

# Hot Enough for Ya?

*An older 911 gets an A/C and oil cooler upgrade to help beat Florida's heat...*



*Story and Photos by Jack Skelding*

## **All 911 (air-cooled) enthusiasts**

have most likely wrestled with the problem I will address today...heat. Two kinds of heat in particular; oil temperature in summer traffic or on the track, and the efficiency, or lack thereof, of '70-'80s 911 air conditioning systems in removing heat from the cabin in the summer.

When I purchased my black '75 Carrera Targa in Feb. '09, I already knew that there was no hope that the original air conditioning system would cool the car, even if it was in operating condition (it wasn't). I immediately ordered a "Dual Kuehl" system from Griffiths Technical Inc.

The founder of Griffiths has been working on Porsche a/c systems since the time when all 911 a/c systems were installed by the dealer. He is very knowledgeable and always available for advice.

I purchased their complete system (excluding the evaporator and expansion valve which were useable). The system is composed of a new compres-

sor, 40 ft. of new barrier hose, a new drier and, two new condensers, plus all necessary hardware, fittings, brackets, etc. The two condensers are mounted in the rear wheel well and both have their own fan. Some of their systems even add 3 con-

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densers. The new compressor is about one half the size of the old York unit. Yorks were primarily truck compressors and they put too much strain on early 911 engines. 911 hoses need to be replaced because they all were made with tiny holes; they will not hold a charge for more than 2-3 months. There is 40 feet of hose in a 911 which means there is plenty of area for the refrigerant to escape.

The stock condenser is a joke. It does not have enough surface area to cool the car, even with a new compressor and hose. The two condensers in the rear wheel well double the condenser surface area. My 911 now pumps cold air (32 degrees), even on the hottest Tallahassee day. My parts cost \$2,200.00. It is basically a bolt in system and could be installed by most Porsche enthusiasts.

I had Mark Hunt at Classic Motor Repair install my system. He said that the Griffiths system was the best Porsche aftermarket piece he had ever installed and that the directions were excellent. He did a great job and is very knowledgeable about 911s. My system works especially well because my car has the dealer installed Behr kneepad vent system which has much more vent area than the normal vents in the dashboard. (See picture attached). All new a/c is not an inexpensive fix, but it certainly lengthens my driving season and the comfort quotient of my 911.



My next heat problem, common to all early 911s, was excessive oil temperature in summertime driving. My car already had the "trombone" cooler in the right front fender. However, I still had what I considered to be excessive temps in city driving (over 230), and I wanted more efficiency (better cooling), so I had a Mocal unit installed to replace the trom-

bone. It was early spring when that project was finished so I did not install any fans with the cooler, although I did install one of those scoops that is supposed to direct air through the bumper to the cooler (don't waste your money). When summer arrived with 90+ degree weather I again had excessive oil temps.



It was obvious that fans were needed. Two very powerful six inch fans were mounted on the cooler and promptly cured the problem. There is also a thermostat that turns the fans on at the proper time and turns them off when things have cooled down. A good indication of how much heat is trapped in the oil is that the entire right front fender becomes very warm to the touch when the system is working.

On a 90+ degree day oil temp is about 220 in normal city driving. I haven't hit a total bumper to bumper traffic jam yet, but I know I won't see 250 (time to turn off the engine), as I did in the past.

Now that I have 4 new fans on my car, please be sure and ask me about having to install a 95 amp alternator to keep my battery charged so I can ride around town in a cocoon of cold air in my black 911. But that can wait for a later article since all 911 stories are *never ending*...!

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