

**Motor und Kupplung**  
**Engine and Clutch**  
**Moteur et Accouplement**  
**Motore e Frizione**

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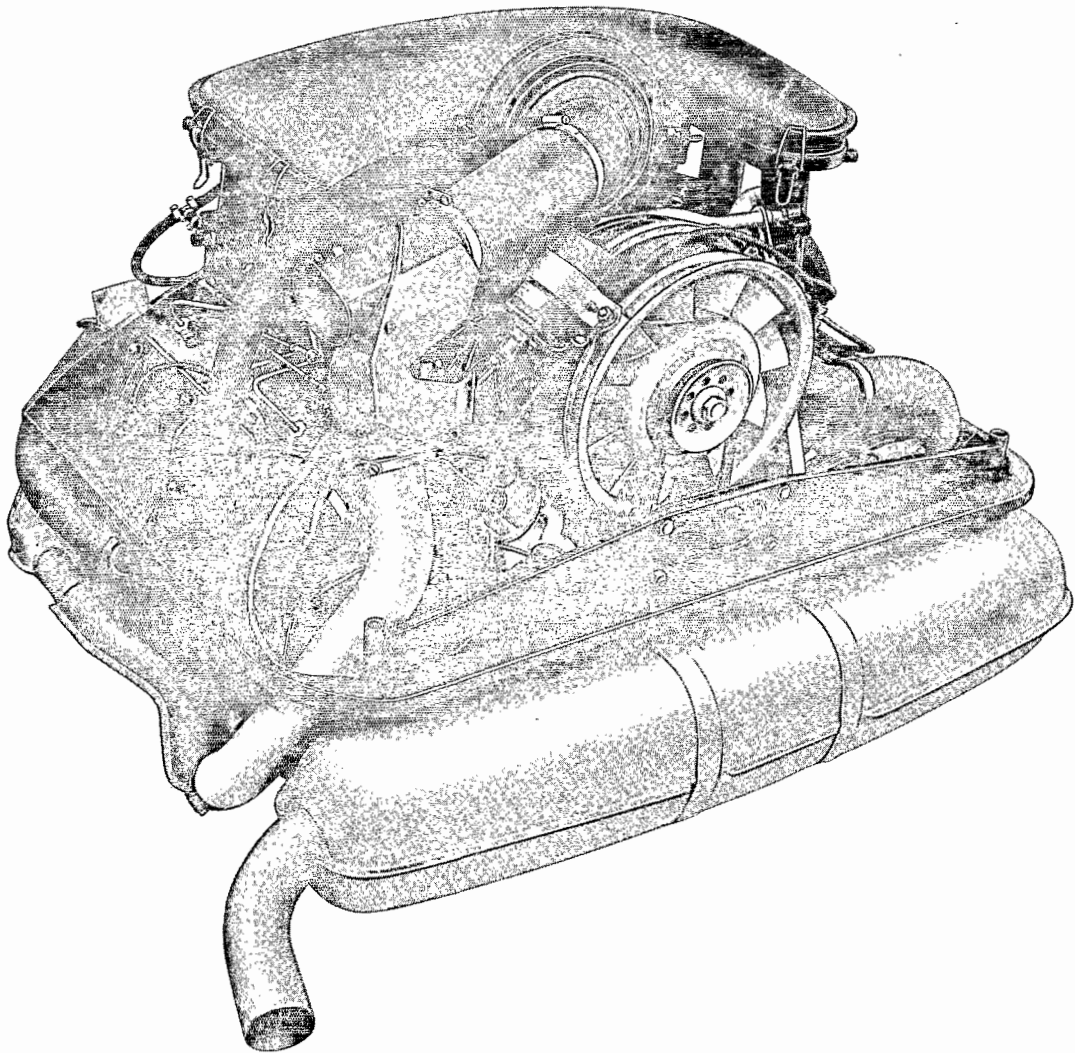
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## ENGINE CHANGES - BEGINNING WITH 1972 MODELS

## General Information

Beginning with 1972 models, Type 911 engines have a cubic displacement of 2.4 liters (2341 c/142.8 cu.in.)



Individual changes and changed service operations are described on the pages that follow.

Summary of Changes:

1. Technical Data
2. Crankcase
3. Crankshaft
4. Connecting rods and bearings
5. Pistons
6. Location of oil tank and oil lines
7. Clutch pressure plate, throwout bearing, and clutch disc
8. Ignition - see Group 9 (Electrical System)
9. Fuel system - see Group 2

## OIL TANK CHANGES - BEGINNING WITH 1972 MODELS

### General Information

Beginning with 1972 models, the oil tank is located in right rear wheelhousing in front of the rear axle. The oil filler neck is now accessible from the outside. It is located under a hinged lid in the right rear fender. The oil filter housing is separated from the tank and mounted on the right engine compartment wall.

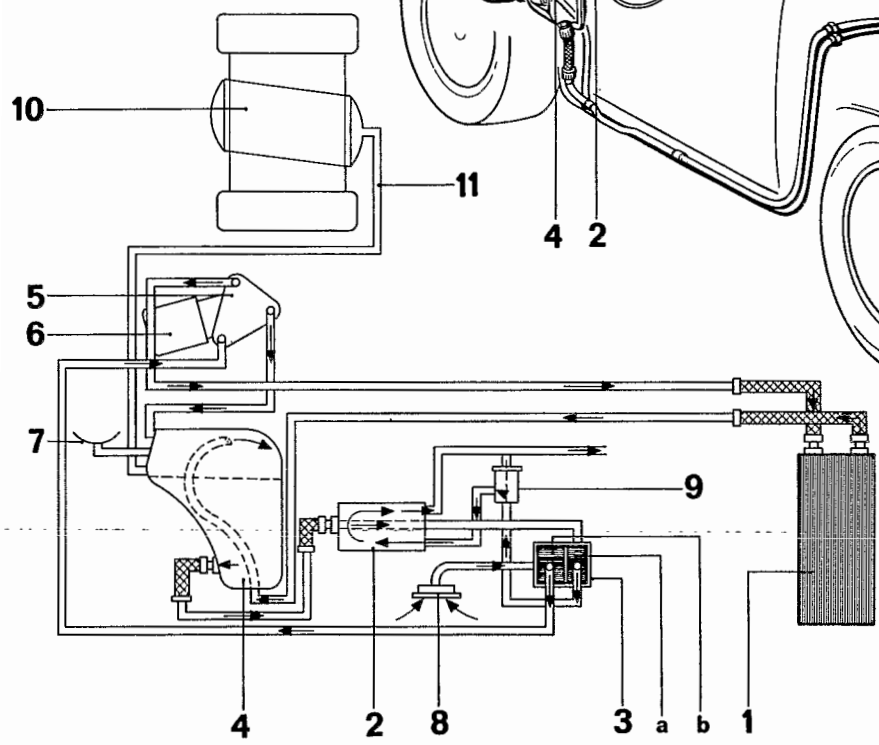
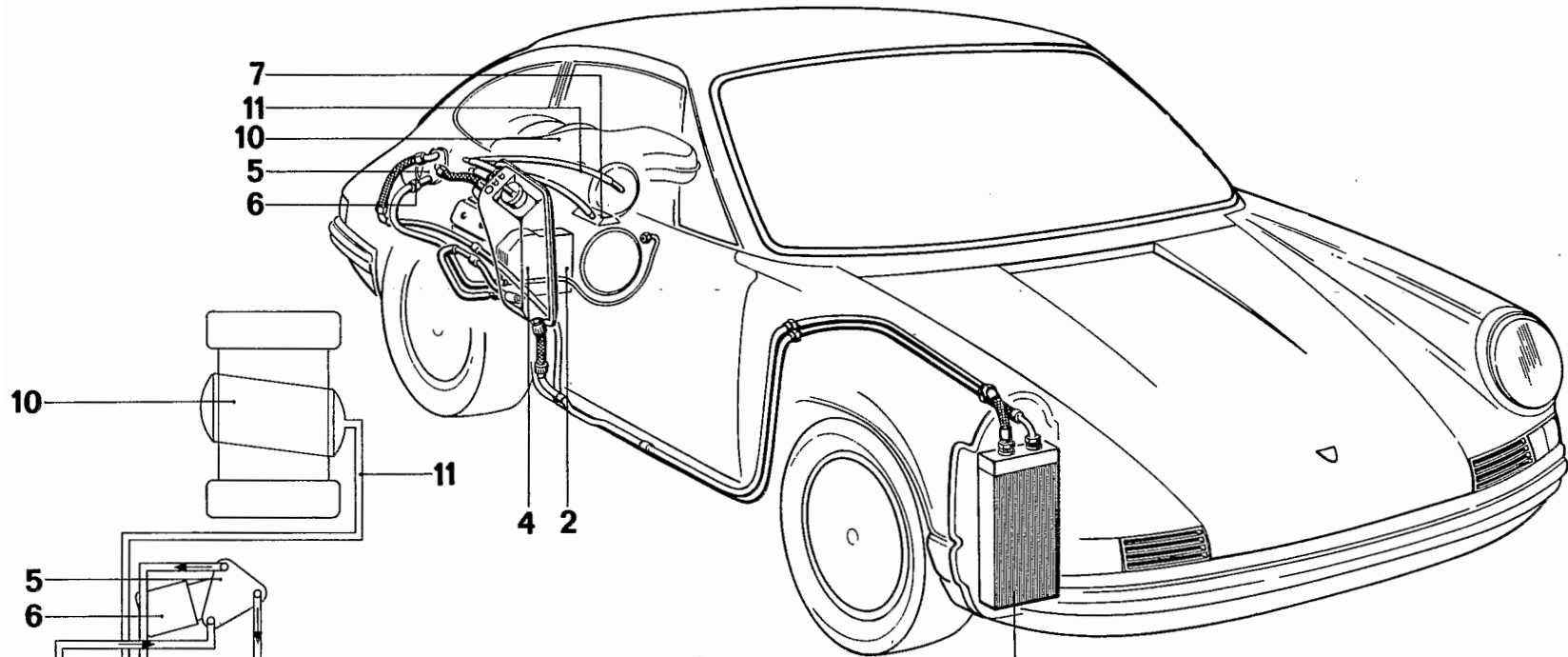
The auxiliary oil cooler under the right front fender continues to be standard equipment in Type 911S vehicles.





OIL COOLING SYSTEM AND OIL CIRCUIT SCHEMATIC

TYPE 911 S VEHICLES (FROM 72-MODELS)



- |   |   |
|---|---|
| 1 Auxiliary oil cooler  | 6 Full-flow oil filter                                  |
| 2 Oil cooler (engine mounted)   | 7 Crankcase breather to oil tank                        |
| 3 Oil pump  | 8 Oil screen  |
| a Pressure pump   | 9 Engine thermostat (opens to oil cooler at 83°C/182°F) |
| b Scavenging pump   | 10 Air cleaner  |
| 4 Oil tank  | 11 Oil tank breather to air cleaner                     |
| 5 Housing with thermostat (opens to auxiliary oil cooler at 83°C/182°F) |   |