

911 Crankshaft Oiling Groove

This is sometimes called, “center fed oiling” or center grooving. The accompanying pictures show which main journal gets the work performed on. The second picture is a close up of the groove.

There have been numerous #2 and #5 rod bearing failures attributed to lack of *oil scavenging or stagnation* occurring on either or both of the connecting rod bearings. The oil is fed through the crankshaft to the #2 and #5 connecting rods from both the #1 and #8 main bearings; oil to the main bearing occur directly from the engine case. With oil pressure and flow, the oil reaches both bearings but reaches the restriction/bottleneck at the #4 main bearing; this restricts the oil from flushing the bearings at the #2 and #5 connecting rod bearings. This stagnation can cause an overheat of the bearing and the resultant failure.

This repair is recommended for engines used in ANY TYPE of competition. This applies to all models. I have personally never witnessed this failure in a street engine.



