

DIARY OF A BOXSTER 987 MAJOR SERVICE

Major Service 987 2006 -Mileage 73,314

First up the car was driven onto the inspection ramp where a check was given on the electrics, the horn, the wipers, sidelights, headlights including low & high beam, side indicators, heater fan etc. On this occasion the wiper blades were worn and needed replacing. This could be seen by the silver bar showing through the rubber.

Next up the car was plugged in via the OBD for the diagnostics test. On the test the fault codes that showed up were air bag and A/C. This was a fault in the recirculation communication and was therefore reset. Once done the fault did not come up again.

The car also showed an over rev to range 4 early on in its life at approx 2000 hours but apart from that all was looking good on the diagnostic front. The service indicator was reset and a short test run again where everything looked fine and showed green. This information was then printed out for future reference.

Now it was onto a visual check of things that may need renewing. This included checking the handbrake adjustment and puncture sealant. The sealant had been recently replaced but it is always worth looking out for the expiry date. The battery cover was removed and the terminals checked for corrosion. Any leaves and debris in the area were vacuumed out and scuttle drains were also cleared.

Next was onto the brake fluid to check for moisture. The tool showed no moisture in the fluid and so it did not need refreshing at this time.

The last item to be replaced in this area before raising the car onto the ramp was the pollen filter. Interestingly the support bracket for the filter is plastic on the Boxster whilst being metal on the 911. As you can see they do get extremely dirty.

After replacing the pollen filter, the car was raised up onto the ramp to chest height for the wheel and brake checks to be carried out. This included checking the wheel bearings and the ball joints for any wear and tear. The wheel was moved backwards and forwards by hand to look for things like wheel wobble and to check for any noises whilst moving the parts.

The brake pads and discs were next on the list to check for the thickness and condition. The front pads had approximately 10mm left and the discs had a very slight lip on them. The maximum acceptable wear on the lip of the discs is 1mm each side. As this car had ½ mm wear it was in tolerance for now.

The inside of the discs were then checked for rust as this cannot always be seen from the front. The brake sensors were also checked and this was done by using a mirror. It was noted that the rear pads were just starting to get near to the sensors but again were in tolerance.

Finally it was noticed that the wheels on the car were much corroded and on speaking to the owner it was decided that they would be sent away for refurbishment.

The car was then lifted up to its full height on the ramp in order to check the underside of the car and to check springs, shocks and also to check for oil leaks including the rear main seal. Tony explained that 987s in his experience can be prone to broken springs but they were all fine at this time.

No oil leaks were present but there was a little soot mark around the exhaust which was something to keep an eye on and also a very small misting on the rear main seal which as most owners know is quite usual and does not need attention unless it actually drips oil. The drive shafts, CV joints and gators again were checked with a light and a mirror and again and as the photo shows the parts were in extremely good condition.

The anti roll bars and bushes were checked by using a bar to very gently pry between the area and to check for any movement. These components are prone to wear and the problem can also be identified by a clonking sound when going over rough ground.

There was evidence of some watermarks on the underside pipes but as the car had recently had a new water pump and there was no evidence of coolant loss further investigation was not needed. The last thing before lowering the car was to check the spark plugs. It was decided that they were fine and were to be replaced at the next service.

The car was now ready to be lowered and for the engine bay work to be started.

After checking and replacing the sparkplugs the car was ready to be lowered on the ramps and the roof was part lowered halfway to allow access to the top of the engine. The engine has a cover which had to be removed. On this model the Bose speakers also had to be removed to enable access. On removing the cover it was surprising that even though the car had been turned off for almost 3 hours the engine was still warm to the touch.

First to be removed and changed was the air filter and then the drive belt was checked for wear followed by the power steering fluid being checked and topped up.

The coolant level was next to be checked and whilst the cap was off this was checked for any residue which would indicate leakage. I also learnt that unlike previous models the coolant point in the boot area on this model is not the actual filler point and is only a remote top up point for the owner or mechanic to use. These caps do not have a pressure valve and therefore should not be opened whilst the engine is hot. The actual filler point is within the engine area and it is from here that a full refill of coolant is done.

The air line was used to blow out any blockages in the drain channels of the roof. If these block up it can cause problems with water collecting inside the cabin of the car as water can collect behind the seat area. As the electrical control unit for the central locking and alarm system are situated under the passenger seat any water could cause a major problem.

Now for the messy part of the service. The car was once again lifted up onto the ramp and the old oil was drained out. The oil filter was then replaced and Tony advised that it was better to fit the filter directly onto the engine and then replace the housing as this eliminates the chance of crushing the oil filter. If you ever wondered where all of the waste oil goes to, it has to be collected along with the old filters by a waste oil company.

Once all of the oil was drained it was then replaced with 7.75 litres of 5w 40 fully synthetic oil.

Finally all door hinges and boot latches were lubricated with clear grease. Tony advises avoiding using WD40 and to not over lubricate as this can short any electrics in the area.

We were now ready to recheck the oil level and topping up if it was required.

This was not needed.

The tyre pressures were checked and then we were off on a road test.

Whilst out we listened for any unusual noises from the suspension and brakes and on this occasion everything was fine and the car drove as it should.

Once back in the garage the oil level was checked again and was still fine.
The service was now finished and apart from the usual service items the only things that needed replacing were one window switch and a set of wiper blades. Great going for an 8 year old car.

I hope that his report has given you an insight into servicing and what it entails.