



## Carrillo connecting rod Porsche 911 oil pump clearance

The engine in question will be of the classification M64/01 + 3.6, 3.8 with a 76.4mm or 3.01in stroke. The bore is usually 100mm to 102mm but there can be a problem if the crank is retrofitted to a lesser bore combination.

Since 1989 the engines with the 76.4mm crank have been provided with an oil pump that has a 964 part number prefix. This pump has two existing rod clearance reliefs. These are near rod numbers 2 & 6.

The relief near No. 6 needs to be enhanced at the foremost corner of the radius.

The relief near No. 2 needs to be enhanced at the latter corner of the radius.

### **Clearances should be increased 0.5mm or 0.020in.**

This can be done with the oil pump assembled provided the supply holes are taped off and the pickup screen sealed in a plastic bag.

The best method for checking is to install the crankshaft with the rods in the right side of the case. Lay the oil pump in position with the rods relative to the bore.

Rotate in a clockwise direction and watch the number 2 and 6 rods.

Some oil pumps have 3 notches the outer 2 notches need to be cleared

