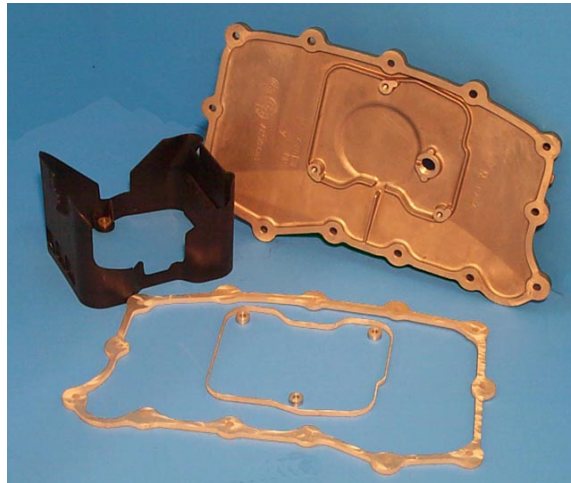


R-9095: DEEP SUMP OIL PAN SPACER For Porsche 996, Boxster, Boxster S



The Brey-Krause oil pan spacer kit is designed to increase oil capacity of the standard 996 / Boxster engine by ½ quart. It is intended to reduce the risk of oil starvation induced by high and prolonged cornering forces, and generally improve protection of the engine.

NOTE: This product has been approved by the Porsche Club of America as legal for use on Stock and Prepared class vehicles.

FIT CHART

This chart will clear up any confusion over which models of the Porsche 911 can accept the R-9095.

Will Fit	Does not Fit
-996 Coupe (both 3.4 & 3.6 liter engines) -996 Targa -996 Cabriolet -Boxster, Boxster S	-996 Equipped with factory motorsports baffle -996 GT3, GT2 -996 Turbo -All air-cooled (pre-996) 911 models

Package Contents:

- Oil pan spacer (1)
- Sump spacer (1)
- Sump mounting bolt spacers (3)
- Suction Tube Spacer (1)
- Oil pan bolts: M6 x 25mm SHCS (13)
- Suction Tube Bolts: M6 x 25mm SHCS (2)
- Baffle bolts: M6 x 20 mm SHCS (3)
- Washers (16)

Additional Required Items:

- Porsche Part Number 000 043 203 73 Drei-Bond gasket sealer
- Thread locking compound

IMPORTANT!

This part should only be installed by a knowledgeable professional. The following poem has been courteously provided for those that wish to perform this operation without knowledgeable experience:

*He who installs without prudence and care
Should put down his hammer and be made aware
Brey-Krause states clearly they will not allow
Any help or support if his engine goes ***POW****

Installation Instructions

Step 1

Locate oil pan, shown at right.

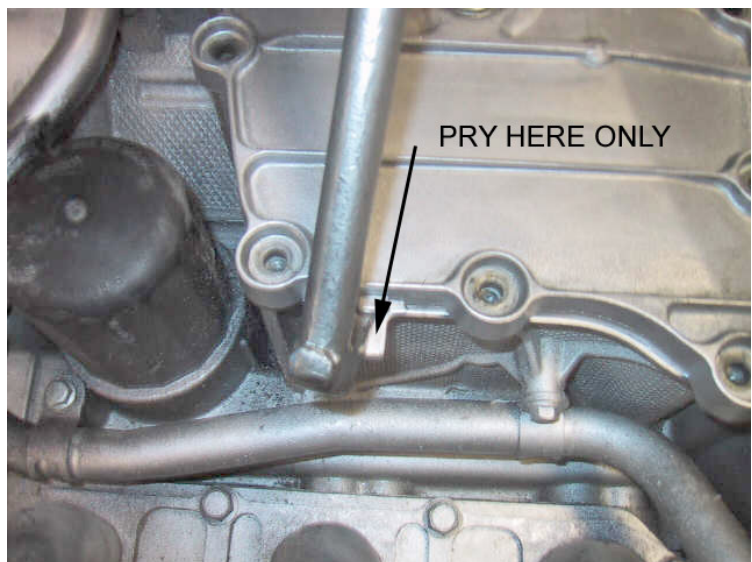
Drain motor oil from the vehicle.



Step 2

Remove the bolts holding the oil pan to the engine block. It may be helpful to leave two bolts partially threaded to prevent the pan from falling on your head.

The sealant between the oil pan and the block is very strong. You may need to tap at the sides with a rubber mallet, and carefully pry at the location shown in at right. Pry with extreme care to avoid damaging the mating surfaces on the pan and block.



Step 3

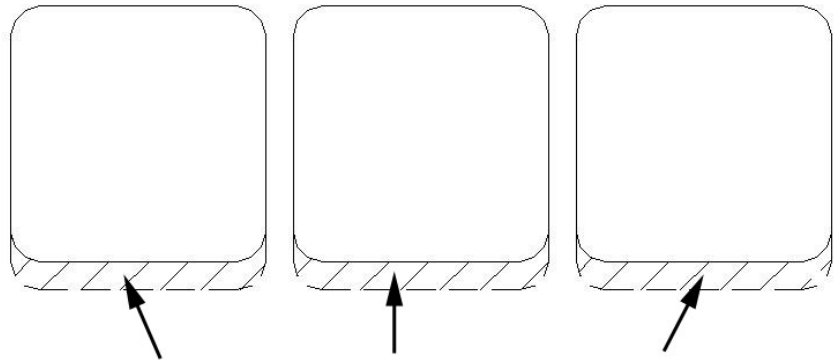
The next task is very touchy, and you may wish to have a soothing cup of tea before continuing.

Remove the black plastic baffle that is bolted to the oil pan.

For best performance, the six windows on the baffle should be enlarged so that the openings are closer to the bottom of the pan. This may be done with a dremel tool. **You must leave sufficient material on the bottom so that the flaps will still seat on the raised bottom lip!**



When finished, clean off any shavings and burrs which could interfere with the rubber flaps, or which could flake off and be pulled into oil circulation.



ENLARGE OPENINGS (REMOVE MATERIAL SHOWN AS CROSSHATCHED)

Step 4 *Boxster only – 996 users proceed to step 5*

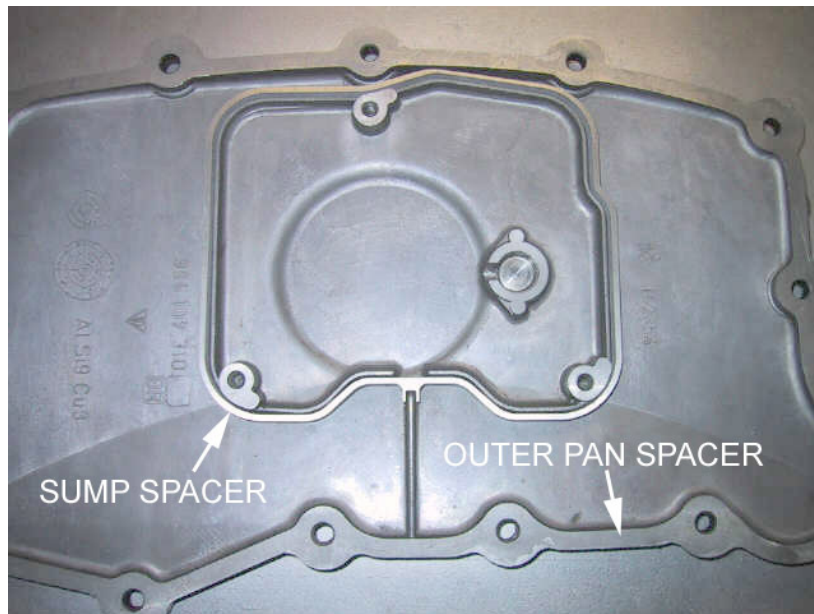
Boxster engines have a support strap that must be notched to allow the oil pan to clear. Grind the strap until the oil pan with spacer can clear it. You should only have to remove a small amount of material!

Step 5

Check fit of the inner sump spacer on the oil pan. The spacer should be placed so that the two small tabs on the perimeter lock onto the fin cast into the bottom of the pan. It will also seat on a small lip in the same location.

Bolt the plastic baffle over the sump spacer, making sure that it seats properly. Use the supplied 20mm socket head bolts (M6 x 20mm SHCS). It is recommended that thread-locking compound be applied to these bolts. Do not use any form of gasket sealer on this assembly.

Torque bolts to 7.5 ft-lbs (10 NM).



Step 6

Remove the suction tube to install the spacer seen below. Use the provided M6x25 bolts.

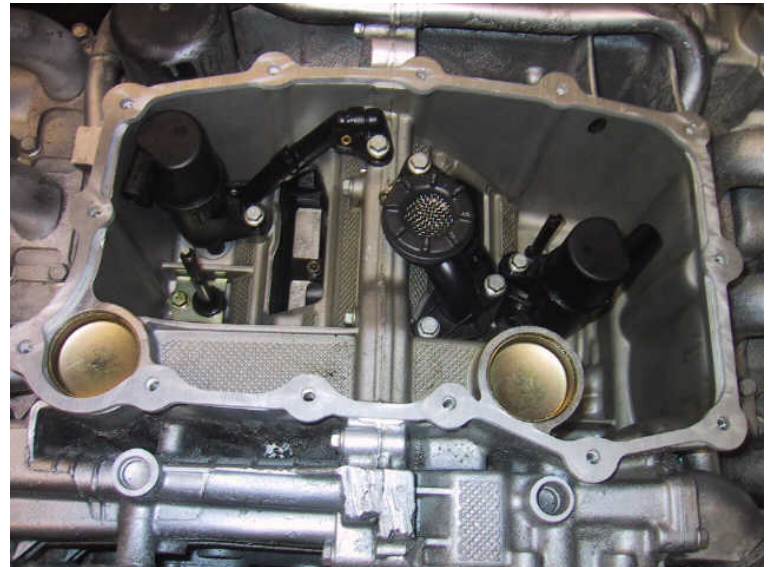


Step 7

Check the fit of the outer pan spacer against both the oil pan and engine block.

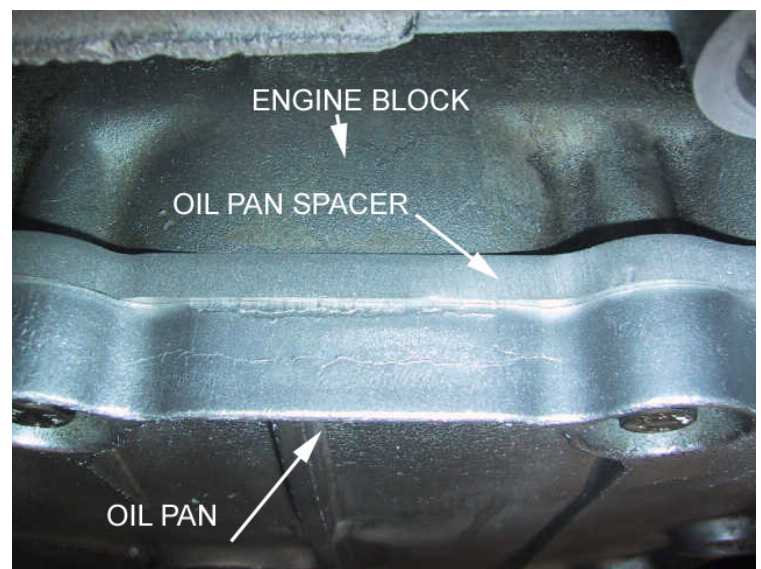
Thoroughly clean the mating surfaces on the engine block, oil pan and spacer. Make sure any residual gasket sealer has been removed. **The condition of these surfaces is critical to maintaining a seal between the pan and block.**

It is recommended that you do a dry fit of the parts and make sure they fit properly before proceeding to final assembly.



Step 8

For this step use Porsche part number **000 043 203 73 Drei-Bond** gasket sealer. Due to its unique adhesive properties it is not recommended that you substitute conventional RTV sealant for this substance.



Apply a bead of sealant to the mating surfaces between the outer pan spacer and the oil pan. Mate them together, then do the same between the top of the outer pan spacer and the engine block. Apply thread-lock to the oil pan mounting bolts (M6 x 25mm SHCS) and install them with washers. Torque the bolts to 7.5 ft-lbs (10 NM)

Step 9

Fill the engine with oil. Start and idle the engine, checking for oil leaks. Remember that your engine will require an additional half-quart of motor oil!