

# Technical Bulletin 5

Model  
911 1985-89

**Subject:** Rear Axle Shafts and Constant Velocity Joints

Page  
1 of 2

**REAR AXLE SHAFTS:** The C/V joint diameter on 911 Carrera models has been changed from 100mm to 108mm (same as 911 Turbo and Carrera with Turbo Look). **THIS CHANGE STARTED IN THE 1985 USA MODEL YEAR. THERE WILL BE SOME EARLY MODEL 1985 CARS WITH EARLIER VERSION C/V JOINTS.** The formerly applied flat seal has been omitted and an end cap has been installed for C/V joint sealing. The recess required for the flat seal in the C/V joint flange (transmission end) and driveshaft (wheel end) have also been omitted.

The C/V joint shaft for the 911 Carrera has a bolted C/V joint on the transmission end, and a friction welded joint on the wheel end. The C/V joint shaft for 911 Turbo and 911 Carrera with Turbo Look cars has bolted joints on both ends with the new seal.

The rear wheel is mounted with a self-locking nut on the friction welded shaft, or with castle nut and cotter pin on the shaft with a bolted on C/V joint.

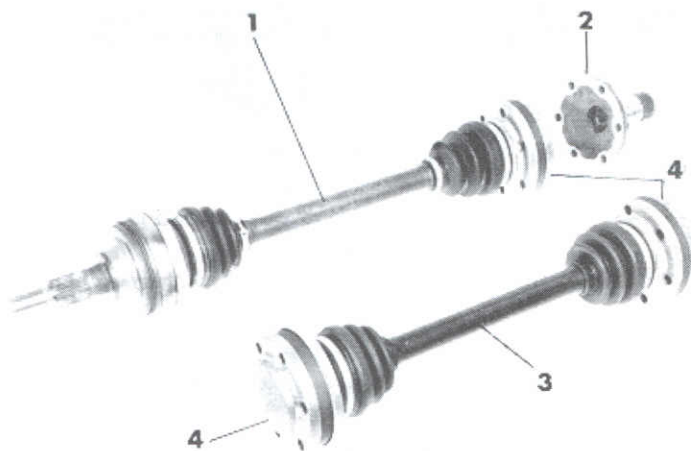


Figure A

### PARTS IN FIGURE A

- 1 - C/V joint shaft 911 Carrera
- 2 - C/V joint flange, 911 Carrera, 911 Turbo and 911 Carrera with Turbo Look
- 3 - C/V joint shaft 911 Turbo and 911 Carrera with Turbo Look
- 4 - End Cap

**NOTE:** Since the new C/V joints have a sheet metal housing, washers, Porsche part number 911 332 191 00 must be used when installing.

|   | C/V JOINT            |                                  |                      |                      | SEAL      |         |                  |         | REAR WHEEL                      |                                 |
|---|----------------------|----------------------------------|----------------------|----------------------|-----------|---------|------------------|---------|---------------------------------|---------------------------------|
|   | WHEEL END            |                                  | TRANSMISSION END     |                      | WHEEL END |         | TRANSMISSION END |         | MOUNTING                        |                                 |
|   | OLD                  | NEW                              | OLD                  | NEW                  | OLD       | NEW     | OLD              | NEW     | OLD                             | NEW                             |
| 911 Carrera                                 | bolted<br>100mm dia. | friction<br>welded<br>108mm dia. | bolted<br>100mm dia. | bolted<br>108mm dia. | flat seal | omitted | flat seal        | end cap | castle nut<br>and cotter<br>pin | self-locking<br>nut             |
| 911 Turbo<br>911 Carrera<br>w/Turbo<br>Look | bolted<br>100mm dia. | bolted<br>108mm dia.             | bolted<br>108mm dia. | bolted<br>108mm dia. | flat seal | end cap | flat seal        | end cap | castle nut<br>and cotter<br>pin | castle nut<br>and cotter<br>pin |

**IMPORTANT NOTE:** This technical bulletin is a copy of an original factory bulletin, some of the part numbers listed may have been superseded. Use the information from this bulletin for repair, for the latest part numbers, refer to our catalog.

**Subject:** Rear Axle Shafts and  
Constant Velocity Joints

Page  
2 of 2

**CONSTANT VELOCITY JOINT FLANGES:** The diameter of rear axle drive shaft C/V joints is now standard at 108mm with model year 1985 (excluding some earlier model 1985's as mentioned before).

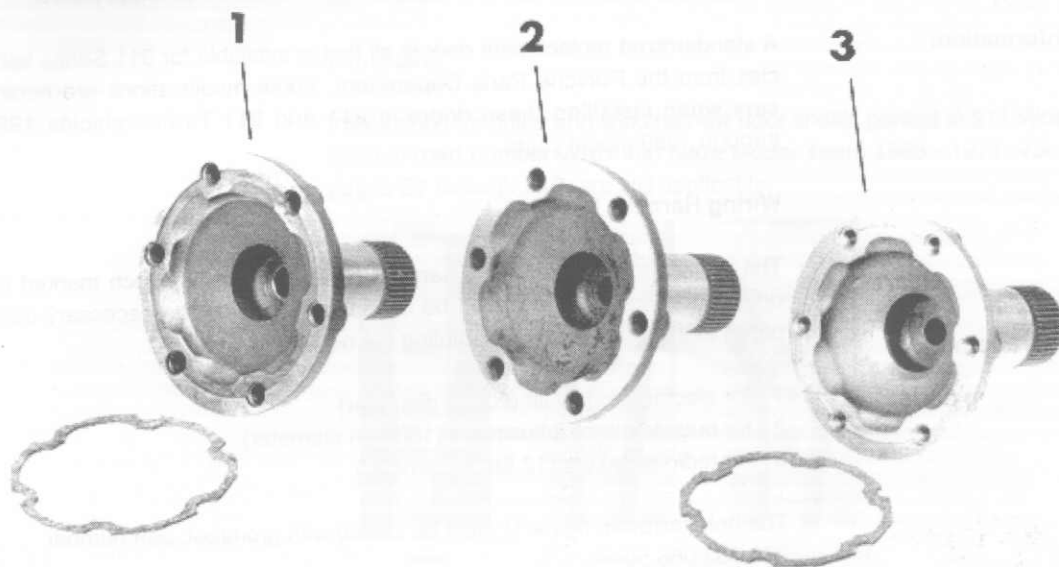


Figure B

#### PARTS IN FIGURE B

- 1 - C/V joint flange 911 Turbo/911 Carrera w/Turbo Look/108mm diameter (up to 1984 models).
- 2 - C/V joint flange 911 Carrera/911 Turbo/911 Carrera w/Turbo Look/108mm diameter (1985-89 models).
- 3 - C/V joint flange 911 Carrera/100mm diameter (up to 1984 models).

**IMPORTANT NOTE:** This technical bulletin is a copy of an original factory bulletin, some of the part numbers listed may have been superseded. Use the information from this bulletin for repair, for the latest part numbers, refer to our catalog.