

993 tiptronic or manual



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Book Descriptions:

993 tiptronic or manual

One of the reasons was the large percentage of Tiptronics that were actually produced. It was a popular option at the time, though today, many of us would far rather have the traditional manual gearshift. So, this is a question that has been asked a great many times over the years A simple gearbox swap, an extra pedal, some associated brackets to mount everything and it's all done, surely We either spot weld through the gearlever hole or plug weld in from underneath. Either way you need to remove carpets and sound deadening and have someone on fire patrol! If you do go for the RS lever, note that the console we welded in has oval holes and plastic mounts to carry the shifter tube. For a standard lever the tube goes in the low position. For the RS lever, the mounts are inverted and the tube is up in the high position. Leave adjustment points loose as you will need to tweak them later. You can use a loop of rope or string under the clutch pedal to pop it back up again when pumping. Do not overtighten them! You only need to see some of the custom build Porsches we create for clients to understand how we can transform a Porsche 911, both cosmetically and mechanically, into anything the owner may wish for. Back then i.e. before Porsche prices escalated to the level they are at today it was far easier to sell the Tiptronic and simply keep looking until you found the perfect manual car, be it a 964 or 993. That very issue is what prompted the conversion of this car. It ticked all the boxes. Guards Red, black leather interior, great paint, well maintained and cared for and with a great history. Apart from the fact it was, frustratingly, a Tiptronic. For this owner the cost vs benefit balance was very much yes, but for others this will vary. You have found your perfect 964 albeit a Tiptronic. It's in perfect condition and needs very little spending in terms of restoration and being a Tiptronic it's market value is significantly less than the manual equivalent.<http://mtt-association.fr/upload/canon-pixma-ip2500-manual.xml>

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Perhaps not enough to cover the conversion cost, but definitely cheaper If that is around the price you would expect to pay for your mythical, Unicorn manual shift 964C2 you have the answer to the question, "Is it worth it" In truth, every car is unique and every client's requirements are unique, hence this conversion is only a possibility which needs to be explored in greater depth and precise detail to decide on the true value of it. Notify me of new posts by email. Registration is free here Registration is fast, simple and absolutely free, so join up today for full access to the site and benefit from latest member offers. Does a trip affect performanceTips sell but arent worth as much as manuals. But nothing wrong with tips if thats what floats your boat. Very reliable and well put together transmission by all accounts.Does a trip affect performanceThe latter is more easy to overcome at resale time by pointing out the weight saving BUT that assumes the phone has rung.I would suggest you try and get a test drive in both.If you drive in town traffic a lot the tip has a lot of advantages.As for air con it is not a 993 strong point and can be expensive to fix, however if it is fitted it should work particularly in a coupe.If it is an occasional, special, car, then why would you get a tip. It saves you hassle in traffic but you wont be driving in traffic. Meanwhile you would be missing out on a fantastic gear change and a whole lot of fun. If you want to drive through London everyday.Especially one as brutally mechanical as the 993. Previous 911s 2.7 Targa, 3.2 Carrera, 964 C4. Especially one as brutally mechanical as the 993. Didnt fancy the heavy clutch but then again my choice.Again I use my car in fine weather ie when its warm so I want to enjoy it in some

degree of comfort. That is a very good price from a dealer if the condition stacks up. Not surprised you want good money for it. Very original looking car and one of my favs on the day. <http://www.giga.sk/storage/canon-pixma-ip3000-manual-print-head-alignment.xml>

It comes down to what you want from your driving experience. Especially one as brutally mechanical as the 993. My wife has a 330d auto with paddle shift, but 99% of the time I leave it in auto and change my driving style to suit its characteristics. Can't really blame the tip for operator error on that one though. I know ventilation generally in a 993 is wheezy at best, but properly working aircon turned up does a reasonable job even on the hottest summer days, plus it clears fogged windows quicker in the winter because aircon air is dried. In terms of the driving experience it is down to personal taste with most people preferring the manual. A well driven manual is probably faster than a well driven Tip, and a badly driven Tip will be faster than a badly driven manual. Once you are pushing on there is little difference. They take some getting used to though. And a Boxster 2003 Tip no longer in bits! But most of us do not have a 993 as our easy option. The run around is for easy, the 993 is for fun. Any car which was for run around purposes, I would consider as an auto. I just don't have the cash to consider my 993 as that!! Any word, phrase or graphic that in any way resembles anything to do with the Porsche name or organisation are registered trademarks of Porsche Automobil Holdings SE and Dr. Ing.h.c.F. Porsche AG. Classics Would you buy a Porsche 911 Tiptronic. It is an everlasting debate. Which gearbox is best. Kind of a different format we wanted to try out today. We recently took a Polar Silver 1995 Porsche 993 out for a spin. It's a beautiful car that will always be a popular choice among purists. By the way, while we were parked, several people told us how cool the car looks, and they were genuinely very curious about that car. Up until this one guy comes up and asks us whether the car is on sale it is actually on sale at Perego Cars, how much it costs and other very specific questions. His faced actually changed the moment he saw that the car was not a manual.

He walked away, crying. There is a lot of criticism around the Tiptronic, but the thing is it isn't a bad gearbox per se. The Tiptronic is an old school 4speed automatic gearbox that was later replaced by the doubleclutch automatic PDK. The Tiptronic is actually quite nice and we were surprised to see how smoothly the gear changes. It is perfect for cruising, not so much if you want to be sporty. The question is, would you buy one. I would like to express my deepest gratitude to Perego Cars, situated in Switzerland, for giving me the opportunity to review and shoot this car. It is currently on sale on their website. Comments 65 Dick Dastardly There is absolutely nothing wrong with an automatic transmission and I tend to see the manual gearbox absolutists as Luddites. 1 year ago Reply 1 Give Award 4 Jonathan Yarden Dick Dastardly They say it's the purists choice, I tend to disagree. 1 year ago Reply Give Award 2 Alex Barnby I once had a drive in a 993, also fitted with a tiptronic gearbox. The driving sensation itself; the noises, the shakes and rattles, the smells, the handling, the hunkering down when flooring it. All those things were tantalisingly amazing. But, there was one giant thing that let that car down. And that was the tiptronic gearbox. Yes, it is a good automatic for its time. But it was still slow and cumbersome and as a whole I would never opt for a Porsche fitted with a tiptronic gearbox. 1 year ago Reply 1 Give Award 3 Jonathan Yarden Alex Barnby Exactly, the tiptronic isn't a bad gearbox, but the manual is quicker and definitely more fun 1 year ago Reply Give Award 2 Josh S Well, Porsche is meant to be a sports car, especially the 911. Losing the ability to shift gears isn't the best thing you can get from a sports car you know. I don't really mind having a tiptronic, but I have to say that the manual will be my choice. 1 year ago Reply 1 Give Award 3 Jonathan Yarden Josh S I would also choose a manual.

<http://fscl.ru/content/bosch-gws-7-115-manual>

For the same reasons 1 year ago Reply Give Award 1 Bauke Van Dijk Mwoa driven a 997 tiptronic and it's a lot of fun. Shifts more than fast enough and albeit those flappy buttons are weird, they're easy to use. You can also certainly enjoy shifting down and blasting off. 1 year ago Reply 1 Give

Award 3 Jonathan Yarden Bauke Van Dijk These buttons are weird indeed, but as you said, you can easily overcome this, cause the gearbox is good 1 year ago Reply Give Award Dan Tanna I can tell you this is a super car to own, and the tiptronic gearbox is really engaging. Flick the switch and off you go like a bullet. Most of all its the sound and growl of the flat six air cooled engine that gets you going. Man or Auto true legendary sporst car. 4 months ago Reply 1 Give Award 2 Jonathan Yarden Dan Tanna Thanks for the comment Dan. Indeed, it's a great car to own whatever the gearbox 4 months ago Reply Give Award Show more Loading. Loading. 124 65 SHARE. That way you get the pic of potentially quieter life cars. Only a theory but if it can be done any ideas on cost. Do ECUs and other expensive bits need changing Never going to be a cost effective solution Im afraid. Bert Gearbox, clutch mechanism and hydraulics, probably the flywheel and maybe starter motor, pedal box, ecu to add, console, loads and loads. Shame its not cheaper and easier to perform. Ive had a 993 Tip and loved it at first but quickly went off it. I bought it because my previous 993 had quite a stiff clutch and was giving me grief in traffic. When I sold the Tip I bought a manual, and the clutch was lovely and light and nowhere as heavy as a 997. So you can get a 993 with a light clutch, trouble is, nice manual ones are thin on the ground especially in the best colour Polar Silver. LOL The other awkward thing about 993 clutches is the pedal movement which causes your heel to always lifting off the floor and float on the pedal which for me makes town driving pretty uncomfortable.

<http://dzkgjy.com/images/brother-sl-755-3a-manual.pdf>

Youve not driven a 997 GT3 then. Could never be described as light. The pedal height in a 993 isnt so bad, although I do wear size 13s. The other awkward thing about 993 clutches is the pedal movement which causes your heel to always lifting off the floor and float on the pedal which for me makes town driving pretty uncomfortable. Youve not driven a 993tt then. Its clutch has additional hydraulic assistance and hence is as light as any modern runabout. Has anyone done his recently or looked into it The value of the best cars lies in their originality I think if you get it done by someone reputable it wouldnt be that much of an issue come sale time. Quite surprised a marque specialist isnt actively offering it as a conversion. For a C2 I think I could probably do it in a few days if everything was ready to go and didnt have to wait for parts to arrive. You can maybe get some parts cheaper if you find more bits used or get some good deals on some bits like gearbox which could brink the price down a bit. Nothing much to sell after the conversion to recoup cash, tip gearboxes are worth 8001000 but take a while to sell if ever. More than 35,000 Porsches of all types reside in Britain. A remark that is more than usually relevant when our recessionary times have forced even Porsche GB at Reading and AFN in West London to reduce employment. For the Carrera 2 it meant the adoption of standard power steering, the latest in ABS electronic antilock brakes and the electrically raised and lowered at 50 and 6mph rear spoiler. The company offers a ten year anticorrosion warranty and backs this in Britain with three years for paint and two years for all mechanical and electrical components. These are the trio of front end panels that provide a flat under body section in conjunction with the panels that now wall in both engine and exhaust. That was at the November 1988 press launch and much of the efficiency is traced to twin sparking plugs for each cylinder.

<https://dyodocs.com/images/brother-serger-manual.pdf>

From 1700 to 6600 rpm more than 70 per cent of maximum torque is at your disposal. The chief customer benefits are provided by sensitive microprocessor electronics and the wide use of sensors to guard against distinctly unsporting automatic gearbox gestures, such as shifting up before a bend it senses the suddenly lifted throttle or during a corner it detects insufficient lateral stability reserves. The widely spaced four ratios rely on the fast lock up of conventional hardware such as a torque convertor and the diverse action of planetary gear sets under sophisticated electronic management to provide its unearthly speed and fluid change qualities. The selected ratio is displayed upon the instrumentation, but said illuminated display could be larger and more legible.

For 1991 a conversation with former Porsche racing Champion Steve Kevlin at Porsche GB revealed that coil spring rates have been mildly increased and that the rear end roll bar was down from 21 to 20mm. Especially as the Tiptronic, for all its electronic sophistry, still amounts to a purist sacrilege; the automatic 911. The change quality and speed is the best I have ever experienced in any kind of automatic, its seamless speed only hiccuping if the driver fails to match rpm to road speed on a manual downshift. It would also be advantageous if the first was a little less protected from selection, locked out for all practical purposes outside a virtual stop and pull away situation. Acceleration, away in second gear courtesy of the torque convertor, is far from sporting. Using ten of their own employees as guinea pigs, Porsche checked the 062 mph abilities of the manual 5speed versus the Tiptronic; only three Porsche people could better the 062 mph times set in the automated example. We tried two drivers, and the automatic mode versus manual selection, and still could only find fractional time differences.

In the Tiptronic model one does not juggle rear end traction versus horrifying rpm and clutch consuming antics; you simply motor off with a modicum of rpm built against the foot brake and torque convertor action. A good example was a greasy winter road full of the second and third gear swerves that could set the previous 911 three severe challenges; braking without a wheel locking; avoiding strong turnin understeer; attempting to cancel terminal final oversteer. This is the highest praise we can afford, for 911s have always provided a brand of motoring not approached by any other marque for balancing leisure excitement and working practicality. It so fluid and makes smooth, satisfying, progress easy. The only road car I have tried that approached the BMW M3 in this respect felt one charger. The five dials and their seven red needles are fine, but the distinctly scatterbrained 4 switchgear is almost English in its studied eccentricity. Items such as the small fascia rockers for sunroof and rear window wipe are well hidden and the rear screen heater is a pull knob that is a stretch away on the central dash. We had standard front seat outlines with the benefit of electric height adjustment, but would have also liked fore and aft electrical assistance at that optional cost, or to dispense with that feature completely. The 911 could stand a diet in 1991, and there will be the option of buying a lighter weight Carrera RS version based on the Carrera racers and 260bhp in 1230kg, or less. You may have to use some ingenuity to secure a place in the RHD queue, supplies limited to 150; the LHD total is only scheduled to reach 1800 examples. It dislikes road joints such as concrete slabs with a ferocity that is almost familiar from the writer's even stubbier Honda coupe.

I do not think I could recommend the harder yet Sport option until the potential customer had tried the standard layout, which is much more comfortable as soon as you tackle the kind of quicker motoring that a 911 absorbs so pleasurably. A multiple function onboard computer readout proved accurate to within 1 mpg on crosschecked runs and emphasised that 20 overall mpg was well within motorway reach and that the front tank with traditional nearside wing access will allow 265 miles at our near 18mpg average before the 10litre reserve is required. Their Weissach project engineers genuinely enjoy their work and it shows in the durable excitement that the 911 has created in a 27 year public life. Ultimate enthusiasts should find that the Carrera 2 RS answers any suggestions that the 911 has now been tamed into senility, but to somebody like the writer who has track tested more than 20 examples of the breed as well as performing this kind of full road test at regular intervals since 1975 the Carrera 2 exceeded expectations. As to the transmission, I would heartily endorse Tiptronic effectiveness, but would comment that for those without an urban slog the Carrera 2 fivespeed is a vast improvement over previous Porsche transaxles and that it now requires no adjustment of driving technique to deploy the manual model effectively. The Carrera 2 reincarnation, especially with Tiptronic transmission, is probably more attuned to the conditions of today than any 911 in that honourable production history. JW Capacity 3600cc 100 x 76.4mm. Dual ignition system activates two spark plugs per cylinder. Bosch LJetronic plus Digital Motor Electronics DME fuel injection and ignition management; 11.31 Cr. Max Power 250 bhp 4 6100

rpm.Rearwheel drive, Tiptronic utilising torque convertor, planetary and Simpson gear sets. Final drive 3.6671. Steering Power assisted via servo pump from toothed belt camshaft auxiliary drive; rack and pinion, 18.451 ratio, 39.2ft turning circle.

Light alloy 6J 16 inch front wheels, 8J x 16 rears.Edinburgh Cavalcade.Check here for latest versions. This car is cosmetically and mechanically solid. I recently did the 60k service and its all good. I have two questions. First, the easy one.can I move the seat rails back so that there is more leg room. Second question is in regard to switching from Tiptronic to Manual. Whats involved Estimated cost Affect on the value of the car. What do you think Join PCA to participate in our community. I dont have a code to reset the pcm. How can I get the code All Rights Reserved. If you need to, ie at a Dyno, turn the engine off for 30 seconds and restart before revving. However since revving in neutral isnt a part of my driving habit Im not too worried. I am fully aware of the issues with size and weight space as an issue however I thought it a worthy discussion point. Probably the most useful post I ever can across explaining how they were programmed was this one After doing a whole lot of very fun experimentation with activating the sport mode, I find just going to full manual mode is the most practical approach to going faster. But I do love how clever it can be if you give it the right signals. It is a shame many drive these without understanding how to use them and are left with the impression they are doughy and unwilling. Having only 4 speeds to cover quite a broad speed range results in a large spread of ratios. Something that gives the 6 speed manuals an immediate advantage that is best shown in the 0 to 100kph times. While it would be nice to have more ratios to choose from, going down that path is a slippery slope as whats next. Variable valve timing, overdrive for better economy, a water jacket for less mechanical noise, 4 valves per cylinder for a better shaped combustion chamber and more valve area. A slippery slope that leads to surprise surprise, a 996. Nah, 993s are just perfect how they are. Actually thought of you when I posted it!

Graeme Graeme, I have a copy of the factory workshop manual and its explanation of the transmission is limited, so maybe that poster is referring to something else.Select Manual mode. 1st gear selected floor throttle and hold 6800 into second 6800 into third and you are in 6 points territory. too easy. Place and location withheld. Mine seems to be more sensitive to the speed of the throttle angle change rather than the actual extent of throttle opening.Your comment about the soft and slow shift is because I think it is still in the comfort map and is not due to a temperature protection issue. To protect the transmission from high temperatures I would expect the shifts to be quick and firm and the torque converter to be locked as much as possible to minimise heat generation. Yes the differential on the Tips cars only holds 900ml so it is probably a good idea to change regularly given all the hooning youre doing! At all other times it is locked up as tight as drum to the point that it feels like a manual car in terms of its sensitivity to the throttle and the engine braking effect. Quite a different feel to the automatic work cars I normally drive. Cant close those ratio gaps though! Paste as plain text instead Display as a link instead Clear editor Upload or insert images from URL. The site may not work properly if you dont update your browser. If you do not update your browser, we suggest you visit old reddit. Press J to jump to the feed. Press question mark to learn the rest of the keyboard shortcuts Log in sign up User account menu 2 993 tip to manual conversion I would like to know if it is possible to replace the auto with the 6 speed manual from the Carrera 4S. The 4 speed auto is alright for driving but it is simply not engaging enough. Massive endeavor in every way. Many just pay premium for manual over tip vs considering a swap. Long live the split grill. But we can have you rowing gears by this weekend.

Conversions like that are almost never straightforward, and you wind up spending a mint on stuff like new heater boxes or brake lines or other stuff that you never would have guessed would need to be changed. All rights reserved Back to top. Please upgrade your browser to improve your experience. However, I am not charting the traditional history of Zuffenhausen's legendary sports car today, something that has been done with regular occurrence in the past 12 months. Instead, my

attention is turned to each car's gearbox, hidden away under the trio of enduring silhouettes before me. Yet the ascendancy of PDK now leaves me in a minority when it comes to new 911s. Since the late Sixties, you could choose to make your left leg redundant at the helm of a 911, with all three Stuttgart stunners before you leaving the factory bereft of a clutch pedal. Even then though, I still reached for the keys to the manual at the end of the day in a display of deeprooted traditionalism that, if extrapolated to its logical extremes, would have me hunting for my dinner rather than heading to my local supermarket. Having not driven a PDK 'box for a while, I'll start with the 991. Maybe absence has made my heart grow fonder. Alternatively download it straight to your digital device now. Visit our corporate site. England and Wales company registration number 2008885. Being the last aircooled 911, the 993 turned into a sought after collectible over the years. Thanks to steady evolution of the Porsche 911's reengineered concept for more than 30 years, it earned a reputation for being highly sophisticated and durable. But still, you should consider some points when in the hunt for a Porsche 993. This buyer's guide will help you out! Harm Lagaay, then responsible for the design at Porsche, overhauled the classic 911 concept in some points. For the first time in 30 years, the profile of the front fenders was changed. The car became lower and got new elliptic headlamps.

Besides, the bumpers were now fully integrated. Gone were the days of the torpedo tubes for the exhaust. Until today, many enthusiasts state, that the Porsche 993 is the prettiest 911 of all time. The fourth generation Porsche 911 was introduced in Coupe and Cabriolet form. The Targa version followed for the 1996 model year. In total, roughly 27,900 Porsche 993 Carrera Coupes and 17,900 Carrera Cabriolets were built. The Targa is a bit more exclusive with 4,600 units. To separate the Porsche 993 Carrera S and 4S, take a look at the electric spoiler. On the S, the air vents on the spoiler were split in the middle. Otherwise, the 993 Carrera 4 S got a bit more kit as standard. Trip computer, air conditioning and electric seats for example. As there are fewer examples of them, they are a bit more expensive than the base Carreras, naturally. Porsche ended the 993's production at the end of march 1998. Besides obligatory checks of the panel gaps and the rubber inserts between the panels, a view from underneath is highly recommended. Damaged undershields can be a hint to neglected maintenance by previous owners. The Porsche 993 Carrera may be fully galvanized, but a closer look underneath the panels is a must. Bad repair jobs at the front can be easily identified by lifting the boot's carpet. Due to assembly errors when swapping the windscreen, rust can occur there. If you can see spots of rust, the repair bill will be hefty. Therefore our advice would be lifting the rubber sealing in the corners and taking a very close look. The 993's door retaining straps aren't the sturdiest and are therefore prone to fail. In case you hear a cracking noise when operating the doors, be prepared to replace them. Porsche once recalled all the cabs to change the roof locking mechanism and defects at the drive for the electric roof can occur. Same applies for the bonnet dampers, which get a bit weak over the years, not holding up the hood anymore.

But that's an easy and inexpensive fix anyone could do on his or her own. Bore and stroke are identical to the 964's engine. For the 1996 model year, Porsche introduced a variable intake system, called VarioRam. That increased the 993 Carrera's power output from 272 to 286 hp. In case the first owner ordered the factory power increase WLS, the engines even produced 300 horses. The failure prone flywheel was updated, the valve clearance was now operated automatically by more or less maintenancefree hydraulic tappets. Thanks to that, checking valve clearances at the service was no longer a thing, which made inspections more affordable. Another problem, which Porsche solved was related to the ignition distributor, or to be precise, their timing belts, which plagued a lot of 964 owners. Due to all these little tweaks, the 993 Carrera's engine has a reputation for being more reliable and easier to maintain than its predecessor. Postponed services and repairs can lead to a sudden loss of all the fluid and catastrophic engine failures as a consequence. The main seals sometimes leak, same goes for the valve covers. But it's not only the seals, that fail there. Under much heat, the covers themselves can warp. Moreover, please pay attention to the oil lines.

Sometimes, the fittings could fail, which in the worst case could lead to a massive oil leak. When you notice a drop in oil pressure, please should the engine down immediately. Otherwise your engine may need a complete overhaul. And while you check the oil lines, please inspect the oil catch tank and its pressure hoses as well! These late M64 engines like to burn a bit of the black gold as well. With the boxer engine layout, it's not unusual that oil can find its way past the piston rings into the combustion chamber. When coldstarting the engine you'll then notice blue smoke. The more worn the piston rings, the worse. In some cases, the valve guides wear out, due to excessive heat.

Oil then can get past the guides into the combustion chamber from the other side. Roughly a litre of oil every 600 miles is pretty normal for these engines. Especially when using the car for short distances, oil consumption could add up to 1.5 litres per 600 miles. That leads to a USCaronly problem, as their secondary air system can coke. But the devil is in the details! At the connecting parts, there can occur massive corrosion. Engine and gearbox mounts tend to wear over the years as well. If they're worn, you'll notice vibrations in the cabin and the gear lever. Failing mounts can even lead to leaking exhausts or headers, so be careful. Leaking clutch master and slave cylinders can be a problem as well. The garboxes a newly developed 6speed manual or the 4speed Tiptronic are more or less known to be fairly reliable. Porsche even made the allwheel drive system cheaper to maintain, but some jobs can only be done properly with the right software. That's why we would suggest, that these cars should only be serviced by specialists. Be prepared for a costly replacement of the brake calipers, if they show any sign of corrosion as these are made of aluminium. If your air conditioning doesn't cool your car down, another hefty bill could be on its way. As with the Porsche 964, repairs can easily reach fourfigure prices. Therefore, there aren't as many rotten examples for sale. The exact opposite could be said for the Porsche 993. Thanks to the constant high price level, not many 993s were sold to owners, which weren't really wealthy enough to maintain them. What does that mean to you. There aren't that many "rats" up for sale. As Porsche evolved the 911's aircooled concept to the max with the 993, it has a well deserved reputation for being a sturdy and sophisticated classic. Another evolution of the aircooled engines would have been way too expensive for Porsche, as emission regulations were getting more strict in the late 90's.

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