

997 TURBO & GT2

PIPES · TUNING HISTORY · DME REPORT · SUBGROUP FIRST · 2006-2012

Compiled from public sources, the Porsche 997 Turbo, GT2 and GT2 RS, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a 997 Turbo or GT2 transaction. It replaces nothing. Three cars wear one body: the Mezger-engined 997.1 Turbo with its bonded coolant fittings, the DFI-engined 997.2 with HPFP and PDK as its own checkpoints, and the rear-driven GT2 and GT2 RS where overrevs, accidents, originality and provenance outrank everything. No IMS, no Carrera bore scoring: those belong to other engines. What decides here is the pipe fix, the tuning history, the DME report and, on the GT cars, the chassis measurement. Without those documents, do not touch the car.

A · IDENTITY & THE RECORD

- ☐ Subgroup first: 997.1 Mezger, 997.2 DFI, or GT2/RS; the PPI follows the engine, not the badge.
- ☐ GT2 RS: build number and factory build sheet; collector-file logic from the start.
- ☐ Center-lock cars: recall 11V285 closed by VIN; nut, thread, hub and torque history checked.
- ☐ Tuning history established: ECU, boost, turbos, exhaust, fuel system, dyno sheets, returned-to-stock.
- ☐ DME overrev report on every manual: ranges, ignitions, hours since, inspection afterwards.
- ☐ Accident history with chassis measurement on GT cars; paint depth everywhere.

B · ENGINE, BY SUBGROUP

- ☐ Mezger cars: coolant fittings original, pinned or welded, with invoice; every coolant trace is serious.
- ☐ VTG actuation on all variants: boost target versus actual, vanes free, shaft play, oil leaks.
- ☐ 997.2: HPFP and rail pressure, cold start, misfires, fuel trims.
- ☐ Cold start filmed: even idle, oil pressure, no smoke.
- ☐ Front radiators and condensers scoped: leaves, corrosion, leaks.
- ☐ Oil analysis on GT2/RS purchases; borescope as state check, not as Carrera-scoring hunt.

C · DRIVELINE, CHASSIS & BODY

- ☐ 6MT: synchros, jumping out, noises; clutch and DMF by readout and load test.
- ☐ PDK or Tiptronic: engagement, manoeuvring, adaptations, fluid history.
- ☐ AWD cars: front diff noise, PTM function, tyre circumference match; mixed tyres = red flag.
- ☐ PASM, arms, bushes, mounts: the 20-year age map, quoted from the lift.
- ☐ PCCB measured: surface, chips, edges, heat cycles; steel conversion documented with originals kept.
- ☐ Cabriolet: full roof cycles, drains, water traces.
- ☐ Battery state first; RS lithium battery original, healthy, correct charger.

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D · PRICE & INVESTIGATION ITEMS

The cores are strong: the price sits in the pipe fix, the tuning past, the readouts and the GT provenance.

- ☐ Unpinned Mezger pipes: the engine-out rectification quoted as multi-thousand euro exposure.
- ☐ Tuned or previously tuned car: return-to-stock proof or priced accordingly.
- ☐ Overrev findings: engine inspection evidence or specialist assessment before purchase.
- ☐ PCCB near limits: quoted; the steel-conversion economics compared honestly.
- ☐ Seized VTG or standing-car findings: recommissioning summed, not waved off.
- ☐ Missing RS originality items: sourcing priced before purchase.
- ☐ Negotiate from the documents: pipe invoice, DME report, build sheet, measurements.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A Mezger car with coolant traces and no pipe documentation.
- A "never tuned" claim the ECU history contradicts.
- An overrev report the seller will not release.
- A GT car without chassis measurement on an accident question.
- Mixed or mismatched tyres on an AWD car.
- A center-lock car with unverifiable recall or torque history.
- A garage queen sold as perfect because it never drove.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived: pipe invoice, DME report, tuning history, build sheet, measurements, recall proof.
- ☐ Annual oil rhythm started regardless of the factory interval; track schedule set if used.
- ☐ Battery maintainer installed; tyres matched and dated; the pipe fix scheduled if still original.

"Three cars in one body, and the PPI follows the engine. Pin the pipes, read the DME, distrust the boost story, measure the GT2. Do that, and the last of the old Turbos is as solid as its legend."

Deep dive: Supercar Models Paper 123 · Model File 123 · Owner's Intelligence series.