

**Lower the 993, here are some scenarios.....**

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You wrote, "My question is what is the difference/advantage of just changing springs to lower ride height, or going coilover or M030 suspension?"

Answer, a lower car corners better because of a lower center of gravity. Most people think a lower car looks better, at least lowered to Euro ride height.

There are some trade offs to lowering the car. Example, you may scrape on bumps, etc., and your suspension may not have the full travel that it originally came with resulting in a higher probability of bottoming out over bumps, etc.

Being that the 993 came with coilovers (The coils replaced the old torsion bars), your choices are as follows:

1. Change the stock springs to M030 US, or M030 Row (Rest of World, keep the stock shocks...a bit half assed approach, IMHO).
2. Change your springs to aftermarket springs, get a lower car and a slightly stiffer ride..also a bit half assed approach, IMHO.
3. Change to a basic "coil over" upgrade from Eibach or H&R. Integrated into this "system" are Bilstein dampers. For me this approach makes the most sense, and I feel is the most all around well balanced approach, add in the adjustable GT2 swaybars, of course!
4. Buy racing coilover set up with monoball (no rubber) mounting points. The are noisy and a bit harsh. Add sway bars of course. This ride will probably get old after a while around town for most but the fervent die hard club racers. 5. Buy the balls to the wall racing set up with 2 springs per shock/damper, the primary spring and the smaller "tender" spring. This setup is monball. Your teeth will probably fall out on this one. Add the sway bars and you'll be the baddest cat on the block.
These are your options: IMHO.

Next step, assuming you are not a SoCal Rennlister with access to local tuners, get in touch with Mike Schatz at Schatzmotorsport in Thousand Oaks, CA or Steve Weiner at Rennsport in Portland, Oregon. They will give you the detailed options, assuming you know what it is specifically that you want to accomplish.