

911SC 6-CYLINDER

ENGINE CODING

ENGINE IDENTIFICATION

Engine identification number is die stamped on blower fan support near oil temperature sensor. Second digit of number identifies engine.

ENGINE IDENTIFICATION

Application	Code
911SC (2994 cc)	4

ENGINE, MANIFOLDS & CYLINDER HEADS

ENGINE

Removal

1) Place vehicle on jack stands. Disconnect battery ground. Remove air cleaner. Detach air conditioning compressor from brackets, but leave hoses attached.

2) Disconnect all electrical wires running between engine and engine compartment. Remove the fuel lines at filter and return line. Disconnect the accelerator linkage.

3) Remove rear center tunnel cover in passenger compartment. Remove rubber boot in tunnel by pulling forward over the selector rod. Loosen shift rod coupling and pull coupling off of transmission inner shift rod.

4) Disconnect speedometer sensor wires in tunnel. Remove rubber plug with wire plug. Drain crankcase and plug hoses on engine and oil tank. Remove heater hoses at exchangers. Remove rear stabilizer.

5) Disconnect ground strap at body and battery wires at starter. Disconnect accelerator linkage from pedal and clutch cable from transmission. Loosen propeller shaft flange socket head screws at transmission.

6) Place a jack under engine and transmission assembly and apply a little upward pressure to relieve tension on motor mounts. Remove transmission and engine mount bolts. Lower engine and transmission assembly out of vehicle. Do not move vehicle unless propeller shafts are suspended horizontally.

Installation

To install, reverse removal procedure. Do not clamp heater hoses. Slide heater hoses onto the exchangers just before the engine and transmission assembly is in final installation position.

CYLINDER HEADS

Removal

1) With fuel injection system removed, take off distributor cap and spark plug wires. Remove cooling air ducts, cover shrouds, ducts connecting air blower outlets and heat exchanger inlets with cover shrouds.

2) Remove rear engine mount from holder. Remove exhaust system, engine mounting bracket, blower pulley and drive belt. Loosen both screws of band strap attaching alternator to blower housing and pull housing rearward. Disconnect alternator cables and remove blower housing along with alternator.

3) Remove heat exchanger using special wrenches (P 205 & P 217). Disconnect camshaft oil lines between crankcase and chain housing covers. Remove

covers. Remove chain tensioner, pivot lever and chain sprocket as an assembly.

4) Remove camshaft sprocket nuts using wrenches (P 202 & P 203). Withdraw sprocket dowel pin with removal tool (P 212). Use a screwdriver to lift spring retainers from groove and remove chain guides. Remove camshaft sprockets and flanges. Pry Woodruff keys from camshafts.

NOTE: Each cylinder has a separate head. If camshaft housing is removed, any single head may be removed. If camshaft housing is left attached to cylinder heads, cylinder heads and camshaft housing may be removed as an assembly.

5) To remove a single head, rotate camshaft to take load off of rocker arm shaft to be removed. Loosen and remove rocker arm shafts and remove camshaft housing. With special tool (P 119), remove cylinder head nuts and lift off cylinder head.

6) Mark cylinder heads, cylinders and camshaft housings for reassembly in original positions. To remove all 3 cylinder heads and camshaft housing as an assembly, evenly loosen and unscrew cylinder head nuts with special tool (P 119).

Installation

1) Place cylinder head gaskets on cylinders with perforated side of steel insert facing cylinder. Install cylinder heads and oil return tubes at same time. Coat oil return tubes with engine oil for easier installation. Lightly tighten cylinder head nuts.

2) Split (2 piece) oil return pipes may be installed without removing and disassembling the engine. If using this type, all "O" rings and seals must be lightly oiled and pipe telescoped.

3) Extend pipe until end seals are seated and place retaining ring in its groove. Short pipe must be installed in crankshaft housing.

4) Install cool air shrouds and attach with clamps. Use Loctite 573 as a sealing compound between camshaft housing and cylinder head. Slide camshaft housing onto mounting studs.

5) Tighten camshaft housing nuts down a few turns to ensure seal. Install Allen screws in proper location and tighten camshaft housing in a crosswise pattern.

NOTE: Camshaft housings are interchangeable, but camshafts are not. Camshafts must be positioned on their proper side. See Fig. 4.

6) Tighten cylinder head nuts in a crosswise pattern, checking that camshaft does not bind in housing. If camshaft binds, loosen cylinder head nuts and tighten in a different sequence. With cylinder head nuts tight, camshaft must be free to rotate.

7) Install rocker shafts and arms so grooves in shafts are recessed approximately .060" (1.52 mm) into bores. See Fig. 1. Tighten Allen bolts using wrenches (P 210 and P 211).

8) Install gasket, "O" ring, sealing flange, thrust plate, spacer, Woodruff key and camshaft sprocket flange as shown in Fig. 2. If sealing flange is worn, replace it.

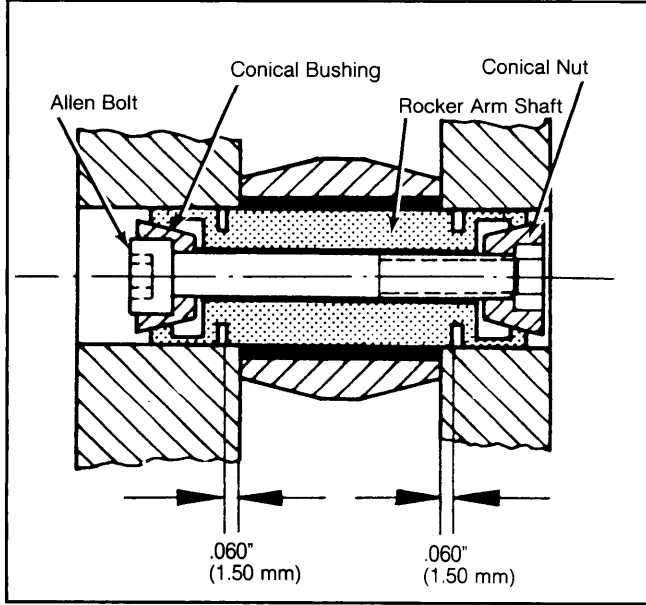
9) Install camshaft sprockets and check chain alignment. See Fig. 5. Install heat exchanger, then chain

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tensioner. Slide chain guides on mounting studs. Lift retaining spring with screwdriver and slide chain guide into place. Install chain tension pivot lever and sprocket. Ensure that oil holes in pivot stud face upward.

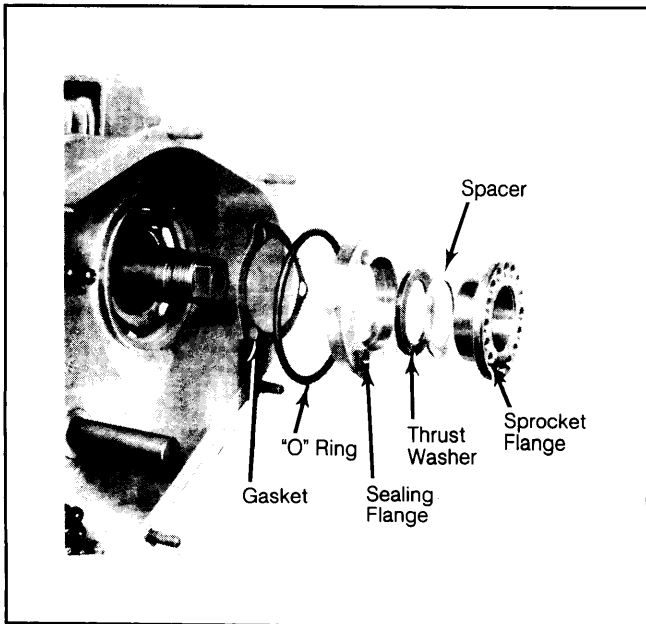
Fig. 1: Cross Section of Rocker Arm Shaft Assembly



Shafts should be recessed into bores.

10) Fill and bleed chain tensioners. Depress and install tensioners. Left tensioner may be positioned in only far enough to let camshaft nut be installed after valve timing. See Valve Timing. Install chain housing covers and camshaft oil lines. To complete installation, reverse removal procedure.

Fig. 2: Assembling Components to Install Camshaft Sprocket Flange and Sprocket



Replace camshaft sealing flange if worn.

CAMSHAFTS

CAMSHAFTS

Removal

1) With engine out of vehicle, remove rocker covers and rocker arm assemblies. Remove muffler, oil hose from crankcase to chain housing cover, chain tensioner and chain tensioner sprocket.

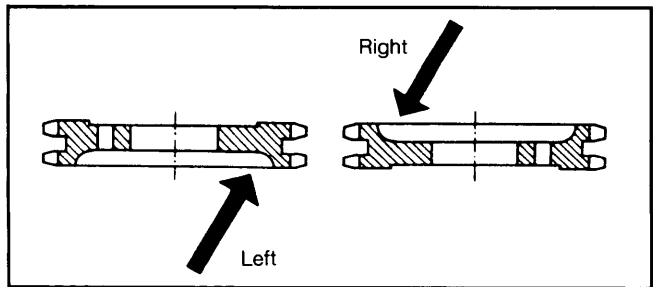
2) Remove belt pulley from left camshaft. Remove bearing and chain housing covers. Remove ball bearing from camshaft with a puller.

3) Unscrew nuts attaching camshaft sprocket with special tools (P 202 & P 203). Remove dowel pin from camshaft sprocket with puller (P 212). Pull sprocket and sprocket flange from camshaft. Remove 3 attaching screws and sealing flange with "O" ring, and withdraw camshaft rearward.

Installation

To install, reverse removal procedure. Note that camshafts are not symmetrical and must be replaced on side they were removed from during disassembly. See Figs. 3 and 4.

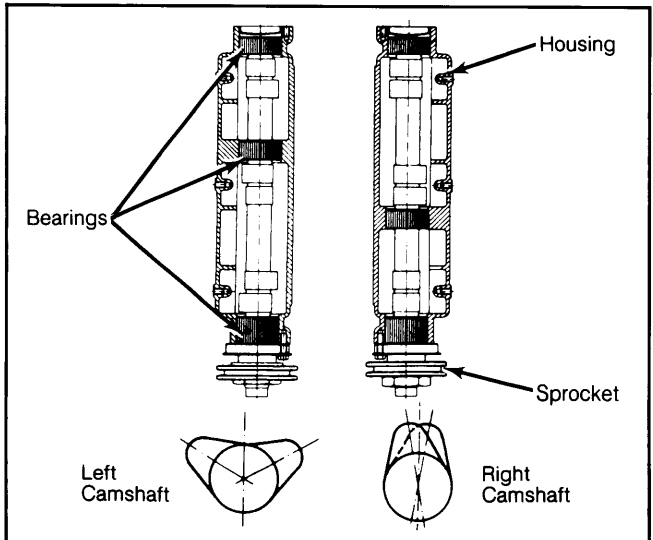
Fig. 3: Camshaft Sprocket Position



View is from blower end of engine.

NOTE: Camshaft housings are interchangeable, but camshafts are not. Camshafts must be positioned on their proper side. See Fig. 4.

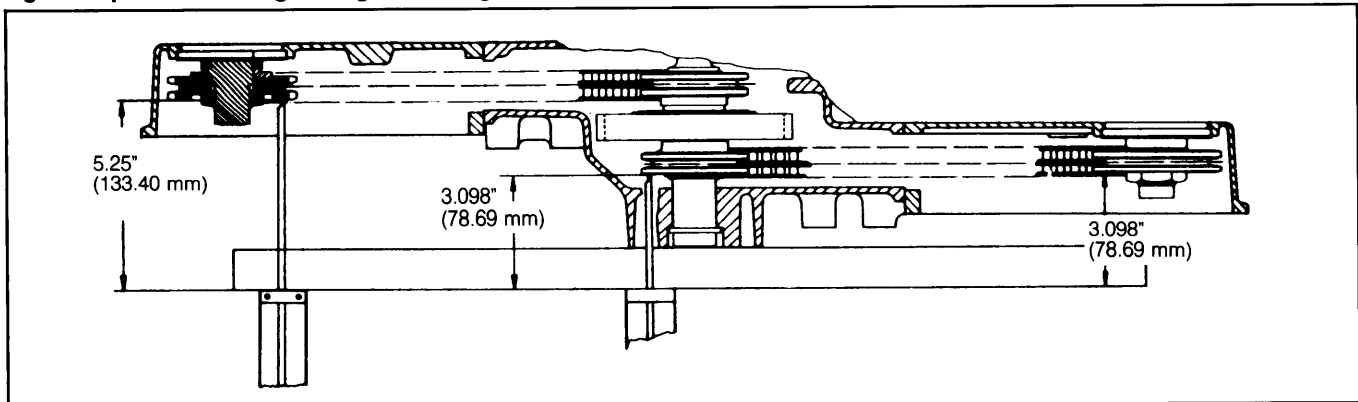
Fig. 4: Camshaft and Housing



View is from blower end of engine.

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Fig. 5: Top View Showing Timing Chain Alignment



CAMSHAFT END THRUST

Measure camshaft end play with a dial indicator. If play is excessive, replace aluminum thrust washer located behind camshaft sprocket flange.

TIMING CHAIN

Removal

Remove timing chain housing covers. Remove chain tensioner and chain tensioner sprocket. Remove timing chains.

Installation

To install, reverse removal procedure. Make sure that valve timing and chain alignment are as specified. See Figs. 5 and 6.

VALVE TIMING

1) Rotate crankshaft until mark "Z1" on crankshaft pulley aligns with joint of crankcase or stripe on fan housing. Position both camshafts so that punch marks face up. See Fig. 6.

2) Engine has its basic setting (cylinder No. 1 = TDC and cylinder No. 4 = overlap) by adjusting mark Z1 on pulley to joint and punch marks on camshafts to face up. In the position described, one bore in sprocket will be exactly aligned with a bore in sprocket flange.

3) Insert a locating pin in these exactly aligned bores. Tighten hexagonal bolts for sprockets with special holding wrench (P 9191). If one of the camshafts is turned out of the basic setting position, remove the locating pin from camshaft in basic setting position.

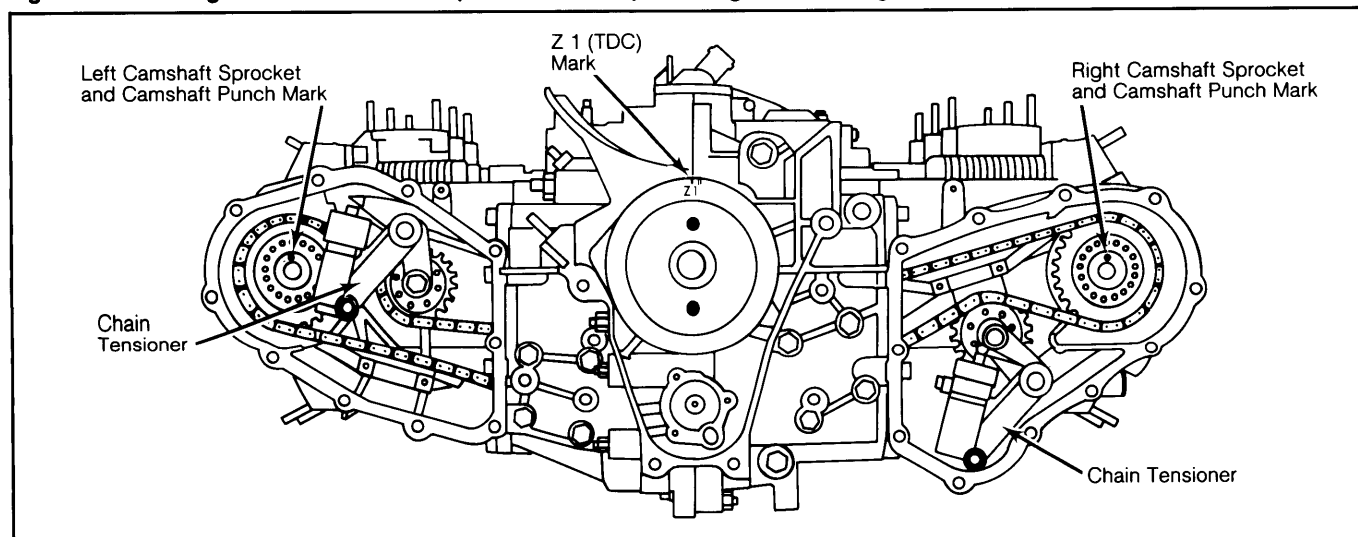
4) Turn mislocated camshaft to basic setting position (punch marks face up) with holding wrench 9191. Remove sprocket mounting bolt and locating pin, and turn crankshaft to mark "Z1" again. Check valve clearance and, if necessary, adjust to exactly .04" (.1 mm) with feeler gauge (213).

5) Exact clearance of intake valves on cylinders No. 1 and 4 is sufficient for timing adjustments. Preload the timing chains using special lever (9182). Do NOT use a screwdriver to preload chains. Mount the dial gauge on the stud of the camshaft housing with dial gauge holder (207).

6) Set dial gauge to zero on spring retainer of intake valve for cylinder No. 1 with valve closed and approximately .40" (10 mm) preload. Slowly turn the crankshaft clockwise from "Z1" about 1 turn and observe dial gauge at the same time.

7) Continue turning until the mean value of the adjusting tolerance (valve lift) is reached. A range of .055-.067" (1.4-1.7 mm) is acceptable, with .061 (1.55 mm) ideal.

Fig. 6: View of Engine from Blower End (Rear of Vehicle) Showing Valve Timing Marks



"Z1" on crankshaft pulley should align with joint of crankcase or stripe on fan housing.

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Unscrew and remove mounting bolt on left sprocket and pull out the locating pin with puller (P 212).

8) Turn crankshaft accordingly until mark "Z1" on the pulley is aligned with joint of crankcase or stripe on fan housing. Install locating pin and tighten bolt finger tight, while holding pulley. Turn crankshaft clockwise 2 turns and recheck setting. Indicated value should be within tolerances.

9) Tighten bolt of left camshaft to final torque of 86 ft. lbs. (120 N.m), having a second person hold sprocket with holder (9191). Set cylinder No. 4 to TDC (cylinder No. 1 overlaps). Repeat adjusting procedures described above on cylinder No 4.

INTAKE VALVE LIFT

Application	In. (mm)
911SC .....	.055-.067 (1.4-1.7)

VALVES

VALVE ARRANGEMENT

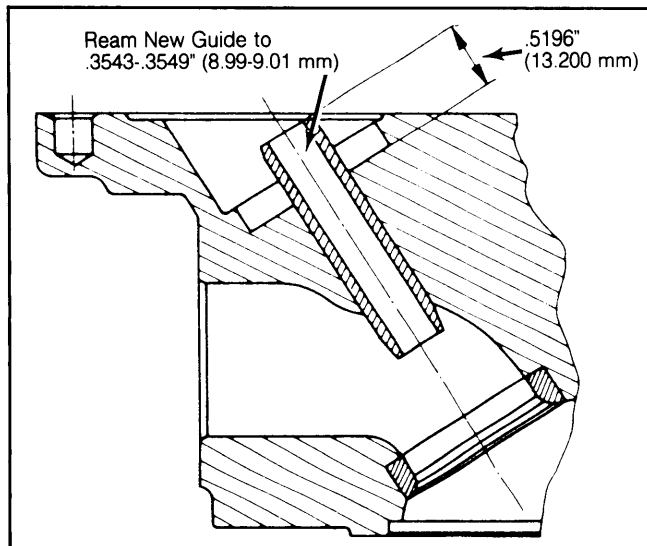
All upper valves are intake valves. All lower valves are exhaust valves.

VALVE GUIDE SERVICING

1) In order to avoid spreading the end of the valve guide when removing it, mill the guide down to the head on the camshaft side. A .433" (11 mm) drill bit may be used if milling tool is not available. Drive valve guide out into combustion chamber.

2) Using a hole gauge, measure bore in cylinder head. Turn oversize guide down in a lathe so that O.D. gives an interference fit of .0024-.0035" (.060-.090 mm).

Fig. 7: Cross Section of Valve Guide Installed in Head



Use lubricant when installing guides.

3) Press valve guide into head from camshaft side until a measurement of .5196" (13.200 mm) is reached. See Fig. 7. Use grease as a lubricant when pressing in valve guides. Bore or ream valve guide I.D. to .3543-.3549" (8.990-9.010 mm).

VALVE STEM OIL SEALS

Removal

Using a spring compressor, remove valve keepers and take off valve springs with collar. Remove valve stem oil seal from end of valve guide.

Installation

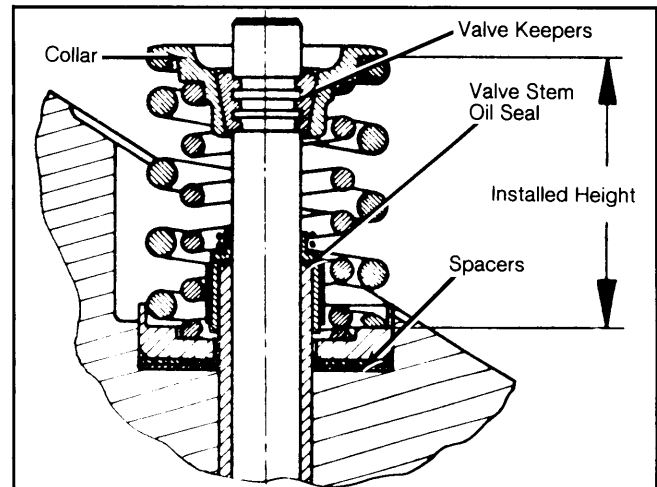
Install new seal over stem, using caution to avoid damage to seal as it passes over keeper grooves. Force seal over end of valve guide evenly. Install remaining components in reverse order of removal.

VALVE SPRING SERVICING

1) Remove valve springs as previously described and check for wear or fatigue. Replace as necessary and install with closely wound coils next to cylinder head.

2) Check installed height with special tool (P 10) and add or remove spacers under the valve spring to attain specified installed height. Installed height for all valve springs should be 1.346-1.358" (34.2-34.5 mm) with valve closed.

Fig. 8: Measurement of Valve Spring Installed Height



Add or remove spacers to attain specified height.

ROCKER ARMS

1) Using an Allen wrench, loosen rocker arm shaft bolt. Slide rocker shaft out of cylinder head and remove arm. Check rocker arm shaft and bushing for wear and replace as required.

2) Install rocker arm shaft with Allen bolt facing either No. 2 or No. 5 cylinder. Center shaft in housing and tighten Allen bolt. See Fig. 1.

ROCKER ARM SPECIFICATIONS

Application	Diameter In. (mm)	Wear Limit In. (mm)
Rocker Arm Bushing ...	.7090-.7094 (18.009-18.019)	.7106 (18.049)
Rocker Arm Shaft .....	.7080-.7084 (17.983-17.993)	.7074 (17.968)
Rocker Arm Width	1.015-1.019 (25.78-25.88)	1.011 (25.68)
Housing Width	1.023-1.029 (25.98-23.14)	1.033 (26.24)

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VALVE CLEARANCE ADJUSTMENT

1) Valve clearance should be set to .004" (.10 mm) with engine cold. If valves or seats have been reground, set clearances to .010" (.25 mm), run engine for 1/2 hour, then reset valves to original cold clearance.

2) Adjust valves in firing order sequence: 1,6,-2,4,3 and 5. Rotate to TDC of firing stroke on No. 1 cylinder and adjust clearance. Rotate crankshaft 120° for each cylinder to be adjusted until complete.

NOTE: Cylinders are numbered from pulley end on left side, 1, 2, and 3, with 4, 5 and 6 on right side, 6 at flywheel end.

PISTONS, PINS & RINGS

OIL PAN

Removal

Remove nuts attaching oil pan (strainer cover plate) and remove strainer plate gaskets and strainer.

Installation

Clean and inspect strainer and cover plate. Using new gaskets, replace strainer and cover plate. Make sure that oil strainer hole slides over pickup tube. Install oil pan and bolts.

PISTON ASSEMBLY

1) Mark piston and cylinder for proper assembly location. Remove cylinders and take out piston pin circlip. Heat piston to approximately 176°F (80°C) and press out pin.

2) Clean and inspect piston, rings and pin for each cylinder. Replace parts as necessary. See measurement procedures in Fitting Pistons.

FITTING PISTONS

The 911SC piston has a depressed dome shape. This depression must face the exhaust valve when installed. Pistons must be of the same weight class and cylinders of same size in order to prevent unbalance of the engine.

1) Measure cylinder for wear and out-of-round. Cylinders and pistons are marked according to size. "O" indicates standard, while "1" or "2" indicates first or second oversize. Measure cylinder diameter 1.18" (30.0 mm) below top edge of cylinder.

2) Take one measurement in line with thrust face and another at 90° to this measurement. Cylinder is worn if diameter measurement is more than .004" (.10 mm) beyond diameter specification. If difference in the 2 measurements is more than .0016" (.040 mm), then cylinder has exceeded its ovality limit.

3) Position piston rings in bottom of cylinder and measure ring gap. Check side clearance in piston ring grooves. Install rings on piston with marking "TOP" facing upward.

CRANKSHAFT MAIN & CONNECTING ROD BEARINGS

MAIN BEARING SERVICE

1) Separate crankcase halves. Lift out crankshaft and connecting rods. Place crankshaft on stand. Remove connecting rods. Inspect crankshaft and connecting rods for wear, damage or out-of-true.

2) Crankshaft main journals 1 through 7 and all connecting rod journals are the same diameter. If necessary, replace bearings or fit undersize.

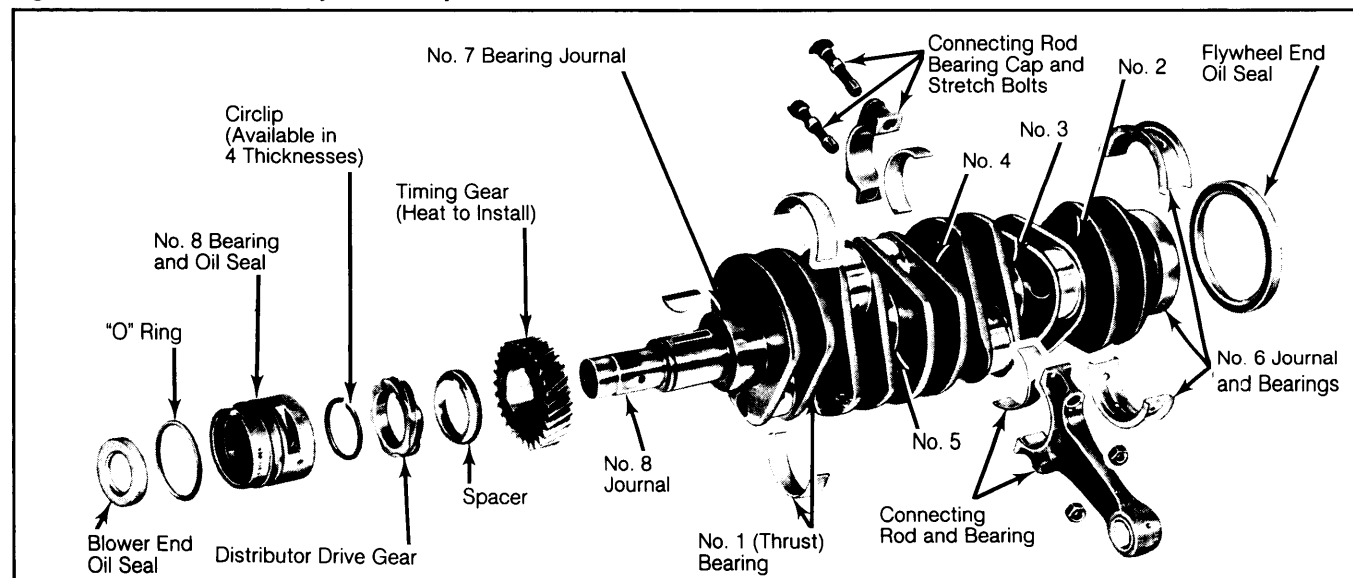
NOTE: Connecting rod bolts are stretch bolts and should never be reused. Replace connecting rod bolts whenever rods are disassembled.

3) Main bearing No. 8 is a special bearing with an external "O" ring and an internal oil seal. A steel dowel pressed in the crankcase is used to locate No. 8 bearing and prevent it from turning. Use care when installing bearing so that dowel engages hole and not groove in bearing.

THRUST BEARING ALIGNMENT

Check end play at No. 1 main bearing. Width of No. 1 bearing is 1.1024-1.1044" (28.000-28.0500 mm).

Fig. 9: Crankshaft Assembly with Component Locations



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Maximum wear limit is .011" (.28 mm) beyond specifications. Replace main bearing or crankshaft if excessive wear is present.

MAIN BEARING OIL SEALS (BLOWER END)

Remove belt pulley. Using a screwdriver, pry out old seal. Coat new seal with oil and press in place with installation tool (P 216).

MAIN BEARING OIL SEAL SERVICE (FLYWHEEL END)

Remove flywheel. Displace oil seal with a chisel or drift and pry out with screwdriver. Coat outer seal edges with sealing compound and press into crankcase with driver (P 215) until seal is flush with face of crankcase.

INTERMEDIATE SHAFT BEARING SERVICE

With crankcase halves separated, lift out intermediate shaft and bearings. Inspect shaft and bearings for wear or damage and replace as necessary. Undersize bearings are NOT available.

ENGINE OILING

OIL CAPACITY

Capacity is 13.7 qts. (13.0L) total, 10.6 qts. (10.0L) for oil change.

OIL FILTER

Oil filter is the disposable, spin-on type.

NORMAL OIL PRESSURE

Oil pressure should be 65 psi (4.6 kg/cm) at 5000 RPM with an oil temperature of 194°F (90°C).

PRESSURE RELIEF AND SAFETY VALVES

Identically constructed coil spring operated valves. Safety valve is set to operate at a higher pressure than relief valve.

ENGINE OILING SYSTEM

Lubrication is dry sump type. Two independent oil pumps provide for pressure and suction in system. Pressure pump takes oil from externally mounted oil tank, and forces oil through passages to main, connecting rod and intermediate shaft bearings.

Camshaft bearings are oiled by external oil lines leading to camshaft housing. Oil splashes against

valve cover to drip on rocker arms and valve stems. Suction pump takes oil from sump through strainer and forces it through oil filter to oil tank.

Oil from lower part of camshaft housing is returned to crankcase by oil return pipes. Pressure is controlled by 4 separate valves. At low temperatures, a thermostatically controlled valve directs oil to engine. At higher temperatures, oil first flows through cooler and then to bearings.

A pressure and relief valve directs oil into crankcase if pressure rises above 76.9-99.6 psi (5.4-7.0 kg/cm²). Additional safety and by-pass valves are built into the system to prevent damage from excess pressure.

OIL PUMP

Oil pump may be removed when crankcase halves are separated. No repair of pump is possible. Replace if defective.

ENGINE COOLING

Cooling is accomplished by means of a blower, consisting of an impeller and blower housing. Center of blower housing holds support for alternator. Impeller and belt pulley are attached to alternator shaft.

Blower delivers air required for cooling engine, oil cooler, alternator as well as fresh air for heating system. Cooling air flows through upper molded plastic air guides to cylinders and heads.

Baffle plates provide uniform distribution of air. A duct incorporated into upper air guide leads air flow directly to oil cooler. Ducting for air delivery to heat exchangers is on both sides of blower housing.

Adjustment of blower drive belt is done by adding or removing spacers between impeller housing and pulley half. This will cause belt to ride higher or lower on pulley, thereby loosening or tightening drive belt.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Crankcase Joining Bolts	25 (34)
Camshaft Housing	18 (24)
Main Bearing Caps	25 (34)
Flywheel (9 Bolt)	65 (88)
Connecting Rod Caps	36 (49)
Cylinder Head	22 (30)
Crankshaft Pulley	58 (79)
Camshaft Nut	101 (137)
Rocker Arm Shafts	13 (18)

ENGINE SPECIFICATIONS

GENERAL SPECIFICATIONS

Year	Displacement		Fuel System	HP@RPM	Torque Ft. Lbs.@RPM	Compr. Ratio	Bore		Stroke	
	Cu. In.	cc					In.	mm	In.	mm
1982	182.7	2994	Fuel Inj.	172@5500	175@4200	9.3:1	3.74	95.0	2.77	70.4

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ENGINE SPECIFICATIONS (Cont.)

VALVES

Engine Size & Valve	Head Diam. In. (mm)	Face Angle	Seat Angle	Seat Width In. (mm)	Stem Diameter In. (mm)	Stem Clearance In. (mm)	Valve Lift In. (mm)
2994 cc	45°	45°	....	....	....	....
Intake	45°	45°	....	....	....	....
Exhaust	45°	45°	....	....	....	....

CRANKSHAFT MAIN & CONNECTING ROD BEARINGS

Engine	MAIN BEARINGS				CONNECTING ROD BEARINGS		
	Journal Diam. In. (mm)	Clearance In. (mm)	Thrust Bearing	Crankshaft End Play In. (mm)	Journal Diam. In. (mm)	Clearance In. (mm)	Side Play In. (mm)
2994 cc	2.362 (60.00)	.0003-.0028 (.008-.070)	No. 1	.0043-.0076 (.110-.190)	2.085 (53.00)	.001-.0034 (.028-.086)	....
Jrnls. 1-7	1.220 (31.00)	.004 (.10)					....
Jrnl. 8							

PISTONS, PINS, RINGS

Engine	PISTONS	PINS		RINGS		
	Clearance In. (mm)	Piston Fit In. (mm)	Rod Fit In. (mm)	Ring No.	End Gap In. (mm)	Side Clearance In. (mm)
2994 cc	.001-.002 (.023-.044)	Press Fit	.0007-.0015 (.018-.038)	No. 1	.004-.008 (.10-.20)	.003-.004 (.07-.10)
				No. 2	.004-.008 (.10-.20)	.001-.003 (.04-.07)
				Oil	.006-.012 (.15-.30)	.0008-.0020 (.02-.05)

VALVE TIMING

Engine	INTAKE		EXHAUST	
	Open (BTDC)	Close (ABDC)	Open (BBDC)	Close (ATDC)
2994 cc	7°	47°	49°	3°