

**Crankcase**

Vehicle Type: **911 Turbo (993)**  
**911 Carrera (993)**

Model Year: **As of 1994 up to 1998**

Engine Type: **64/60** = 3.6-liter/Turbo  
**64/05, 64/06, 64/07, 64/08, 64/21, 64/22, 64/23, 64/24** = 3.6-liter/Carrera

Information: **Replacing crankcase/New engine, in the event of repairs**

Notes: Different variants of the crankcase are described in this TI. Please determine the crankcase variant relevant for your requirements, incl. the necessary assembly kit, based on the vehicle type, model year and the engine type currently installed in the vehicle.

The item numbers/raw part numbers on the components partly differ from the raw part numbers on the crankcase that is currently installed in the vehicle. The new crankcase described here is based on the most recent development status of the rough castings and include all the optimization measures implemented to date.

The individual component identification has been implemented so that the crankcase versions described here are recognizable as genuine Porsche Classic spare parts.

Parts Info: **911 Turbo/Carrera (993) 3.6-liter:**  
**993.101.005.10** 1 x ⇒ Crankcase  
**PCG.100.993.10** 1 x ⇒ Assembly kit

**Scope of assembly kits**

**PCG.100.993.10** Assembly kit for 911 Turbo/Carrera (993), 3.6-liter:

- 964.101.174.01 2 x ⇒ Screw
- 900.074.134.02 2 x ⇒ Screw, M8 x 45
- 900.074.139.03 1 x ⇒ Screw, M8 x 55
- 900.025.008.04 1 x ⇒ Washer, 10,5
- 900.076.078.01 1 x ⇒ Nut, M10 x 1.25
- 999.217.135.02 6 x ⇒ Combination screw, M6 x 32
- 911.101.184.00 1 x ⇒ Stopper, 19 x 13 (only for Carrera)

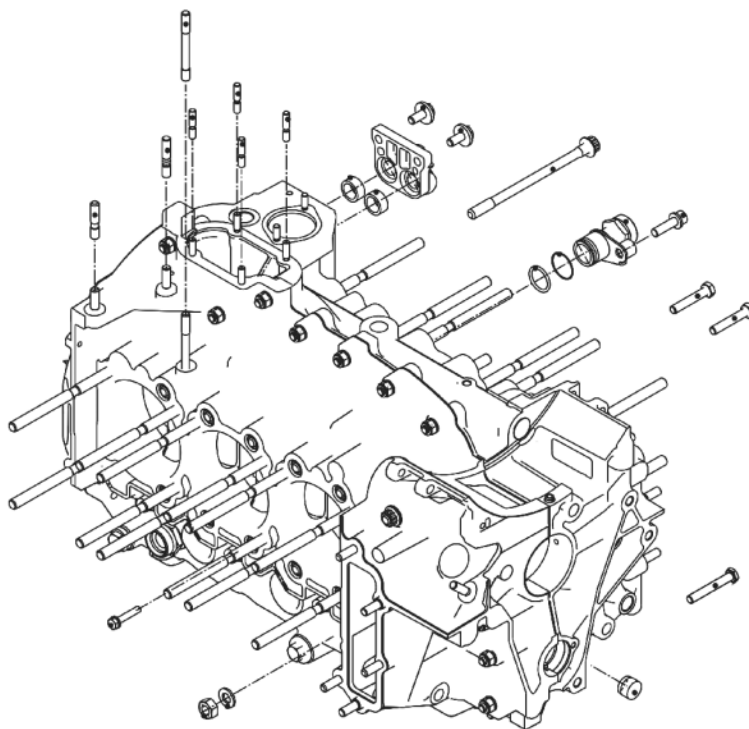
**Installing:** The above-mentioned assembly kits must also be ordered and used in addition to the required crankcase. Together with the respective crankcase, the assembly kits are used to complete the individual engine type.

As previously, the required sealing sets, bearing sets, etc. must be ordered separately as required.

We recommend that you apply the identification for the relevant engine type at the original familiar point.

The studs on the transmission side and on the engine carrier side must be converted in accordance with the respective variant.

**References:** Workshop Manual Volume 1, group 10 crankcase for the respective engine type.



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