

PPI 993 Supplemental Inspection List.

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Things to consider when purchasing a 993.

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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

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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 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.

- **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

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you are looking at was originally painted with single stage solid color paint any repainting should have been done the same way.

- **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 exist but may 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 even after the car has warmed up.
- **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 potentially 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. They are easy to check by having someone run the car for a short while and turning the car off and remove the key. With the engine hood open and observing the engine have a friend turn the ignition on w/o starting the engine. This will cause all four actuators to cycle on the engine something easily observed. The 5th actuator can be checked by pressing the recirculating air button on the climate control unit on the dash. There should be a sound of a cycling from under the dash.
- **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/immobilizer.
- **HVAC Servo Motors** – This will show up as an OBDC code when the codes are run for the HVAC module on the car. The servos can be rebuilt, the ones under the cowl are hard to get to and so difficult to remove and install.
- **Battery Not Charging Correctly or battery not holding adequate charge** - A 993 should exhibit 13.5 to 14.5 volts with a known good battery, the engine running and the alternator functioning properly. A fully charged battery, in good condition, will exhibit a voltage of > or = to 12.5 volts at rest just after the engine has been turned off •

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 if the mounting point has completely come loose. Look for inappropriate tack welded repair at stop pin hinge point on A pillar

Minor inspection items:

- **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

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- **Audio system speakers dried out** producing poor sound. Universal issue if not replaced by now
- **Cracked clear 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 keys and 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, viewed as a best practice, no biggie however check to make sure you have the transmission cover.
- **Frunk hood and engine lid struts** - These struts fail regularly and in many cases are left unattended to
- **Properly functioning electric sun roof** – Can be related to jamming issues are quite common.
- **Identification Owners manual present** - page 4 with Vehicle Identification Label (VIL), dealer stamp (where purchased). Service stamps from dealer present.
- **Identification** Same numbers should be on:
 - VIL pasted on underside of trunk lid
 - VIL on the door jamb
 - VIN tag on lower left side behind windshield
 - VIN in the trunk under the mat on a tab under the fuel tank
 - VIN On engine under AC Pump
 - All VIL should be present and match –note if missing or no match
- **Title Present** The seller has the title for the vehicle
- **Body Grills-** If present under bumper in front of front wheels are not cracked or missing grill segments.
- **Excessive grounding scrapes** - Under front bumper- should be little, look for signs of cracked bumper fascia, air dam or broken cover
- **Aftermarket undercoating** should not be present
- **Excessive paint chips** on front hood, corrosion?
- **Body rubber looks original** - As supplied from factory - no evidence of misalignments

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- **Door jambs look original** - No repaint
- **Door latch striker plates look original** - No deformation of mounting bolt socket head from use of aftermarket wrenches to replace striker plates, no corrosion – driver & passenger door jams show similar wear, dirt - latch hardware should be shiny
- **Chips on headlight lenses** - No haze on lens
- **Stop and turn light lenses** - Show scratching consistent with miles - very little to none
- **Rear tail** - Raises and lowers when driving and when manual switch is flipped, does the electric motor run quietly?
- **Window glass** - Evidence of leaks, cracks present, bubbled paint along bottom edge of windshield or rear of car glass
- **Drive Train & Brakes** No evidence of hydraulic brake leaks
- **Drive Train & Brakes** Shifts smoothly
- **Drive Train & Brakes** Shift knob shows reasonable - little wear
- **Drive Train & Brakes** Clutch travel proper – no slipping or grabbing engagement, no rattle when not engaged
- **Drive Train & Brakes** Shifts through all gears properly on road
- **Drive Train & Brakes** On low speed aggressive stop Anti-lock brakes kick in (pulse) just after wheels begin to slide before full stop.
- **Drive Train & Brakes** Wheels, rotors & calipers should show no sign of corrosion or physical damage. Should show finish wear and dust consistent with age and similar on all four wheels.
- **Drive Train & Brakes** Brakes smooth no disc pulsing pulling or noise - should be very solid feeling.
- **Drive Train & Brakes** Rear collision damage repair -Body feels stiff and tight on bumpy roads (tire sounds "ring" through body rather than sounds dull)
- **Drive Train & Brakes** Doors do not rattle - line up with body correctly.
- **Drive Train & Brakes** No valve or timing chain noise
- **Drive Train & Brakes** Proper exhaust note no sheet metal rattle sounds
- **Drive Train & Brakes** When in gear RPM's run up to redline without hesitation or gear box noises through first and 2nd gear

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- **Drive Train & Brakes** On start-up all dash warning lights illuminate including "!" symbol and all extinguish and remain off once engine is running
- **Drive Train & Brakes** tire condition even tread
- **Engine** Engine shows dust consistent with miles.
- **Engine** Absence of heavy oil grime on engine top, bottom of engine hood and ancillary engine compartment components
- **Engine** Under body shields in place.
- **Engine** Under engine shield / tray present and not damaged
- **Engine** With under engine shield removed engine shows no "wet" oil seepage.
- **Engine** Engine shield not covered on upward facing side with wet oil.
- **Engine** Oil leaks from main shafts front and back of engine
- **Engine** Inside engine oil filler cap show no corrosion and little or no oil froth or film
- **Interior** Carpets original and show reasonable wear consistent with mile on vehicle
- **Interior** Seat skins original (should exactly match color of back seat covering) - no cuts or major bruises
- **Interior** Interior shows wear consistent with miles
- **Interior** AC works
- **Interior** Windows Work
- **Interior** Heat works
- **Interior** Wipers work
- **Interior** Windshield spray works
- **Interior** Turning signals work
- **Interior** Horn works
- **Interior** Car does not smell musty or smell of deodorant
- **Interior** Leather stains, discoloration, deep grain (age marks), crushed padding, worn bolsters etc.
- **Interior** Test rear window wiper if present
- **Interior** Mirror controls work

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- Interior Audio System works
- Trunk Trunk mat clean front and back - no sign of water or battery acid
- Trunk Spare tire air pump is present
- Trunk Absence of corrosion on battery base