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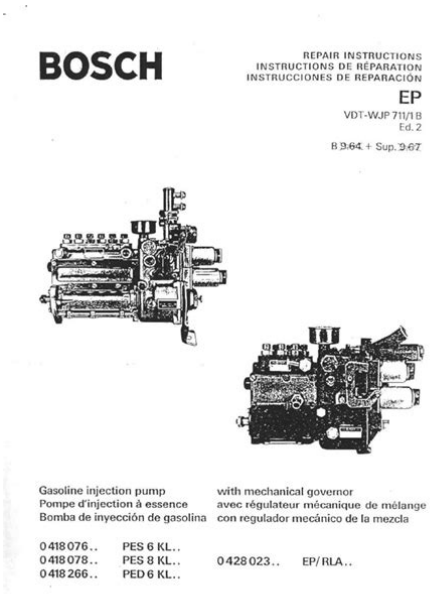

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E320 210 104,995 de 1995 em diante MercedesBenz HFM. Corolla Sport 1.6L 4AGE 198687 Toyota TCCS. Corona 1.8 E 199598 MPI MPI Sequencial manual Corona 1.8 E 199598 MPI Sequencial Cambio Automatico Cressida 2.8 5MGE 198688 Toyota TCCS. Cressida 3.0L 7MGE 198992 Toyota TCCS. Hilux 2.7 2TRFE de 2004 em diante Hilux 4Runner 2.4 22RE 199295 Toyota TCCS Hilux 4Runner 2.4L 22RE 198991 Toyota TCCS. Hilux 4Runner 2.4L turbo 22RTE 198688 Toyota TCCS. Hilux 4Runner 2.7L MT 3RZFE 199798 Toyota TCCS. Hilux 4Runner 2.7L 3RZFE 199798 Toyota SFI. Hilux 4Runner 3.0 3VZE 199294 Toyota TCCS Hilux 4Runner 3.0L 3VZE 198891 Toyota TCCS. Hilux 4Runner 3.4L AT 5VZFE 1997 Toyota TCCS. Hilux 4Runner 3.4L MT 5VZFE 199598 Toyota TCCS. Hilux SW4 2.7 2TRFE de 2005 em diante TOYOTA Hilux 4Runner 2.4L 22RE 198488 Toyota TCCS. Hilux 4Runner 2.7L AT 3RZFE 199597 Toyota TCCS e SFI. Hilux 4Runner 3.4L 5VZFE 1998 Toyota TCCS. Land Cruiser 4.7L 2UZFE 19952004 Toyota TCCS. Land Cruiser Prado 4.0L de 2003 em diante TCCS Land Cruiser 3.0 7MGE 198890 Toyota TCCS. Land Cruiser 4.0L 3FE 199192 Toyota TCCS Land Cruiser 4.5L 1FZFE 199394 Toyota TCCS Land Cruiser 4.5L 1FZFE 199597 Toyota TCCS. MR2 2.2L 5SFE de 1991 a 1995 TCCS. MR2 1.6L 4AGE 198689 Toyota TCCS. MR2 1.8L ano 2002. MR2 Supercharged 1.6L 4AGZE 198889 Toyota TCCS.We are a nonprofit group that run this service to share documents. We need your help to maintenance and improve this website.

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My book is aimed at DIY owners and sets out stepbystep instructions on how to completely dismantle and rebuild the pumps and how to set up and calibrate the fuel flow settings from scratch including building a home flow bench for testing. My book was written for owners of early Porsche 911 cars

and is based on the PED 6KL pumps. However, as the PED pumps are similar in most respects to the PES pumps used by Mercedes this may well be of interest to 250, 280 and 300 SL and SE owners with PES 6KL pumps or 600 owners with PES 8K pumps. The book has been subject to peer review and has been well received by Porsche owners and experts all over the world. There have also been reviews of my book on line and in Classic Porsche and Total 911 magazines. Full details of my book can be seen on my web site including extracts and testimonies from customers. If this is of interest please take a look at www.911mfi.com Thanks, Michael J Burgess He has spoken of producing a book on the subject. Have you sent a copy to him Otherwise the Piston mechanism, governor and compensator etc is the same. The only other differences are that the PED pumps are belt driven and the warm up thermostat is air heated, not off the engine coolant system. Michael My expirience with Bosch is that theyre even more anal than MB. My expirience with Bosch is that theyre even more anal than MB. I have included details in my book about parts such as the bearings etc that you can get from your local bearing supplier by quoting the references I give. These are the same for all the pumps. With new screws and circlips which you can get from any good nut and bolt supplier. That is all most pumps need, as they are usually just leaking at the seals and gaskets, gummed up with fuel residue and worn on the bearings.

Michael Whats next someone coming into the group and telling us that removing the instrument cluster is a 5 minute job, that bleeding the clutch can be done with a special sequence of pumps of the pedal, that a wheel alignment can be done with a box cutter and a bit of tape.Whats next someone coming into the group and telling us that removing the instrument cluster is a 5 minute job, that bleeding the clutch can be done with a special sequence of pumps of the pedal, that a wheel alignment can be done with a box cutter and a bit of tape.Getting ino the pump is possible but putting it back together isnt so easy or Ive been lied to for the past 20 years. I wont take one apart because a I dont have the special tools to put everything back together b Ive been told that you need the test sheets only supplied by Bosch c you need all of the parts which are only supplied by Bosch to Bosch dealers Im pretty good friends wth several Bosch dealers and they will not sell pump parts directly to me. Im not a Bosch dealer and I have zero training. The only thing that bothers me about this that some people will think this is something they can do without any expirience or knowledge. Good luck to yah. Im sure a detailed manual would explain this important step. I have zero problems with a new guy out there who rebuilds pumps thats a good thing. Maybe someone like Joe or others who have messed with pumps might find such a book useful in some way but there are two big impediments to consider parts, and test equipment. Frankly, I wouldnt install one of these home built pumps on one of my cars. Even the experts can have problems making them work right. Its fine when everything is working but what happens when it doesnt Only knowledge and expirience can teach you some of these difficult things. Im someone who encourages people to learn about new things. Part of learning is knowing when its best to take your stuff to the experts because they have the skill sets to effect such repairs.

After I tried some things myself, I decided it was better to use my time on the things that Im good at and not try to do everything myself. Personally, I dont think theres any worse feeling than when you start to realise that youre in over your head. I hope Ive made my position clear because my intention is not to rain on anyones parade. MY view of this is that the Porsche world for which I have also a classic 60s Porsche is full of Tec bods who between us all have come up with a number of solutions and the whole scene is VERY active and I mean VERY active. From people making spare parts for them and others that are no longer available to one guy I know who repairs MFi units as he has worked out how to fix them and repairs them on a return to owner basis. This has not been overly the case with mercedes groups that I have come across so far. Restoring two cars Porsche and

Mercedes are totaly different followers. I dont want to upset the Mercedes people as there are some amazing people who have learnt them selves but there are alot who just give it to the local repair shop and then tell every one how good the repair was. One thing I will say is this. The craft of repair and looking after these old cars is a dying art. We must stick togeather, work out what others learnt, died and took it with them to the grave instead of putting it down on paper for others to learn from. If we tell every one what we learnt then no one new has to start reinventing the wheel. On a regular basis, learning how to repair diffficult things can be useful to you. If you want to become a rebuilder, its essential. For the one time project of the one car owner. Better go to a competent rebuilder. Those who wont heed this advice will learn the hard way. For the original 911 series, see Porsche 911 classic. It has a rearmounted flatsix engine and all round independent suspension.It is among the most successful competition cars.

In the mid1970s, the naturally aspirated 911 Carrera RSR won major world championship sports car races, such as Targa Florio and 24 Hours of Daytona, even against prototypes. The 911derived 935 turbo also won the 24 Hours of Le Mans in 1979 and Porsche won World Championship for Makes titles in 1976, 1977, 1978 and 1979 with 911derived models.The listed models are notable for their role in the advancements in technology and their influence on other vehicles from Porsche.Models offered Carrera, Carrera S, Carrera 4, Carrera 4S, Carrera GTS, Carrera 4 GTS, Carrera T. All models have cabriolet options except the 911 Carrera T. No cabriolet variant available. A grand touring variant featuring comfort oriented options called the GT3 Touring was available for the 991 generation models only. No cabriolet version available. Now available as an RS R enn S port model only. Instead of selling the new model with a different name in France, Porsche changed the name to 911.Forged aluminum alloy wheels from Fuchs, with a 5spoke design, were offered for the first time. The Targa had a stainless steel clad roll bar, as automakers believed that proposed rollover safety requirements by the US National Highway Traffic Safety Administration NHTSA would make it difficult for fully open convertibles to meet regulations for sale in the US, an important market for the 911. The last win in the subsequently discontinued event was scored with a 911 Carrera RS against prototypes entered by Ferrari and Alfa Romeo. The road going Targa was equipped with a removable roof panel and a removable plastic rear window although a fixed glass version was offered from 1968.The brakes had been introduced on the previous 911S.It remained in production until July 1969.The overall length of the car did not change, but the rear wheels were relocated further back.

The E series had the unusual oil filler behind the right side door, with the dry sump oil tank relocated from behind the right rear wheel to the front of it in an attempt to move the center of gravity slightly forward for better handling.This change was in response to complaints that gasstation attendants often filled gasoline into the oil tank.The cars weighed 1,050 kg 2,310 lb. The 911 ST was produced in small numbers for racing the production run for the ST lasted from 1970 to 1971. The cars were available with engines of either 1,987 cc 2.0 L or 2,404 cc 2.4 L displacement, having a power output of 270 PS 200 kW; 270 hp at 8,000 rpm. Weight was down to 960 kg 2,120 lb. The cars had success at the Daytona 6 Hours, the Sebring 12 Hours, the 1000 km Nurburgring, and the Targa Florio.The Carrera name was reintroduced from the 356 Carrera which had itself been named after Porsches class victories in the Carrera Panamericana races in Mexico in the 1950s. The RS was developed to meet motorsport homologation requirements. In RS Touring form it weighed 1,075 kg 2,370 lb, in Sport Lightweight form it was about 100 kg 220 lb lighter, the saving coming from thin gauge steel used for parts of the body shell and also the use of thinner glass. In total, 1,580 units were made, and qualified for the FIA Group 4 class. 49 Carrera RS cars were built with 2,808 cc 2.8 L engines rated at 300 PS 220 kW; 300 hp.Its price was almost twice that of the 2.7 RS,

but it offered racing capability. The chassis was largely similar to that of the 1973 Carrera RSR and the braking system was from the 917 racing car. The use of thinner metal plate panels and a minimalist interior enabled its weight to be reduced to around 900 kg 2,000 lb.Also, a prototype Carrera RSR Turbo with 2.1litre engine due to a 1.

4x equivalency formula came second at the 24 Hours of Le Mans in 1974 and won several major races, a significant event in that its engine would form the basis of many future Porsche attempts in sports car racing. This, and the earlier 917, was Porsches commitment to turbocharger applications in its cars.First, the engine size was increased to 2,687 cc achieving higher torque. Second, new impact bumpers conformed with lowspeed protection requirements of US regulations. Thirdly, the use of KJetronic CIS Bosch fuel injection in two of the three models in the line up— the 911 and 911S models, retaining the narrow rear arches of the old 2.4, now had a 2.7litre engine rated at 150 PS 110 kW; 150 hp and 175 PS 129 kW; 173 hp, respectively. The standard 911 version, received an increase to 165 PS 121 kW; 163 hp for Model Year 1976, which meant that starting from MY 1976, there was only a difference in power of 10 hp between the 911 and the 911S. The engine remained a KJetronic 2.7litre. The 911S 2.7 engine was rated during the entire lifespan at 175 hp 130 kW; 177 PS.The Carrera 2.7 model produced for the North American markets, often referred to as the Carrera 2.7 CIS, was powered by the same 2.7litre engine as the 911S which produced 175 PS 129 kW; 173 hp. The initial Carrera 2.7 models had the same weldedon rear RS flares, before switching to the SC stamped style rear flares during the middle of the 1974 production year. The Carrera 2.7 coupes weighed in at 1,075 kg 2,370 lb, the same weight as the 1973 Carrera RS Touring. In the North American markets the ducktail was standard equipment for the Carrera. All other markets the ducktail was optional, except for the home German market where the ducktail had been outlawed by the TUV road homologation department. This led to the introduction of the whale tail rear spoiler, available as an option on the 197475 Carrera 2.7 models, as well as the newly introduced 930 Turbo. The 1976 Carrera 2.

7 MFI Sondermodells were the last mechanically fuel injected 911 produced by Porsche, and still featured the 1973 RS engine.It used the Iseries chassis powered by the Volkswagen 2.0 engine also used in the Porsche 914 for 1973 through 1975 model years. 2,099 units were produced. The 912E was replaced by the frontengine Porsche 924 for the 1977 model year.It was available in all markets except North America. The Carrera 3.0 was fitted with a variation of the 930 Turbos 2994 cc engine minus the turbocharger . It developed 200 PS 150 kW; 200 hp in contrast to the older Carrera 2.7 MFI models 210 PS 150 kW; 210 hp. The crankcase and gearbox housing were made of aluminium rather than magnesium for improved reliability.The Carrera 3.0 was available with manual gearbox type 915 with 4 or 5 speeds as well as 3speed automatic transmission called the Sportomatic. Production totals were 3,691 manual cars and 58 Sportomatic cars.Although called the 930 Turbo 930 being its internal type number in Europe, it was marketed as the 930 Turbo Carrera in North America. They were initially fitted with a 3.0litre engine 260 PS 190 kW; 260 hp and fourspeed manual transmission.Private teams went on to win many races, like Le Mans in 1979, and continued to compete successfully with the car well into the 1980s until the FIA and IMSA rules were changed.The larger engine helped reduce some of the turbo lag inherent in the earlier models.The 930 was replaced in 1990 with the 964 turbo featuring the same 3.3litre engine. There have been turbocharged variants of each subsequent generation of 911 since then.Porsche reintroduced the SC designation for the first time since the 356SC as distinguished from the race engined 356 Carrera. There was no Carrera version of the 911SC. It featured a 3.0litre aluminum engine with Bosch KJetronic fuel injection and a 5speed 915 transmission.

Originally power output was 180 PS 130 kW; 180 hp, later 191 PS 140 kW; 188 hp and then in 1981 it was increased to 204 PS 150 kW; 201 hp. The move to an aluminum engine was to regain case reliability, something missing for many years with magnesium. In 1981 a Cabriolet concept car was

introduced at the Frankfurt Motor Show. The convertible body design also featured fourwheel drive, although this was dropped in the production version. The first 911 Cabriolet debuted in late 1982, as a 1983 model. This was Porsches first cabriolet since the 356 of the mid1960s.I noticed a chart on the wall of Professor Botts office. It depicted the ongoing development schedules for the three primary Porsche product lines 944, 928 and 911. Two of them stretched far into the future, but the 911 program stopped at the end of 1981. I remember rising from my chair, walking over to the chart, taking a black marker pen, and extending the 911 program bar clean off the chart. I am sure I heard a silent cheer from Professor Bott, and I knew I had done the right thing.This was the last iteration in the original 911 series, with all subsequent models featuring new body styling and new brake, electronic, and suspension technologies.New inlet manifold and exhaust systems were fitted. The 915 transmission was carried over from the SC series for the first three model years. In 1987, the Carrera got a new fivespeed gearbox sourced from Getrag, model number G50 with proven BorgWarner synchronizers. This slightly heavier version also featured a hydraulically operated clutch.To improve oil cooling, a finned cooler replaced the serpentine lines in the front passenger fender well. This was further improved in 1987, with the addition of a thermostatically controlled fan.An improvement in fuelefficiency was due to the DME providing a petrol cutoff on the overrun.

Changes in the fuel map and chip programming from October 1986 further improved the power to 217 hp 162 kW; 220 PS at 5,900 rpm for North American delivered cars as well as for other markets mandating low emissions, like Germany. The Carrera is almost indistinguishable from the SC with the external clue being the front fog lights that were integrated into the front valance. Only cosmetic changes were made during the production of the Carrera, with a redesigned dashboard featuring larger air conditioning vents appearing in 1986.It featured the stiffer suspension shared with the turbo and the superior turbo braking system as well as the wider turbo wheels. Sales of the Supersport were high for its first two years in the United States because the desirable 930 was not available.Later on in that year, a 911 Club Sport Row Rest Of World with the identification number WP0ZZZ91ZFS101166 was special ordered for a Porsche driver that was particularly inspired by the CS prototype on the track. From 1987 to September 1989, Porsche decided to produced 340 units for their customers that wanted a track inspired road car, The 911 Carrera Club Sport CS option M637, is a reduced weight version of the standard Carrera purposely built for club racing, it gained engine and suspension modifications. Although the CS was well received by the club racers, because it cost more than the standard 911, but had fewer comfort features.Distinguishing features include special diamond blue metallic paint with colormatched Fuchs wheels, front and rear spoilers, and interior carpets and leather. These cars also featured Dr. Ferdinand Porsches signature embroidered on the seats in the headrest area. Of the 875 examples produced, only 300 were imported to the US 120 coupes, 100 cabrios and 80 Targas, 250 were sold in Germany, 50 went to the UK, and the remainder to other countries.The 1989 Porsche brochure lists production of 500 U.S.

market cars, of which 300 were coupes 240 in silver metallic paint and 60 in satin black metallic, and 200 cabriolet models 160 in silver and 40 in black.The narrow version production was 171 units. The Speedster started as a design under Helmuth Bott in 1983 but was not manufactured until six years later.With technologies from the 959 flagship model, this would be an important car for Porsche, since the world economy was undergoing recession and the company could not rely on its image alone. Drag coefficient was down to 0.32. A rear spoiler deployed at high speed, preserving the purity of design when the vehicle was at rest. The chassis was redesigned overall. Coil springs, ABS brakes and power steering made their debut. The engine was increased in size to 3,600 cc and was rated at 250 PS 184 kW. The rearwheeldrive version, the Carrera 2, arrived a year later.At first it used a refined version of the 3.3 L engine of the previous Turbo, but two years later a turbocharged engine based on the 3.6 L engine of the other 964 models was introduced.The 964 was one of the first cars in the world offered with dual airbags standard from 1991, the first being the 944 Turbo from 1987.In 1993, appeals from American customers resulted in Porsche developing the

RS America of which 701 units were built. In 1994, the RS America returned with rear seats. A total of 84 RS America cars were made in 1994. However, while European RS was a homologation special, RS America was an option delete variant of the regular model. The RS 3.8 of 1993 had Turbostyle bodywork, a larger fixed whale tail in place of the electrictronically operated rear spoiler, and a 300 PS 221 kW 3,746 cc 3.7 L engine. The interior was more basic than a standard 911 as well; for example the interior door panels lacked the armrests and door pockets and had a simple pull strap for the opening mechanism.

This car is sometimes mistakenly called 965 this type number actually referred to a stillborn project that would have been a hitech turbocharged car in the vein of the 959. With the 993 on the way, this car was produced through 1994 and remains rather rare.This is the highperformance GT2 variant This car was significant as it was the final incarnation of the aircooled 911 first introduced in 1964. Most enthusiasts and collectors consider the 993 to be the best of the aircooled 911 series.The revised bodywork was smoother, having a noticeably more aerodynamic front end somewhat reminiscent of the 959. Styling was by Englishman Tony Hatter under the supervision of design chief Harm Lagaay and was completed in 1991.This rear suspension was largely derived from the stillborn Porsche 989 s rear multilink design, and served to rectify the problems with earlier models tendency to oversteer if the throttle or brakes were applied midcorner. These modifications also reduced previous 911s liftoff oversteer problems to a much more moderate degree.This addressed the inherent compromise between highrpm power production and lowrpm torque production, and was one of the first of its kind to be employed on production vehicles. However, the Varioram version with its OBD II had issues with carbon deposits, resulting in failed smog tests. This caused expensive repairs, and made comparisons with the 1995 car with OBD I and just 12 hp less inevitable. Meanwhile, a new fourwheeldrive system was introduced as an option in the form of the Carrera 4, the rearwheeldrive versions simply being called Carrera or C2.The differences were striking the 959 had a much smaller engine, sequential turbocharging and a computer controlled all wheel drive system. The 993 turbo had parallel turbochargers, 3.6 litres of displacement, and a viscous coupling for the center differential in the AWD drivetrain. The turbo was only produced in 1996 and 1997 model years.