

## boxster convertible top manual operation



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### Book Descriptions:

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## Book Descriptions:

# boxster convertible top manual operation

The book contains 312 pages of full color projects detailing everything from performance mods to changing your brake pads. The book is currently available and in stock now. See The Official Book Website for more details. Click here to order! Its very likely that you will experience a problem with the opening or closing of your top somewhere along the line knowing what to replace and fix is valuable information. One of the first things I installed in my wifes Boxster was the SmartTop controller that allows you to open and close the roof with onetouch operation see Pelican Technical Article Smart Top Roof Control Installation . This is a neat feature, except that there are no safeguards built into the unit. So, if the top latch is not fully released and the roof catches on it as it is being automatically lowered, you can seriously damage your roof. If you install one of those automatic controllers in your Boxster, just beware of the potential damage from the onetouch operation button. When compared to other convertible cars like the BMW 3Series, I find the design of the Boxster roof to be relatively simple. A single motor connects to two cables and drives a leveraged gear mechanism that raises the rear of the roof, then raises the rear convertible lid, and then folds and tucks the top away. When your roof is not opening or closing correctly, then one or more of the components in the mechanism are probably worn out or damaged. Follow the photo array in this article to learn about each of these components and how to replace them. The earlystyle convertible top transmissions have been replaced with a more reliable laterstyle one. This can be installed in place of the early one, but you need to also replace the standoffs with different ones specific to the latestyle assembly. A Convertible top motor powers both left and right sides at the same time. <http://iproperty.ae/userfiles/dknight-magicbox-manual.xml>

- **boxster convertible top manual operation, porsche boxster convertible top manual operation, 2000 porsche boxster convertible top manual operation, 2002 porsche boxster convertible top manual operation, boxster convertible top manual operation, boxster convertible top manual operations.**

B Ball pivot pin 2 req C Control cable D Improved transmission assembly increases the leverage of the motor to lift the top, left and right required E Control lever attaches to the opposite side of the transmission assembly, 2 req F Improved transmission assembly standoffs. These are required in order to bolt the transmission assembly in the same place that the old one fit, 2 req G Switch to detect closed position of the top handle H Bushing for convertible top push rod item J, 2 req J Convertible top push rod pulls and pushes the top open and closed, 2 req The blue arrow shows the red plastic ball socket for the top assembly that has completely broken away. This normally would connect a pivot ball pin that is located out of view near the green arrow. In addition, the mechanism for lifting the rear metal cover has completely sheared off as well. The pivot ball pin shown in inset would normally be attached to end of the control lever yellow arrow, but due to the top getting stuck, it has been broken off. In this case, the top transmission, the lever, and the convertible top push rod needed to be replaced with new parts. When you get the new rod, line it up to the old one, and make sure that the two are exactly the same length. Alter the two adjustment points on the rod if necessary. To install the rod back onto the convertible top linkage, use a screwdriver wedged up inside the mechanism to obtain the necessary leverage to snap it on. Using a 19mm socket and a breaker bar, you should be able to loosen the bolt and remove it from the transmission. In this particular case, the lever arm had bent and the transmission had also broken. Pull back on the foam sound deadening material to reveal the convertible top transmission right photo. Three nuts attached to standoffs hold the transmission in place. A With the three nuts removed, pull back on the

transmission and separate it from the side of the car.[window.parent.OnUploadCompleted\(202,"/userfiles/dkg-317-manual-and-remote-start-unit.xml">http://xn--j1aai7d.xn--p1ai/text/javascript">window.parent.OnUploadCompleted\(202,"/userfiles/dkg-317-manual-and-remote-start-unit.xml](#)

B Loosen up the four nuts on the backside of the transmission housing, but do not remove them. C With enough slack in the mechanism, carefully pull out the cable. D The green arrow shows one of the three standoffs that need to be replaced if you upgrade to the later style convertible transmission. E The later style transmission allows you to simply snap the cable in place without removing any screws. F Shown here is the replacement, later style transmission installed in place with the new longer standoffs. This will move one side of the roof mechanism, but not the other side, allowing you to align one side with the other. For extensive movement of the convertible top transmission, I recommend using the cordless drill. Keep in mind that if something broke on your roof, then you might have bent some of the tracks for the rear cover or other important components of the mechanism. In other words, you may not be able to get the top aligned completely perfectly. The goal is to get the lever arms on both sides in the same position at the same time. Measure the length from the lever arm to a reference point on the top of the car and compare it to the opposite side. Adjust one side of the mechanism by using the technique described in Photo 6 to match both the left and right side. Click to see bonus pictures for this project. Click here to order! I would suggest replacing them. With your vehicle info handy, give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need. I received the car after owner replaced some top components himself. I figured out he installed used transmissions from a 2006 model. I replaced the pushrods to the old style skinnier ones. I also replaced a broken lid lever, bent boomerang piece. I synced the transmissions, they have two lines that I lined up to parallel, manually closed the top and installed the push rods. The top works going down all the way, then will go all the way back up smoothly.

But when I close the top latch, the motor turns another half second and pops the push rods off or breaks the ball end. It all works great until I close that latch, then it does the extra turn and stuff breaks again. Any idea what is going in here. I've tried readjusting so many times, replacing the ball ends over and over because they keep breaking every time I close the top latch. We appreciate it. After I reinserted them, the noise stopped happening on its own. I'm remembering that wrong. I want to see if I have the wiring to review. Nick at Pelican Parts. We appreciate it. Same problems everyone else has. It has ALL Metal Gears. Left Side moves properly, Right side is sometime some times it moves, some times it doesn't. P.O. put too large of Ball Ends on Home Made Push Rods. After some really unsettling noises I discovered. It did a LOT of damage. Torque Rod Appears to be spinning properly on both sides. Then fine tuning from there. Thanks. Thanks for the feedback. Nick at Pelican Parts I ordered the gears and new cables, and rebuilt the transmissions. Have everything put back in, and it works flawlessly now. Very happy about this. There are marks on the transmission housing that allow you to mechanically realign the transmissions using a power drill. Do this, and the whole thing goes back together nicely. I know so much more about that convertible top, how it fits together, and how it works. If I need to fix it again later, that won't be a problem for me. These types of comments add so much to the Pelican tech community. When I engage the switch, the mechanism now just the motor and transmissions allows about 1 inch of travel, and then stops. I tested each transmission separately, and the driver side transmission travels an inch, while the passenger side seems to be working fine. Time to replace both transmissions. With your vehicle info handy, give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need.

I have opened the clamshell by removing the clips on the pistons to expose everything. This was much easier than the ball joints. All the linkages that you point out as possible culprits look ok,

nothing obviously broken per your pictures, so that's not the issue. Motor responds to switch either to go down or up. Disconnected cables from motor, and I can hear the motor spin. Reconnect cables to motor and motor clicks, but not much else. Will also inspect the cables. Absent any other issues related to these two things, is this then the transmissions. Is there a way to diagnose that definitively, given the cost of the tranny? Any recommendations on how to clean re-chemical cleaners. I have a 2007 Boxster S and found the plastic rod tip was broken and rod was bent. I ordered two new rods and replaced them. My problem is when I close the top, the top gets stuck on the clamshell and is rubbing. Only way to close is to manually pull the top up in the service position. Seems like the back of the top is not rising fast enough or the clamshell is rising faster than the top. Possible rod length is incorrect. I forgot to mark the old rod tips to compare the length to the new ones. If so, then the adjustment is off. I would put it in service mode, and adjust it while manually moving the top to see if the alignment improves. Nick at Pelican Parts The convertible top occasionally won't open. It will click and say top is opening. Fuse seems to be okay. Before I take this in to a mechanic, is there something else I can check? Try giving the top a little help from the windshield, does it open? Nick at Pelican Parts I think I put everything back together but now there doesn't seem to be any power getting to the new motor. When we start the car with the parking brake engaged and push the top button nothing happens in either direction. Any recommendations? Thank you.

It will not go up, only makes a clacking noise from both sides when tonneau cover tries to move which vibrates like it wants to move. Is this the cables or the transmissions? All fuses good. Disconnected both push rods on both sides, to close top to drive. If so, what is the wiring on the four terminal plug, please? I however do not have the motor wiring to share. I would suggest you grab a repair manual, you should own one. It will have the wiring. Could be the windshield latch switches are not reading correctly. Try initializing the windows. Nick at Pelican Parts I was able to push it down. The metal fairing still operates normally but no response from the top itself. Where should I start looking, is there a weak point designed to break? It will continue down until the plastic on the connection rods break. Ideas, guys? Confirm the switch is sending the correct direction change when going from open to close. Nick at Pelican Parts I don't want to force it. If not, the top is not aligned or bent. Nick at Pelican Parts One day I decided to use it and it comes about 23 inches from closing can you advise? You can check the top pivots to see if they have play. I would start there before trying to adjust it. Nick at Pelican Parts While closing the top there was a noise from the left side of driver's seat. It sounded like something spinning, but not smoothly and the clamshell sort of jiggled while the top was moving. I stopped and took the top to the down position and I heard the same noise and same jerky movement from clamshell and top. Then when the clamshell was fully closed the noise sounded like there was a gear spinning but making a thumping sound. I put the top back up and left it there. The noise from the left side is not there, however it is not as smooth sounding as it had been. My question is, do you think this could be the plastic gear inside that transmission. May a broken tooth or something? The driver's side transmission was not operating.

If I turn the motor around and connect the driver's cable into the passenger side it works although both receivers appear to be square. Can one end of the motor drive work while the other does not? One drive could have failed. Nick at Pelican Parts I noticed the top was slow to open and close after having some body work done to the driver's door. Later that same day, the top was slow to close and when it got halfway, it started to shudder and I heard a loud motor or gear noise coming from the right side of the car. The top closed and it looks lined up and straight. Could this be caused by sanding dust getting in the channel. Is it OK to open it halfway to check if anything broke. I did not hear anything snap, nor do I have any warning lights on the dash. Thanks! More likely coincidence of a failed part. I would place the top in service mode to inspect the components. Nick at Pelican Parts Have you heard of this. Is this case likely. I bought care assuming a smaller repair and now may sell due to costs but would love another opinion. Thoughts! Thanks! The adhesive of the inside of the soft

top is coming apart see pic. What adhesive should I use to glue it back together Thanks! With your vehicle info handy, give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need. What were they Nick at Pelican Parts Something has either failed electrically, wiring or a switch or the top is misaligned, which is less likely. Nick at Pelican Parts How do you open the clamshell cover when it is shut closed and will not open by pressing the switch. I can hear the relays click but nothing happens. I was able though to take out the two push rods because the plastic tips broke and after doing that I pressed the switch and the clamshell cover closed and will not open again. The roof is in the closed position because i was able to manually pull it up after disengaging the push rods.

I need now to reinstall the push rods back but not enough room. Also the fact that the clamshell is not moving at all is it a problem. Ive read in a few places that the clamshell should move even though the top push rods are not installed. Replace once removed. Nick at Pelican Parts Push Rods broke again, cover bold mechanism went out. Rear Folding push rod 98656158000 can not be install anymore when top is in close position. And how to fix that Unlikley the spacer did. I would check the frame or drive unit. Nick at Pelican Parts I see you have a bpillar gasket is it possible to replace the bpillar. After looking around I found a very large ugly break at the base of the pillar. I am in the process of fixing it with jb weld the break so I can get the top back up. I know it might last one time but thought it was worth a try or at least warmer. Do you know if a pillar can be purchased or ca it even be replaced. With your vehicle info handy, give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need. Is this a piece I can push back in, or do i need to replace the entire push rod Give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need. Im no mechanic but I am mechanically inclined. Ive driven a car in which the solenoid was out and I had to use a screwdriver so it would connect and start. There is no book that covers the top well enough for that type of repair. Nick at Pelican Parts Windows drop, hearing motor humming but the clamshell will not open. The top is up and dont know how to access anything. Please help. I would suggest you grab a repair manual, you should own one. It will have the procedure, special tools and torque specs. Start with the windshield switches. Are they in the correct state when it unlatches Nick at Pelican Parts Once the new cables are installed, reset the top. Use switch to run top. Do the windows go down.

Does the rear storage compartment open Nick at Pelican Parts Any ideas on the cause of this problem Thanks Could you help me Thanks. Then adjust the pushrods so they are in the correct position using the single 10mm screw that connects the two pieces of the pushrod together. Once that is done, if you need and fine adjustment, you can pop the end off, screw it in or out slightly. I also replaced the plastic ball on that side. Now the clam shell doesnt close all the way on that side. Pretty sure the nut came loose on the push rod adjustment. So to bring the clam shell down more, do I need to make the pushrod longer or shorter. I even removed the clam shell and tried adjusting the bolts that it attaches too. Its much worse when the top is in the closed position. I am sure there is nothing obstructing the top like tools etc. Also there is no tension rope on that side but there never was one and the clam shell closed ok. It sounds like you checked all the right boxes. Maybe disassemble and compare sides to see if there is damage. Nick at Pelican Parts Later that night I got rained on and I had to replace my rear control module. After fixing the rear control my top still does not go up or down. When I press the toggle switch nothing happens. No sound form the convertible top transmission working or any notification lights that the top is closing. Unsure Do you have any suggestions where to go from here. Parking brake light works, brake lights, and rear spoiler. Thanks. How can I Manually gain access with the top down in clamshell shut. Please help That will allow you to move the clamshell manually. The only problem is that its very difficult to access those when the clamshell is completely closed tight. One way that I have been able to gain access is by unbolting the 19mm bolt that holds the Vlever in position against the transmission on each side of the car. Its tough to get a socket in there, but if you use an offset boxend wrench you can do it.

That will give you an idea of what you are doing when you are spinning the cables with the cordless drill. Nick at Pelican Parts Cant discover the part number We appreciate the help. They can figure out what part or repair kit you need. Just installed new heated glass Sierra Top on my 2001 Boxster. Love the top but dont know what to do about the cables not going where they are supposed to. Not cool having to stop the top half way up and manually route both cables. And my new top even had the Service Bulletin required elastic straps that are supposed to prevent this. Any suggestions would be greatly appreciated. Was the top professionally installed Nick at Pelican Parts However, when I close the top, it dances in the end and passenger side push rod for clamshell pops off from the rails. The dash light stays on. But I see that it is flat down. What could be the problem. The switch on motor not being pressed down correctly. Does not look misaligned as the clamshell looks pretty balanced. Verify plumb with level. I have to partially reopen the top, reseal the cables then close the top again. Is there a way of retensioning the cables so that they automatically slide into their proper position Give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need. The clamshell closes perfectly with the top up and is not damaged. I was able to slide it back on and keep things operational. When I got the car top did not work at all. Replaced both top transmissions and now the top is working for the most part but it has an issue. First when closing the the top it will pause a couple times in its movement from down to back up for a few seconds at a time you can hear clicks while the top button is being pushed the whole time. Second, when the top reaches its closed position, which it does just fine, upon closing the latch the windows roll up like they are suppose to the top motor then will run for a second towards the open position.

This puts a lot of tension on all the top components and the system recognizes a fault and wont do anything else until the car is turned off and restarted. Once restarted, I will unlatch the top, windows drop down like theyre suppose to, then upon hitting the switch to open the top, the top will go in a forward motion for a second towards the closing position, before it begins going towards the top down position, which it does just fine. Is there a control module or something that may be faulty thats telling the motor to try to open for that one second once its closed. Should try putting in a different rear body control module. I would check for misadjustment or tight areas through the range of motion. Nick at Pelican Parts That will allow you to move the clamshell manually. Its tough to get a socket in there, but if you use an offset boxend wrench you can do it. Be sure to fully close top manually. Then adjust rods so they fit onto assembly correctly. Adjust as needed until the plastic sockets fit. Nick at Pelican Parts When moving the top, the movement is no longer smooth. It has become somewhat jerky, is the only way I know how to describe it, like the power to or from the motor is going back and forth from high to low. The dash light also doesnt go out anymore when the top is lowered. Does this sound like a new motor and possible switch I would pull the access panel off and inspect the cables and linkage. Nick at Pelican Parts Then you can manually close and latch to windshield. It will have the procedure, special tools and torque specs. The top still fully opens and closes but it is definitely struggling. The convertible red light on the instrument cluster stays on permanently. This just began happening two days ago, prior to this the top worked smoothly and everything operated as it should. Whatever the issue is, its definitely on the drivers side.

Any advise on what is not functioning properly and what I need to do to repair this The linkage for that side may be the issue. Give The Pelican Parts parts specialists a call at 18882807799. They can figure out what part or repair kit you need. I can push it forward enough to engage the latch, but am concerned this gap may cause too much tension on the latch. Is this the case If not, is there something I can adjust, or should I return it again Id say an inch is my maximum, I fit is more than that Id say take it back or call around and get other opinions. Casey at Pelican Parts Mine only works in one direction. When the clam closes the motor does not stop when the top is in the closing position, therefore destroys the struts and arms. I recall it being on the levers, in front near the pivot. Nick at Pelican Parts Replaced roof. Both sides dont not fall into track. Also leaks at both sides

door windows. Did you follow the repair manual instructions for adjusting it Nick at Pelican Parts After taking vehicle to Porsche, I was told that it was a 4,000 cost. Its there a convertible repair shop I save money on by taking it to an independent shop Call a few shops and ask for a quote. It is also a good idea to have them confirm what the issue is. I cant loosen the screw of the control lever. I will try to lighten the tension on the push rods both of them since I cannot tell which side it is coming from. I assume it would be the little piece in the middle of the push rod that I would need to UNTighten. I will do it on both sides once Im off work and hopefully nothing breaks after I test it lol. Thank you I will let you know if that fixes it or not since this forum is really helpful for others if they run into similar problems. Thank you for all the responses. When I try to open it I hear another loud bang and i dont know what could be causing that. I checked to see if something might be stuck but I didnt see anything or feel anything.

What could cause a loud bang other then assuming something might be stuck still but maybe I need to look harder. I cannot tell from which side it is coming from. COuld be an overtensioned push rod Nick at Pelican Parts It is a hex shaped or something that seems like it will probably completely unscrew on its own in the future, what tool do I need to tighten this While inspecting each part visually and by touch they seem to be in good condition. Also the top slides easy by hand to a close or open position. What could cause something like this. Do I need to possibly turn the screw harder on the control lever to the transmission or do I have a bad motor. Man Im like about to cry lol Or was the other fastener the issue Nick at Pelican Parts Youll have to pull the canvas back to access it. Nick at Pelican Parts It has no black covering and the ends are thinner. Are we talking about the same spare part my Porche is UK Can you share a photo to confirm Nick at Pelican Parts On the soft top, there are tension wires that run inside the canvas and thus unseen on the left and right edges of the top. One has broken, as a result there is a gap on the right hand side of the canvas top where it fits into the frame. To replace the wire will involve a lot of labour and sewing. Is this worth doing or should I buy a new top Then unscrew the metal roof bracket. Removing the front window weatherstripping helps. The top fabric is glued, has to be peeled away and reglued. The cable should attach to a spring loaded clip. When you try and open it there is no movement. If you then push the open button and lift the clam shell slightly in the center to help it open it functions Ok. What do I need to do to sort this One of the ball sockets may be detached. Nick at Pelican Parts It started just today, and it is coming from the driver side B Pillar. Nothing sounded like it snapped, and the top still opens and closes fully without issue, but the noise is making me nervous to drop the top.

Does this sound like a similar issue, or is there some lubrication that I can do to hopefully make the noise go away. See if you can get access to the area of the noise, look for a pivot with dust rust colored. Nick at Pelican Parts Sometimes I can force it an inch or two closer if I pull on the top. This behavior started when I heard a pop noise and it has worked normally since. Any ideas Possibly a latch or linkage. I would keep an eye on it and listen for any unusual sounds. Only other option is to inspect each component for wear. Nick at Pelican Parts Having raised the soft top up, I heard a strong click when the back lid closed. When trying to open the top, nothing happens. I dont see any indication of faulty on the dash. A rod may have failed or something is jammed in the lid. I would get it open and inspect the components. Nick at Pelican Parts Thoughts and what causes the plastic ball cups to break. They can figure out what part or repair kit you need. I partly opened the lid and saw the plastic white tabs on the pushrod broke on both sides. What parts do I need to fix this and procedure. Does the top have to be removed They can figure out what part or repair kit you need. I purchased a used transmission and installed it and have it aligned pretty well, the cover opens and closes fine but the top doesnt raise or lower now. I notice the plastic push rod cup on the side I didnt touch is off, I can get it on but it doesnt seem to snap in, when I start operating the top it comes off pretty quickly. Also the short tension cable on the driver side is broken, it was always like that though. Any thoughts on getting the top working again See if you can place it in emergency mode. Then check if it opens and closes smooth manually. Nick at Pelican Parts I was wondering if this

might be a faulty microswitch. Everything else seems to be working fine. Well, the alarm system doesn't fully arm. Is this correct thinking? It may think one is open.

Nick at Pelican Parts It will operate to lower the roof but will not close. I've checked the relays and they seem fine. If I run the close relay pin to ground then I can close the roof but not via the switch. On the same day that the roof issue started my alarm started to beep once on activation I guess the two issues are related. Any help would be greatly appreciated! If the doors are not seen closed, it may not close. Also confirm the parking brake switch is working. Nick at Pelican Parts Can I purchase that part. I don't see it in your listing. Some things are harder to locate in the catalog. It is dense. They can figure out what part or repair kit you need. Nick at Pelican Parts I opened a post in our forums. A Pelican community member may be able to answer your question. Any ideas as to what the issue may be. Thanks Matt My mechanic says I need a new convertible top mechanism. Sound right? If so, how much? Also, I have a leak somewhere. Might replacing the convertible top mechanism fix that as well? Thanks. They can figure out what part or repair kit you need. The driver side cable is loose I can pull it out 2-3 inches from the sheath, so I'm guessing it needs replacing. Can this be done without removing the convertible top transmission. I started to try disassembling it but appears to be a bigger job than I thought, hoping there's an easier way to do it. You want to be sure nothing is work, causing the cable damage. Nick at Pelican Parts Start by checking if the parking brake handle switch is working. The hand brake light comes on the dashboard. Not sure how to check if that is the issue. The issue may be a microswitch in the windshield latches or the compartment. You will have to monitor switch position using a Porsche scan tool to see which one is faulty. It may be adjustable once found. Nick at Pelican Parts This does not happen all the time. When it does happen and I press the button to move the roof nothing happens.