

I just fixed my spoiler issue this weekend. I am reviving this thread, in case others of you are having similar problems.

My spoiler was raising on both sides, but the driver's side was lagging, it was only coming up about half way. All of the posts I could find said that the culprit was that the hydraulic fluid has leaked from one side (the pump has 2 separate reservoirs, one for each ram).

I read everything I could find on the subject - here, planet Porsche, 6 speed online. The general consensus was that if it was raising on both sides, it was just a low fluid level issue. I generally followed the instructions and fixed it within 2 hours. Here are some pointers.

First of all, this is not hard, I am an accountant, and I don't change my own oil or have special tools. I do like to tinker a little, mostly electronics. If you have a 'lagging' side on your spoiler (but it raises on both, at least a little) - **YOU CAN FIX THIS**. Just open the deck lid and sit down with a chair. Look at the inside of the deck lid - you will see a shroud that covers most everything, a cooling fan, the rams for the spoiler, and some lines (mine is a turbo, so I have a little more than the regular 996). When you look at this, you will see that this is not rocket science, it literally takes 10 minutes to take the system out (or at least where you can access it). It is no big deal.

Most write ups talk about removing the entire system and putting it on a work bench. Then, hooking an external 12 v power source to the unit to raise and lower it. **I DID NOT DO THIS** - there is no need. I left the system in the car, and filled it there. I used the power from the car to lower and raise it, nothing more. I don't know why anyone would pull it out, you have enough room to do all that you need to do.

I will say that it is helpful to have a couple of small tables, a chair, and the 'magic tool'. The magic tool is a special tool that is made to rotate the cylinders that connect to the wing itself. I will post a picture, I ordered online for maybe 30 bucks. It did help. Also, you need some hydraulic fluid, people have listed different things, but I recommend buying something that has a leak preventer in it. There are many options at the auto parts store, I went with a transmission fluid/lube with leak preventer.

Removal/access of the unit -

First - take off the wing itself. This is really easy - just raise the wing (using car power) to access the metal cylinders that hold it up. If your wing will not raise enough, you may have to have a buddy pull it up on one side to get to the cylinders. I recommend using one or more towels between the car and the spoiler to be safe (no scratches, etc.).

Once raised, you must use turn the cylinders about 3/4 a turn **CLOCKWISE** to release the wing. I used the magic tool, but I am almost positive you could do this with your hand. The tool makes it easier, since it is made to fit the curve of the cylinder and has a metal protrusion that fits into the hole to grip the cylinder. When you turn one side, that side

pops off, the other is easier, and the wing is off. Looking at the struts after the wing is removed, they are easy to turn, so there is no worry about them not being oriented correctly later for re-attachment. Open the deck lid and move on, I would lower the struts at this time (using button in car). Now, cover the entire engine with 1 - 2 towels, to keep it clean, have a place to set stuff without worry of it falling.

You must take down the large hard plastic piece that covers most of the inside of the deck lid. You DO NOT have to unbolt the fan from this unit - leave it in place. It is connected to the large plastic cover (shroud) and can stay attached. Also, you do not have to unplug any of the wires (brake light, etc.). If you want to - knock yourself out, I did not.

On the right side (on my turbo) there was an air vent or tunnel that feeds air into the air filter. This removes with 2 bolts at the (as it is open) top right side of the air tunnel, then it pops out of place on the back side. The same size bolt is used in about 8 places to hold the plastic cover/shroud in place, take them all out. Once these are all out, the entire assembly is loose. It is fit in tightly, but you can wiggle it and slide it down to access the pump (and rams) easier. Push it down 6-8 inches (sliding it flat against the deck lid, towards the engine). If it does not move, you have missed a bolt.

Once this is loose, change to the torque sockets and remove the rams. I suggest taking a picture so you know how the hydraulic line is oriented coming into the ram (it connects at the bottom). Also, each is marked (L or R). Take note of where this mark is - so you put it back in the same position. It may only fit one way, but take note.

When the 3 torque bolts are removed, the ram pulls easily out of the deck lid. Just set it on the towels on the engine, or let it dangle for now. Remove the other ram, set it on the engine as well. In the top middle of the shroud, above the fan, are 4 nuts (rounded cap looking nuts) that attach the cylinder/pump/oil reservoir to the shroud. Remove these 4 nuts, this will allow you to remove the pump. After the nuts are removed, pull the shroud away from the deck lid a little, and slide the pump out. You should be able to stand the pump up on its end on top of the towels covering the engine. It is a little tight, but there is plenty of room/ length on cables to allow for this. You want to put the end of the pump that has the hydraulic lines coming into it pointing up (with the pump itself in a vertical position resting on the towels). Take a picture of the end of the pump - noting the orientation of the lines, etc.

I did this by myself, so I did not have someone to hold the pump straight up, or the lines up, etc. It would be easier to have someone do this for you. What I did was use 2 zip ties for each side of the pump. I used the middle, top 2 holes on the shroud, and looped 1 zip tie through this hole and zipped it to make a big secure tie (big circle). I then attached a second zip tie to the pump and through the first ZIP tie. I repeated on the other side and tightened. This gives me 2 loops (connected like a chain) on each side that holds the pump straight up. I then put a second zip tie on each side (on the shroud) to use later to hold up the lines.

To fill the unit, you are not going to remove the lines from the rams. The rams themselves do not hold much fluid (when down - not extended). Make sure that the rams are down - not extended!

You only have to remove the hydraulic lines from the pump itself to add fluid. You do not need to remove the top of the pump, to see the 2 reservoirs in the unit - there is no need.

Before removing the bolts (banjo bolts) that connect the lines to the pump, use a marker and draw an arrow on the top of the bolt, pointed to the hydraulic line it feeds. The "banjo bolt" has a hole in it that allows the fluid to pass through it and into the line. Therefore, you must have this bolt oriented in the same way later when you tighten it back up. Drawing the arrow makes this fool proof - the arrow must later point at the line again when you are finished.

Remove one bolt (and hydraulic line) first. It will take a good grip on the pump (to make sure it won't turn) and a good pull on a socket wrench to break the bolt loose. If you can't hold it in place, put a crescent wrench on the lower part of the connection and pull the opposite direction - it comes loose pretty easy this way. Remove the bolt (there is a washer on top, also a washer on the very bottom where it goes into the pump). Hold the line itself up (or put it in the zip tie to hold up). You will see the bolt hole itself is where you add the fluid. First remove the line from the other pump, then top off both sides - pouring into the small hole that the banjo bolt goes into. Many people say that it helps to use a medicine syringe for this. The fluid I used had a little spout to it and poured right in.

After topping off, I left the unit there (hanging) for a while, as I also thought to let the fluid settle for a bit. I topped it off a little more when I returned. All that is left is to put the connectors back on. Remember, the right connector lays flat against the pump, with the connector on top, and the line running down the side of the pump. The other (left, the line does not run down the pump, but rather the line runs away from the pump. Put the bolt back through the washers and the connector to affix back to the pump. The arrows must be lined up to point at the lines (the arrows you drew). Go ahead and tighten at this point.

Turn on the power to the car and raise/lower the rams several times. To raise, you press the button once (I think). But to lower, you must hold it in until it is all the way down. I only raised/lowered 4 - 5 times, then left the rams extended. I measured each to see how long they were extended. Each was 2 marks over 3 inches - the same length! SWEET!

Lower the rams again and reassemble the units into the car. This is really easy and fast - the hardest part is moving the shroud around to get it in the right place - but even this is not bad.

As I said - this is not hard at all, and frankly, I am amazed that anyone pays for the fix. The fluid itself in the unit is very little at all, maybe 6 ounces on each side. The leak preventer should help, but since it took 9 years for 3 ounces to leak out, I don't see this as a big problem in the future.