14 on the right hand side of the rear shelf (if the connection is not made, the hood and blower will not operate).
- Remove the retaining straps 2 from the hood cover 10 and front the side flaps 7.
- Close the hood cover 10 manually.

To close the hood cover manually, one person hold both sides of the cover should lower it slowly and carefully and with a small amount of pressure press it
so that it is nearly flush with the body. Then use the wheel brace and turn it in the closed direction until the cover is properly closed. Don’t over-do the pressure you apply to the wheel brace!

- Switch on the ignition.
- Close the hood and windows.

Before folding the hood into its housing, ensure that it has been brushed and dried to remove moisture and that the rear screen is folded properly.

To prevent damage to the hood cover and the boot, the boot must be closed during the hood cover lowering and raising operations.

Although the hood cover may appear to support itself in the vertical position, it must be secured using the strap.

Handle the hard top carefully so as to not damage the seal.

Take extreme care when handling the hard top to avoid scratching or damaging it.

Do not lean the hard top against a wall or place it in an unstable position.

Store the hard top on a stand in a clean, dry environment and cover it.

When the hood has been folded for a long time, ask a PEUGEOT dealer to remove any creases.

Imperative

The hard top heated rear screen harness must be connected at all times. If the harness is not connected significant damage may result from accidental operation.

Refitting the hard top

It is strongly suggested that you read the whole of this page, especially the section describing the removal of the hard top as the same official Peugeot warnings apply and have not been repeated here, yet still apply.

The process of refitting the hard top is nearly the opposite of removing it and the suggestions in these darker boxes may also be of assistance - and again, have not been repeated.
- Switch off the ignition.
- Open all the windows.
- Lower the hood completely.
- Switch off the ignition.
- Open the hood cover.

The handbook is a bit unclear here whether it means you should open the hood cover manually or using the power hood system.

If you want to open the hood cover using the power system, press the roof power button as if to bring the roof up once more. Release the button when the hood cover is near-vertical. Ensure that the roof itself hasn't started to move upwards - if you missed the timing, raise the roof fully, lower again and try once more.

**Keeping the side flaps and hood cover open using the straps**

- Place the restraining straps 2 on the two side flaps 7 and the hood cover 10.

**Ignore the special spanner in this**

- Secure the two side brackets 12 to the vehicle using the 17mm spanner 6.
- Disconnect connector 8 from the harness located behind the side flap 14 on the right hand side of the rear shelf.
- Remove the restraining strap 2 from the hood cover 10.
- From the boot, close the hood cover 10 manually. To do this, remove the cap and turn the control a quarter turn in the direction of closing using the wheel brace, reposition the cap and close the boot. Take care not to trap the harness.
- Carefully position the hard top:
  place at the front edge of the roof in contact with the seal of the upper section of the windscreen.
  Position the rear section of the roof on the side brackets 12.

Attaching the front of the hard top

- Secure the two front side handles 13.
- Secure the hard top on the side brackets 12 using the special spanner 5 (a quarter turn).
- Connect connector 8 to the hard top heated rear screen harness.
- Remove the restraining strap 2 from the side flaps 7.

Securing the quarter panels

- Fit the covers 11 in place and screw them in.
- Check that the window seals are positioned correctly.
- Switch on the ignition and close the windows.

Fitting instructions with photos.

Introduction

Wonderful example of hard top chic!

Only offered by Peugeot as an option, as an accessory or with the Roadster model, a removable hard top is extremely attractive for people who don't wish to drive with the roof down in winter. As well as transforming the cabriolet into an agreeable coupe, this addition adds undeniable comfort in terms of thermal and sound insulation. Additionally, the hood, which remains stowed in its compartment, is kept shielded from the rigors of winter weather.

Tools required

A hard top can be found on the second hand market for between €1000 and €1500, or brand new from Peugeot for about €3000. In addition to these prices, you need to add the cost of painting to match the color of your cabriolet.
If you buy a second-hand hard top, you need to be sure that the fitting kit is complete (details below) and that it is compatible with the type of windscreen joint on your car.

For the purpose of roof fitment, 306's are divided into four types:

**Phase 1 models:**

- Type 1: from the first example (DAM = 6230) to the 2,000th (DAM = 6338)
- Type 2: from 25/2/1994 (DAM = 6339) to 18/4/1994 (DAM = 6378)
- Type 3: from 19/4/1994 (DAM + 6379) to the fitting of the revised windscreen joint at facelift

**Phase 2 and 3 models:**

- Type 4: facelift models onwards, with revised 'v' shaped windscreen joint.

Various adaptations are needed to fit the hard top according to the date of the car's manufacture, but it we cannot go into too much detail here. 2 kits are available from Peugeot:

- 8446.C2 for the first three types (phase 1 cars)
- 8446.99 for the final type (phase 2 and 3 cars)

**Contents of a fitting kit**

- 1 flat 17mm spanner to tighten the side brackets
- 2 side brackets, height adjustable, with screws
- 2 elastic straps to hold the plastic covers
- 1 large spanner to turn the nuts of the roof
- 2 quarter panel covers
- 1 screwdriver to tighten the side claddings
- 1 bag for components and white gloves
- 1 wiring harness for the rear window de-mister of the hard top (likely to be already fitted)

**Preparation for fitting**

Fitting must be carried out by a qualified person since it requires the removal of the offside rear panel, the installation of the demister kit, adjustment of fit and parallelism and fit at the joints of windows. All these operations are outlined in the technical review.

First of all, you need to plan the fitting some days in advance, which will allow for cleaning the hood and allowing it to dry completely before long-term stowage. I cannot stress too much that the hood must be totally dry, otherwise it will succumb to mildew in its enclosed compartment in the ensuing months.

While on the subject of dampness, it is worth mentioning a fault (yet another) in the interior of the hood stowage compartment, with regard to the carpet in its base which soaks up water since is adjacent to the water drain hole. The solution is to cut off the pieces of carpet on each side that are too long, so that they are no longer in contact with the drain holes and will no longer go moldy. See photo below.

![Trimming of carpet lining](image)

Next, one can proceed to the maintenance of the joints with silicone, because once the hardtop is in place the joints of the hood compartment as well as the windscreen will remain inaccessible all winter.

Now comes the time to stow the hood in its compartment, but you need to leave the hood cover open and support it with elastic straps so that the side attachment plates of the hard top can be bolted on.
To screw on the side brackets, shown above, use the 17mm flat spanner and remember to disconnect the wiring loom for the hood (right-hand side) to bring it out next to the attachment plate. See photo below.

Once this operation has been completed, you can remove the elastic straps and close the hood cover, which should be locked manually from inside the boot, using the spanner supplied and turning in the direction indicated by an arrow as shown below.
Next, attach an elastic strap to hold the plastic trim covers open (see photo below) and to ensure that they are not broken when the hard top is installed. Clean the area where the hard top will be placed - the application of some wax will protect the bodywork.

Fitting

The fitting of the hard top is the most delicate operation; it takes at least two people, preferably three; two to lift and one to direct. Start by butting the hard top up to the top of the windscreen, and then place the rear of it onto the spikes on the side brackets, paying particular attention to the electrical connector.

Now tighten the front handles, like those on the folding hood, and the rear ones with the large spanner as shown below. Connect the demister loom and remove the elastic strap.
Locking hard top down with large spanner

The operation is almost complete; it remains only to fit the quarter panels (side trims), each of which is attached with one screw.

Quarter panels fitted

Check that the side windows fit correctly against the joints, otherwise adjustment is needed using the screws supplied for the purpose and whose use is detailed in the technical review.

Result
End effect!
Removing and refitting a 306 Windstop

The Windstop is an official Peugeot accessory for the 306 Cabriolet and Roadster, best possible addition you can have on the roofless 306 as it dramatically reduces wind buffeting at higher speeds, allowing you to enjoy top-down motoring all year round.

1. Lift the hood cover off the hood stowage area (1) (Diagram 3).
2. Take the Windstop out of its protective bag.
   **Note:** The bag protects the Windstop from damage during transport.
3. Pull the two hooks (2) located in the lower frame of the Windstop, as shown in the diagram (pull -> turn -> pull) until you feel the resistance from the springs.
4. Insert the hooks (2) in the slots provided for the safety belt, in the side trim (4).

5. Swivel the Windstop downwards and push it backwards, before the angle brackets (3) rest on the interior side trim (4), so that the angle brackets are positioned behind the trim.

Steps 6/7/8 will only be carried out during the initial fitting of the Windstop (the adjust the positioning).

6. Move the two angle brackets (3) towards the outside so they are touching the vehicle's interior trim (5).

7. Now take the Windstop off the vehicle again, without moving the brackets.
8. Put the Windstop back and tighten the angle bracket screws (3) with a crosshead screwdriver.

The Windstop is now adjusted to your car and you will be able to fit it again as shown in 3/4/5.
Diagram 5

9. If the angle brackets (3) are resting flush with the vehicle’s interior trim (5), you will be able to close the hood cover (1).

Diagram 4

10. Swivel the Windstop’s upper frame (6) upwards.
    Maximum effectiveness is obtained by driving with the side windows raised.

Diagram 6

To remove the Windstop, carry out the operation in reverse.