

993 Turbo WPOZZZ992T5370412

First registered May 1995 Porsche Centre Wilmslow to P H.

Purchased by Toby November 1996.

### Bodywork

Body underwent a full restoration in 2008 by Paul Conboy.

Brand new factory non sunroof roof installed.

Gutters removed and lead filled.

Internal roll cage fabricated.

Front headlight washers removed.

DP Motorsport Merkalon rear window installed with high level brakelight.

Rear glass is 993RS/GT2

Bonnet and doors Carbon TUV approved from Techart.

GT2 bodykit from FVD manufactured by Fokker (OEM manufacturer for Porsche GT2/RSR).

Front spoiler lip from FVD.

Rear spoiler Factory GT2.

New windscreen fitted.

Techart front foglight/air intakes (not plumbed in for brake cooling).

Front headlights new.

Rear lights and reflector new.

RST carbon pod side mirrors.

New paint original Iris blue, very high quality, wrapped before any mileage at front and rear arches by Paintshield.

### Interior

Blue leather with Marble carpets (de rigeur in the mid nineties !)

Cobra Misano black leather reclinable seats, lightest reclinable seat available.

Techart four spoke smaller than factory steering wheel in leather/alacantara/carbon.

Full carbon dash and carbon door cards with blue RS/GT2 hand pulls on doors, aftermarket speakers in front doors.

Boost gauge mounted "ricer style" bottom of right hand front pillar.

Davtron IAT gauge and boost gauge in central lower pod.

Music player/radio of the mid 2000s.

Roof lining and pillars fully reupholstered in blue leather during bodywork job.

Electric windows.

### Chassis

Full Turbo S/Weissach Turbo Sport chassis installed and maintained (as parts wore out) cost £8000. (see data sheet for full scope of conversion)

Bilstein PSS9 (second set done about 10K miles)

### Drivetrain

Factory gearbox, rebuilt.

Standard 4WD system

Drexler LSD

### Wheels

BBS Motorsport E88 with aluminium centres, exact same size as factory GT2.

9s and 11sX18 fitted with 225/285 New Michelin PS2s N4 (original turbo sized tyres).

Wheels were fully anodised and painted centres so they can actually be used on the road.

### Brakes

Standard front, RS rear (larger caliper) brand new calipers and discs, stock pads.

## Engine

Built by Reinhold Schmirler, completed August 2006.

3.8 litre

Brand new heads prepared to RST "EVO" spec (head sealing/welding/machining/porting/twin plugging)

Big valves.

RST EVO mechanical cams with new valve train.

Twin plug distributor.

RST intake pipes.

Carrillo Rods

996 spec K24/26 turbos prepared to RST specs

No Cats, Cargraphic mufflers (no drones)

RST headers.

Light weight single mass flywheel with 890NM Sachs clutch (no noise)

Factory airbox with extra holes (other air intakes were tested on engine dyno but factory was most efficient)

Secan intercooler.

Full factory MAF Motronic control (only RS can program for full Motronic controlled twin plug)

Boost max 1.2/3 bar at peak torque, 1bar at peak power.

Emissions at last MOT (April '13) were CO @2500rpm = 0.09%

HC @2500rpm = 11ppm Lambda @2500rpm = 1/02.

CO at idle is 0.04%

This is a very low emissions engine.

Engine has done 17000 miles since build. Total current mileage 77K

550hp from 5000rpm to 7000rpm peak of 577hp @6410rpm

795NM @ 4360, 435NM@2540rpm, 700NM @3500RPM

Weight ~1460kg with full tank.

0-200kph ~11s

0-300kph ~29s

<https://www.youtube.com/watch?v=75G3gk2-XMU>

Above is a youtube vid, bad resolution taken about 2006 at Brunters.

Vmax200 speed, 201mph on rev limiter @7060rpm.

The car has not been used since the body restoration as I took delivery of the 997GT2 so car went to Specialist cars Malton beginning of 2009 until September 2011 when it was relocated to my garage. Whilst my 7GT2 was being worked on in Germany in April 2013 I had the car serviced and MOTed in preparation for a vmax event, new tyres were fitted oil changed etc and nothing untoward found apart from a cracked rim (on the inside) which was professionally repaired). Car was driven to vmax, beat most stuff there and then driven home and has not been used since, it has a CTEK attached and starts first time.

The car drives like no other 993 turbo because of the combo of light weight, S chassis (with the Bilsteins giving more sophisticated ride) and of course the zingy responsive engine, it will put most of its torque down in second gear with the rear tyres at the edge of traction but being assisted by the 4WD mechanism.



Detail of flush DP Merkalon rear screen and gutterless roof.



Detail of gutterless roof.



Front.



Side pic.





Internal strengthening carried out.



Detail of internal strengthening painted and gutterless.



Internal strengthening upholstered.



Front internal strengthening at top of window frame.



Gutters removed and leaded.



Craftsmanship.



Gutter removed.



Working the lead.

PORSCHE PET - Part Information				
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Part Number	Description	Remark	Model	Qty
*900 044 500 02	retrofit kit sports suspension Part is supplied as a repair kit			1
993 343 980 01	shock absorber strut			1
993 343 980 02	shock absorber strut			1
993 343 301 80	rubber stop			2
993 341 511 80	gasket			2
964 343 188 80	retainer spring			2
964 343 186 80	sealing cap			4
964 343 182 82	spacer sleeve			2
993 343 017 80	supporting mount			1
993 343 018 80	supporting mount			1
993 343 081 80	supporting mount			1
993 343 082 80	supporting mount			1
964 343 182 81	spacer sleeve			2
900 910 094 02	lock nut			2
*900 380 008 09	hexagon nut			6
964 333 469 80	screw plug			4
993 343 524 80	lock nut			2
964 343 531 80 504	coil spring			1
993 343 980 00	stabiliser			1
964 343 792 06	stabiliser mounting			2
999 084 624 09	lock nut			3
993 341 157 81	wheel carrier			1
993 341 158 81	wheel carrier			1
*993 341 017 80	wishbone			1
*993 341 018 80	wishbone			1
993 347 031 81	tie rod			2
*999 084 445 09	lock nut			10
964 343 042 00	transverse strut			1
*999 084 621 09	hexagon nut			4
*900 910 010 09	lock nut			10
*900 380 009 09	hexagon nut			2

PORSCHE PET - Part Information				
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Part Number	Description	Remark	Model	Qty
993 343 156 00	captive nut			2
*999 090 010 09	lock nut			2
900 910 022 09	lock nut			4
*900 910 031 09	lock nut			2
993 331 051 80	side section			1
993 331 052 80	side section			1
993 331 045 80	wishbone			2
993 331 041 81	wishbone			1
993 331 042 81	wishbone			1
*900 380 010 09	lock nut			2
*900 380 012 09	hexagon nut			2
999 507 384 09	captive nut			2
993 333 707 81	stabiliser			1
*993 333 073 80	stabiliser mounting			2
477 411 313 C	stabiliser mounting			2
*900 380 007 09	hexagon nut			4
*900 380 005 09	hexagon nut			4
964 333 466 83	spacer sleeve			2
993 333 059 80	supporting mount			2
993 333 466 80	spacer sleeve			2
993 333 523 80	concave washer			2
964 333 105 80	additional spring			2
993 333 980 00	coil spring			2
993 333 980 01	damper			2
999 025 134 02	washer			10
*900 082 118 09	hexagon-head bolt			2
993 331 217 80	eccentric screw			2
993 331 219 80	eccentric washer			2
993 333 107 80	bellows			2
999 512 346 00	hose clamp			2
901 305 311 00	seat			4
900 082 030 02	hexagon-head bolt			5

Weissach Turbo Sport Suspension detail.



PORSCHE

**PET - Part Information**

PORSCHE

Part Number	Description	Remark	Model	Qty
964 375 043 81	engine mounting			2
999 025 091 02	washer			4
965 501 739 00 GRV	reinforcement			1
965 501 740 00 GRV	reinforcement			1
*999 053 041 03	angular-contact bearing			2