

PORSCHE 991 GT3 FAMILY

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

Compiled from public sources, the Porsche 991 GT3 family, 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

- ☐ Generation truth first: 991.1 or 991.2, GT3 / RS / Touring, PDK or manual — six different market objects.
- ☐ 991.1 MANDATORY: engine replacement evidence (14V090/AE01 logic) AND the exact revision — E, F, G or G6 — with paper. "Replaced at some point" is not documentation.
- ☐ 10-year engine-programme history: coverage used, work done, expiry date.
- ☐ DME report where obtainable: hours, over-rev ranges, launches.
- ☐ Track history reconstructed: events, service between events, oil and fluid intervals.
- ☐ Weissach (.2 RS) by build sheet; magnesium wheels, carbon parts, cage — never assumed from looks.
- ☐ PCCB history: original discs' life, steel-brake conversions — originals present if reverted.
- ☐ 19V875 manual supplement in the folder; full VIN campaign check.
- ☐ Accident file: rear-steer calibration evidence after any rear/suspension event; NACA ducts after front damage (RS).
- ☐ Date-stamped items: Cup 2/2R by DOT and heat cycles, brake fluid, battery.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start: running culture, noises, smoke — on a 991.1 every anomaly escalates to the specialist.
- ☐ Oil consumption asked and evidenced: clearly above ≈0.5 L/1,000 miles = investigate, not excuse.
- ☐ PDK: manoeuvring, launch behaviour, adaptation feel. Manual (.2): synchros, clutch bite, shift feel.
- ☐ Rear steer: no warnings; behaviour on slow full lock.
- ☐ PASM through modes; damper response after track lives.
- ☐ Front lift: several cycles cold and warm, hold test.
- ☐ Radiators through the front openings: stones, rubber, fins, corrosion.
- ☐ Magnesium wheels (.2 RS Weissach): hairline cracks, kerb marks, corrosion — inner faces too.
- ☐ PCCB surfaces, edges, pads; caliper heat discoloration.
- ☐ Splitter and underbody: normal wear vs breaks; NACA ducts clear (RS).
- ☐ Road test warm to full temperature, then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ PIWIS scan before and after the drive: DME, PDK, PASM, PSM, rear steer, lift, TPMS — DME operating data read where accessible.
- ☐ 991.1 engine: revision identified from the engine itself and the paper: leak-down and compression on any doubt: valvetrain listened to warm.
- ☐ 991.2 engine: condition-based audit: DI carbon build-up assessed at higher mileages.
- ☐ Oil-consumption history against the ≈0.5 L/1,000-mile threshold.
- ☐ PDK adaptations and temperatures; manual clutch wear reading.
- ☐ Rear-steer calibration values; mandatory after rear damage or suspension work.
- ☐ Uniball and arm play; PASM solenoid function; geometry printout against spec.
- ☐ Magnesium wheels by runout and NDT on doubt; centre-lock condition where fitted.
- ☐ PCCB with wear measurements (weight/thickness), never visual impressions.
- ☐ Radiator condition and any corrosion behind debris.
- ☐ Software levels current; 14V090/AE01 and campaign status confirmed by VIN.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€600–1,200 / ≈£500–1,050 / ≈\$650–1,300. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

On a 991.1 the engine paper is the price: on a 991.2 the track file and the lightweight hardware are. Name it, quantify it, then negotiate.

- ☐ 991.1 without G/G6 evidence: price as engine-risk, or walk — the revision letter moves five figures.
- ☐ Expired engine-programme coverage: the documented revision replaces it in the value logic.
- ☐ Magnesium wheel findings: a set is >€15,000 — cracks or repairs price as replacement.
- ☐ PCCB wear: measured and priced per axle (€5,000–10,000+).
- ☐ PASM/lift findings: age-normal, quantifiable — quote and negotiate.
- ☐ Radiator/condenser damage: parts plus labour quoted before purchase.
- ☐ Track service gaps: the real deduction — quote the catch-up.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A 991.1 without documented engine replacement and revision: no purchase recommendation.
- Engine anomalies (noise, oil use, misfires) on a 991.1, undiagnosed.
- Track history with service gaps, undocumented.
- Cracked or repaired magnesium wheels presented as fine.
- Missing PCCB originals on a converted car.
- Rear damage without rear-steer calibration evidence.
- Weissach claims without build-sheet proof.
- 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/clutch data, geometry, wheel and brake measurements.
- ☐ 991.1: engine-revision file archived front and centre — it is the car's passport.
- ☐ Campaign status confirmed; service schedule set to track reality; purchase file and PPI report archived.

"The 991 GT3 is two cars: on the .1 you buy the engine paper — G6 or walk. On the .2 the engine is the safe part, and the money lives in the track file and the lightweight hardware."

Deep dive: Supercar Models Paper 35 · Model File 35 · Owner's Intelligence series.