



Name: Mr Bump
Car: Porsche 993 Turbo
Year: 1995
Mileage: 59287
Date: 06/03/2012

Suspension report

Schedule

- Test drive and report
- Physical and visual suspension inspection
- Recommendations prior to agreeing scope of works, estimate and plan

Test drive report

- Car slips left when steering wheel straight at low and high speeds
- Car thrust left (tracks left against road camber) on acceleration
- Tramlining front axle at low and high speeds
- Darting to left and right on bumpy rural roads at 60mph+
- Balanced turn (right on test roundabout) (neither understeer or oversteer)
- Creaking from rear axle / rear body
- Rear dampers crash over man-holes/drains
- Slight steering vibration at/ between 50-60mph
- Overall the front axle is nervous at all road speeds and road conditions, preventing any speed to be used with confidence

Suspension inspection report (report of faults visually without removing parts)

- Car running near RS ride heights (too low) causing some bump steer issues (128mm front/112mm rear)
- Tyres performance/sizes/make/tread depths are all good (see separate report)
- Nearside front top mount – delaminated / unserviceable requires changing
- Front lower wishbone bushes are beginning to crack will require changing in near future depending upon mileage
- Play detected in rear right toe control arm ball joint and/or rear lower wishbone ball joint and requires changing
- Rear Bilstein PSS9 damping adjusters are seized (require freeing up)
- All suspension road springs are corroded, especially rears (may lead to spring breakage)
- Engine cover missing
- Rear lower wishbone ducts/covers missing

Recommendations

- Replace front wishbone bushes or replace wishbones as pairs on axle
- Replace rear toe control arm (however replace on axle as pair)
- Replace corroded springs with alternatives
- Set ride heights higher e.g. sport ride height (144mm front / 127mm rear) for fast cross country use
- Replace rear brake ducts to ensure adequate brake cooling
- Remove all dampers, service and repair, re-calibrate and refit
- Investigate rear brake bind, determine if due to plate lift or rust build up caused by non-use
- Set geometry of car specific to type of use e.g. A and B road car – no track use