

Spyder Tonneau Latch Release Motor Replacement

Dan Craft



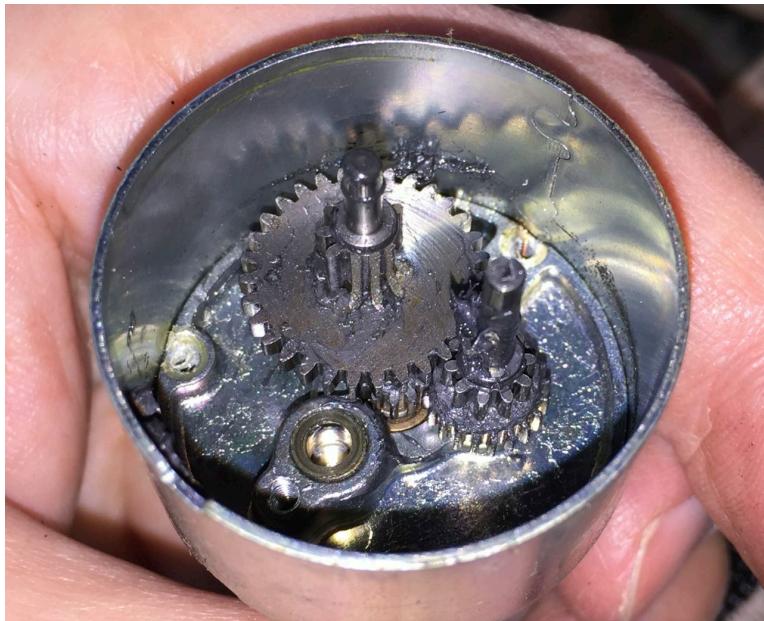
Symptom: The tonneau would not release on one side. Operating the tonneau switch would cause the tonneau to bow dangerously from the hydraulic pressure.

Original Problem: It turned out my problem started when the tonneau latch bracket became loose. It has space for adjustment in its mounting holes, so the mounting bolts must be tight to keep the bracket still. The mounting bolts had loosened enough for the bracket to have play in the adjustment holes, so the latch release cable was just moving the bracket, not the latch. Finally, when trying to close the convertible top, the tonneau wouldn't release and I heard a "thunk, thunk, thunk"—that didn't sound good. It had stripped three teeth of one of the gears in the tonneau release motor gearbox (top gear in photo below).

There was a clue I'd missed: When I would open the top, I could hear the latch click closed. After driving for awhile, it would sometimes vibrate loose. I'd have to re-engage the top open switch for it to re-latch. Had I checked it then, I probably would have noticed the bracket was loose and avoided this.

Time: Removing the motor took me about three hours, largely because I didn't know what I was doing, and ended up removing some elements I didn't need to. It took about an hour to reassemble, including taking the following photos.

Note: This is for the passenger side latch.



STEP: Remove Tonneau Floor

I'll include only salient instructions, as most of us can probably do much of this in our sleep by now :(.



STEP: Remove Spare Tire



STEP: Lift Carpet Covering Tonneau Motors and Top Computer



STEP: Remove Cover for Tonneau Motors and Top Computer



STEP: Remove Storage Well



STEP: Unplug Weight-in-trunk Sensor Backside Plug



STEP: Locate Motor Plug

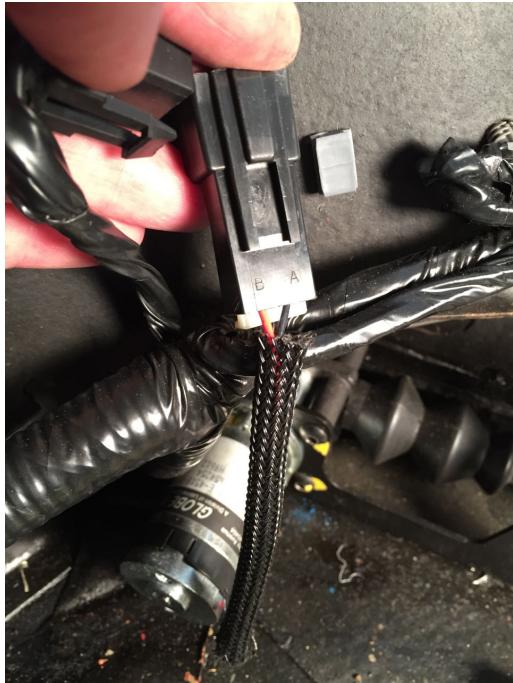
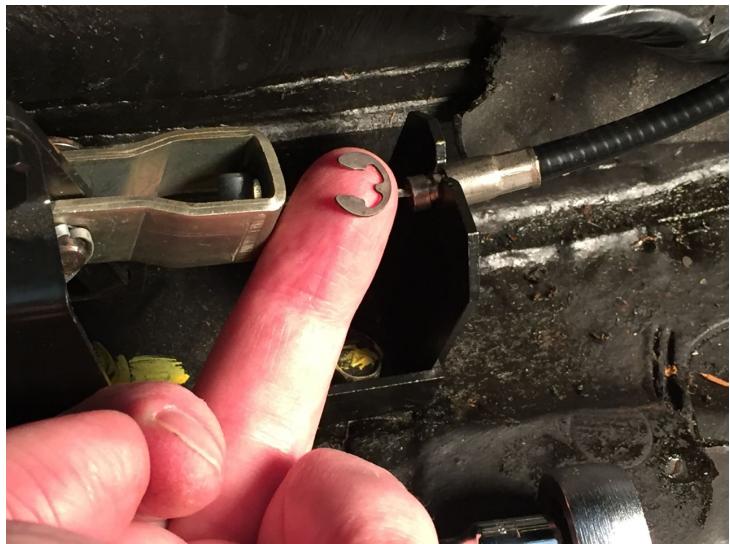


STEP: Unplug Top (non-motor) Side



STEP: Slide Motor Side of Plug Off Mounting

This comes upward as oriented in the photos. I wasted half an hour trying to unplug the other side as well, having never encountered this attachment mechanism before :). This photo shows the back side of the plug, with the slide channel.

**STEP: Remove the 'C' Retainer From the Release Cable Fitting**

STEP: Remove the Cotter Key and Pin from the Lever Arm



(I missed the post-removal photo as I was taking these on reassembly.)

STEP: Slide the Release Cable Fitting Out of the Bracket

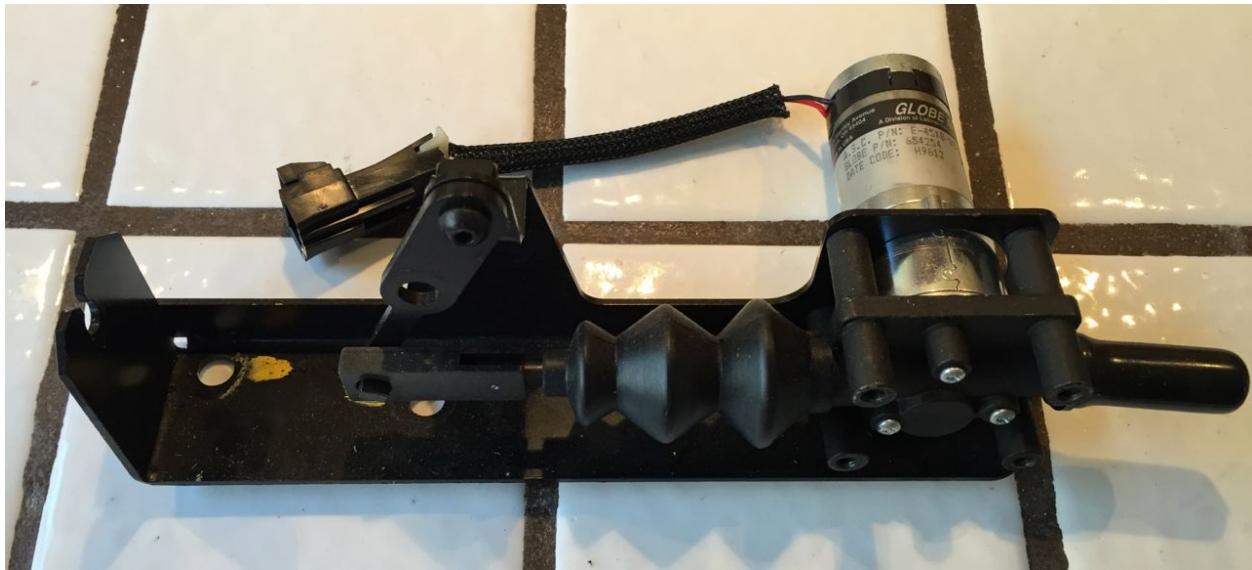
(I didn't get a photo of this post-removal.)



STEP: Unbolt the Bracket from the Chassis



STEP: Remove The Motor from the Bracket



Note: Globe's part number is 65A254, not the listed 654254. (That must have been an A.S.C. transcription error.)



I opened the gearbox to verify it was the suspected stripped gear teeth that was the problem.

STEP: Have the Motor Repaired

I spoke with Debbie Anderson at Globe Motors, per Marc Mayer's suggestion. Her initial estimate was \$150-200. (Marc had paid \$160.) I think this was based on not knowing if it was a gearbox problem or a motor burned out, even though I'd sent the photo of the stripped gears to her.

She email'd me a repair cost of \$98, including shipping, when they'd examined the motor. I had to pre-pay with a check.

Her phone number is 937.229.8534 and email is DAnderson@GlobeMotors.com, as of March 2015.