

Manual	G 28.03	G28.05	G 28.07	G28.08	G 28.10	G28.11	G 28.12	G 28.13	G 28.55	G 28.57
1st Gear	3.601	3.601	3.7645	4.2705	3.7645	4.0672	3.7645	4.0672	3.7645	3.7745
2nd Gear	2.4646	2.4646	2.5122	2.8498	2.5122	2.71	2.5122	2.71	2.5122	2.5188
3rd Gear	1.8194	1.8194	1.79	2.0306	1.79	1.9339	1.79	1.9339	1.79	1.7948
4th Gear	1.3433	1.3435	1.3541	1.5361	1.3451	1.4629	1.3451	1.4629	1.3451	1.3577
5th Gear	1	1	1	1	1	1	1	1	1	1
Rev	3.1621	3.1621	3.3058	3.7499	3.3056	3.5714	3.3056	3.5714	3.3056	3.3143
Final Drive	2.75	2.75	2.7272	2.2666	2.7272	2.2	2.6363	2.2	2.7272	2.7272
		2.72								
Automatic	A 22.01	A 22.02	A 22.04	A 28.01	A 28.02	A 28.04	A 28.05	A 28.06	A 28.07	A 28.08
1st	2.306	2.306	2.306	3.676	3.676	3.676	3.676	3.676	3.676	3.676
2nd	1.46	1.46	1.46	2.412	2.412	2.412	2.412	2.412	2.412	2.412
3rd	1	1	1	1.436	1.436	1.436	1.436	1.436	1.436	1.436
4th				1	1	1	1	1	1	1
Rev	1.836	1.836	1.836	5.139	5.139	5.139	5.139	5.139	5.139	5.139
Final Drive	2.75	2.75	2.75	2.2	2.2	2.2	2.357	2.538	2.2	2.357
	A 28.09	A 28.11	A 28.12	A 28.14	A 26.16	A 28.18				
1st	3.676	3.676	3.676	3.676	3.87	3.87				
2nd	2.412	2.412	2.412	2.412	2.25	2.25				
3rd	1.436	1.436	1.436	1.436	1.44	1.44				
4th	1	1	1	1	1	1				
Rev	5.139	5.139	5.139	5.139	5.59	5.59				
Final Drive	2.538	2.538	2.538	2.538	2.538	2.538				

**Note: Check Torque Converter Application for your year 928**

mend 3,000-3,500 miles between oil changes for the 928, despite the factory's specification of 7,500-mile oil service intervals. I always change the oil filter with the oil. Use the viscosity chart in your car's owners manual to select the proper oil for your area's climate. In Northern California, I use 20/50 weight. You can use synthetic oil, which will easily last through the factory's 7,500-mile oil change interval, but there is a caveat. If you drive the car in very hot (90° F+) weather, in heavy traffic each day, or in dusty areas, use the shorter change cycle. The heat buildup in a 928 engine is significant and can adversely affect the motor oil's ability to lubricate critical engine parts.

The fuel filter should be changed annually or at the recommended interval, whichever comes first. Cars that sit for longer periods of time tend to pick up condensation in the oil sump and fuel tanks. This is removed (usually) by the filters, so it's just as important to change the filters in cars that aren't driven all that often as it is in cars that log many miles each year.

I recommend having the transmission oil changed at the 30,000-mile interval. Look for metal chips in the oil

■ **Gear chart for both automatic and manual cars. Early automatics had three speeds, four speeds came later.**

that comes out of a manual transaxle — a sure sign of wear. When changing the fluid in an automatic transmission, check the old fluid to see if it smells like burned oil — a sure sign of overheating. The constant-velocity joints should also be repacked at the 30,000-mile interval. Both the brake fluid and the clutch hydraulic system should be flushed once every two years, though track-driven cars should have this done annually. The power steering fluid filter should be changed at the 60,000-mile service.

The standard 928 came with Sachs or Boge shocks. Bilstein or Koni shocks were optional, but they cannot be directly interchanged as replacement units. If a 928 was equipped with factory Bilstein shocks and Koni replacements are desired, there is a kit to adapt both the front and rear struts to accept the Koni units.

Can a 928 be lowered? Yes, but I wouldn't do it. Some owners have lowered their cars and increased the spring rates in the process to prevent the car from hitting the bump stops. I

did lower a 928 in the late seventies and managed to do a good job of dragging the oil pan and a few other things over high spots on the pavement. There are adjustments on the shocks, but use them for setting the car at European settings and for corner balancing the car before aligning it. You need all of the suspension travel you can get on a 928.

The factory did not use many different anti-roll bars on the 928. They are:

Year	Front (mm)	Rear (mm)
1978-79	26 solid	22 solid
1980	28.4x4 tubular	21 solid
1981-95	28.4x4 tubular	22.5x3.5 tubular

**Next Time**

There is much more about the 928 to cover and we will do so in the next issue, covering several innovative performance upgrades and talking to 928 experts to see what they've learned after years of owning, driving, and racing the 928 — one of Porsche's finest road cars ever.

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