

# PORSCHE 992 GT3 & TOURING

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

Compiled from public sources, the Porsche 992 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

- ☐ Configuration truth first: 992.1 or 992.2, GT3 or Touring, manual or PDK, Weissach package (992.2), Clubsport, PCCB, lift — by build sheet, never by looks.
- ☐ WPE9 status (oil filler neck, MY2021–24): confirmed at the dealer — workshop campaign, not a recall, open until August 2028.
- ☐ Recall matrix by VIN: 22V803, 23V446, 23V715 (bucket seats), plus platform 24V155 (glass), 24V809 (center locks — stop-drive), 22V897, 25V896.
- ☐ Track history reconstructed: events, service cadence between events, oil intervals against track reality — gaps are the finding.
- ☐ DME report where obtainable: engine hours, over-rev ranges, launch counts.
- ☐ Front-end accident file: any repair verified at wishbone level with geometry printout, not panel level.
- ☐ Manthey kit documented (invoices, geometry protocols) or recorded as risk.
- ☐ Touring verified as factory configuration; Weissach content per specification.
- ☐ PPF history and paint documentation under the film.
- ☐ Date-stamped items: Cup 2 tyres by DOT, brake fluid, harness dates on Clubsport cars.

### B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle to 9,000-rpm health is earned at temperature — no smoke, no chain noise.
- ☐ Oil filler neck: post-WPE9 part seats cleanly — cap threads checked by hand.
- ☐ PDK cold: R, D, crawl; warm: launch behaviour, downshifts. Manual: clutch bite point, no notchy second gear cold beyond normal.
- ☐ Front axle on the road test: steering precision, no clunks over bumps — the double-wishbone layer is felt, not just inspected.
- ☐ Upper wishbones and ball joints sighted: impact marks, torn boots, curb evidence on wheels and arms.
- ☐ Swan-neck wing: mounts, gaps, manual adjustment moves freely; brake-light behaviour on spoiler deploy (23V446 done).
- ☐ Center locks: condition, locking indicators, torque history, correct tool present (24V809 status known).
- ☐ Windshield and rear glass edges: bonding campaign 24V155 status, no wind noise on the drive.
- ☐ Front radiators through the openings: stones, rubber, straightened fins.
- ☐ Magnesium wheels where fitted (992.2 Weissach): hairline cracks, kerb marks, repair sheen — inner faces too.
- ☐ PCCB surfaces and edges; underbody scrapes vs breaks at the diffuser.
- ☐ 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/manual ECU, PASM, PSM, lift, TPMS — plus DME operating-data readout where accessible.
- ☐ Engine: condition-based audit — compression/leak-down on doubt; no known weakness series to hunt, so anomalies count double.
- ☐ Front axle measured: geometry printout against factory spec, uniball and ball-joint play, arm inspection after track use.
- ☐ PDK adaptation values and temperatures; manual clutch wear readout.
- ☐ PCCB with wear measurements (thickness/weight), never visual impressions.
- ☐ Magnesium wheels by runout and NDT on doubt: repaired wheels are replaced, not trusted.
- ☐ Wing mounts and adjustment mechanism under load; underbody and diffuser on the lift.
- ☐ Campaign closure verified in the system: WPE9 plus the full recall matrix by VIN.
- ☐ Clubsport equipment: cage mounts, extinguisher date, harness dates.
- ☐ Software levels DME/PDK/PCM current; spoiler control unit at 23V446 level.
- ☐ 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

*The drivetrain is the quiet part: the price sits in the track file, the front axle, the packages and the date-stamped consumables.*

- ☐ Catch-up service after track use: the standing deduction — quote it line by line.
- ☐ Front-axle findings: wishbones and joints priced per OEM quote before purchase.
- ☐ Magnesium wheel findings (992.2 Weissach): cracks or repairs price as replacement.
- ☐ PCCB wear: measured and priced per axle (from ≈€5,000 material).
- ☐ Cup 2 set due: €1,600–2,500, a standing negotiation line.
- ☐ Open campaigns: free at the dealer, but scheduled before delivery.
- ☐ Undocumented mods returned to stock or priced as risk; documented Manthey priced as value.
- ☐ Negotiate from the documented file: never from the odometer alone.

### E · RED FLAGS · WALK-AWAY OR ESCALATION

- Track history with service gaps, undocumented.
- Front-end accident repair without wishbone-level documentation.
- DME report refused, or diagnostics cleared before viewing.
- Open 24V809 center-lock status on a car presented as drive-ready.
- Cracked or repaired magnesium wheels presented as fine.
- Undocumented tuning presented as Manthey.
- Harness or extinguisher out of date on a Clubsport car sold as ready.
- A Touring that cannot be proven as factory configuration.
- A car whose findings cannot be named, quantified and priced.

### F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: DME report, adaptation values, geometry printout, brake and wheel measurements.
- ☐ WPE9 and full campaign matrix closed; service schedule set to track reality, not calendar minimums.
- ☐ Purchase file, PPF documentation and PPI report archived.

*"The 992 GT3 is the most inconspicuous GT3 ever built. Buy the track file and the front axle: the engine has finally stopped being the story."*

*Deep dive: Supercar Models Paper 37 · Model File 37 · Owner's Intelligence series.*