

PORSCHE 991.2 GT2 RS

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the Porsche 991.2 GT2 RS, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Configuration truth first: Weissach by build sheet (the defining MI datum), magnesium wheels, Clubsport equipment, lift — never assumed from looks.
- ☐ MR status recorded separately: documented Manthey kit (invoices, geometry sheets) vs undocumented private builds — the paperwork makes the value.
- ☐ Track history reconstructed: events, service between events, oil/fluid intervals — track use maintained traceably is fine, gaps are the finding.
- ☐ DME report where obtainable: hours, over-rev ranges, launches.
- ☐ PCCB history: original discs' life, any steel-brake conversion — original parts present if reverted.
- ☐ Water-injection service history; Manthey 20-litre tank retrofit documented.
- ☐ Recall touches: 19V875 manual supplement in the folder; 19V445 VIN check (three cars).
- ☐ PPF history and paint documentation under the film.
- ☐ Accident file: carbon panels and structure with documentation.
- ☐ Date-stamped items: Cup 2 R by DOT and heat cycles, brake fluid, harness dates on Clubsport cars.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start: clean idle, no smoke — the engine is the robust part, so anomalies count double.
- ☐ Water-injection tank: level, pump prime, no leak traces at lines and tank.
- ☐ PDK cold: R, D, crawl. Warm: launch behaviour, paddles, downshifts — no drama expected.
- ☐ Boost behaviour warm: even delivery, no bank deviation, no reduced-power message (empty water tank logic understood).
- ☐ Magnesium wheels walked closely: hairline cracks, kerb marks, corrosion, repair sheen — inner faces too.
- ☐ Centre locks: condition, locking indicators, correct tool present.
- ☐ Carbon anti-roll bars and links (Weissach): stone impacts, delamination, play.
- ☐ PCCB surfaces, edges, pads; heat discoloration on calipers.
- ☐ Front radiators through the openings: stones, rubber, straightened fins.
- ☐ Splitter and underbody: normal scrapes vs breaks; rear wing mounts and gaps.
- ☐ Lift where fitted: several cycles cold and warm, hold test.
- ☐ Road test warm, then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: DME, PDK, PASM, PSM, lift, TPMS — plus DME operating-data readout where accessible.
- ☐ Engine: no known weaknesses, so the audit is condition-based — compression/leak-down on doubt, boost plausibility both banks.
- ☐ Water injection: pump delivery, line integrity, tank mounting, fault history.
- ☐ PDK: adaptation values, temperatures, clutch behaviour under launch simulation.
- ☐ Differential: locking behaviour, oil history on track cars.
- ☐ Magnesium wheels by runout measurement and NDT on any doubt: repaired wheels are replaced, not trusted.
- ☐ Carbon chassis parts (Weissach): inspection by carbon-competent hands after heavy track use.
- ☐ PCCB with wear measurements (weight/thickness), not visual impressions.
- ☐ Uniball and arm play; PASM function; geometry printout against spec (MR geometry documented if fitted).
- ☐ Clubsport equipment: cage mounts, extinguisher service date, harness dates.
- ☐ Software levels DME/PDK/PCM current; 19V445 VIN status confirmed.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€650–1,300 / ≈£550–1,150 / ≈\$700–1,400. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the robust part: the price sits in Weissach hardware, wheels, brakes, tyres and the quality of the track service file.

- ☐ Magnesium wheel findings: a set is >€15,000 — cracks or repairs price as replacement.
- ☐ PCCB wear: measured and priced per axle (from ≈€5,000 material), never eyeballed.
- ☐ Carbon ARB/link damage: OEM quote before purchase.
- ☐ Cup 2 R set due: €2,000–3,000, a standing negotiation line.
- ☐ Water-system findings: small money usually, but fixed before delivery.
- ☐ Undocumented mods: returned to stock or priced as risk; documented MR priced as value.
- ☐ Service gaps after track use: the real deduction — quote the catch-up.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Accident or carbon repair without documentation.
- Track history with service gaps, undocumented.
- Cracked or repaired magnesium wheels presented as fine.
- Missing PCCB originals on a converted car.
- Water-injection system disabled or bypassed.
- Undocumented tuning presented as Manthey.
- Harness or extinguisher out of date on a Clubsport-equipped car sold as ready.
- Diagnostics cleared before viewing, or DME data refused.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: DME report, PDK adaptations, geometry printout, wheel and brake measurements.
- ☐ Water tank filled correctly (distilled), service schedule set to track reality, not calendar minimums.
- ☐ Campaign status confirmed; purchase file, PPF documentation and PPI report archived.

"The GT2 RS engine will not be your problem. Buy the track file, the Weissach hardware, the wheels and the brakes: that is where both the risk and the money live."

Deep dive: Supercar Models Paper 34 · Model File 34 · Owner's Intelligence series.