

# NEW PRODUCT INFO



## PORSCHE 911 (996) 1998-2004



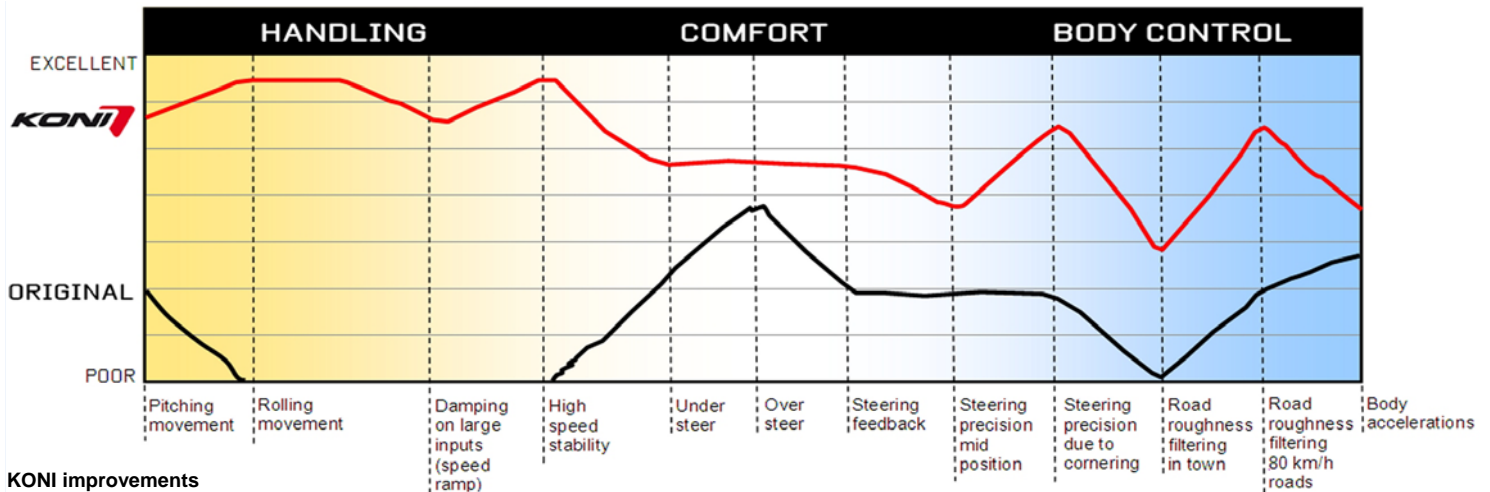
### KONI SPORT: 8741-1543Sport / 8241-1274Sport

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In 1998 Porsche launched the new, much updated 996 model of the iconic Porsche 911 range including a new water cooled engine. It was a shock to Porsche purists to see a water cooled engine in place of the famous air cooled flat six cylinder engine that held the position in the back of car and the hearts of Porsche fans ever since the Porsche 911 was introduced in 1964.

The new 996 had a longer wheelbase and overall length and was wider providing more interior space and better crash protection. The 996 also shared a number of parts with its sister model, the Boxster. Basically it was then and still is today a fabulous supercar with a superb 300 hp engine (Carrera 2 Coupé at the time of the introduction in 1998), relatively cheap ownership, and high residual values.

PORSCHE 911 (996) Ride and handling report KONI Sport vs. Original. (source: KONI Ride & Handling Center)



#### KONI improvements

With the numerous developments Porsche did on the 911 range over the years, the road holding and handling also became more stable with every model change. This 911 is clearly not the tricky car anymore to drive in the rain compared to the previous 911 models. Also 911 PSM (Porsche Stability Management) helps the more inexperienced driver to keep control under more difficult conditions (rain, icy roads, etc). But sadly these gadgets also take out part of the challenge of trying to totally conquer this rear-engined supercar. The suspension layout is of course top class with Mc Pherson struts, lower control arms, coil springs, and an anti-roll bar on the front. The rear has an independent, multi-link suspension, coil springs mounted on shock absorbers, and an anti-roll bar.

KONI surprisingly found the factory front damping forces to be rather on the soft side and the rear damping forces were too high. There was a lack of balance in the car which clearly could be felt on rougher road surfaces and town roads. So KONI's Ride and Handling Department started test-driving and gradually developed the car with the KONI Sport test-shocks to a level where the handling reached a new top level combined with improved comfort featuring less roll and pitching. The overall balance and grip improvement was also clearly measurable by looking at the point where PSM intervenes when cornering on the limit in any gear. Clearly the KONI Sport equipped car has more grip and balance as there is a significant gap in speed between the point where the rear of the OE equipped car lost grip and PSM took control, and the point when this occurred with the KONI Sport equipped car.

Equipping a Porsche 911 996 with KONI Sport Shocks transforms the car into a sharp, agile, fun supercar, which is still perfectly usable as your every day car. As a bonus both the front and rear KONI Sport shocks are externally adjustable so they can be easily tuned on the car to optimize other vehicle upgrades, personal preferences, or taking your 911 for a fun day on the track.



Dealer Address:

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