W902 - Reworking Adjustment Mechanism for Variable Turbine Geometry (VTG) (Workshop Campaign)

Vehicle Type: **911 Turbo (997)/911 GT2 (997)**

Model Year: **As of 2007 up to 2009**

Concerns: **Adjustment mechanism for Variable Turbine Geometry (VTG).**

Information: This is to inform you of a voluntary Workshop Campaign on certain 2007, 2008 to 2009 model year 911 Turbo (997) and 911 GT2 (997) vehicles. **There is the possibility that turbochargers may have been installed on which the ball joints on the adjustment mechanism for variable turbine geometry can become corroded.**

As a result, the adjustment mechanism can become stiff as vehicle mileage increases, thereby resulting in a delayed response from the turbochargers

To remedy the situation, apply suitable anti-corrosion agent and lubricant to the ball joints in the adjustment mechanism.

Affected Vehicles: A total of 7051 US and Canadian vehicles fall within the scope of this Workshop Campaign. **Very Important!** Use the VIN range below as a general guideline. The VIN can be checked in the WWS for confirmation of an open workshop campaign (Also see PIWIS VIN Information).

The affected Vehicle Identification Numbers are contained in the following VIN Ranges:

USA 2007 911 Turbo/GT2 (997)
WP0AD29927S783102 to WP0AD29967S786908

USA 2008 911 Turbo/GT2 (997)
WP0CD299X8S708061 to WP0AD29948S796290

USA 2009 911 Turbo/GT2 (997)
WP0AD29949S766062 to WP0CD29909S773101

Canadian 2007 911 Turbo/GT2 (997)
WP0AD29907S783163 to WP0AD29947S786888

Canadian 2008 911 Turbo/GT2 (997)
WP0CD29958S708095 to WP0AD29958S796198

Parts Info:

999.917.778.00	⇒ Lubricant	400 ml spray can (enough for at least 20 vehicles*)

* The WWS Warranty system will automatically add the Lubricant into the “Miscellaneous item” section (sublet) of the claim after the claim has been submitted.

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2.1 On the turbocharger on the **right** in direction of travel (⇒ *Figure 1* **-item 1-**), check that the adjustment mechanism (⇒ *Figure 1* **-arrow-**) can be moved freely.

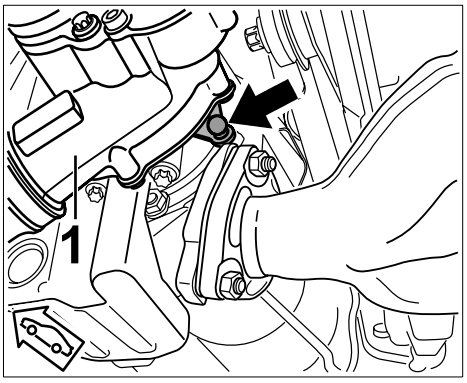

Figure 1

To do this, press the actuating rod in the adjustment mechanism at the bottom ball joint up as far as possible with your finger as shown in ⇒ *Figure 2* (⇒ *Figure 2* **-arrow-**). Then let go of the actuating rod.

The movement of the adjustment mechanism is OK if the actuating rod can be pressed up and goes back to its original position again when you let it go.

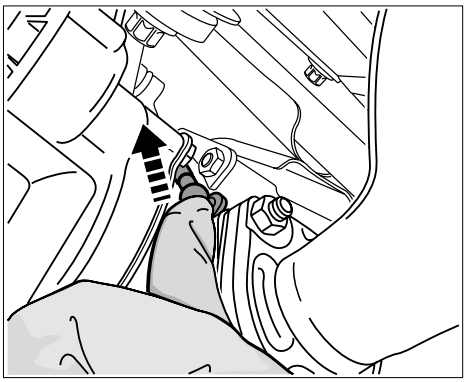

Figure 2

2.2 On the turbocharger on the **left** in direction of travel (⇒ *Figure 3* **-item 1-**), check that the adjustment mechanism (⇒ *Figure 3* **-arrow-**) can be moved freely.

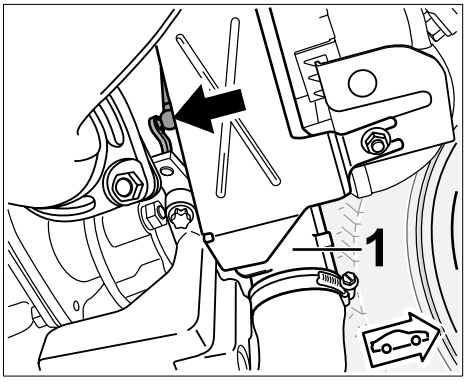

Figure 3

To do this, press the actuating rod at the bottom ball joint down firmly as far as possible with your fingers as shown in ⇒ *Figure 4* (⇒ *Figure 4* **-arrow-**). Support your hand on the heat shield (⇒ *Figure 4* **-item 2-**) using your thumb while doing this. Then let go of the actuating rod.

The movement of the adjustment mechanism is OK if the actuating rod can be pressed down and goes back to its original position again when you let it go.

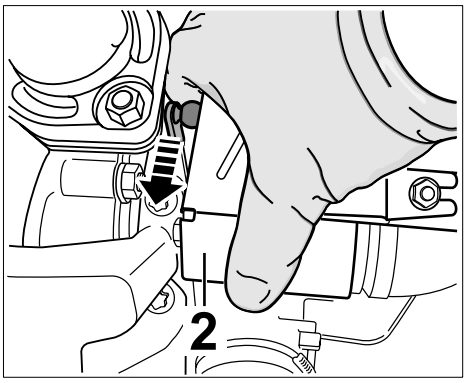

Figure 4

Information

On the turbocharger on the left in direction of travel, the amount of force required for moving the adjustment mechanism down is found to be considerably higher than on the right side of the vehicle due to kinematics and restricted access.

However, this is **not** an indication of a stiff adjustment mechanism.

What's important here is that the actuating rod can be moved down and then goes back to its original position again automatically when you let it go.

2.3 **If** the movement of the adjustment mechanism is OK ⇒ **Continue** with **Step 3**.

2.4 **If**, contrary to expectations, the actuating rod in the adjustment mechanism on one or both turbochargers **cannot** be moved or does **not** go back to its original position when you let it go, the affected turbochargers must be replaced ⇒ *Workshop Manual '213019 Removing and installing turbocharger'*.

This work **cannot** be invoiced under the workshop campaign number, but must be settled under warranty or goodwill. Please note that Exchange Parts must always be used in warranty and goodwill cases.

3 Spray anti-corrosion agent and lubricant, Part No. 999.917.778.00, on the ball joints in the adjustment mechanism to prevent corrosion and to lubricate the adjustment mechanism.

Information

Observe instructions for use and safety regulations as specified in the instructions for use for anti-corrosion agents and lubricants, in particular:
– Shake container/can before use
– Do not spray lubricant on hot surfaces
– Wear protective gloves and goggles
– Do not inhale aerosol cans

3.1 Spray anti-corrosion agent and lubricant on the ball joints in the adjustment mechanism on the turbocharger on the **right** in direction of travel.

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Information
The actuating rod in the adjustment mechanism does **not** have to be removed.

Spray anti-corrosion agent and lubricant on the bottom ball joint (⇒*Figure 5* **-arrow 1-**) **and** on the top ball joint (⇒*Figure 5* **-arrow 2-**) so that an obvious lubricating film forms in the area between the ball joint and ball socket of the actuating rod (⇒*Figure 5* **-inset, arrow-**).

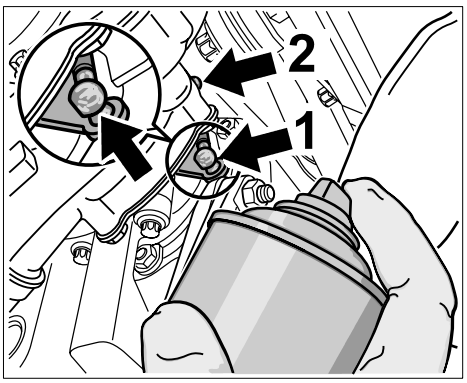

Figure 5

3.2 Spray anti-corrosion agent and lubricant on the ball joints in the adjustment mechanism on the turbocharger on the **left** in direction of travel.

Information
The actuating rod in the adjustment mechanism does **not** have to be removed.

Spray anti-corrosion agent and lubricant on the bottom ball joint (⇒*Figure 6* **-arrow 1-**) **and** on the top ball joint (⇒*Figure 6* **-arrow 2-**) so that an obvious lubricating film forms in the area between the ball joint and ball socket of the actuating rod (⇒*Figure 6* **-inset, arrow-**).

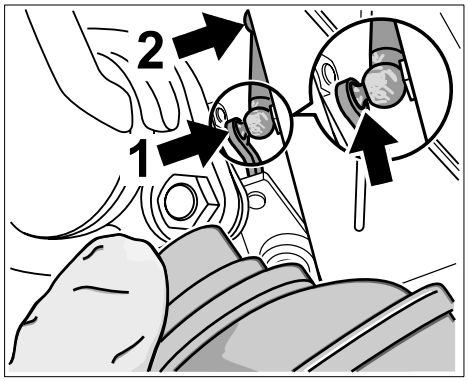

Figure 6

4 Lower the lifting platform and remove the vehicle.

5 Enter the Workshop Campaign in the Warrantyy and Maintenance booklet.

Attachment "B": Administrative Procedure, Workshop Campaign W902

Warranty claims should be submitted via WWS.

Note: Open campaigns can be checked in the VIN information screen under the link “VIN Information - Get Vehicle Information via VIN” within PIWIS.

Affected VINs: See VIN ranges.

Labor Operation: Will be automatically inserted when the damage code is entered.