



ZEN AND THE ART OF 993 OIL CHANGES

by Ray Calvo (with apologies to the author of the famous book with "Zen" in the title)

As you might have gathered from past articles, I tend to be somewhat of a "wrench twirler", being willing to do work on my cars (even sometimes to their detriment). Reasons for this are somewhat financial (I don't charge myself labor), somewhat timing (trying to get time to drop the car off & arrange to pick it up is a major nuisance, especially in these days of possibly being canned due to "downsizing"), but mostly - I enjoy doing it! So, when someone told me that changing oil and filters on a 993 was a major job, I just figured maybe taking 1 hour rather than 1/2 hour like on my old Carrera. Well, I have since found out that this job can consume the better part of a Saturday. Worse, unless you're careful, you can also "paint" your garage floor with about 9 quarts of old, dirty oil!. For those of you who intend to tackle this job yourself, value from my experience. For those of you who are sane and leave Porsche maintenance to the pros, hope you can get a good laugh from all of this.

Items needed:

900 123 118 30 Seal washer for oil tank drain plug, 22x27mm
900 123 118 30 Seal washer for engine drain plug, 22x27mm (thru '95)
900 123 095 30 Seal washer for engine drain plug, 21x26mm ('96 on)
999 701 269 40 O'ring for oil tank drain plug, 11X2.5 mm
993 107 203 02 Engine oil filter
993 207 201 01 Oil tank oil filter

Tools:

15mm 6-point socket (can damage drain plugs with 12-point)
15 mm box end wrench (6-point preferable, if you can find one) Large flat-head screwdriver
Medium Phillips screwdriver
Oil filter wrench (type that clamps on end of filter -bring new filter to store & match)
Hydraulic jack
Jack stand
Torque wrench

OK, let's get started!

- 1) Jack up right rear of car, remove wheel. Put jack stand under car to hold weight.
- 2) Unscrew screws holding rear fender liners in place, remove liners (are two in each fender).

- 3) Unscrew screws holding entire rocker panel cover in place up to front fender, swing cover down out of way.
- 4) Unscrew engine cover (5 screws) and transmission cover (6 screws, as I remember) and remove. These are held in place with Dzus style fasteners; 1/4 turn unlocks and releases the screws.
- 5) Loosen slightly the oil tank drain plug (WARNING! IT IS ALUMINUM, AND APPEARS VERY EASY TO STRIP THE HEX HEAD!)
- 6) Put wheel back on, lower car
- 7) Remove oil tank drain plug, drain oil. Renew O'ring on drain plug, put new sealing washer on plug, tighten to 40 ft-lbs. For info, had to drop car at this point because the oil tank drain is right over the jack location.
- 8) Jack up car, remove wheel. Renew oil tank oil filter.
- 9) Remove the right-side heater flapper valve (bottom of engine). Remove rubber heater duct from flapper valve to heater valve (above and in front of axle).
- 10) Unscrew the engine drain plug (left side of engine half, by left heater flapper valve). This will apparently only take a box-end wrench; there is insufficient room for a socket. If the plug won't move, try rapping the wrench with a hammer.
- 11) Place new seal washer on drain plug, tighten to 40 ft-lbs.
- 12) Use filter wrench and long extension to unscrew the engine filter. This is in a very tight area; might have to unbolt a drain tube adjacent to the filter (I haven't). Replace filter.
- 13) Reinstall the rocker panel cover, wheelwell liners, and transmission cover.
- 14) Add six quarts of oil.
- 15) Start engine, let idle, and slowly add last 3 quarts. Go for a drive to warm up engine, then top-up as necessary. A few last items:
 - a) When replacing the drain plugs, Porsche makes no mention of using an anti-seize compound. I use one out of habit.
 - b) When replacing filters, make sure to lube the rubber oil seal with engine oil, then screw on firmly **HAND TIGHT ONLY**. I've got a good horror story of trying to remove a filter tightened in place with a wrench. This hand-tight installation might

be hard to do on the engine filter; recommend using filter wrench with extension, hold HEAD of ratchet on extension end and tighten moderately. Hopefully, you can remove the filter wrench later.

c) Notice I didn't reinstall the engine panel. Bruce Anderson has made the recommendation to leave this panel off the 993 and 964 C2/C4; this panel causes excessive heat retention and premature valve guide wear.

Fun, wasn't it? And all it took was 4 hours.