

PORSCHE 996 & 997 GT3 · MEZGER

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

Compiled from public sources, the Porsche 996/997 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

- ☐ Variant truth first: 996.1/996.2/997.1/997.2, GT3, RS or RS 4.0 (numbered of 600) — by chassis data and documentation, never by bodywork.
- ☐ COOLANT PIPES: the file's first question — welded (invoice), pinned (documented compromise), or factory-glued (priced as open work).
- ☐ Track history reconstructed: events, service between events, geometry records — the file matters more than the odometer.
- ☐ DME report wherever obtainable: hours, over-rev ranges, usage profile — especially valuable on these cars.
- ☐ 997.2 cars: centre-lock hub status — 11V285/12V558 completion by VIN, hub parts and revised service schedule documented.
- ☐ Gearbox and diff oil history; clutch age and invoices.
- ☐ PCCB cars: original discs present if converted to steel.
- ☐ Clubsport equipment original and dated; cage documentation.
- ☐ US-market cars: 996.1 GT3 and 996 GT3 RS were never sold there — import provenance verified on such cars (25-year-rule entries since 2024).
- ☐ Accident file with geometry printout, not just paint depth.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — the Mezger is the robust part, so anomalies count double.
- ☐ Coolant traces hunted: residue at pipe joints, under the car, on the rear arches — any pink/green history explained.
- ☐ Oil seepage read calmly: RMS, valve covers, timing case — light sweating is age, active leaks are findings.
- ☐ Clutch: bite point, judder, release-bearing noise; dual-mass rattle at idle assessed.
- ☐ Cold shift test: second and third gear — synchro wear shows before warm.
- ☐ Misfire watch: coils (997 above all) show under load; fault memory before and after.
- ☐ Top mounts (997): knocks over bumps, especially rear.
- ☐ PASM (997): both modes felt on the drive; damper leak check.
- ☐ Centre locks (997.2): threads, grease, torque history, correct tool present.
- ☐ Radiators through the openings: leaves, stones, corrosion.
- ☐ Underbody and jacking points: the track life is written there.
- ☐ Road test warm, then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive; DME operating data read: hours, over-revs, profile.
- ☐ Leakdown and compression on any doubt; borescope where history is thin.
- ☐ Coolant-pipe fix verified physically: welded seams sighted, or pinning documented — never taken on word.
- ☐ Cooling system pressure-tested; radiators and condensers inspected.
- ☐ Gearbox: shift quality cold and warm, oil history; diff preload and noises on track cars.
- ☐ Clutch wear assessed; flywheel play measured.
- ☐ Suspension: uniball and bushing play, top mounts, arm condition; geometry printout against spec.
- ☐ PASM function both modes (997); damper leak check.
- ☐ 997.2: hub recall completion (11V285/12V558) by VIN, hub wear pattern inspected.
- ☐ PCCB measured (thickness/weight), or steel-conversion quality checked with originals sighted.
- ☐ Cage mounts, seat and belt dates on Clubsport cars.
- ☐ 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 Mezger is the reason these cars exist — and the least of your worries. The price sits in the pipes, the clutch, the gearbox and the track file.

- ☐ Unwelded coolant pipes: €4,000–8,000 engine-out — priced into every car without the fix.
- ☐ Clutch due: €3,000–5,000; gearbox findings €6,000–12,000 revision exposure.
- ☐ Synchro wear (2nd/3rd): quoted before purchase, not discovered after.
- ☐ Suspension refresh (mounts, bushings, uniballs): itemized by OEM quote.
- ☐ PCCB condition: measured and priced (>€10,000 replacement).
- ☐ Coils and small age items: cheap, but listed and settled.
- ☐ Missing DME report or thin track file: priced as uncertainty.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Factory-glued pipes on a tracked car, presented as a non-issue.
- Unknown hub/recall status on a 997.2 centre-lock car.
- DME readout refused, or fault memory cleared before viewing.
- Track damage repaired without geometry documentation.
- RS originality claims without paperwork; an RS 4.0 without its number provenance.
- Missing PCCB originals on a converted car.
- Belt or cage dates expired on a car sold as track-ready.
- Coolant residue explained away as "old spill".
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: DME report, compression/leakdown values, geometry printout.
- ☐ Coolant-pipe decision made and scheduled if open; service reset to calendar doctrine (annual oil, gearbox cycle, brake fluid).
- ☐ Purchase file, import papers where relevant, and PPI report archived.

"Buy the coolant pipes first, then the track file, then the originality. The Mezger itself is the reason these cars exist — and the least of your worries."

Deep dive: Supercar Models Paper 39 · Model File 39 · Owner's Intelligence series.