



## CR Tech 911 Street Model Variants

### **1964-1968 Short wheelbase (Long Hood)**

**-Oil and filter change – FILL QUANTITY 8.50 - 9.00 Quarts**

-All engines 2.0 Liter

-All engine cases aluminum

-1967 first year of the 911S

-1967 911S introduction of Fuchs wheels – **2 versions – 4.5 in for the 911S – 7.0 in for the 911R**

-1967 was the first year for factory-supplied Weber carburetors with the 911S getting 40IDS carbs – **1<sup>st</sup> 20 cars got 40 IDA special w/ no high-speed circuit - but stamped S on the end.**

-1968 first and only year of 911L

-1968 911 engine case now magnesium (mid-year changeover)

-1968 911S only in Europe (Heavy emissions year)

-1968 US cars had smog pumps and emissions equipment

-Bendix style fuel pumps located in engine compartment

### **1969 First year of Long wheel base (Long Hood)**

**-Oil and filter change – FILL QUANTITY 8.50 - 9.00 Quarts**

-1969 first year of front and rear fender flares

-1969 911E & 911S returns to US with first year of mechanical fuel injection

-911T equipped with Zenith carburetors – **no, Weber 40 IDT carbs through 1969, and 914-6.**

-1969 first year of all three 911T, E and S models

-911E had hydro-pneumatic front suspension – **Optional Comfort Group – included 14 x 5.5” Fuchs**

-Fuel pump for MFI cars mounted to front suspension cross member with special bracket – **until late '71 when the pump moved back near the left rear sway bar bracket. It stayed there through 1976.**



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### **1969 First year of Long wheel base continued**

- Fuel pump for carburetor cars was a Hardy and mounted in engine compartment
- CDI ignition was introduced ... Standard - Option? – **Standard for 911E and 911S – often added to the 911T as the CDI harness was available separately and the mounting bracket was present in the eng compartment left forward corner.**

### **1970-1971 Engines upgraded to 2.2 Liter**

- Oil and filter change – FILL QUANTITY 8.50 - 9.00 Quarts**
- 911S and 911E were fuel injected
- Fuel injection pump on MFI cars mounted on cross member
- Carburetor pump changed to roller-type and moved to front cross member – **and included a return line to the tank for both MFI and Carb pumps.**
- 911T equipped with Zenith carburetors ... European cars delivered with Webers? – **My guess, is Zenith for everywhere. US Zeniths had the smog valve on the side.**

### **1972-1973 Engines upgraded to 2.4 Liter**

- Oil and filter change – FILL QUANTITY 8.50 - 9.00 Quarts**
- 1972 Oil filler cap lid on right rear exterior fender **and both year models had year specific oil tanks. By 1974, the oil tanks became more standardized – and held almost a quart more.**
- 915 gearbox introduced in 1972 – **with the troublesome early internal main shaft seal.**
- 1972-1973 had Mechanical FI for all models T, E, and S
- Fuel pumps moved to back of car on driver's side at torsion tube – **(oops – yes!) actually a few 1971s got this, too.**
- 1973.5 introduction of CIS FI



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### **1974-1977 Engines upgraded to 2.7 Liter**

-Oil and filter change – FILL QUANTITY 10.50 - 11.00 Quarts – the oil tank changes stopped!

-Larger oil tank & filter orifice

-1974-1977 special model named Carrera (Had SC rear flares) **but the std 911S engine.**

**1974 only - had two engine options for the US – std 911 w/ smaller intake runners, 8.0:1 compression, and a slightly milder cam timing. 911S had 8.5:1 comp, larger intake ports and runners and the camshaft that would continue through 1977S.**

-1975-1979 had Smog Pump – EGR, and Thermo Reactors through 1977 – then the first cat in 1978 and 1979 with air pumps, diverter valves and EGR.

-1974 introduction of short front hood and accordion bumpers

-1976-1977 US 930 (911 Turbo) introduced with 3.0 Liter engine with aluminum case – **still with the six bolt 2.4 L crankshaft.**

-Fuel pump moved back to the front in 1976

### **1978-1983 Name changed to 911SC and upgraded to 3.0 Liter**

-1978-1979 Oil and filter change – FILL QUANTITY 10.50 - 11.0 Quarts

-1980-1989 Oil and filter change – FILL QUANTITY 10.50 Quarts

-1978 all engines have aluminum case

-1980-1983 O2 sensor introduced

-1978-1989 930 engine upgraded to 3.3 Liter engine (No turbo in US from 1980-1985)

### **1984-1989 Name changed to Carrera**

-Oil and filter change – FILL QUANTITY 10.5 - 11.0 Quarts

-1984-1989 engines upgraded to 3.2 Liter

-1984 introduction of oil fed Carrera chain tensioners

### **1984-1989 Name changed to Carrera continued**



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- 1984 introduction of DME Motronic FI
- 1984 introduction of integrated fog lights
- 1987 introduction of G50 gearbox with hydraulic clutch

### **1989 964 C4 Introduced / 1990-1994 964 C2 and C4 (2WD & 4WD 3.6L)**

- Oil and filter change – FILL QUANTITY 9.50 - 10.50 Quarts**
- 1994 930 engine upgraded to 3.6 Liter
- 964 engines upgraded to 3.6 Liter with Bosch ME 2.1 FI
- Sequential fuel injection introduced
- Plunge-proof and Potential free O2 sensor introduced
- 1989 964 C4 has light-weight flywheel
- 1990 964 C2-C4 has Dual-Mass Flywheel

### **1995-1998 993 C2-C4 Introduced (3.6L and 3.8LRS)**

- Oil and filter change – FILL QUANTITY 9.50 - 10.50 Quarts (2 Oil Filters)**
- Change to hydraulic lifters**
- 1995 with Bosch ME 2.10.1 FI
- 1996 C2S - C4S introduced with Bosch ME 5.2 FI
- 1996 993 OBD-2 system with quad O2 sensor system introduced
- 1996 993 Vario-Ram intake system introduced



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### **1999-2004 996 C2-C4 Introduced**

- Oil and filter change – FILL QUANTITY 8.50 - 9.00 Quarts**
- 3.4 Liter water-cooled M96 engine introduced
- 1999 Vario-Cam Vane Adjustment systems introduced
- 1999 996 BOSCH ME 5.2.2 with throttle cable introduced
- 2000 996 BOSCH ME 7.2 with E-Gas introduced for 2000-2001
- 2002 996 BOSCH ME7.8 introduced for 2002-2005
- 2002 “Plus” type lifter adjustment system introduced
- 2001-2005 996tt (Turbo) with Bosch ME 7.8

### **2005-2008 997 C2-C4 Introduced (3.6L and 3.8L for S)**

- Oil and filter change – FILL QUANTITY 8.50 - 9.00 Quarts**
- 997 S models have 3.8 Liter engine
- 2006-2008 introduction of Bosch ME 7.8\_40

### **2009-2011 997-2 C2-C4 Introduced 3.6L (MA1-02) and 3.8L for S (MA1-01)**

- Oil and filter change – FILL QUANTITY UTILIZE Instrument Cluster**
- EMS SDI 3.1 (Siemens Continental) Turbo same
- First year of DFI fuel injection and MA1 engine
- 2010 Turbo has Dynamic engine mounts
- 2010 PTM-Porsche Traction Management (previously PTV)



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### **2012-2016 991 C2-C4 Introduced 3.4L MA1-04 and 3.8L MA1-03)**

- Oil and filter change – FILL QUANTITY UTILIZE PIWIS-2 TESTER (To 175%)
- EMS SDI 9 (Siemens Continental) for Turbo also
- New Targa for 2015
- DME module moved to engine compartment (SENT technology)
- 2014 GT3 DME Bosch 17.1.11 (3.8L) (Bosch because of SAI)
- 2014 Turbo engine MA1-70, both Turbo and Turbo S

### **2017-2019 991-2 C2-C4 Introduced (Both 3.0L MA2-01 and MA2-02)**

- Oil and filter change – FILL QUANTITY UTILIZE PIWIS-3 TESTER (To 175%)
- EMS SDI 21.2 (Siemens Continental)
- All 911's turbocharged
- Engine MA2 platform introduced

### **2020 992 Introduced (MA2)**

- Oil and filter change – FILL QUANTITY UTILIZE PIWIS-3 TESTER (To 175%)
- Bosch (EMS Type???)
- Piezo electric (crystal) fuel injectors
- X5 Spray injector technology
- ECP-Electronic Chassis Platform new for 911 series (Has been on front engine)
- All new – all digital instrument cluster, except for Tachometer