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Thank you for authoring a DIY Article.
 Authoring works very much like a normal posting in the forum.
All new DIY Articles will be reviewed by staff before they become visible to all users. This should occur within 24 hours of submission (we have to sleep too).

Please, for consistency, performance and quality follow the guidelines below:

- Make sure you are posting in the correct model and subforum.
- Use images - they are worth 2000 words.
- Do not use offsite image links. Please attach images to the post so the page will load quickly.
- Size your final images to be 800 x 600 or smaller. The site will automatically create a thumbnail image.
- Use the spelling checker to catch typos and misspelled words.
- We have added a new special BBCode to add highlighted tables. Good for adding a list of items or a legend. You can also see usage on the BBCode help list.

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NEW TOPIC

Replacing Reverse Lights/Back-Up Lights Switch, Installing a new transmission switch for your back-up lights

Options ▼

dphil66

Nov 24 2005, 09:29 PM

Post [#1](#)



[Replacing Switch on Transmission for Reverse Lights / Back-Up Lights](#)

Replacement Parts:



Member

Group: Members

Posts: 54

Joined: 23-September 05

From: Grand Rapids, Michigan,
USA

Member No.: 7,082

1. SWITCH, BACK-UP, part number 996.606.103.01 (This is the correct part number for my '99 911 Carrera 4. Check with your local dealer to confirm the correct part number for your car.) (Cost at my dealership on 21 Oct 2005: \$8.16 + tax)

Tools Required:

1. 19mm box-end wrench
2. Medium-sized flat-blade screwdriver

Procedure:

1. If you are working under your pickup or SUV (and the wheels are still on) and the jack breaks or your stands slip, at least there is enough space for your body under that vehicle when it comes crashing down. Under your Porsche, there is no room for you unless you are only 3.6 inches thick. If the jack fails or the stands slip and the car falls, you will either die, or at least be crapping in a bag for the rest of your life. So lift the rear of the car up in a very SAFE and STABLE manner. I recommend the use of ramps, as shown in the picture below. Note how the front wheels are chocked, the ramps are super-sturdy and have stop blocks at the ends, and the car is in gear with the handbrake very tightly engaged.

 Image Reduced



(69.95K)

2. Locate the reversing light switch on the portion of the transmission that is furthest forward in the vehicle. The switch is mounted in a hole in the transmission housing that faces directly up, and has a two-wire snap-on connector. (This is the location for a '99 911 Carrera 4 with the 6-speed Getrag transmission; your car may be different.

Regardless, it shouldn't be hard to find.)

 Image Reduced



(60.33K)

 Image Reduced



(54.69K)

3. Using a medium-sized flat-blade screwdriver, pry the snap retainer of the wiring connector open slightly so that the connector will come off. Note that you will have to pry the connector so the plug can slide out, while at the same time applying pressure to

the plug to push it out. The green rubber portion of the connector is to keep water out of the connection area, but it also adds some friction to the connection. You won't have to push too hard, so just make sure you're moving the snap retainer out of the way enough.

 Image Reduced



(59.41K)

 Image Reduced



(68.26K)

4. With the connector removed, drop your 19 mm box-end wrench over the switch from above. There should be plenty of room and it's easy to access. The threads are standard, so lefty-loosey righty-tighty. You should only have to turn the switch with the wrench about 1/12th of a turn at the most to break it loose, it should come the rest of the way out very easily with your fingers. When installing the new switch, be sure the switch body is aligned with the axis of the hole! The switch body material is either aluminum or magnesium, so be careful not to cross-thread the new switch upon installation. The new switch should screw all the way in VERY easily with your fingers. Apply a small amount of torque to the switch with the wrench when bottomed out. DO NOT OVERTIGHTEN the switch, you wouldn't want to strip the threads of the new switch. There is no seal ring between the switch and the transmission housing. When fully seated, the barb/emboss on the white plastic part of the switch (that the snap retainer snaps onto) should be facing the front of the car, approximately. (See photo below.)

 Image Reduced



(42.61K)

5. Reinstall the wiring connector, be sure to push it all the way in so no green rubber boot is visible, and you hear the *click* of the snap retainer.

Cheers! You've just saved yourself over \$100...

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 **rbs996**

 Jan 1 2006, 08:35 PM

Post [#2](#)



Good post - changed mine yesterday. Also fixed my problem with the right side rear view mirror tilt down when in **reverse**.
Thanks

Contributing Member

Group: **Contributing Members**
 Posts: 11
 Joined: 24-February 04
 From: Canyon Lake, CA
 Member No.: 1,184

 1999 C2 Coupe
 1976 Targa

 rb

TOP REPORT

QUOTE REPLY

g3tcs

Apr 11 2006, 06:52 AM

Post **#3**



I have a similar problem with my GT3 Mk1. Only problem is the transmission housing is slightly different and you cannot get a 19mm box spanner to fit over the **reverse** switch - one side of the switch is very tight to the housing. A 19mm open ended spanner will not get sufficienct purchase as there is just not enough space. Do Porsche have a special tool or shall I just have to buy a very short slimline 19mm spanner???

Member

Group: Members
 Posts: 9
 Joined: 5-January 05
 Member No.: 4,051

Or is there a secret method???

TOP REPORT

QUOTE REPLY

dphil66

Aug 18 2006, 03:20 PM

Post **#4**



You could try one of those extra-short open-end wrenches, or even cut down an old one you might have.

Otherwise, your best be might be a clawfoot wrench, which is made for just such a problem. It's basically an open end wrench head, with about 1 inch or less of the handle still attached, in which there is a square hole for your ratchet.

Member

Group: Members
 Posts: 54
 Joined: 23-September 05
 From: Grand Rapids, Michigan, USA
 Member No.: 7,082

Here's a link to some clawfoot, or crow's foot, wrenches:

<http://www.mactools.com/ProductsList.aspx?FamilyID=1314>

Maybe those would work for the tight space?



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 **Loren**

Aug 18 2006, 10:29 PM

Post #5



or a 19mm O2 sensor socket.

Loren
RennTech.org
PCA member since 1978
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Porsche Nut

Group: Admin
Posts: 14,171
Joined: 18-June 03
From: Roseville, CA
Member No.: 1

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 **g3tcs**

Aug 21 2006, 03:11 AM

Post #6



I thought 'do I buy a special tool or carve up an existing one, or shall I just ask my Dealer to fix it when it's in for a service????

As it turns out when I handed over the part for them to install they said it was a warranty issue anyway.....

Member

Group: Members
Posts: 9
Joined: 5-January 05
Member No.: 4,051

Doh!

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 **kristian**

Jun 26 2007, 08:20 PM

Post #7

Thanks for the great instructions. It was much easier that I thought.

Contributing Member

Group: [Contributing Members](#)
Posts: 115
Joined: 27-March 07
From: Metairie, LA
Member No.: 18,320

Kristian

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 **rcarson25**

Dec 20 2007, 12:41 PM

Post #8

These instructions were great, and I must admit this maybe the easiest repair I have ever done. Now I can actually see when backing up again.

Member

Group: Members
Posts: 2
Joined: 16-October 05
Member No.: 7,376

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 **b-man**

Mar 23 2008, 10:31 PM

Post #9



Excellent. Thanks. Tagged for future reference.

b-man

Contributing Member

Group: [Contributing Members](#)
Posts: 90
Joined: 1-July 03
Member No.: 58

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 **Ant64**

Oct 27 2008, 01:36 PM

Post #10

Member

Group: Members
Posts: 2
Joined: 9-October 08
From: Chicago, IL
Member No.: 36,237

First time poster. Love you love your forum!



Anyway, I just did this repair on my 01 996 TT, the only additional thing that I had to do on my car, for ease of access to the part, was to remove the rear most plastic covering underneath the car. Once I did that, I was easily able to follow these directions! To remove the plastic cover, I used either a 9 or 10 mm socket and I forgot the number of the torx bit, but once you're under there, it's pretty easy to figure out.

1964 Impala - Black w/ white rag top
1979 Midget - Red w/ black rag top
2001 911 TT - Arctic Silver over Boxster Red (6 spd)
2007 M109R - Limited Edition

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Time is now: 25th January 2009 - 01:16 AM

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