

Oil-Water Heat Exchanger

Vehicle Type: **Boxster**

Model Year: **'97 (V) - '98 (W)**

Concerns: **Engine M96/20:**
 - **oil-water heat exchanger,**
 - **coolant vent tube,**
 - **oil pump with coolant guide housing.**

Situation: **Modified oil-water heat exchanger.**

Note: An oil-water heat exchanger has been mounted on the engine as from the introduction date below. The connection and routing of the coolant ventilation tube were modified at the same time.

Modification: - The two flanges were omitted on the **heat exchanger**.
 The corresponding bores for the flanges are no longer present on the crankcase.
 The sealing function to the crankcase is performed by O-rings.
 A new feature on the top side of the heat exchanger is the connection point for the coolant vent hose (Figure 1, arrow).

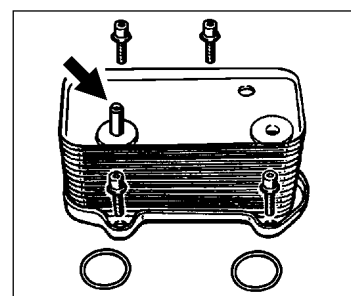


Bild...Figure...ill...figura...fig...1

- The steel **vent tube** previously connected to the coolant guide housing has been omitted.
 A new feature is the **vent hose** connected to the oil-water heat exchanger.
 The vent hose is routed around the starter to the connection hose of the expansion tank.
 It is fastened on the connection hose with a hose clamp as previously.
- The bore for connection of the previously used vent tube on the **coolant guide housing** has been omitted.
 In the transitional phase, the bore was sealed with a pressed-in plug (Figure 2, arrow) on engines with new vent hose.

Introduction: 28. July 1997, as of the engine Nos.
 65 V 16345 RoW
 65 W 00531 USA

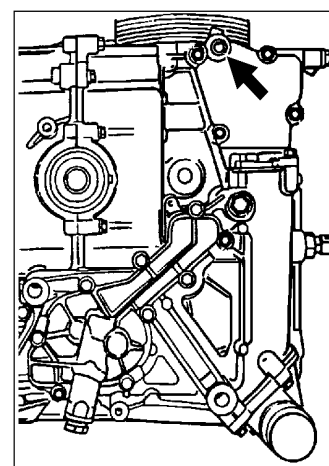


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Repairs: This applies to engines up to the aforementioned introduction date. The following parts are **no longer available** in the **previous version**:

- oil pump with coolant guide housing,
- oil-water heat exchanger.

Use up the parts in your inventory.

After the inventory has been used up, the engine must be converted to the new version if necessary. The required parts are listed in the following overview of parts.

Note:

When the engine is converted to the new version, a plate is **additionally** required between the crankcase and oil-water heat exchanger (Figure 3, Item 5).

The previous vent tube is still available.

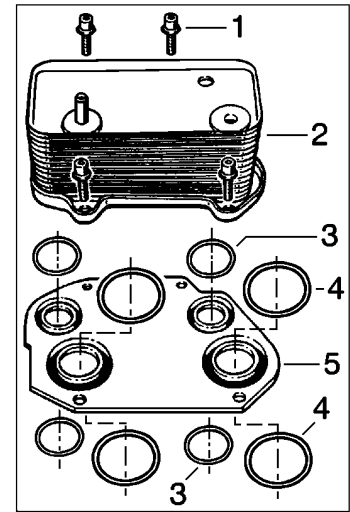


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Overview:

Installation of ... in an engine of the previous version				+	
	...new oil pump with coolant guide housing...	...new oil-water heat exchanger...	...new vent hose...	...previous vent tube...	
Parts required in the new version	Oil pump with coolant guide housing 996.107.012.55	--	--	--	
	Pan-head screw (4x) (Figure 3, Item 1) 900.067.354.02				--
	Heat exchanger (Item 2) 996.107.025.07				--
	O-ring 28 x 2,5 (4x) (Item 3) 999.707.193.40				--
	O-ring 35 x 4 (4x) (Item 4) 999.707.389.40				--
	Intermediate plate (Item 5) 996.107.129.00				--
	Vent hose 996.106.249.00				--
	Receptacle 996.106.255.00				--
	Hose clamp (2x) 999.512.584.09				--
	--	Sealing plug* 996.107.119.00			--
	--	--	--	Vent tube 996.106.210.02	

* Sealing plug: The bore for the vent tube on the previous coolant guide housing must be sealed. For this purpose, press the plug into the bore from the outside of the housing.

Part Nos.:	996.107.012.55	New / oil pump with coolant guide housing
	996.107.012.54	ditto / no longer available
	996.107.119.00	New / sealing plug (for coolant guide housing)
	996.107.025.07	New / heat exchanger
	996.107.025.05	ditto / no longer available
	996.107.129.00	New / intermediate plate
	999.707.193.40	New / O-ring 28 x 2.5 (4 ea. required)
	999.707.389.40	New / O-ring 35 x 4 (4 ea. required)
	900.067.354.02	New / pan-head screw M6 x 25 (4 ea. required)
	996.106.249.00	New / vent hose
	996.106.255.00	New / receptacle (for vent hose)
	999.512.584.09	New / hose clamp (for vent hose, 2 ea. required)
	996.106.210.02	Vent tube / still available

Working Time: Converting oil-water heat exchanger to new version with engine installed:
120 TU (LO No. 17 40 31 00)

Installing new coolant guide housing and converting oil-water heat exchanger to new version with engine installed:

60 TU (LO No. 17 40 31 50), includes: Converting oil-water heat exchanger to new version.

90 TU (LO No. 17 20 19 50), includes: Removing and installing oil pump.

680 TU (LO No. 10 01 19 00), includes: Removing and installing engine, installing new coolant guide housing (manual transmission).

790 TU (LO No. 10 01 19 01), includes: Ditto (air-conditioning system).

920 TU (LO No. 10 01 19 02), includes: Removing and installing engine, installing new coolant guide housing (Tiptronic transmission).

990 TU (LO No. 10 01 19 03), includes: Ditto (air-conditioning system).

References: Boxster Technical Manual, Group 1:

- Technical Information: No. 8/97 - Oil-water heat exchanger with two additional seal rings
- Repair: 1740 - Removing and installing oil-water heat exchanger