

PORSCHE 991 TURBO / TURBO S

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

Compiled from public sources, the Porsche 991 Turbo 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

- ☐ Variant truth: .1 or .2, Turbo or S, coupé or Cabriolet, Exclusive Series by build sheet (500 cars — never by looks).
- ☐ Platform recall VIN check: 14V698, 16V946, 17V135, 19V533/AKB4 — applicability strictly by VIN.
- ☐ Service discipline: oil changes not stretched to maximum interval; regular use evident.
- ☐ PAA repair history: any spoiler-unit work documented.
- ☐ PDCC and PCCB service records; centre-lock service notes (S).
- ☐ Standing periods honest: long-stored cars carry the VTG and seals questions.
- ☐ PCM generation and CarPlay (.2) confirmed — a real market datum.
- ☐ Accident file: PTM/rear-steer calibration evidence after any event.
- ☐ PPF/paint documentation; wheels original (Exclusive golds especially).
- ☐ Date-stamped items: tyres by DOT, brake fluid, battery.

B · BUYER CHECK · AT THE CAR

- ☐ PAA first, several full cycles: extend, retract, symmetry, messages, audible air loss — the known weakness, tested not assumed.
- ☐ Rear wing: both positions, synchronous, quiet.
- ☐ Cold start: long cranking is an HPFP hint, not a quirk.
- ☐ Boost behaviour warm: even delivery, no limp, no VTG hesitation after standing.
- ☐ PDK: cold and warm, manoeuvring, reverse, kickdown — drama-free is the standard.
- ☐ PDCC: no warnings; visual line/pump area check for dampness.
- ☐ PCCB: surfaces, edges, chips; pads; caliper condition.
- ☐ Radiators through the intakes: leaves, debris, stones, fins.
- ☐ Lift where fitted: cycles cold and warm, hold.
- ☐ Cabriolet: top cycles, seals, water traces — normal protocol.
- ☐ Road test warm, then the second scan.

PORSCHE 991 TURBO / TURBO S

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

Compiled from public sources, the Porsche 991 Turbo family, its Model File and specialist review · Personal use only · v2.1

C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ PIWIS scan before and after the drive: DME, PDK, PTM, PASM, PDCC, rear steer, PAA, lift, TPMS.
- ☐ VTG actuation: adaptation values, control behaviour, linkage freedom — especially after standing.
- ☐ HPFP: rail pressures at start and load; misfire counters.
- ☐ PAA: compressor, valves, hoses, lip condition — leak test, not just function.
- ☐ PDCC: pressure/tightness inspection; any dampness investigated.
- ☐ PDK adaptations and temperatures; no drama expected.
- ☐ PCCB with measurements (weight/thickness), never visual impressions.
- ☐ Centre locks (S): condition, torque history, correct tool present.
- ☐ Water pump area and coolant traces at higher mileages.
- ☐ Rear-steer calibration values; PTM behaviour on full lock.
- ☐ Software levels current; platform campaigns confirmed by VIN.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€500–1,000 / ≈£450–900 / ≈\$550–1,100. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the safe part: the price sits in PAA, PDCC, PCCB and the service discipline. Name it, quantify it, then negotiate.

- ☐ PAA findings: €2,500–4,000 territory — quoted before purchase.
- ☐ PDCC leaks: laborious and costly — diagnosis first, then price.
- ☐ PCCB wear: measured and priced per axle (€5,000–10,000+).
- ☐ VTG sluggishness after standing: exercise and re-test before conclusions; seized linkages priced per turbo (≈€3,000+).
- ☐ HPFP symptoms: €1,500–3,000, fixed before delivery.
- ☐ Stored-car package (tyres, fluids, seals): normal recommissioning, quoted calmly.
- ☐ .1 vs .2 and PCM/CarPlay priced as the market does — a real gap.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- PAA that fails a cycle test, undiagnosed.
- PDCC dampness or warnings, undiagnosed.
- Long cranking or limp events dismissed as “normal”.
- PCCB damage presented as cosmetic.
- Accident history without PTM/rear-steer calibration evidence.
- Exclusive Series claims without build-sheet proof.
- Diagnostics cleared before viewing.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: PIWIS report, PDK adaptations, boost values, PAA cycle video.
- ☐ Service schedule set to real use (oil never to maximum interval); platform campaigns confirmed current.
- ☐ Purchase file and PPI report archived; drive it — this family rewards use.

“The 991 Turbo's drivetrain is the safe part. Buy the periphery: cycle the spoiler, measure the ceramics, check the PDCC for dampness — and then enjoy the most rational car in this register.”

Deep dive: Supercar Models Paper 36 · Model File 36 · Owner's Intelligence series.

FINDINGS & NOTES