

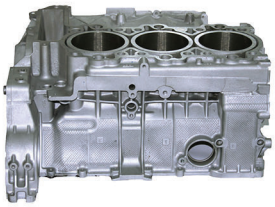
DON'T STOP AT PISTONS, CYLINDERS AND HEAD GASKETS.

LN ENGINEERING 25 YEARS 2002 - 2027 OF PRECISION PERFORMANCE

Complete M96/M97 reliability upgrades for 1997-2008 Porsche Boxster, Cayman and 911 engines.

When an M96 or M97 engine is already apart, it is the best time to address the known weak points while increasing performance and reliability.

Nickies™ solve the cylinder problem.
The complete engine package addresses the rest.
Complete the Package Before the Engine Gets Built.



ENGINE REBUILD KITS
Simplify parts sourcing with M96/M97 rebuild kits that bundle commonly needed hardware, bearings, seals, gaskets, and related rebuild components.

INTERMEDIATE SHAFT
IMS service should include more than the correct bearing. We can inspect the intermediate shaft for runout, recondition it, pin the main drive sprocket, and install the appropriate IMS bearing or upgrade.

FLAT 6 INNOVATIONS UPGRADES
Select FSI-developed M96/M97 upgrades, previously used only in Flat 6 Innovations engine builds, are now available to help address known weaknesses and improve long-term reliability.

OIL SYSTEM UPGRADES
Deep sump kits, oil pan baffles, spin-on oil filter adapters, magnetic drain plugs, and related oiling upgrades can help improve protection, especially for spirited street or track-driven cars.

COOLING
A low-temperature thermostat can help the cooling system begin regulating earlier, supporting better temperature control. CSF Radiators improve cooling by up to 15%.

ARP HARDWARE AND FASTENERS
Replace torque-to-yield cylinder head studs, carrier through-bolts, and stock rod bolts with upgraded ARP hardware while the engine is apart.

CONNECTING RODS AND ROD BOLTS
ARP rod bolts are recommended for all street engine builds. For larger-displacement and track builds, upgraded connecting rods are a must.

COATED BEARINGS
Coated rod and main bearings add protection during startup, break-in, high-load operation, and boundary lubrication conditions.

BILLET UPGRADES
Billet tensioner paddles, chromoly oil pump drives, underdrive pulleys, alternator mounts, and other billet components help replace known wear or failure-prone factory parts.

Questions about your M96/M97 Engine Build Package?

Support@LNengineering.com
815-472-2939

LN Engineering can also help with tedious, high-detail preparation work:
• Piston ring end-gap setup • Ring light checking and ring tension measurement • Piston and rod balancing • Dynamic engine balancing • Crankshaft magnaflux inspection and polishing • Cylinder head reconditioning • Custom head gaskets for larger bores or resurfaced decks • Engine Blueprinting

Scan the code for our Ultimate M96 / M97 Engine Rebuild Guide or visit **LNengineering.com**

DON'T LET AN IMS RETROFIT BECOME A FORGOTTEN SERVICE ITEM.

Replacement Interval for Most IMS Retrofits: 6 YEARS / 75,000 MILES



Single Row | Dual Row | MY06-08 IMS Retrofit and RND RS Roller IMS Retrofit Kits

Check your customer's service history. Qualifying replacement installations may be eligible for a mail-in rebate of up to $300. **Learn more at IMSRebates.com**

THE RIGHT OIL.



DRIVEN RACING OIL

Proven through used oil analysis to reduce wear versus conventional A40 oils, with the right level of molybdenum to help protect against bore scoring. **Stock the right oil. Bulk supply available to professional shops.**

THE RIGHT DATA.



SPEEDiagnostix
How To Know You're Good To Go

Catch Problems Early. Save Money. Increase Engine Life.
Turn every oil change into a diagnostic opportunity.
• Fuel dilution • Bore wear/scoring • Bearing wear
Detailed Analysis. Fast Results.

BETTER LUBRICATION. BETTER DIAGNOSTICS. BETTER ENGINE CARE.