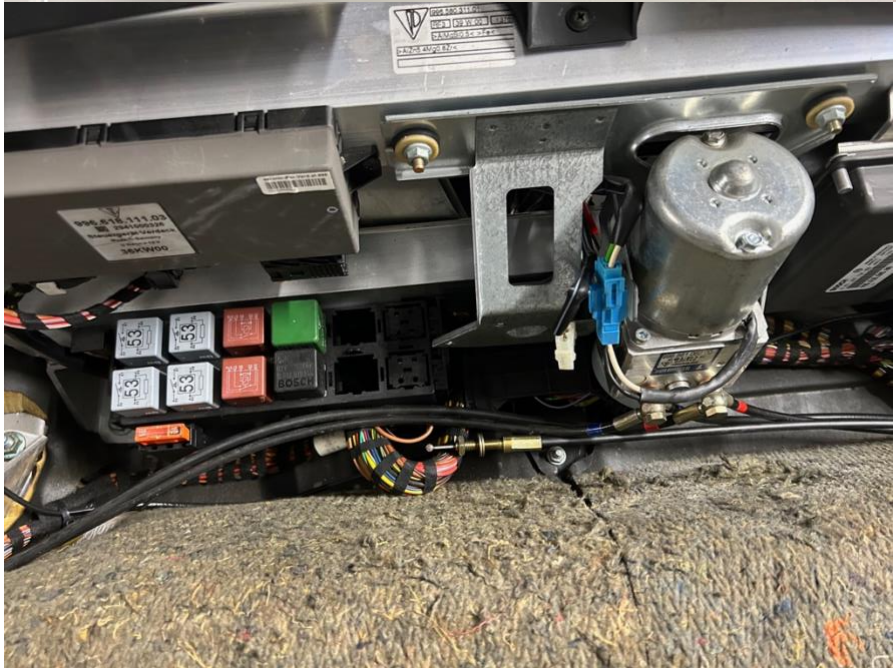
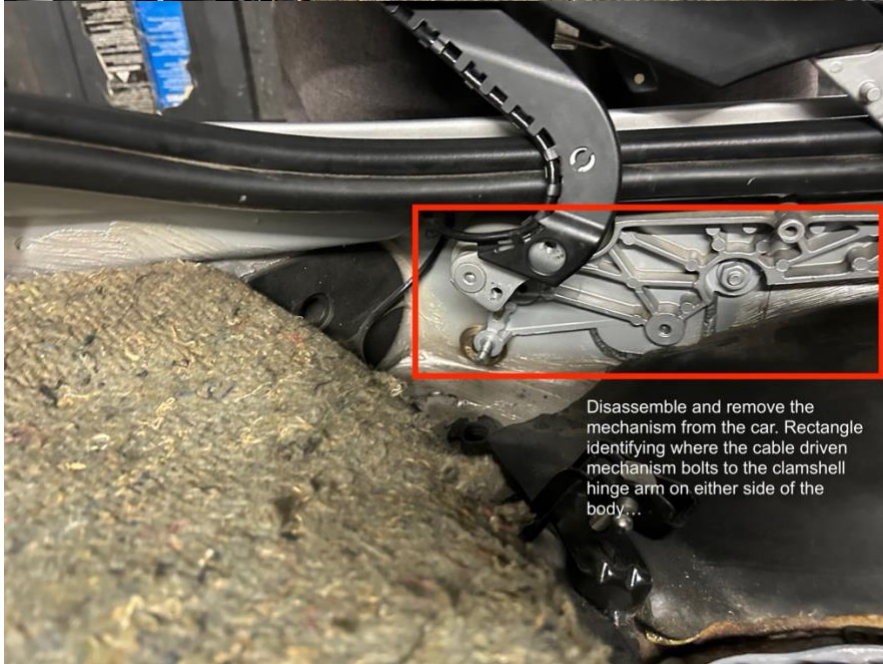




Put the convertible top in service mode. Refer to the great Pelican Parts guide, and follow disassembly up to Figure 5 of Ref. [1].

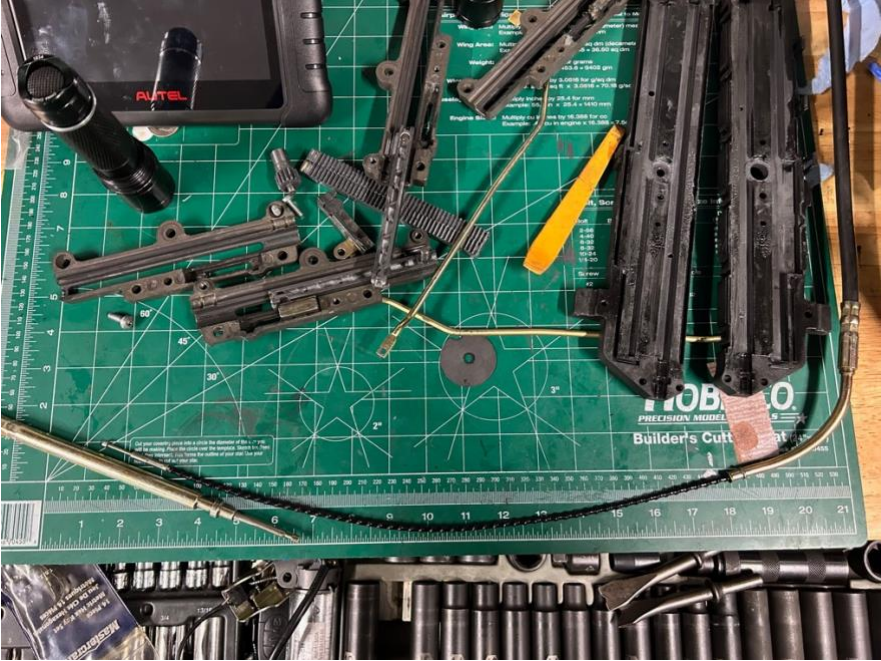




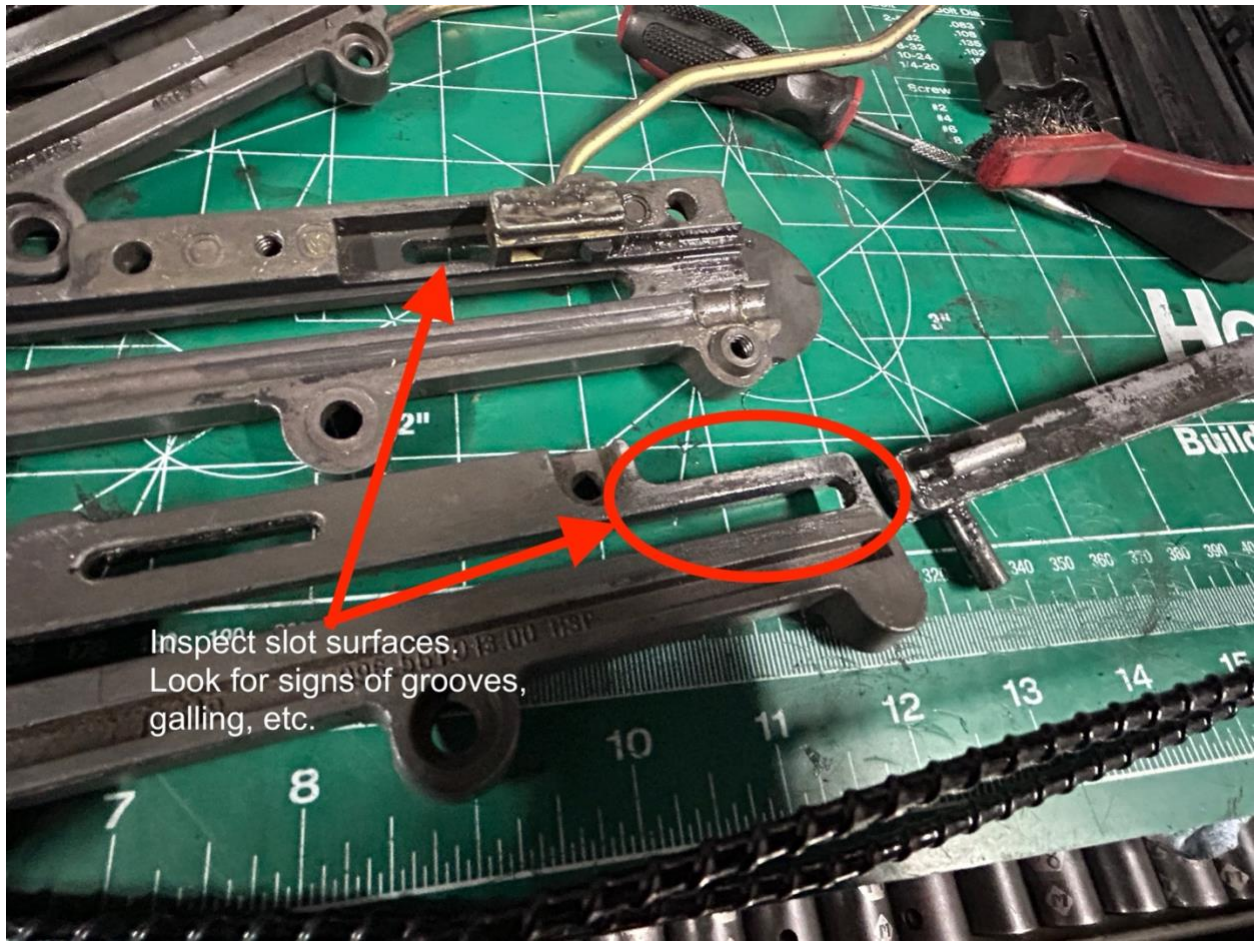
Following removal of the entire drive mechanism from the car.



Disassembly and inspection of central drive mechanism on the bench.



Disassembly and inspection of left- and right-hand side mechanisms on the bench.



Inspect slot surfaces.
Look for signs of grooves,
galling, etc.

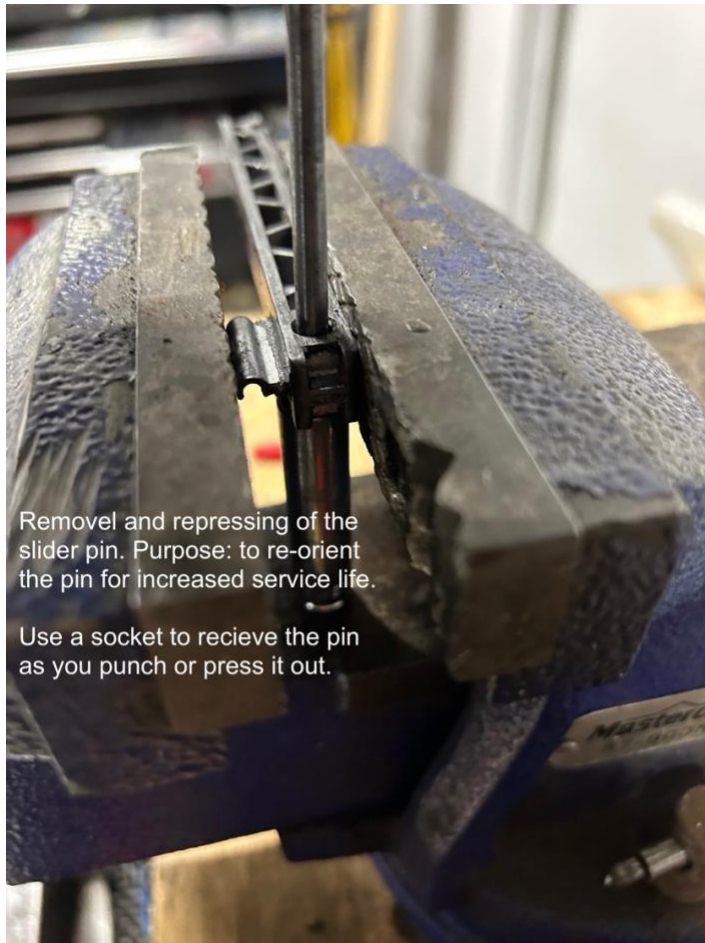


Surface refinishing, inside groove surface,
to prevent galling, and to increase remaining
service life of the parts

Disassembly and inspection of pins, slots, Bowden cables.



Surface galling and pitting, requiring removal and reorienting of the pin



Removal and repressing of the slider pin. Purpose: to re-orient the pin for increased service life.

Use a socket to receive the pin as you punch or press it out.

Worn pin, re-install in a different orientation.



Slider in the central drive mechanism which controls the rear lock/latch.

Reassemble all parts, install the mechanism in the car, test fit, and activate the clam shell by hand before reinstalling the drive motor.

WARNING: Be careful, the convertible roof rear window portion must not be in the flipped/service position WHEN the clam shell is manually closed; doing so may cause the rubber seal(s) on the roof to tear and be damaged where it interferes/mates with the clam shell.

[1] https://www.pelicanparts.com/techarticles/Porsche-996-997-Carrera/71-BODY-Convertible_Top_Mechanism/71-BODY-Convertible_Top_Mechanism.htm