

PPI 993 Supplemental Inspection List.

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Things to consider when purchasing a 993.

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- Key & Fob –6
- Underbody Covers -6

Disclaimer: I am not a professional automotive technician and some of the items listed in this document are opinions as to what to look at therefore please feel free to use this document as a guide among other sources of information and at your own risk.

The first question is why are you buying a 993? If you are looking for a weekend or daily driver it may be worth considering one with greater miles on the clock. A well maintained 993 with 80K miles can be found with a recently serviced clutch and transmission as well as other completed incremental service items whose cost can add up quickly otherwise. The need to service certain items on a 993 at this point are influenced by age to some degree rather than miles driven. Things such as steering rack leaks, oil leaks, strut cartridge failures and hydraulic lifter seal failures. Also be aware that not all condition related items can be identified through inspection. For example a car that consumes greater amounts of oil can only be reliably identified over time.

Inspecting a car for purchase:

I do not put a lot of faith in Pre-Purchase Inspections (PPI) by third parties as they will generally only capture gross mechanical issues and miss most wear related parts and body condition items. Unfortunately every few months I read the rants of a Rennlist member who has purchased a car where the inspection was done by a Porsche dealer or independent dealer who has the vehicle for sale or the dealer or shop that has been servicing the vehicle for the seller. Invariably undisclosed or simply missed issues arise poisoning the relationship with the new owner and potentially sully a service provider's reputation unfairly and unnecessarily. The solution to this issue is to not have the inspected done by the selling dealer or in the case of a private sale by the seller's servicing entity.

Inspections by any dealer or local servicing shop should be reviewed very carefully as items you would consider expensive repairs they may consider routine maintenance or minor nuisance items and not worth mentioning until after you have made your purchase.

New car Porsche dealers are no longer universally familiar with these older cars and therefore may not provide any enhanced inspection simply because they are a Porsche dealer;

- **Mail-order Brides** - Buying online from an on-line or eBay based independent dealer requires special handling. The best solution for any remote buy is to negotiate the price contingent on an inspection and then fly down and look at the car. Let's face it, buying a seventeen plus year old car without personally inspecting it and driving it around a little is a train wreck in the making.

For any purchase, if at all possible, look at the car yourself with the help of a friendly local PCA member who knows how the car should drive and feel. Making a request through the 993 Technical Forum on

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Rennlist.com will usually turn up a PCA member in the geography where the car is located who will be more than glad to assist you.

- **CarFax** is only as valuable as the facts they have in their system. Once out of warranty, something that happened a long time ago with these cars, they are generally serviced and repaired by their owners DIY or small independent mechanical or boutique body shops. These sources of repair almost universally do not report on their work to anyone CarFax uses as an information source. Beyond having a salvage title in its history these reports, I feel, are of little value.
- **Salvage titles** can be in the history of a car for a number of reasons unrelated to damage or flood recovery. For example a stolen car claim from an owner where the car was towed from the spot the owner illegally parked it while bar hopping and then makes a stolen loss claim with their insurance company. Six months later the tow lot owner, wanting their back storage fees, gets in touch with the now former owner who refers them to the insurance company who now has a car to sell on salvage title. It is surprising how often stuff like this happens especially way back in the 90's. So having a salvage title in a car's history can represent an outstanding value or a nightmare in the making. In such cases try to ascertain why the salvage title was issued before considering one of these cars.
- **Leak Down Testing** - I hear lots of discussion about leak-down testing of engines as a validation of engine condition. From reading the comments I have come to believe that the conditions under which such tests are done vary widely from shop to shop making such tests suspect as an absolute test of condition. On the upside a poorly done test will generally signal the presence of an issue where none is present so from a perspective purchaser's perspective any erroneous adverse results will simply cause you to walk away from a car.
- **Body & Paint Work** - Seeing the age of these cars paint & body work is present on most examples. For example I am on my third rear bumper cover as cars have scraped and bumped my car while parked in the local shopping center. Cosmetic damage to parts that bolt onto the car are not a big deal as they can be replaced and restored to original condition, things such as hoods, doors, front ¼ panels, front & rear bumper covers.
- **Why Paint Matters** – A repainted or “over sprayed” car is a big deal as properly applied paint will last the life of your vehicle. One stage paint uses a primer and one or more top coats that carry the color. Two stage paints involve a primer, color layer(s) and a clear-coat top coat that provides the gloss. If the car you are looking at was originally painted with single stage solid color paint any repainting should have been done the same way.
- **All acrylic paints**, the most commonly used, are somewhat brittle. This can cause repaint failures such as clear coat peeling around edges, failing from UV exposure or paint cracking or flaking off a bumper cover with minor flexing. The most durable and flexible paint is a two part urethane sometimes called 2K, used with a catalyst. Once it hardens it is much less susceptible to damage from chemicals, weather, or UV rays. It retains its flexibility/adhesion and if applied with a proper compatible primer will outlast the car. It is available as both one and two stage paint. Bumper covers flex. For this reason using a 2K urethane paint is especially important when painting them.

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- **Impact damage** to a door jamb or in the rear quarter panel areas can profoundly diminish the integrity of the car and so should be carefully investigated. Also any serious front end or rear damage where the unibody was involved signals that you should not be considering the car. Such damage is identifiable by a competent body shop guy not a servicing mechanic.

Major Inspection Items:

- **On Board Diagnostic Codes**– Have someone with Durametric Software or the dealer read out the OBDC codes and the engine & drivetrain information. This will catch issues that a visual inspection may miss, things such as faulty heater servos and other codes that may exist but do not throw a check engine light. It will also validate what engine and transmission that should be in the car.
- **Vehicle Identification Numbers:** Check to make sure the VIN on the title matches the information in the door jam, stamped on the body under the frunk carpet and the correct serial number is stamped on the engine. This will ensure you are not looking at a car made from assembled parts after it left the factory
- **Option Stickers:** Look at the information on the sticker under the frunk hood and the owner's manual. They should be identical and show the same VIN number as on the car's windshield. A missing hood sticker suggests that the hood may have been replaced
- **Clutch** - IF not done once in the past. All sorts of shifting issues can present when a clutch is at the end of its life including slipping on acceleration, a hard to actuate clutch even dinging gears when shifting
- **Transmission: 1st & 2nd gear synchros** – IF the gears tend to grind slightly while shifting especially in cool weather when the car is cold. Grinding is a sound and feel of the system slipping over multiple synchro teeth with every shift into a specific gear
- **Differential repair** –Pull and check the transmission drain plug for metal chunks, looks different than metal filings at plug. Metal chunks are an indication that the differential has been chipped from aggressive driving induced wheel spin since the last lubricant refresh.
- **Steering rack leaks** - Substantial dripping on the underbody cover suggests an established leak necessitating the need for a rebuild.
- **Replacement of hydraulic lifter cartridges** - IF noisy, sounds like a bucket of ball bearings rattling around, at startup after sitting for a day or two
- **Strut cartridges and or springs** - IF car bounces on rebound while driving, the suspension sits low or seems harsh on brick or cobblestone roads.
- **Tie rod ends** IF play is present

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- **Check for Vacuum actuator leaks on engine** – When one of the five vacuum actuators, four of which are mounted on the engine or any of the rubber fittings, these can add up in cost to replace
- **Check engine light – All issues.** Most importantly the secondary air injector issues as these can be expensive to fix.
- **Dual Mass Flywheel check** – Should not exhibit a rattling sound when the ignition is switched off.
- **Alarm light on door - Flashes** in couplets when the car is locked using the remote key fob – This is an indication that there is some issue with the alarm
- **HVAC Servo Motors** – This will show up as an OBDC code when the code are run on the car. The servos can be rebuilt but some are hard to get to and so expensive to repair.
- **Battery Not Charging** - A 993 should exhibit 13.5 to 14.5 volts with the engine running and a fully charged battery with a voltage of 12.5 volts at rest after the engine has been just turned off and can creep down to as low as 12V over an extended sit with the alarm energized
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Minor inspection items:

- **Door check strap fix** - IF making a loud “click”, “pop” or “cracking” sound when the door is opened or closed. You may have no sound but observe the strap mounting point on the A pillar shifting slightly as you open or close the door, a sign of future failure. This can be an expensive body fix.
- **Door seal repair** – If you notice that the door seals on the car look worn where you foot passes over the threshold.
- **High mounted tail light** - Missing some illumination teeth,
- **Airbag light is on** - In many cases this is a non-deployment related airbag system error identified by the air bag warning light in the clock extinguishing a short while after the car is started.
- **High mounted stop light not working** – This is a common electrical issue related to a failed connection where the wiring passes through the glass
- **Window up/down switch non-functional** - In most cases the pivot on one side of the rocker paddle has sheared off causing the switch to malfunction. These are easily replaced
- **Audio system speakers dried out** producing poor sound. Universal issue if not replaced by now

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- **Cracked fender guards** – 993 came with clear fender guards to protect the rear wheel arches. These guards develop stress fractures as they age. Putting new ones on is quite easy. Taking the old ones off, not so much;
- **Key & Fob** – The car should come with two electronic key fobs.
- **Underbody Covers** - The 993 was carefully designed to have a smooth underbody. This includes three underbody covers. The engine cover is regularly left off by owners, no biggie however check to make sure you have the transmission cover.