# **944-SPEC - 944SPEC - low cost wheel to wheel racing** Generated: 4 December, 2025, 19:22

Lurker here. 944 engine question. Posted by C.Plavan - 27 Sep 2010 09:36
Hi guys, long time lurker here. I just have some newb questions for you 944 guys.
What are the weak spots for the 944 motors? I have heard rod bearings.
Are you baffling the oil pan, or using Accusumps?
What would you recommend doing (spec legal) to increase longevity?
Thanks,
Chad
Re:Lurker here. 944 engine question.  Posted by SvoChuck - 27 Sep 2010 11:47  Great question
rod bearings are a must as is a timing belt. from there it kind of depends on your budget.
I value an oil cooler and new radiator over baffles and accusump, but if your in the engine a 88 oil par with trap door welded in is nice to have.
please keep up the questions and what region are you in ?
Re:Lurker here. 944 engine question.  Posted by joepaluch - 27 Sep 2010 21:44
944 motor are actually pretty solid.

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Rod bearing is the only weak spot. Timming belts nearly always get changed and therefore a pretty much non issues.

- 1) Top off (not over full) oil each session
- 2) Minimize oil leaks/consumption so as to keep the oil from going low on track.
- 3) use high quality 15w15 or 20w50 oil (racing oils like redline, amsoil etc)
- 4) Fresh rod bearings
- 5) trap door baffle
- 6) Oil cooler 951 style or similar
- 7) Fresh main bearings
- 8) change rod bearings every 2 years.

Do the above and rod bearings tend to last just fine.

## Re:Lurker here. 944 engine question. Posted by C.Plavan - 28 Sep 2010 00:38

I'm located in Clovis, Ca (Fresno) Smack dab in the middle of CA.

I have only messed with 911 motors, never a 944. What can you do with the engine in the car? Or do you just take it out like us 911 guys?

### Re:Lurker here. 944 engine question. Posted by joepaluch - 28 Sep 2010 01:48

in the car you can change a head or change rod bearings. If you wnat to change main bearings you need to pull the motor.

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