

behind the passenger side headlight on a 993—on the top outer-most part of the oil cooler unit. Part #964 624 110 00. Approximately \$16.

2-speed or ballast resistor: Behind the oil cooler, mounted to the sheet metal. 0.45 Ohm resistor. PITA to replace. Part #993 616 521 01. Approximately \$45.

Climate control unit: Mounted in dash. **Part # varies by year & model** Around \$100 on Ebay (depends on how lucky you get), around \$250-\$450 used parts dealer, \$900 new.

Basic System Operation:

A reference photo of the oil temperature gauge, with the white lines given a corresponding temperature, can be found here (credit to Robin Sun and Viken):



At **87c/188F** (per Bruce Anderson's hi-performance book) for a 964, **83c/181F** for a 993 (per manual), the oil cooler thermostat opens and oil starts to flow to the cooler.

At **212F or 230F (993)**, the thermosender—via the control unit—starts the oil cooler fan in slow speed. At **239F (964)**, the oil cooler fan switches to fast speed. The 993's fast-speed set-point is unknown.

Troubleshooting Techniques:

To verify that the oil cooler thermostat is passing oil to the cooler, simply feel the right-front fender (or wing) after the engine is warmed up. The fender should be noticeably warm to the touch. You may also hear a "gurgling" sound coming from the right-front fender, as oil flows through the cooler.