

**ENG-04, Camshaft Belt / Balance Shaft Belt - General Information, Maintenance Intervals, Part Numbers**

**Maintenance Intervals**

Timing belts have long been the source of many heated discussions and much heartache for 944 owners. Every new or potential 944 owner should read Jim Pasha's article, 944 Timing Belts and Water Pumps in the August 1994 issue of Excellence Magazine. Due to the history of changes in the factory recommendations for timing belt replacement, you'll find a number of different recommendations being given. The recommendations below are based on the most recent factory recommendations with some additional guidance based on personal experience.

**944**

<b>Mileage</b>	<b>Maintenance</b>
<b>2000</b>	Inspect and retension timing and balance shaft belts.
<b>15000*</b>	Inspect and retension timing and balance shaft belts.
<b>30000</b>	Inspect and retension timing and balance shaft belts
<b>45000</b>	Replace timing and balance shaft belts. Inspect rollers and replace if necessary.

\* For vehicles which see limited service, I recommend inspecting the belts after two years if 15000 miles has not been reached and annually thereafter.

**968**

<b>Mileage</b>	<b>Maintenance</b>
<b>15000</b>	Inspect timing and balance shaft belts.
<b>30000*</b>	Inspect timing and balance shaft belts.
<b>45000</b>	Inspect timing and balance shaft belts
<b>60000</b>	Replace timing and balance shaft belts. Inspect rollers and replace if necessary.

\* For vehicles which see limited service, I recommend inspecting the belts after two years if 15000 miles has not been reached and annually thereafter.

**Parts**

For highlighted items choose one of the parts based on specific model.

Based on my own experience of a tensioner stud failure and reports of similar occurrences from other owners, I recommend replacing the cam belt tensioner mounting stud at each timing belt replacement. This only applies to pre-87 model year cars which are not equipped with spring tensioners.

Replace at Each Timing Belt Change			
Description	Part Number	Quantity	Application
Camshaft Belt	944 105 157 04	1	1983-88 924S, 944, 944T
Camshaft Belt	944 105 323 02	1	1987-88 944S
Balance Shaft Belt	944 102 219 02	1	All 1983-88
Tensioner Stud	944 102 216 01	1	1984.5-1986 Footnote 3
Inspect and Replace based on Condition			
Description	Part Number	Quantity	Application
Cam Belt Tensioner Roller (Eccentric)	944 105 027 04	1	All 1983-1986 944, 944T Footnote 1 (924S)
Cam Belt Tensioner Roller	944 105 631 04	1	1987-88 944, 944T Footnote 2 (924S)
Cam Belt Tensioner Roller	944 105 631 10	1	1987-88 944S
Balance Belt Tensioner Roller	944 102 025 07	1	All 1983-88
Cam Belt Roller (32.0 mm)	944 105 273 02	1	Old Style Water Pumps without belt guards: 944 106 021 13 951 106 021 01 Footnote 1 (924S)
Cam Belt Roller (46.2 mm)	944 105 241 03	1	New Style Water Pump with Belt Guard: 951 106 021 10 Footnote 2 (924S)

Inspect and Replace based on Condition			
Description	Part Number	Quantity	Application
Balance Belt Roller		944 102 277 06	1 All 1983-1988
Balance Belt Gear Woodruff Key		N 012 708 2	2 All 1983-88
Crankshaft Woodruff Key (5mm x 5mm x 22mm)		900 117 036 00	1 All 1983-88

### **Footnotes**

1 - Also fits 1987 MY 924S up to engine #43 H 01919 (MT) & #43 H 60384 (AT)

2 - Also fits 1987 MY 924S from engine #43 H 01920 (MT) & #43 H 60385 (AT)

3 - All 944s up through the 1986 model year used the eccentric roller tensioner and tensioner stud. The Porsche part number is for a stud that is 101 mm long. But, the earliest 944s used a tensioner stud that is actually 106 mm long. It appears that this stud is not available from Porsche. It's is also unclear as to what the exact cutoff date is as to when use of the shorter 101 mm stud began. However, it may have started when Porsche went to a different style oil pump in the middle of the 1984 model year.

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