

Removing and Installing Oil Pump and Tachometer Drive

Special Tools: P 43 Puller for V-belt pulley

Removal

1. Remove rear cover plate and the duct plates between the lower air channels.
2. Remove V-belt pulley (42 EN).

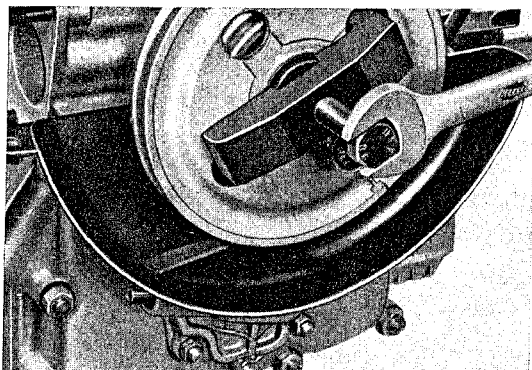


Fig. 119

3. Remove V-belt pulley cover plate.
4. Remove oil pump cover and tachometer drive.

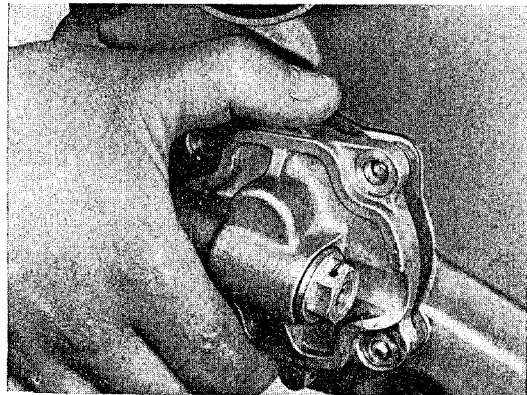


Fig. 120

5. Remove oil pump gears.

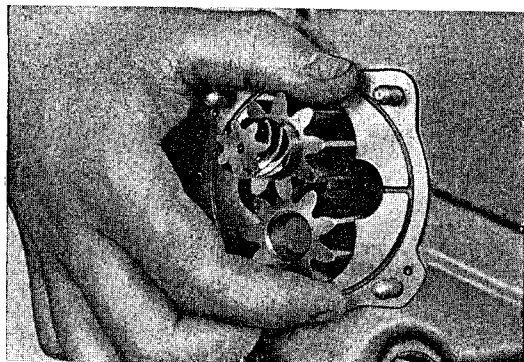


Fig. 121

Installation

The installation is accomplished in the reverse order of removal observing the following points:

1. Inspect the oil pump housing for wear, especially the bearing surfaces. A worn housing will result in pressure loss.
2. Inspect gears for wear. Tolerance 0.03 to 0.08 mm (.001 to .003 in.) backlash. End clearance with gaskets should be 0.035 to 0.10 mm (.0014 to .004 in.), replace at 0.20 mm (.008 in.).
3. Insure that driven gear shaft is secure in housing.
4. Clean gasket surface of timing case cover.
5. Lay a straight edge across the pump gears and check end clearance with a feeler gauge. Correct clearance is 0.06 to 0.128 mm (.002 to .005 in.).
6. Install new Porsche oil pump gasket 0.20 mm (.008 in.) without gasket compound. Use of other gaskets may cause pressure losses.
7. Insure that the gasket is installed with its holes aligned with the corresponding oil passages (Fig. 122).

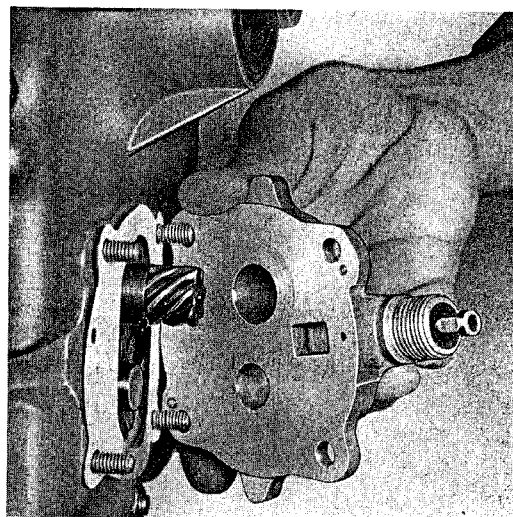


Fig. 122

8. Install rubber seal and flat washer on tachometer drive before connecting flexible shaft.