

PORSCHE 911 (964)

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

Compiled from public sources, the Porsche 911 (964), 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: C2 or C4, Coupé/Cabrio/Targa, RS, RS America, Turbo, Speedster, America Roadster, 30 Jahre — by chassis data and numbers, never by bodywork.
- ☐ The three 964 documents: distributor vent kit and belt service · Freudenberg or LuK flywheel · engine sealing history (re-seal invoices are positive data).
- ☐ C4 cars: PDAS service history — hydraulic unit, sensors, any repairs invoiced.
- ☐ Glass and accident history read with the rust map: improper screen replacements cause the classic frame rust.
- ☐ Recall history confirmed done: 92V142 (cruise control), 93V205 (Turbo/America Roadster brake valve), 93V131 (Speedster top latch) where the variant applies.
- ☐ RS and specials: originality dossier — cage, seats, lightweight parts, numbered documentation.
- ☐ Service file against the calendar: the M64 rewards consistency; backlog is the finding.
- ☐ Suspension and steering invoices: what was revised, when.
- ☐ Air conditioning and heater function history.
- ☐ Accident file with metalwork documentation, not just paint depth.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle on both ignition circuits, no smoke beyond air-cooled character.
- ☐ Leak map read from below: chain housings, valve covers, cylinder base, crank seals — sweating vs dripping.
- ☐ Ignition test: any misfire or one-sided running is a distributor finding until proven otherwise.
- ☐ DMF listened for: rattle and vibration at idle and take-off — early Freudenberg behaviour identified.
- ☐ Clutch and G50: bite point, synchros second and third, shift quality cold.
- ☐ C4: all-wheel function on the drive, warning lamps, no hydraulic whine.
- ☐ Power steering: leaks at rack and lines, fluid level and colour.
- ☐ Rust walk: screen frames (front and rear), sills, jack points, battery box, arches — with a lamp.
- ☐ Electric spoiler cycled: extension, end positions, switch function.
- ☐ Targa/Cabrio: seals, drains, mechanism, wind noise on the drive.
- ☐ Electrics round: windows, blower, A/C, warning lamps.
- ☐ Road test warm, then the second look underneath.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Compression and leakdown both banks; borescope on any doubt.
- ☐ Distributor opened or documented: belt condition, vent kit present.
- ☐ Oil-tightness assessed at the known points; head/cylinder sealing evaluated on early cars.
- ☐ DMF identified (Freudenberg/LuK) and condition assessed.
- ☐ G50: shift quality, synchro wear, clutch reserve.
- ☐ PDAS (C4): system pressure and function test, sensor readout, leak check.
- ☐ ABS function test; brake hoses and hydraulics aged-checked.
- ☐ Suspension: bushing and mount play itemized; damper condition; geometry printout.
- ☐ Rust endoscopy where access allows: sills, battery box floor.
- ☐ Spoiler mechanism and microswitches function-tested.
- ☐ RS/specials: originality verification against documentation.
- ☐ 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 M64 core is the strong part: the price sits in sealing, the two classic updates, PDAS on the C4, rust and the service backlog.

- ☐ Active leaks: resealing €6,000–15,000, top end €10,000–20,000+ — quoted, not estimated.
- ☐ Early DMF still fitted: €2,000–4,000 conversion on the list.
- ☐ Distributor unserviced: €500–1,500 — small money, non-negotiable.
- ☐ PDAS findings (C4): quoted by specialists before purchase.
- ☐ Suspension revision due: €3,000–8,000 — itemized.
- ☐ Rust findings: metalwork quotes, never paint quotes.
- ☐ A/C and electrics age items: listed and settled.
- ☐ Negotiate from the documented file: the cheap 964 with backlog is the expensive one.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Distributor belt history unknown and vent kit absent — on a car "that runs great".
- Oil leaks dismissed as "they all do that" without a leak map.
- PDAS faults on a C4 explained away as character.
- Fresh underbody coating or fresh paint at the screen frames.
- RS or special-model originality claims without documentation.
- Maintenance backlog priced as "recently serviced".
- Accident history without metalwork documentation.
- A seller who refuses the cold start.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: compression/leakdown values, leak map, geometry printout.
- ☐ Distributor and DMF decisions made and scheduled if open; service reset to calendar doctrine.
- ☐ Purchase file, originality documentation and PPI report archived.

"Buy the documented 964 — LuK flywheel, vented distributor, dry engine. The cheap one with the backlog is the expensive one."

Deep dive: Supercar Models Paper 42 · Model File 42 · Owner's Intelligence series.

FINDINGS & NOTES