Porsche 964 & 993 Chain Link Issue

When fitting a replacement split chain to a 964 or 993 engine, you must ensure that you use the correct retaining clip on the ends of the split link joint.

The correct joint is the “Reynolds” type U-clip:

This must be fitted with the bottom of the U leading, i.e. towards the direction of travel of the chain as shown:
Unfortunately some engine builders use these chain links which have separate circlip retainers:

These are OK for use on an early (1965-1989) 911 engine because the chain is guided by the rollers in the centre of the chain, running on raised sections of the plastic chain guides:
The problem with the 964 & 993 engines is that the chain is located on the outer edges with lips on the sides of the revised, longer chain guides:

Should the circlip style split link be used in the 964 or 993 engine it is likely that the circlips naturally rotate on the end of the pins and eventually catch on the chain guide lip and removed by the running engine, the missing circlip ending up on the magnetic oil drain plug. Once both clips have been dislodged the outer plate will also fall off, ultimately resulting in catastrophic damage to the engine.

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