



928 Motorsports
604 E Maple St, Horicon, WI 53032

How to Install Your Porsche 928 Drain Plug Repair Kit

Read these instructions from end-to-end to before beginning.

The pictures show the drain plug repair kit being installed on a workbench, but removal of the oil pan is not required. The entire drain plug repair kit can be installed with the motor and the oil pan in the vehicle.

This Drain Plug is deliberately over-sized. It is designed assuming that your threads are gone, and the hole in your oil pan is now larger than it should be. Because this Drain Plug is over-sized and cuts its own threads as it is installed, there will be some resistance to turning the Drain Plug cutter. This is normal. The amount of resistance varies with the amount that your drain plug hole has been damaged.

Remove the old drain plug and drain the oil out.

Leave the nylon sealing ring and the small center-mounted drain plug off of the outer assembly at this time.

Smear some grease on the outer threads of the Drain Plug cutter. This will catch many of the shavings as it goes in, and will also make for cleaner cutting of the threads.

Start the drain plug into your oil pan by hand until it bites. *It is very important that you start the thread cutter straight.*

If you are unable to get the drain plug started, you may make the cutting slots in the Drain Plug Cutter SLIGHTLY longer by cutting them with a hacksaw as in Picture 1A. This will help if your drain plug hole is still fairly small or undamaged.



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Put a 25mm socket around the outside of the assembly and begin turning it in. If you place the socket all the way up to touching the pan as in Picture 1 below, that will help you keep the assembly going straight in while you turn it.

Slide your socket off every turn or two and inspect your progress to make sure that it has not tipped – that it is still cutting straight in.





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Keep turning the Drain Plug until the shoulder of the unit is almost up to the oil pan. Now reverse your ratchet, and remove the Drain Plug.

You will find metal shavings trapped in the grease you applied on the cutter, in the center of the cutter, and within the threads you have just cut in the oil pan. See Picture 2. Remove them with a rag and your finger.



Add some Motor Oil to your engine now to push out any remaining metal shavings as in Picture 3. Now we are ready for assembly.





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Clean the threads of the oil pan and the cutter with brake cleaner. Picture 4.



Install the white nylon sealing ring on the Drain Plug now. Picture 5.





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Mix up a small batch of JB-Weld supplied in your kit, and coat the threads of the Drain Plug Cutter with it. The JB-Weld has these properties:

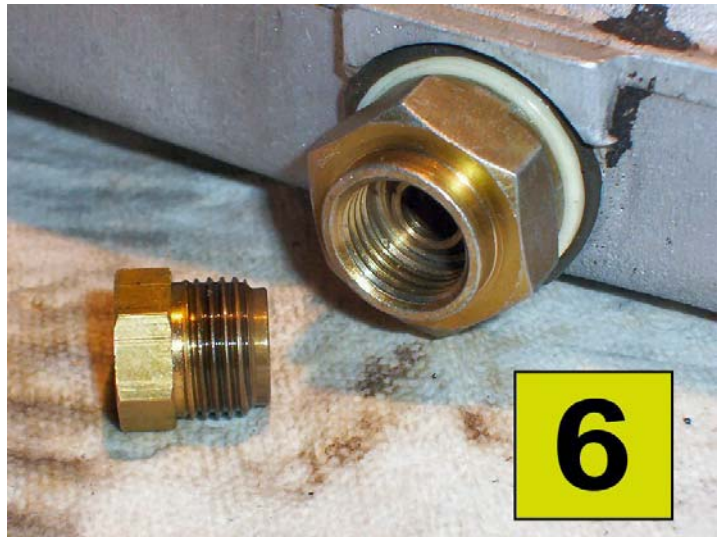
Properties (psi)

Tensile Strength:	3960
Adhesion:	1800
Flex Strength:	7320
Tensile Lap Shear:	1040
Shrinkage:	0.0%
Resistant to:	500° F

It is designed for safe, reliable, permanent repairs in engine compartments and heated environments up to 500° F. It's strong as steel and impervious to water, gasoline, oils, chemicals, and acids.

Turn the assembly all the way in and snug. Wipe off any excess JB-Weld, but do leave a bead around the fitting as in Picture 6. Allow 15 hours to cure at temperatures above 60 degrees, longer if colder.

Picture 6 is actually from my race 928 after 3 years of racing and many, many oil changes (often after every race). The drain plug assembly shows no wear.



The finished drain plug is equipped with a special inverted flare. You do not have to torque it as tight as you are used to, and it will not leak.

Even though you have cemented it in place with the JB-Weld, we always recommend that you use two wrenches in opposition when opening and closing the drain plug. If you have questions or comments, we can be reached toll-free (in the US) at 877-FOR-928M, or 920-485-0488.

Thank you for your support!

Carl

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