Spongy driving behavior with Porsche 993 - 996 - 997 vehicles

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dear all,

You drive your #Porsche #911 #Carrera or #Turbo on the #freeway and the #rear of the vehicle moves back and forth in #long #curves, and when changing #lanes or in #ruts. You get an uncomfortable #driving feeling every time and drive #unsafe.

Many #specialists advise you to get a new #chassis or a #composition of #chassis, #lowering and thick #stabilizers.

And if that doesn't eliminate the #deficiency, then we will too

Built-in #polyurethane or #unibal joints according to the scheme:

"MUCH HELPS MUCH" !

But is that really what our #Porsche is all about

helps a better and safer #driving behavior?

Of course not !

Except for the advantage that you can now differentiate between cigarette butts that have been run over as variants with and without a filter, the whole fuss has brought exactly "nothing"!

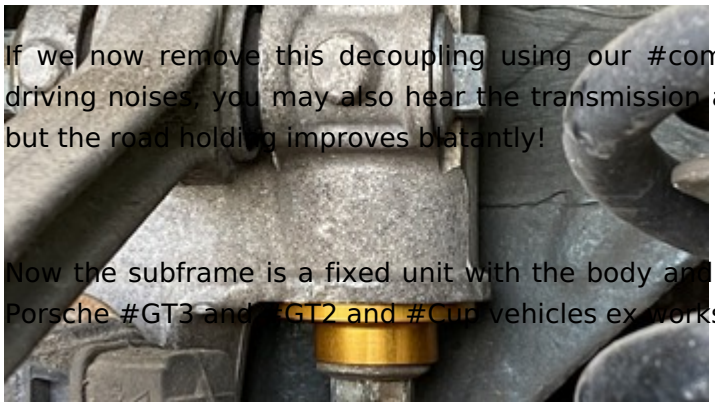
But what is to be done now - what is the cause?



The problem described results from the #decoupling of the #subframe on the #rear axles of the #Porsche #vehicles.

This decoupling of the #subframes is carried out at the factory to help normal #Porsche #road vehicles to be #more homogeneous and #quieter in driving. Porsche installs elastic #rubber sleeves and #selent #blocks in order to ban #mechanical #resonances and #vibrations from the #interiors of #vehicles.

The subframes are attached to the #bodywork. These can now move back and forth slightly due to the #elasticity. Unfortunately, in addition to the #noise reduction, this unfortunately leads to a completely #spongy #driving behavior of your Porsche.

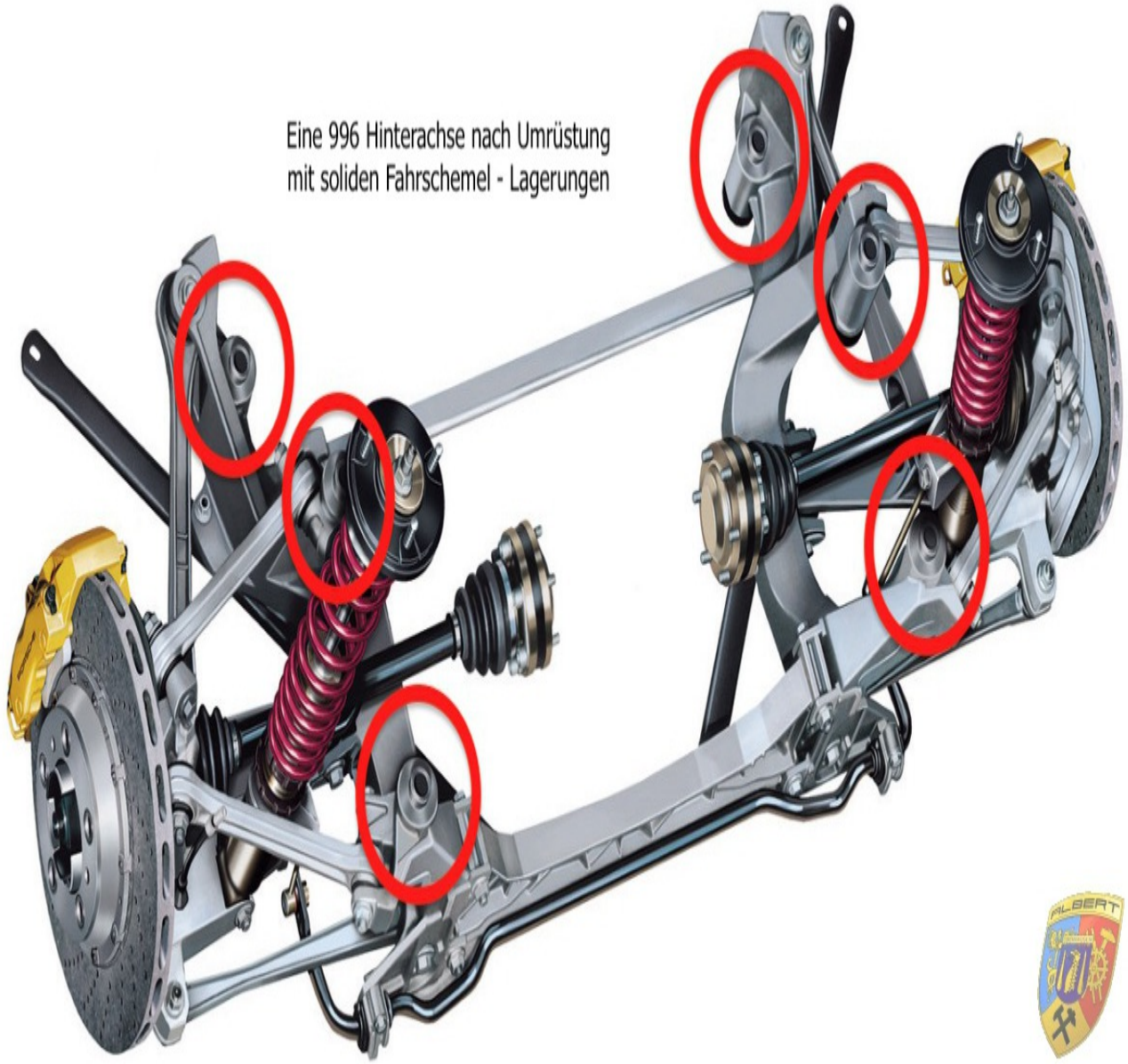


If we now remove this decoupling using our #components, you will hear marginally higher driving noises, you may also hear the transmission and the engine very quietly in the interior, but the road holding improves blatantly!

Now the subframe is a fixed unit with the body and the chassis. This is also the case with the Porsche #GT3 and #GT2 and #Cup vehicles ex works.

As a positive side effect, we have observed a noticeably lower one for years tire wear and a much better handling of our Porsche

This is particularly noticeable for our sports drivers, who occasionally drive to #trackdays or #events in the mountains to do their laps there.


Eine 996 Hinterachse nach Umrüstung
mit soliden Fahrschemel - Lagerungen

Note:

We have been installing these #subframe #decouplings for decades with great success. It may be that some readers have a different opinion because you have already had an expensive chassis installed and are now satisfied with the handling.

Ultimately, however, the trigger for the topic described has not been eliminated, but only its #effects have been somewhat compensated and alleviated.

If you ask us: "Would we recommend you a #sports suspension" then the first question is:

"What should the car be able to do after installing a new chassis that it can't do now"?

We recommend the following to our customers who drive sporty, do not drive on #racetracks, and want to keep some #residual comfort:

- A #lowering set from #Eibach - H&R etc. up to max -30 mm

- A #decoupling set for the subframe with #installation.

- An adjustable stabilizer variant according to our recommendation.

- An adjusted #axle setting according to our recommendation.

After these measures, we wish you a lot of driving pleasure, especially on long journeys

curves on the highway. We guarantee 100% execution of the work.

I will answer all questions

You are always welcome.

Best regards

Jürgen Albert

master mechanic

HERE you can order the items with assembly for your Porsche #993:

HERE you can order the items with assembly for your Porsche #996:

HERE you can order the items with assembly for your Porsche #997: