



Time for an oil change.

To make sure the heart of your classic Porsche keeps ticking properly, you should not forget to regularly change the oil. The oil change intervals for the individual vehicle and engine types can be found in the driver's manuals.

Regardless of the mileage, you should change the engine oil once a year, because short trips are particularly detrimental to the oil. Frequently starting the engine when it is cold causes more fuel, combustion products and moisture to get into the oil.

The best place to go for an oil change is your Porsche Centre, where customers can buy Porsche Classic Motoroil in 1-litre or 5-litre cans.

Don't forget the following accessories:

- Oil filter for 356, 914, 911 F, 911 G, 964, 993
Part no.: PCG04320929
- Oil change label
20W-50
Part no.: PCG04320931
- Oil type sticker for engine compartment
20W-50
Part no.: PCG04320005
10W-60
Part no.: PCG04320006



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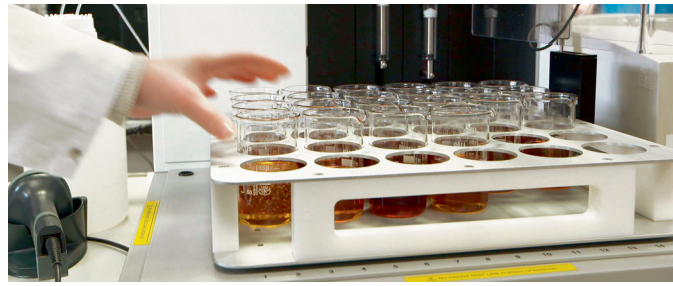
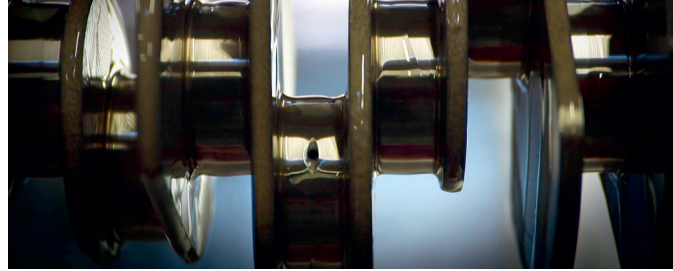
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PORSCHE



Porsche Classic
The new Classic Motoroil



Introducing Porsche Classic Motoroil.

Porsche Classic is proud to be launching its own engine oil for air-cooled four-cylinder and six-cylinder flat engines. And the Porsche Classic name guarantees Porsche Classic quality.

Together with the Porsche development centre in Weissach and a German oil supplier, the experts at Porsche Classic developed a new engine oil specially for the requirements of the 356 and 911 models (including the 993 series).

The oil was subjected to extensive laboratory and road tests to prove its running and lubricating characteristics. Porsche Classic Motoroil is available in two different grades: 20W-50 and 10W-60.

The engine is the beating heart of every Porsche. Air-cooled flat engines are particularly demanding when it comes to lubricants. In short: not every engine oil is suitable for older flat engines. This means developing an engine oil for classical air-cooled flat engines is a balancing act between tradition and innovation:

it has to be as progressive as possible but as traditional as necessary. Although technically speaking, modern-day oils are superior, they are not the best for classical air-cooled flat engines. For example, the low viscosity of a 0W-30 oil can leak in a 356 engine as a result of the greater manufacturing tolerances when it was made.

Porsche Classic Motoroil.

- Specially designed for classical air-cooled flat engines
- 20W-50 for 356, 914 and early 911 models
- 10W-60 for 911 models with 3.0-litre or bigger engines

- Tested in the lab and on the road
- Developed for the alloys and sealing materials used in those engines
- Excellent high-temperature resilience and shear stability
- Optimum protection against wear and corrosion
- Engineered by Porsche
- Made in Germany
- Designed by the Porsche Design Studio in Weissach

20W-50 for 356, 914 and early 911 models.

For all 356, 914 and 911 models (up to the 2.7-litre G model), Porsche recommends the multi-grade version with viscosity 20W-50.

Whether the engine is hot or cold, this oil ensures ideal care for the classical engine, with minimum sediment and excellent compatibility with the materials used, such as cork seals or bearing shells containing lead.

20W-50, 1 litre
Part no.: 00004320928

20W-50, 5 litres
Part no.: 00004320929

10W-60 for 911 models with a displacement of 3.0 litres or more.

From 3.0-litre engines with dry-sump lubrication upwards, the air-cooled six-cylinder flat engines of the 911 are suitable for use with fully synthetic oil and thus benefit from the advances in oil development technology.

Porsche Classic provides ideal protection for the engine and keeps it clean – both with cold starts or with a hot engine at full load.

10W-60, 1 litre
Part no.: 00004320930

10W-60, 5 litres
Part no.: 00004320931