

## FAQ

### **Can the engine be damaged if too much oil is added?**

Too much oil in an engine is damaging for the environment and the engine.

Too high an oil level can cause the engine oil to foam, which means that it can only partially perform its lubricating function. At the same time, a greater quantity of oil mist is transported into the combustion chambers, only some of which will be combusted. This leads to deposits in the combustion chamber, reduced engine performance, smoke and increased oil consumption, as well as uncombusted oil constituents in the exhaust flow reaching the catalytic converter, adversely affecting its long-term performance. Regular oil checks show when and how much oil needs to be topped up. In engines with dry-sump lubrication, the oil level must be measured when the engine is running and at operating temperature.

### **How long is an oil's shelf life?**

The minimum shelf life for small containers is five years (if stored in a dry location at a temperature of between +5 and +30 degrees Celsius, out of direct sunlight). The best place to store oil is in the basement, for example – not the garage! Containers which have been opened should not be stored for longer than six months. Please see the maintenance booklet for your vehicle's oil change intervals.

### **How can I prepare my classic Porsche flat engine for the winter break?**

You should change the engine oil in all cases. This removes contaminants such as combustion residues and condensation from the oil circuit. Aggressive combustion residues can cause acidification of the oil fill, resulting in the corrosion of engine components. An oil change before the winter break is therefore recommended. The engine should then be run to operating temperature again before it is switched off for the winter. This will ensure that your flat engine is fully protected during its break.

### **Are the engine oils from Porsche Classic also suitable for winter use?**

Both versions of the Porsche Classic Motoroil are multi-grade oils. They are suitable for both summer and winter use. At temperatures below minus 10 degrees Celsius, Porsche Classic advises against engine operation with 20W-50. The limit for the 10W-60 oil is minus 20 degrees Celsius.

### **What is the difference between the 20W-50 oil and the 10W-60 oil?**

There are two main reasons why the 20W-50 oil is recommended for flat engines up to a displacement of 2.7 litres and the 10W-60 oil is recommended from a displacement of 3.0 litres. Firstly, crucial developments in terms of engine technology, production tolerances and materials took place between the 2.7- and 3.2-litre models, with the introduction of the 3.0-litre turbo engine in

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1975 representing the greatest enhancement of engine performance. Secondly, Porsche Classic has drawn here on its extensive experience in the use of oils in air-cooled flat engines.