

Pages 4-5 **Arrival**



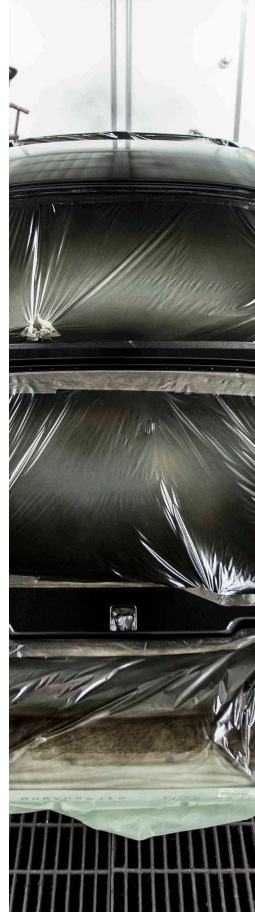
Pages 6-7 **Engine Removal & Cottrel Park**



Pages 8-9 **Body Strip Down**



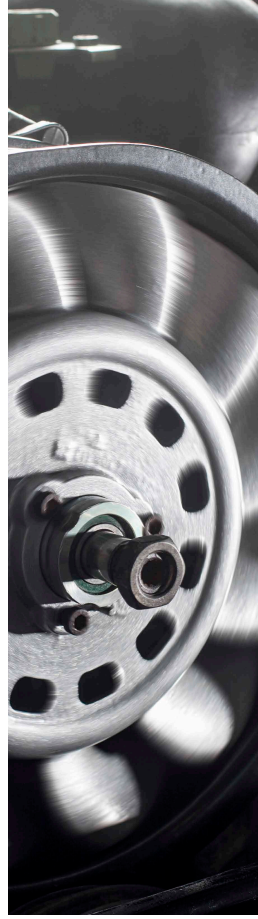
Pages 10-11 **Engine Strip Down & Wheel Refurbishment**



Pages 12-13 **Full Respray**



Pages 14-15 **Reassembly**



Pages 16-17 **Engine Work**



Pages 18-19 **First Start**



Pages 20-21 **Interior**



Pages 22-23 **Tredegar Park**



Pages 24-25 **Geometry**



Pages 26-27 **Completed Car**

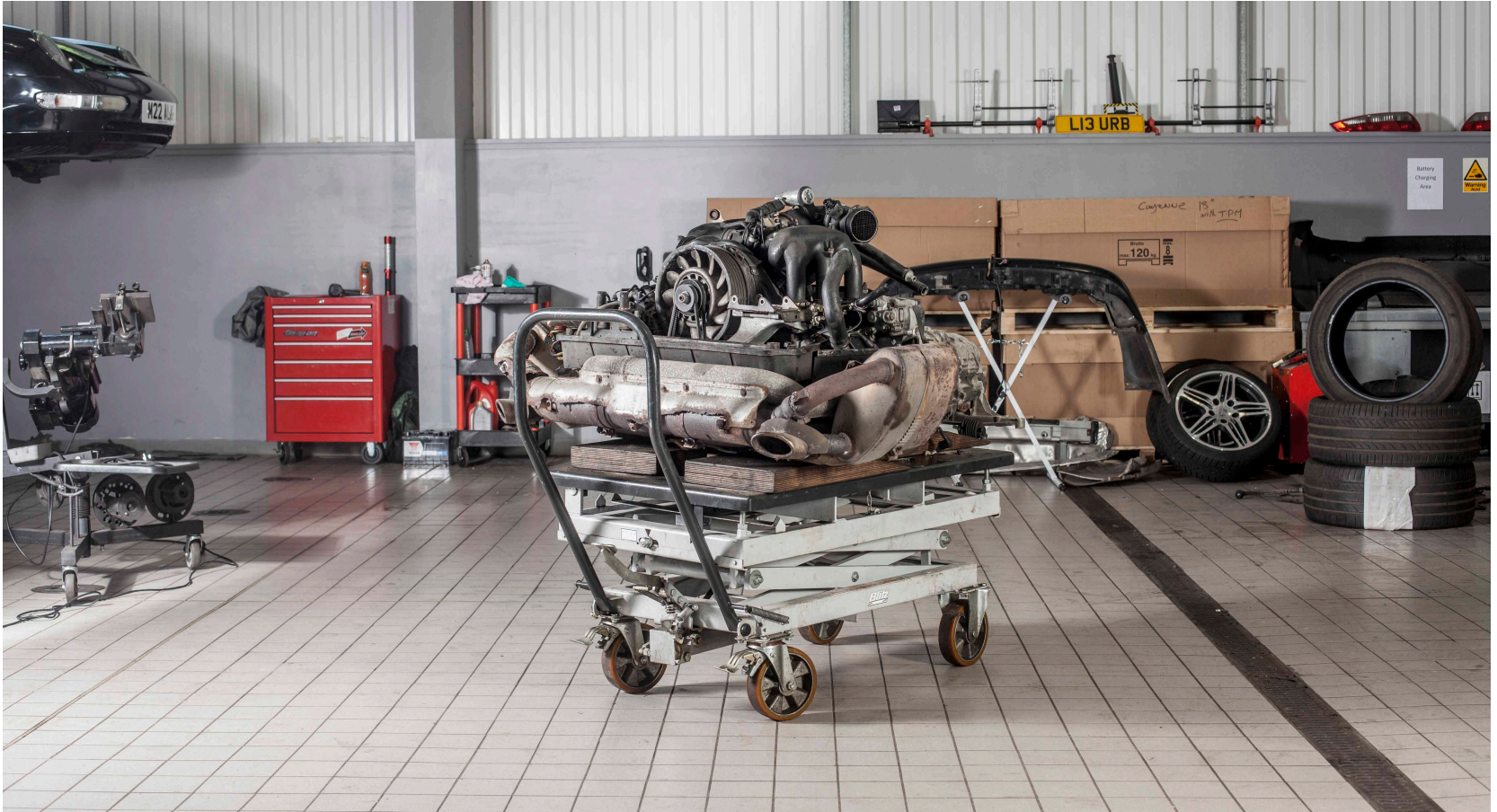


June 3rd - Arrival

Our project car arrives at Porsche Cardiff, looking well used. Our first task was to assess how much work was involved. Having been in storage for six years items for immediate replacement were fuel and brake lines as well as suspension components.



Clockwise from left: Exhaust heat shield missing, underside shows use, build-up of grime on gearbox



June 10th - Engine Removal

Upon removal of the engine and gearbox it became apparent that all existing tin work around the engine had corroded. After years of not being used, the exhaust mountings were in a poor condition.



June 16th - Cottrel Park

Our 993 arrived at Cottrel Park for the Porsche Cardiff concours event. Clearly a work in progress, it attracted much attention.

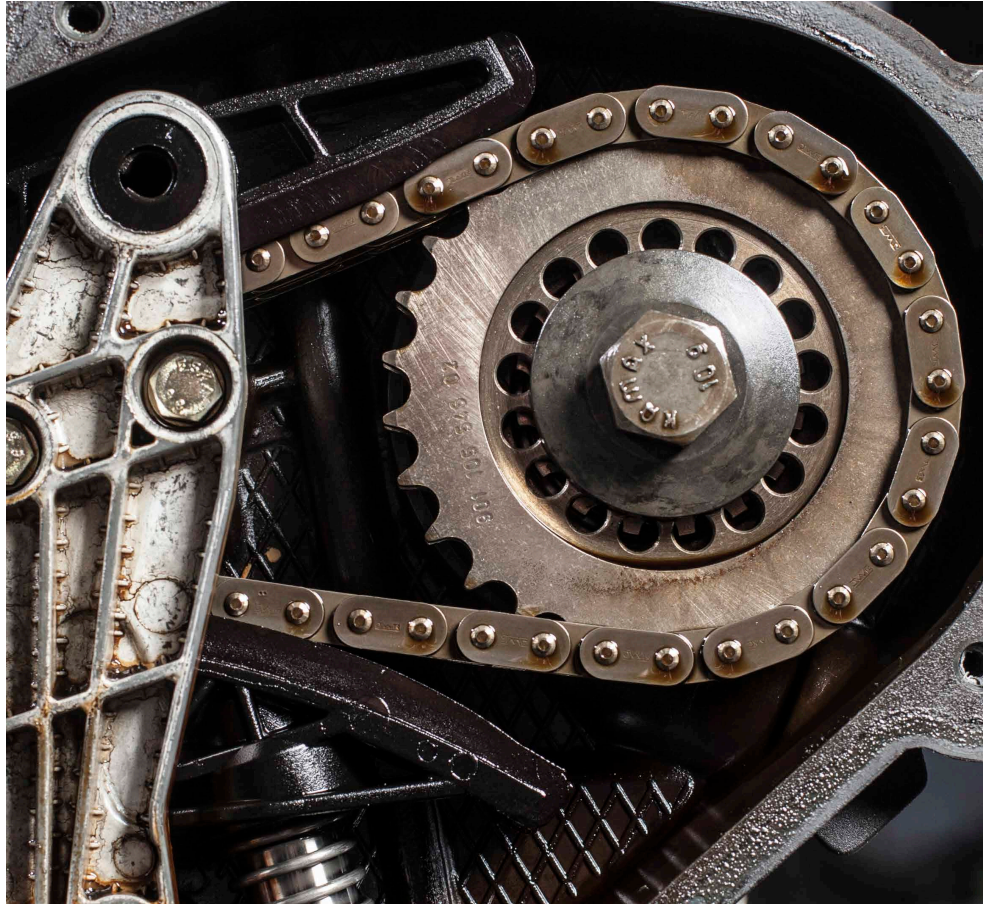
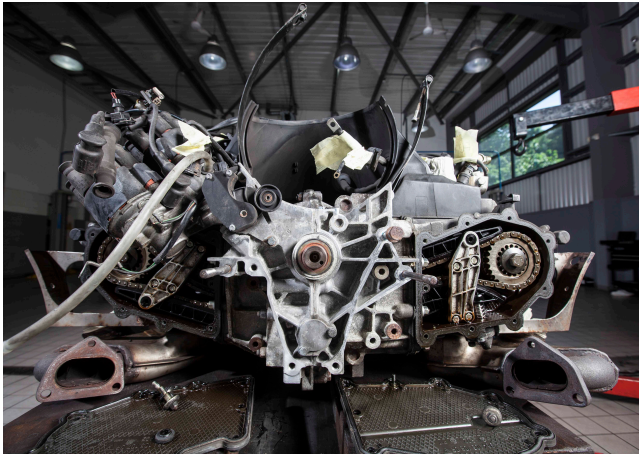
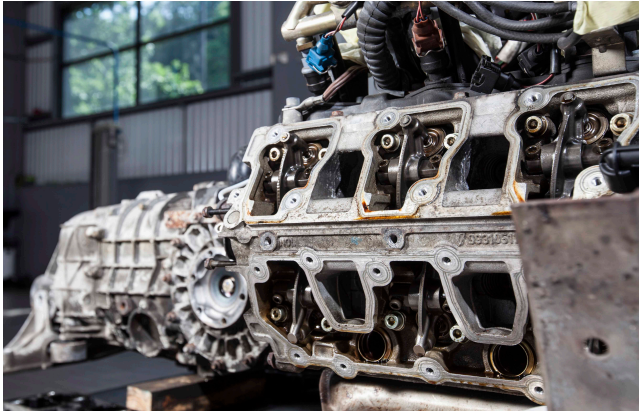


June 22nd - Strip Down

Back to the workshop for a complete strip down. All the glass is removed and not once piece of trim remained as Porsche approved bodyshop Motorvation arrived with their transporter to take our project away.







Also june 22nd - engine stripdown



June 25th - Wheel Refurbishment

wheel refurb



July 8th - Respray

Porsche approved bodyshop Motorvation starts to undertake the massive task of bringing the black paint back to factory condition. Doors, bumpers, engine lid and sunroof are removed and work is carried out with great attention to detail. Layers of glossy black paint are built up and after a machine polish, the car shines like a mirror, free from imperfections.

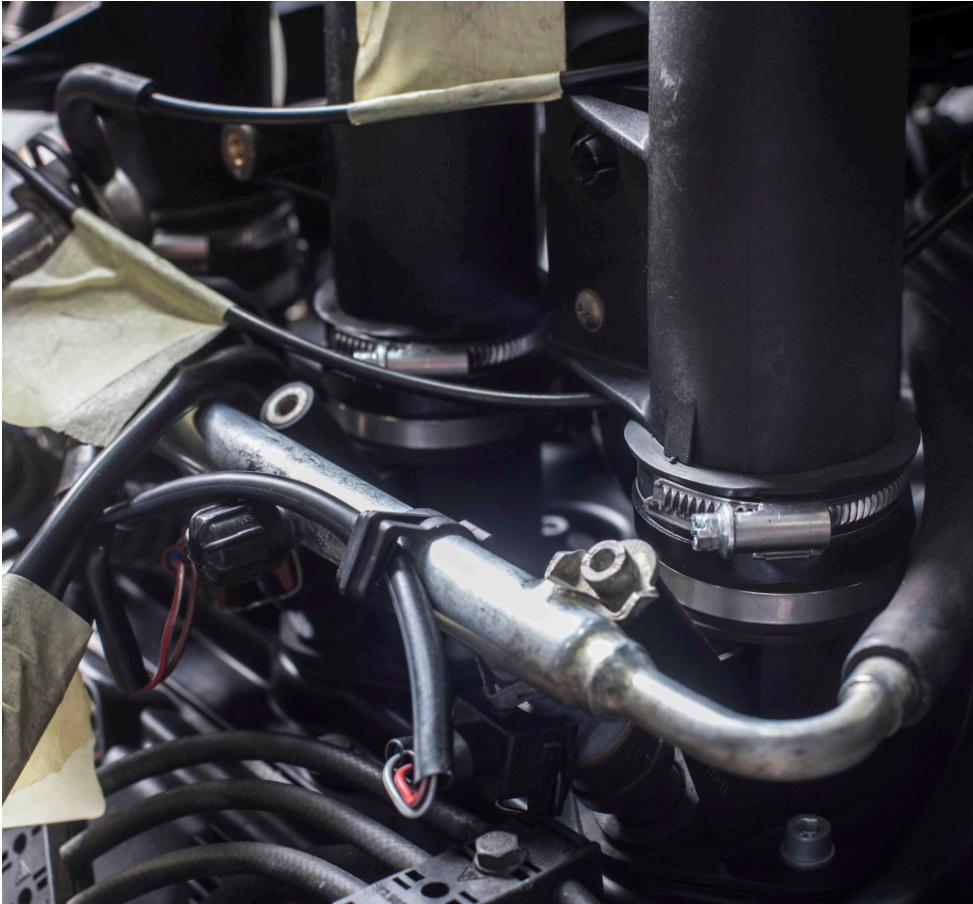


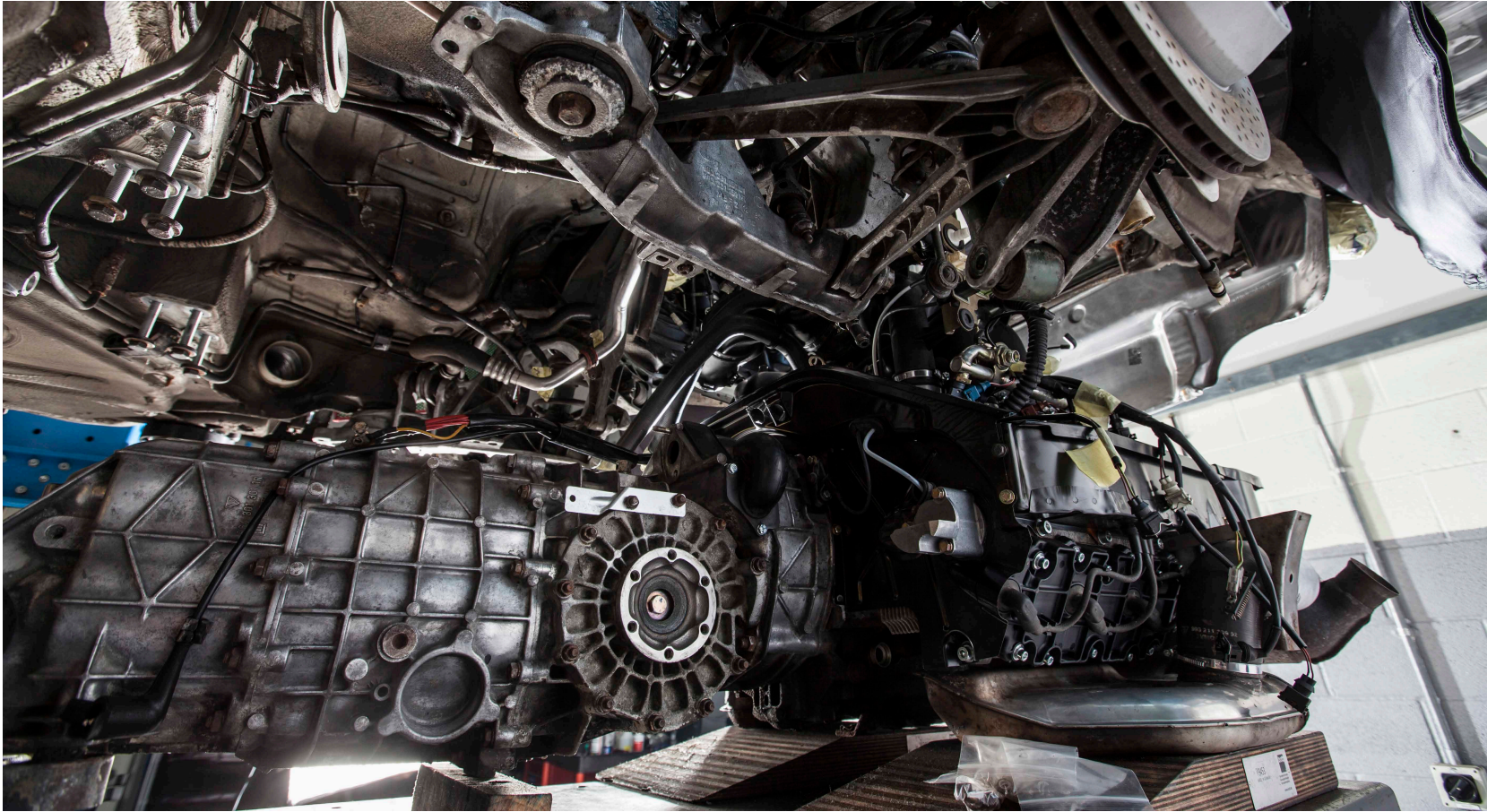




July 15th - Reassembly

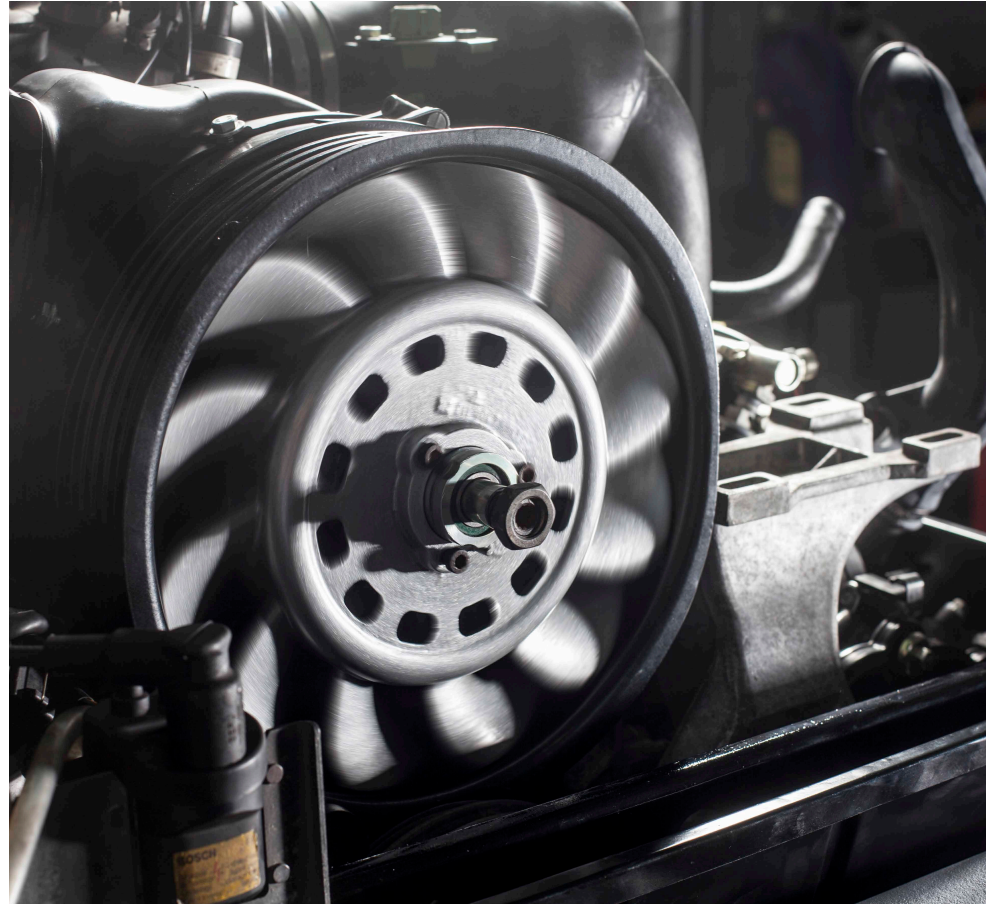
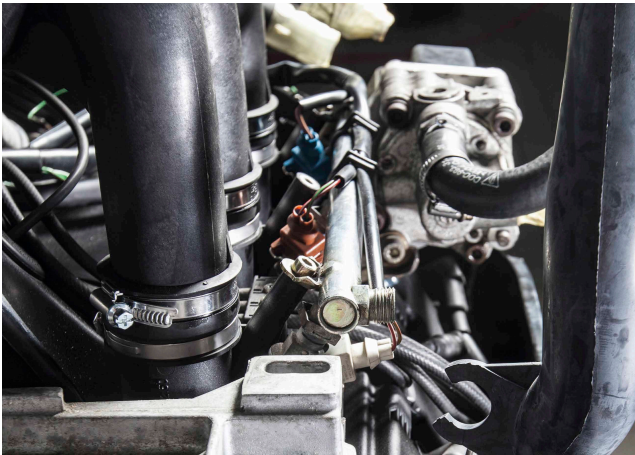
The 993 project returns to the Porsche Cardiff workshop. The brake calipers have arrived from being rebuilt and coated. Many hours are spent rebuilding polishing and fettling.



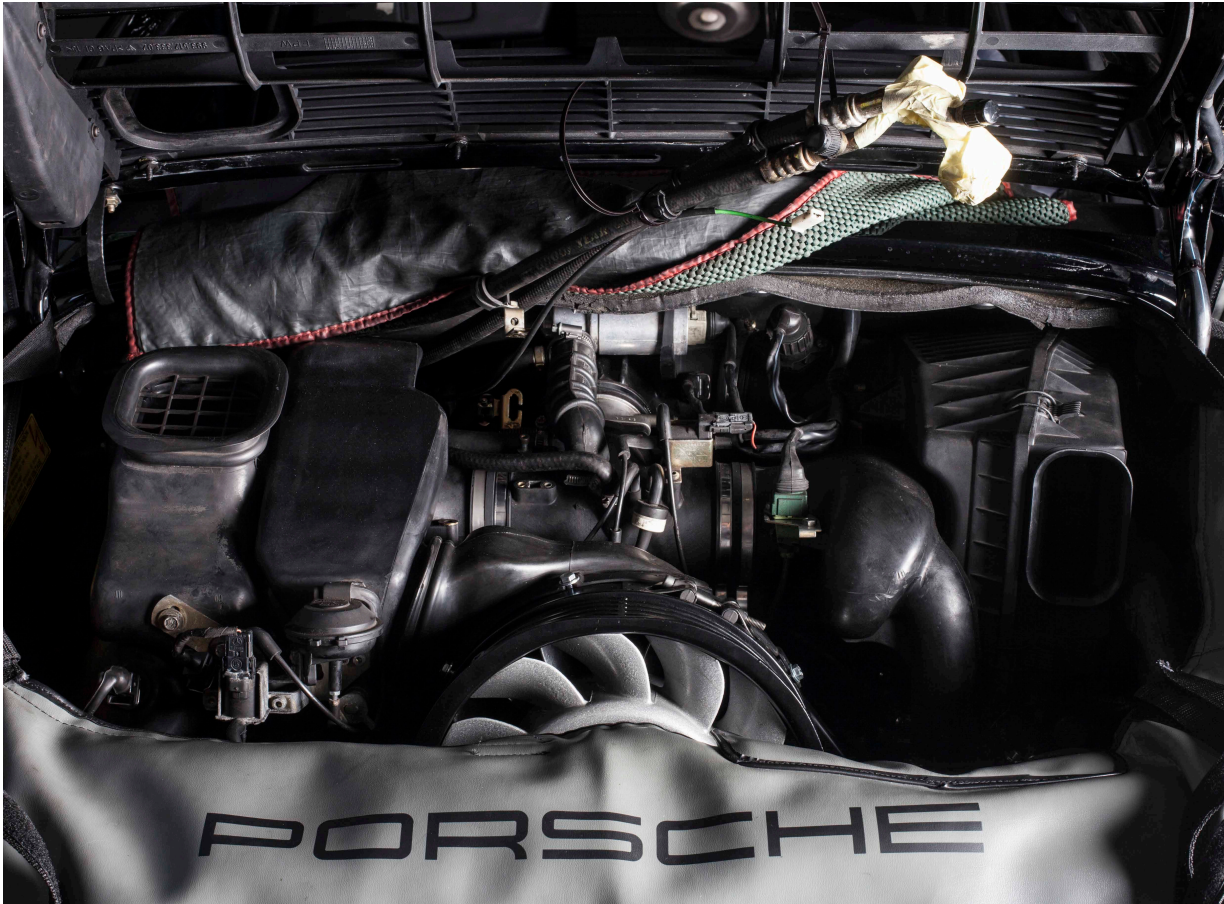


July 22nd - Engine Work

Returning to the engine bay, as with all air cooled 911's cooling fan & housing are prominent once the engine lid is lifted. This was removed and sent to a specialist for coating. All timing and valve covers were replaced and fitted with new polished fixings. This showed up the remaining original fixings and a decision was made to replace all the fixings in the engine bay, for aesthetic purposes only.

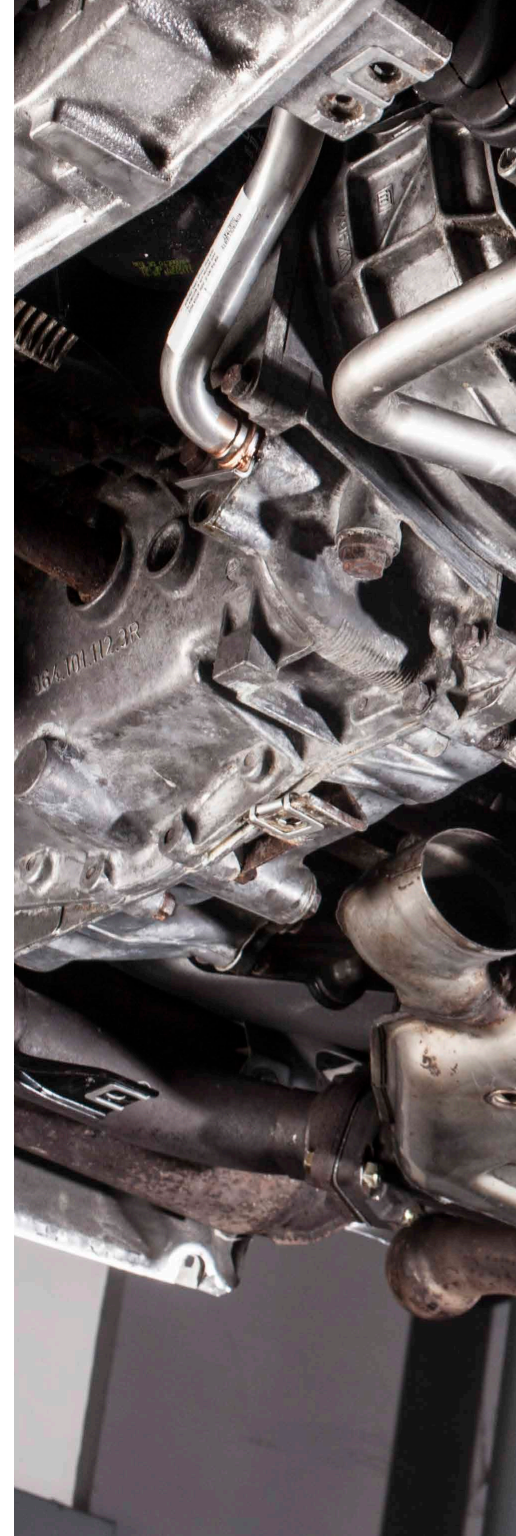


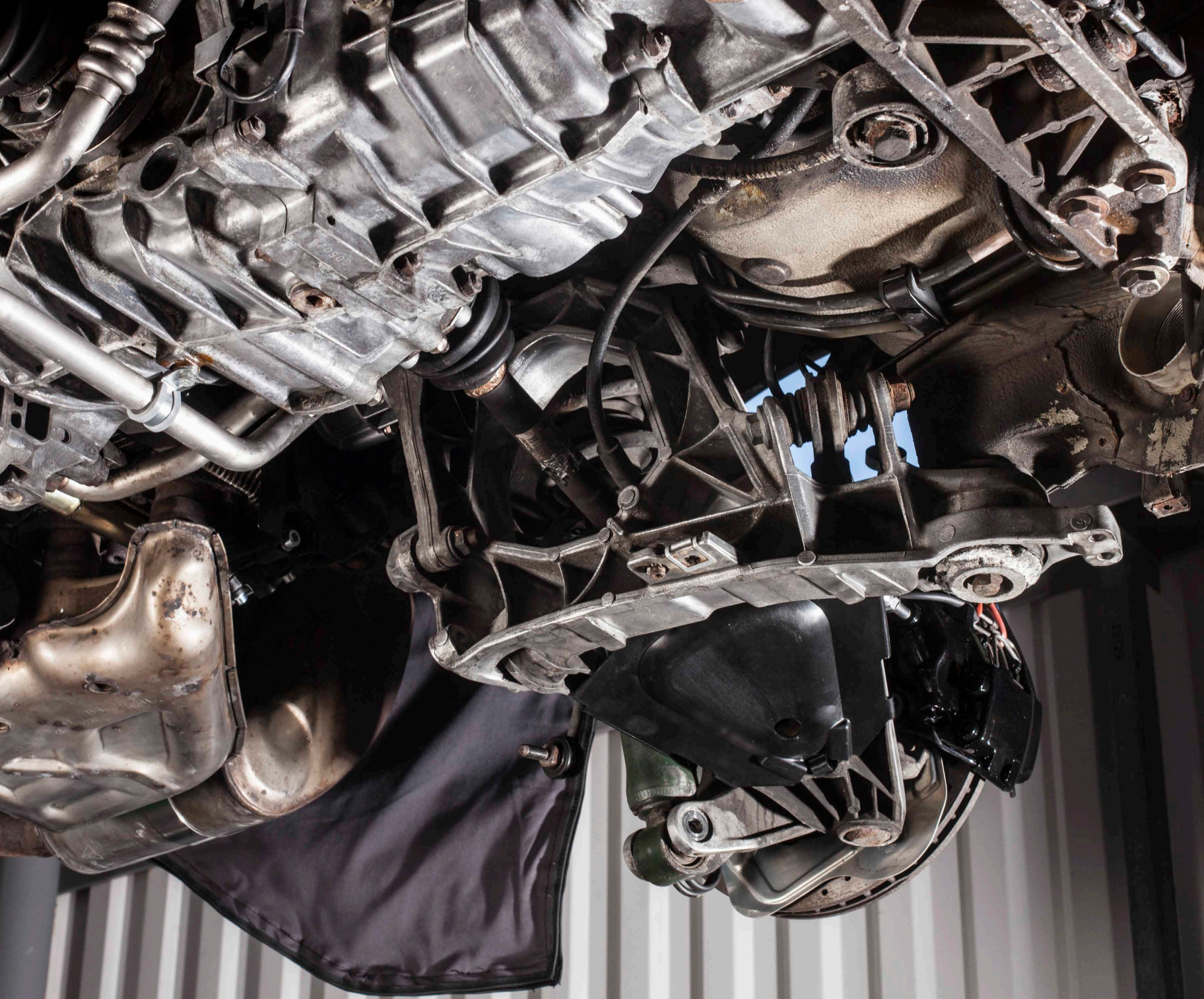
Clockwise from left: Replacing old bolts with new, freshly coated fan, cleaned up fuel rail and new fixings



August 2nd - First Start

After many hours of work by the team at Porsche Cardiff, the 3.6 litre flat six engine comes to life once more. With major mechanical work completed, it's time to focus on the interior and final tweaks to finish the car.







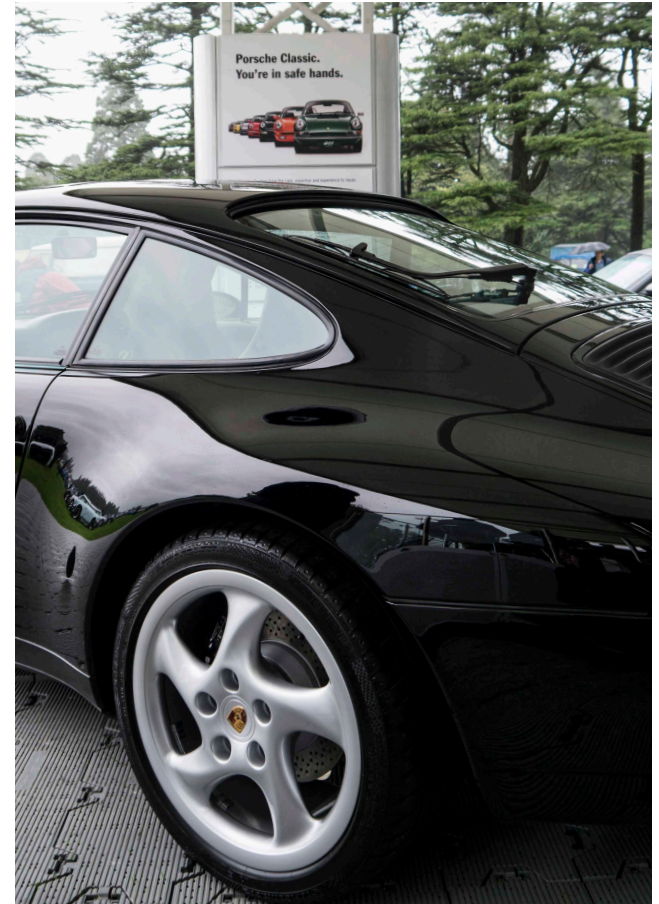
August 23rd - Interior



Clockwise from left: Replacing old bolts with new, freshly coated fan, cleaned up fuel rail and new fixings



September 15th - Tredegar Park



Clockwise from left: Replacing old bolts with new, freshly coated fan, cleaned up fuel rail and new fixings



September 23rd - Geometry





.911.

MAHA GmbH & Co. KG
DIN 15350-100





September 26th - Completed Car



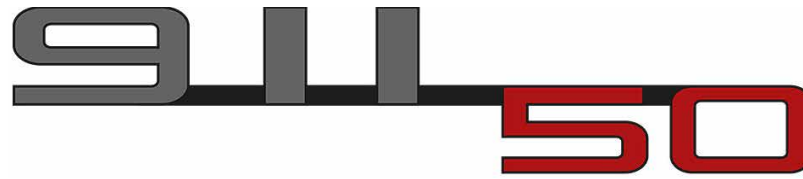
Clockwise from left: Replacing old bolts with new, freshly coated fan, cleaned up fuel rail and new fixings



This is the final printable page and will print on the left side

Perhaps a closing comment or credits of those involved with the project?

****This is the first page of the book****



Summary

The Porsche 993 summarises the generation of all Porsche 911 models built between late 1993 and 1998 – was the last and most advanced of the “true 911’s”, in other words the legendary air-cooled Porsches. It was the successor of the Porsche 964 and featured significant styling and technical innovations.

The exterior design of the front and rear bumper as well as front fenders including light units and rear lights was changed: The “blockish” and dominant shape of the front and rear bumpers of the 964 was evolved into a sleeker design that was more integrated and flowing much better with the 911’s design. The front fenders and light units no longer featured the characteristic “Torpedorohr” design (torpedo tube design) but were incorporated better into the cars design now with the lights sitting in place less steeply positioned and more aerodynamic. The shape of the 993 is considered by many enthusiasts as the most homogenous and balanced of all 911’s.

Technical innovations included an all-alloy multi arm rear suspension attached to an all alloy subframe providing a more direct and stable handling and eliminating all older 911’s tendency to oversteer when lifting the throttle during hard cornering.

The 993’s air-cooled 3.6 litre M64 engine was derived from the 964 including some refinements which included an improved engine management system and a dual-flow exhaust system incorporating two catalytic converters instead of one. With the 993 Porsche introduced a 6-speed manual transmission covering the increased speed range of 270km/h+ and allowing the driver to use the best torque range of 4500rpm+ in virtually every situation.