

	Front	Increase Over US Stock in %	Length of Front Spring (mm)	Diameter of spring (mms)	Rear	Increase In Lbs./Inch of compression over US Stock in %	Length of Rear Spring (mms)	Diameter of spring (mm)	Overall Ride Height Lowering	Comments
US Stock Measured by M. Schacht 1/4/06	143	N/A	307.97	11.0	297	N/A	349.25	13	N/A	Stock Specs
M030 PCNA (Bruce Anderson, Excellence Tech Notes May 2001, pg. 108..)	164	13%	See Below	See Below	280	-6%	See Below	See Below		Bruce Anderson, pg. 206 of the Porsche 911 Performance Handbook, 2nd edition, states that the M030 RoW lowers the car 20mm (0.78 inches) lower than US car. Gert says 3/4 to 1" lowering, 10mm to 45mm.
M033 Lowering springs, shorter springs with stock spring rates. Gert Carnewal	143	N/A			297	N/A			10mm to 45mm	The M033 data is from Gert Carnewal's web site http://www.carnewal.com . Why the delta on the ride height lowering since the ride height on the Monroe struts and shocks is not adjustable to any great extent, front with minimal thread and rear, non threaded with rear height controlled by one (1) of three (3) shims, 3mm, 5.5mm and 8.0mm. This is the comfortable ride option with the effect of lowering, not a sporting ride.
M030 RoW (Bruce Anderson, Excellence Tech Notes May 2001, pg. 108..)	153	7%	To be measured once I get my hands on a set.		285	-4%	To be measured once I get my hands on a set.			On Gert Carnewal web site, he posts a reduced ride height of 3/4 to 1", 10mm to 45mm, over US stock... it would appear that the spring rate is very similar to M030 (US). I need a set to measure on the Longacre Spring Compressor with digital readout.
M030 (US) measured by M. Schacht 1/5/06	150	5%	311.20	11.5	298	0.34%	313	14mm	-36.51	The major difference between Stock US and M030 (US) is the M030 (US) spring is 36.5 mm shorter, allowing for a lower ride.
993 TT Springs (Measured by M. Schacht)	159	10%	311.15	11.5	292	-1.68%	317	14mm	-32.25	As we knew, the 993TT is delivered with M030 (US) springs. They have the M030 (US) markings. On this set of front and rear springs, the rears are actually taller than the M030 (US). This may be to compensate for the nearly 300 Lbs. extra weight or the 993TT over the NA cars.
993 RS (Estimates B. Gagnon) Note: These are progressive non-linear springs	250	75%			450	52%				Bruce Anderson (Ibid) says (Pg. 208), RS ride height from ground to inner fender lip, front and rear, is 24.5 to 24.625"
H&R B. Gagnon 964 Cup Car	450	215%			675	127%				
H&R Coil Over Kit, Gert's number 29954-1	295	106%			360	21%				
H&R Coil Over Kit, Sport Suspension, Gert's number 29590-1	350	145%			375	26%				
PSS9s Lowering Springs/Eibach, H&R, Hypercoil, etc.	225 - 250				400 - 685					Data from Gert Carnewal's web site
From Viken Bedrosian										
For the 993, there were four (4) different ride heights. Taking the US height as a reference, here's how they were:										
1- M032 - USA/Canada ride height (this includes USA M030 Sport option)										
2- M029 - Standard ROW ride height - 20 mm lower front/10 mm lower rear										
3- M033 - Lowered ROW ride height - 30 mm lower all-around *										
4- M030 - Sport ROW ride height - 30 mm lower all-around										
5- M002 - Carrera RS ride height - 50 mm lower all-around										
* M033 was standard on ROW Carrera S and 4S cars and M030 was an option which did not lower these two models. M033 was also an option on regular Carrera and Carrera 4 cars.										