

996 - 997 Carrera & Turbo: Motorsport Engineering for True High-Speed Stability

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Martin has been driving a Porsche 997 Turbo for many years. Power was never the issue.

In a straight line, the car always surged forward brutall, exactly as you would expect.

But the moment speeds increased and the road stopped being perfectly straight, that familiar feeling returned. The one that never truly allowed him to relax behind the wheel.

On the autobahn. Long, sweeping curves. Speeds well beyond 200 km/h. A drama. A sense of instability. No real confidence. No true composure.

The rear axle never felt fully settled. Always this subtle movement. A constant need for correction through the steering wheel. A slight oscillation

as if the car needed a moment to gather itself.

Martin tried everything. Suspension work. Setup changes. Different tires. Nothing solved it. Nothing made it truly right.

That final layer of precision was simply missing, the kind you expect from a high-performance Porsche.

Recently, Martin visited Albert Motorsport in Oberhausen and described exactly this issue.

There was no lengthy technical discussion. No theoretical overanalysis.

Instead, a clear statement from Mr. Albert: "We go to the rear axle. We stabilize the suspension. And we remove all unnecessary components."

That clarity convinced him.

And then came the decisive sentence:

"And if the oscillation isn't gone, you don't pay a cent."

<https://albertweb.de/forum/thread/12305-996-997-carrera-turbo-motorsport-engineering-for-true-high-speed-stability/?postID=12748#post12748>

The approach was straightforward: Don't treat the symptoms, eliminate the cause.

The subframe. The rubber bushings. The unwanted movement, exactly where it doesn't belong.

Out went the factory Porsche rubber bushings.

In came precision AMS stainless steel bushings.

No visual drama. No flashy tuning.

But technically, exactly where it matters.

The first drive changed everything.

Same autobahn. Same corner. Same speed.

But this time, the rear axle stayed composed.

No oscillation. No correction.

The car tracked cleanly, as if on rails, stable, precise,
as though it had suddenly become a single, solid piece.

Martin didn't say much afterward. A short nod. "Excellent."

A glance at his car. And one final sentence:

"This is how it should have been from the beginning."

Since then, the issue is closed. No more adjustments.

No more searching. No more compromises.

Just driving a Porsche in its purest form.



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Motorsport technology.

Small change. Massive impact.

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