

From: [Nate Lachendro](#)
To: ["Matt Bauermeister"](#)
Subject: RE: 928 question
Date: Tuesday, February 19, 2019 8:57:55 AM

Hey Matt,

Glad to hear you are looking into the 928!

The 928S wasn't offered in the US until '83. However since it was offered in Europe starting in '80, it was a fairly popular dealer modification back in the day to add on the front and rear spoilers (as well as the S wheels).

The US '81 models are 4.5L 16V non-interference engines and were factory rated at 220 HP.

If it is a Euro then it is either an S or non-S model. The non-S Euro cars also had a 4.5L 16V motor but with a little higher compression ratio and were rated at 229 HP. These motors are generally considered non-interference. If it is a Euro S model these cars had a 4.7L higher compression ratio 16V motor rated at 300 HP and are reportedly interference motors. Best way to identify this is by the motor number:

The US '81 5-speed motor is a "M28/15"

The Euro non-S '81 5-speed motor is a "M28/09"

The Euro S 5-speed motor is a "M28/11"

It is possible that the car you are looking at is a Euro model since a lot of these were imported back in the day. Easy way to identify it visually is if it has the yellow side marker on the front fender behind the wheel. Also the VIN number will have "ZZZ" in it. The US model VINs do not.

As for power upgrades there are very few for the 16V motors. Most guys claim a 10-20 HP bump with a modern free flowing exhaust. There are some folks that have supercharged them but those kits are not currently available.

It wasn't until the S4 that the cars could be "chipped" There are a few chip modders out there and it is a fairly popular with gain in the 50 HP+ range.

For future reference here is a breakdown of the various model terminology. Rennlist is the best place to go for information on the 928.

928 - OB 78 & 79. Plus Euros through 83 and US through 82.

928S - 80 - 83 Euros with the 300 hp M28/11 &12 motor, US 83 & 84. This would be the "S1", but the "1" is sorta redundant.

This was an official Porsche designation.

928 S2 - 84 - 86 Euros with the M28/21 &22 "Twin Dizzie" motor.

The UK delivered cars were officially called "S2". None of the cars delivered anywhere else in the "RoW" were officially called "S2", even though the cars were almost identical.

928 S3 - 85 & 86 (includes 86.5) North American cars with the original 32v motor and the "Pipe Organ" intake. There were some cars delivered to some RoW markets in this configuration. Never an official designation from Porsche

928 S4 - 87 - 91, US & RoW markets. This was the first model since 79 where the US & RoW cars were virtually identical. Official Porsche designation.

928 GT - 89 - 91. Manual trans, upgraded motor and a few other goodies.. S4s after 89 were all auto trans. Official designation.

928 GTS - 93 - 95 (RoW also 92). Bigger motor, 'hips' on rear fenders, a few other goodies. GTS is Porsche's designation for the highest performance, normally aspirated (non-turbo) variant of the model.

Cheers!

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-----Original Message-----

From: Matt Bauermeister [<mailto:mattb@paladinaero.com>]

Sent: Saturday, February 16, 2019 9:58 AM

To: Nate Lachendro

Subject: 928 question

Hi there. I hope all is well

I've been looking by the way. Mostly at late year S4 and GT's with manual transmissions, though but I found what looks to be super clean 1981 also with a stick.

If I read info correctly, in 81 if it has spoilers front and rear it's an S?

So would that be a non interference engine in 81?

And do you know what engine performance upgrades can be done to the earlier years?

Any problems stand out?

If it can be proved, it only has 29k miles on it and looks new. Blue ext, camel int. Good looking car. Im having fun looking.

Regards,

Matt Bauermeister

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