

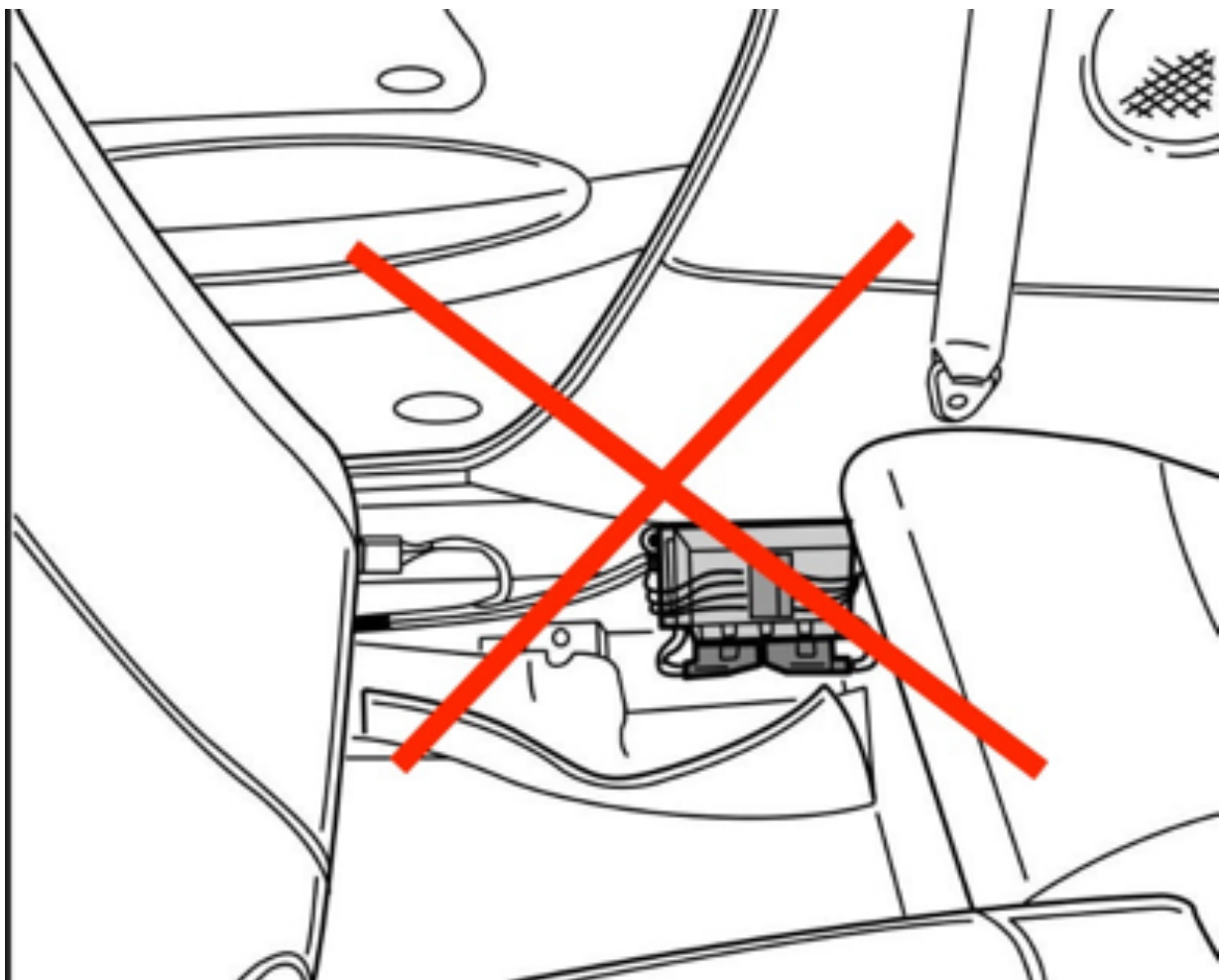
PDK TCU Replacement

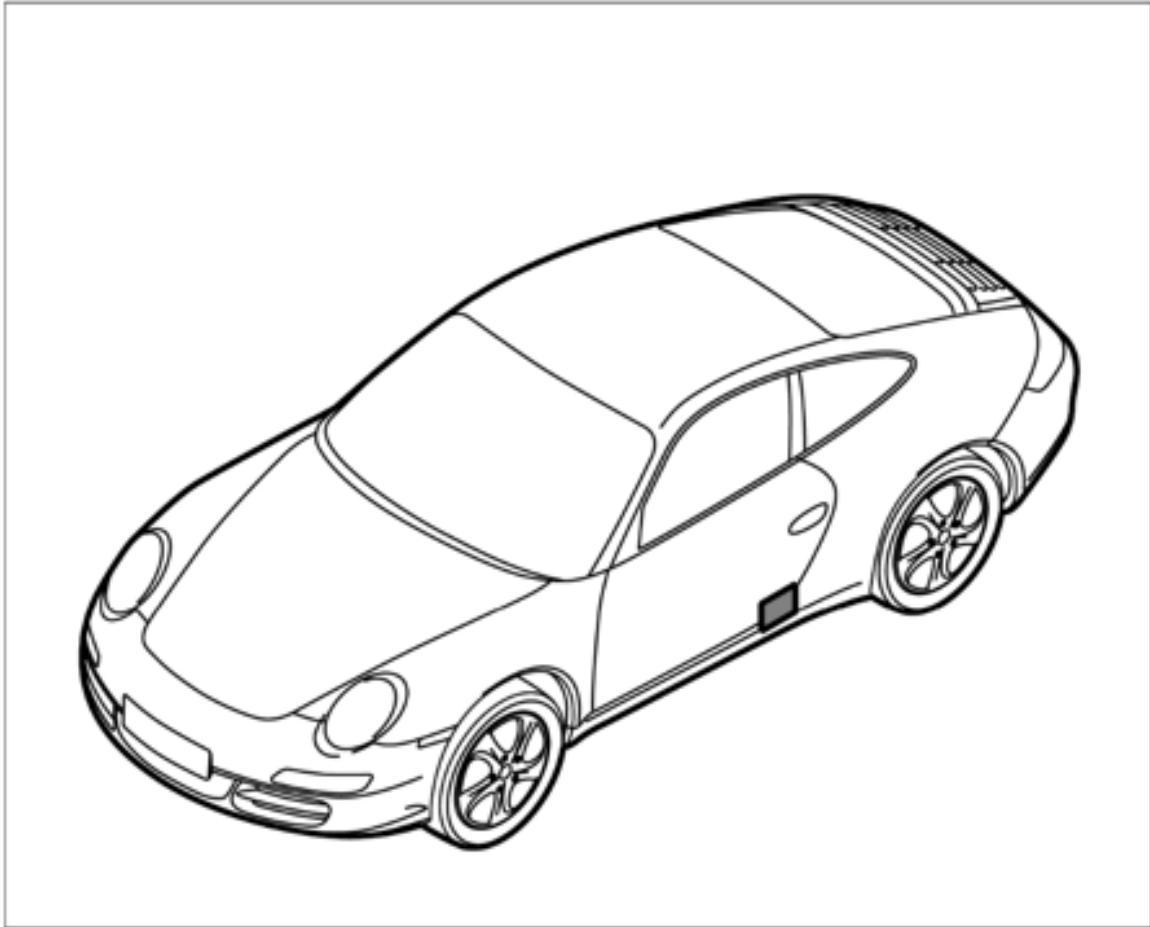
Porsche part 99761827033

See 997.2 2009-2011 Workshop Manual/3 997 Transmission/37 997 PDK Auto Trans R_R/2 997 PDK Trans Maintenance R_R from 2009/WM 373019 R_I tcu.pdf.

The manual states to remove the driver seat, but this is not necessary

I had to hunt to even find the location of this. There are a couple posts on Rennlist saying it is by the B-Pillar on the passenger side. This is incorrect. I believe this is where the tiptronic TCU sat on the older models. It is in the same general position, but on the **driver** side on the 997.2. The second diagram is correct.





Installation position

Removing Door Sill Trim

To gain access, you have to remove the door sill console and the rear interior trim. Refer to **WM 680519 Removing and installing inner door sill trim**. The two allen bolts just need to be loosened, not removed. The trim piece saddles these two bolts. After that, trim piece popped up easily using a push-up trim tool. Then just remove the wire harness connector. If you have illuminated sills, there is another small wire/connector to disconnect.

Removing Rear Panel Trim

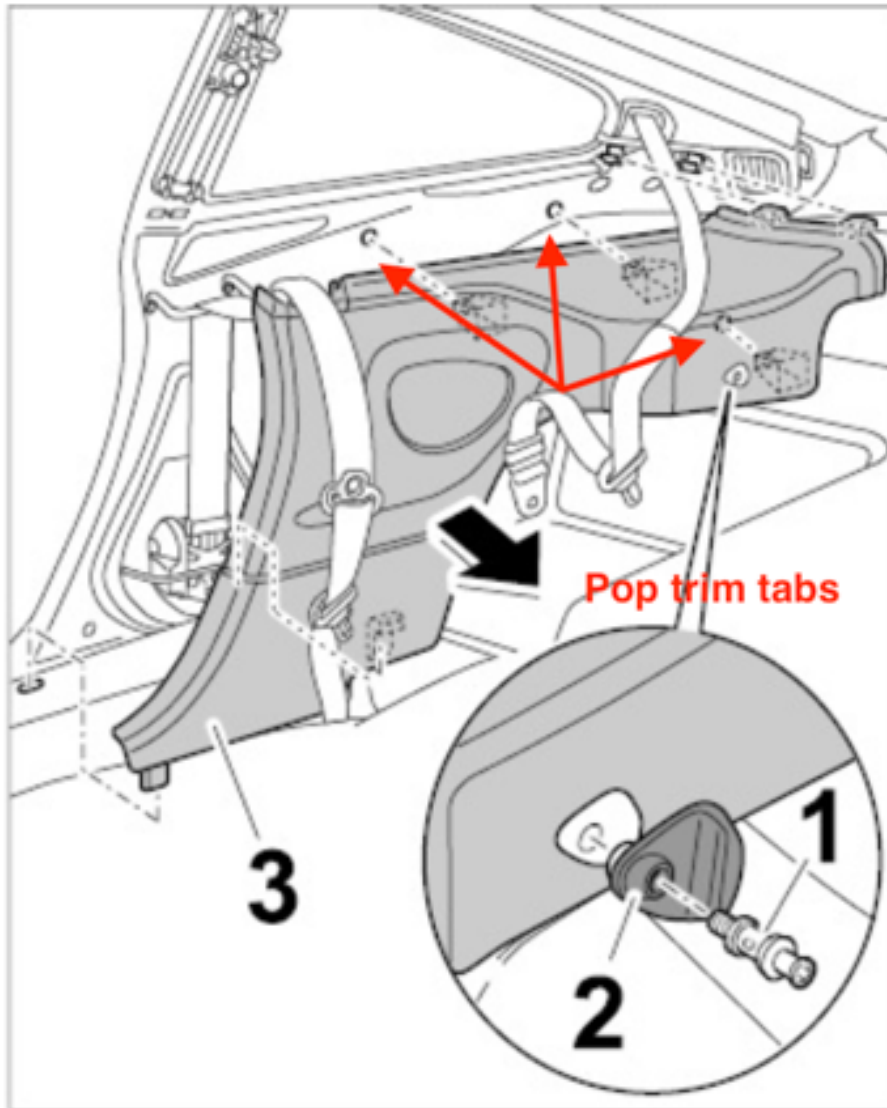
This is a bit more involved. See **707519 Removing and installing rear side trim panel** - section on

"Removing". Getting the seatbelt collar off is a pain. It is not bolted in, just held very tightly by two clips. They both pull out straight up, but it took a lot of effort. The one toward the front has a metal clip that slides over the plastic part. It's probably not that they are super tight, but rather that there is no way to grab it to apply much upward force to pop it off, particularly the one toward the back of the

car (shown).



Next remove the rear setback latch peg and associated trim (#1-2 in the diagram below). From there it's a matter of unpoping the trim tabs by pulling the panel straight out. There are 3 or 4. The only real tricky one is the one at the back since the panel is up tightly against the Bose subwoofer shelf. Note: I did not remove the subwoofer shelf, but in retrospect should have. It seems easy and should make reinstalling the trim panel more straightforward. I ended up scuffing the leather trying to shoehorn it in #\$\$%&!. Once the trim tabs are popped, pull the panel up slightly to release the slots in the bottom of while pulling it forward. Disconnect the speaker wire harness.



Removing side trim panel

With the panel out, you can pull back the carpeting to reveal the TCU in its frame. The carpet is stretched over a couple plastic tabs, making it hard to pull back. I unbolted the seatbelt from the floor to give a bit more play with the carpeting. 17mm bolt.



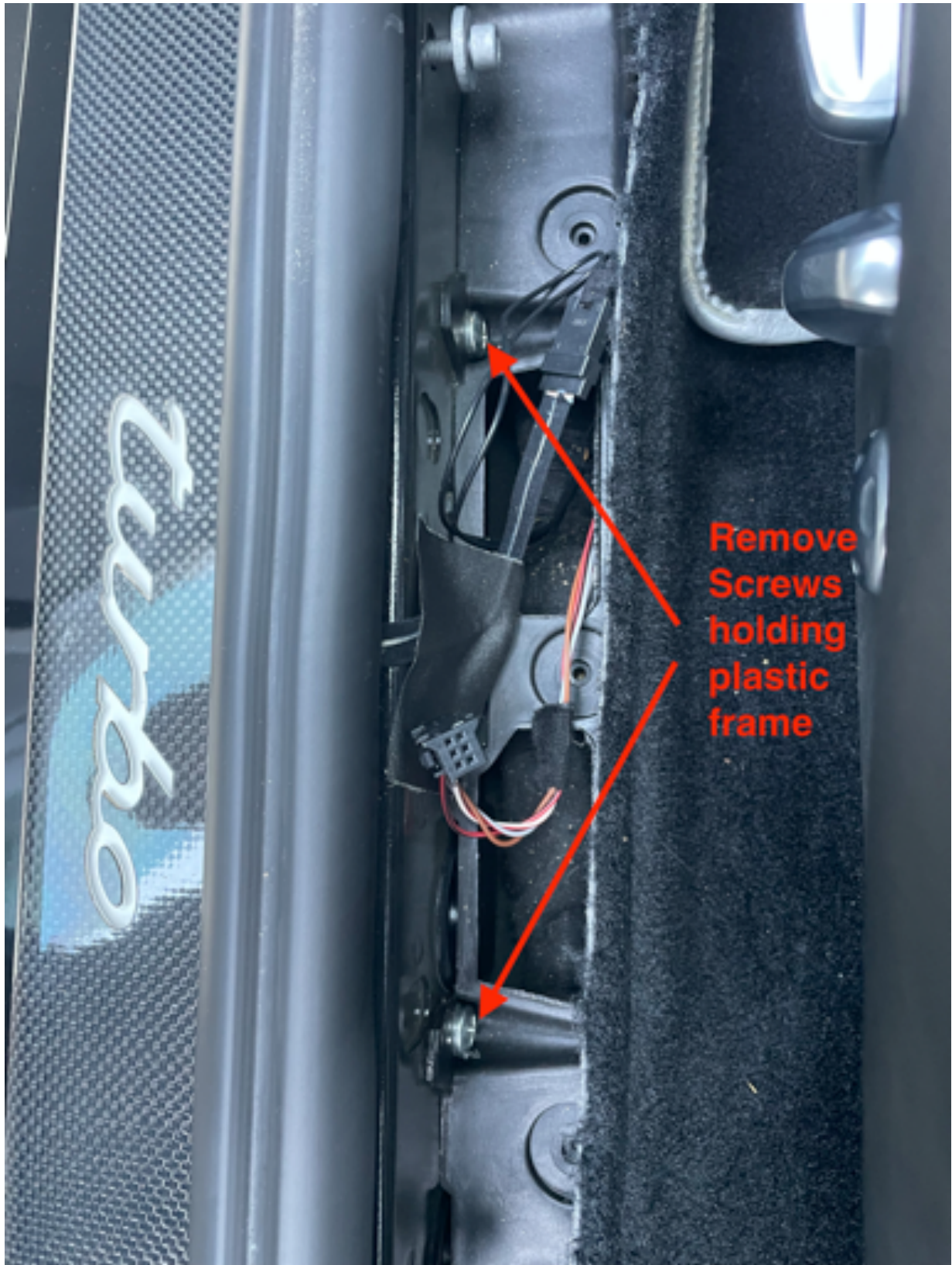
Removing plastic trim frame

The service manual doesn't mention this at all, but to get access to the TCU you have to remove this plastic frame that surrounds the TCU, runs the length of the

door and also supports the door sill removed earlier. It is held in place by one plastic nut, two large #3 Phillips screws, and a plastic peg. To get the front out, I also had to remove the bit of trim/carpeting in the driver's door footwell. Remove the fusebox cover and unscrew the three screws that hold the panel as well as the fusebox bezel in place. Finally, I also removed the seatbelt bolt on the floor of the car. This helped getting this out, as well as later getting the TCU disconnected and removed from its frame. This loosens things up enough that you can wiggle out the plastic frame



10mm plastic nut



Finally there is this a plastic peg that you squeeze and pull partway out as shown



With that out of the way, it's time to get the TCU itself. The first step is to remove the two big harnesses (one white on top and black one below) that are mounted on the retaining frame for the TCU itself. To release the harnesses extend the

locking mechanism a full 3/4" or so open. The white one (top) is shown full open. At first it only opened ~ 1/2 way. Keep on wiggling at it and it will release fully. The black one underneath, which you have to do by feel, is the same. In general when disconnecting these, if you find yourself having to pull hard to get them apart, you likely have not fully disengaged the locking mechanism. With those fully released, the two sides of the molex-style connectors come apart quite easily.

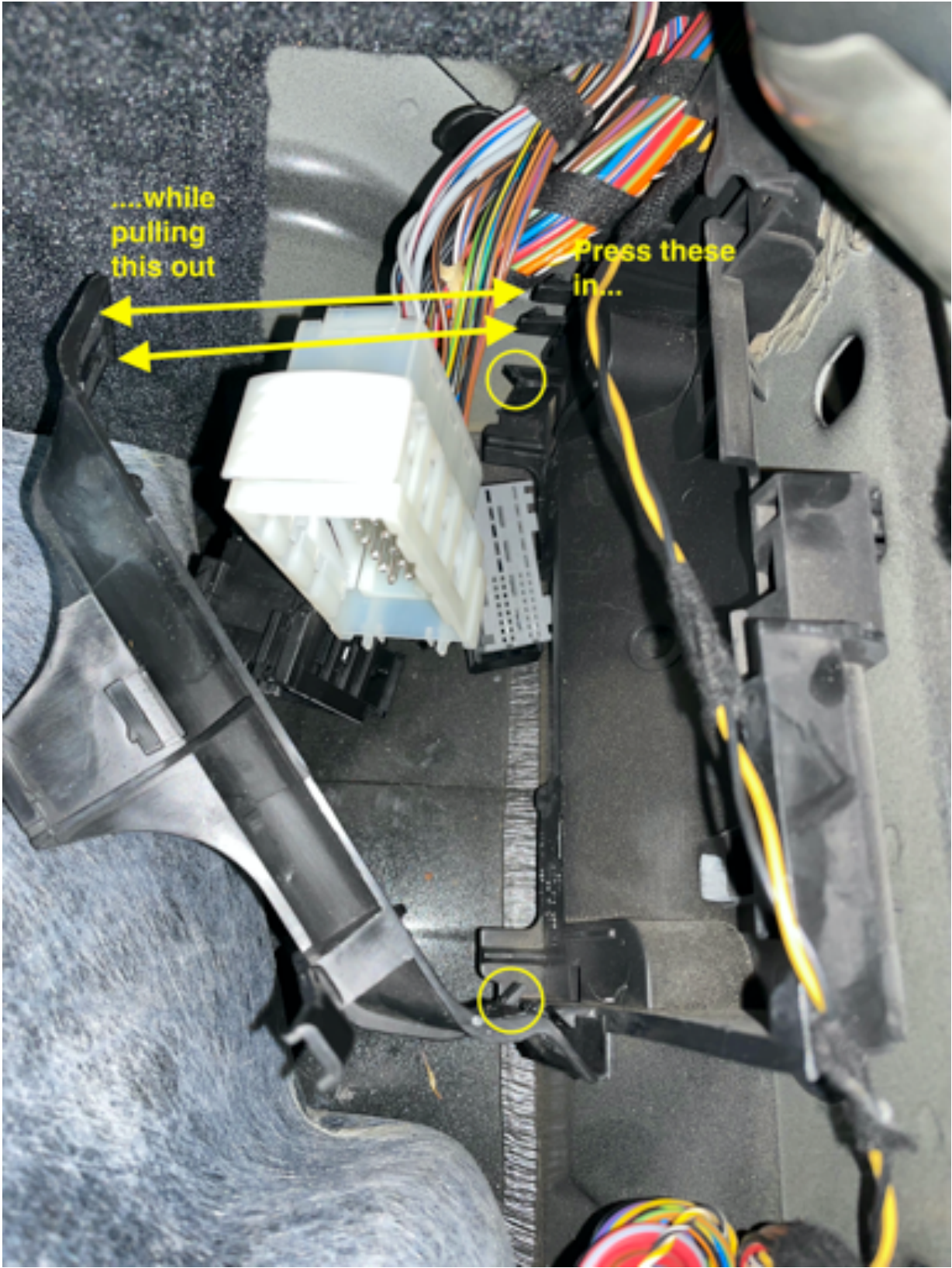


Both wire harnesses disconnected

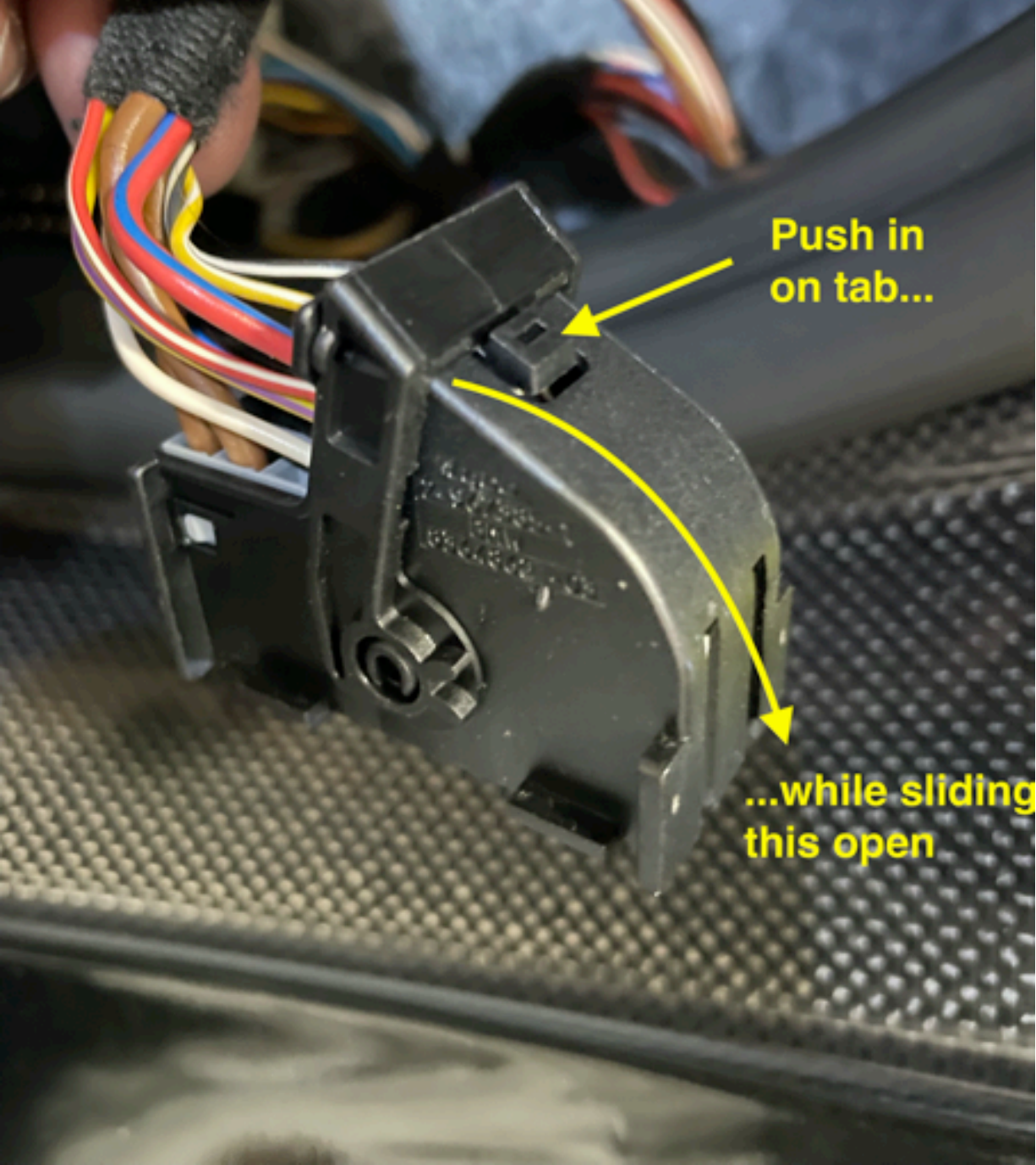


Now gently tug on the mostly brown set of wires to get a bit of play, and lift it up and over the black tab on the TCU frame. You'll need this out of the way later. Next up is releasing the frame. You basically have to simultaneously press down on the

two tabs located toward the rear of the car while also pulling the frame up and out. The two little tabs circled in the pic below are the last two little things holding the TCU in place



With that unlocked you have the final set of wires to disconnect, the actual harnesses going into the TCU. Again there is a white and a black, each with the same type of release. They are underneath the TCU, so you have to do it mostly by feel. Here's what it looks like disconnected, and upside down from its mounting position



And that's it, she's out!



Installation is the reverse of removal.