

## MODEL FILE 123 · PORSCHE · TURBO &amp; GT2 FAMILY FILE

## 997 TURBO &amp; GT2

MEZGER &amp; DFI · 480-620 PS · TURBO, TURBO S, GT2, GT2 RS · 2006-2012

## THE FAMILY IN BRIEF

## THREE CARS, ONE BODY

The register adopts the dossier's classification as the file's architecture, because it prevents the important mistake. Subgroup one: the 997.1 Turbo (2006-2009, coupe and cabriolet), the M97/70 MEZGER 3.6 biturbo with VTG, the first petrol production car with variable turbine geometry, 480 PS (473 bhp), 620 Nm with 680 Nm overboost, AWD, 6MT or Tiptronic. Subgroup two: the 997.2 Turbo and Turbo S (2009-2012), a COMPLETELY DIFFERENT engine, the MA1.70 3.8 with direct injection, 500 PS (493 bhp) and 530 PS (523 bhp), AWD, 6MT or 7-speed PDK. Subgroup three: the GT cars, rear drive and manual only: GT2 (2007-2009, Mezger, 530 PS = 523 bhp, ca. 680 Nm, titanium exhaust, PCCB standard) and GT2 RS (2010-2011, Mezger, 620 PS = 612 bhp, 700 Nm, ca. 1,370 kg, 500 built, works Nordschleife 7:18). The facelift trap in one line: 997.2 Turbo and GT2 RS are both facelift cars, and they do NOT share an engine: the Turbo went DFI, the RS kept the Mezger. Fields: 997\_1\_OR\_997\_2, TURBO\_OR\_GT2, GT2\_RS, BUILD\_NUMBER\_RS.

## THE HONEST FRAME

Two register rules frame everything. First: IMS and Carrera bore scoring are NOT APPLICABLE, on any variant: the Mezger descends from the GT1 architecture with true dry sump, the MA1.70 is its own later family, and neither carries the M96/M97 Carrera diseases. Second: MILEAGE IS NOT CONDITION. The garage queen is a specific risk on this family: seized VTG mechanisms, aged fluids and tyres, weak batteries, dried seals and corroded brakes come from standing, not driving, and a documented driver with the right invoices beats the untouched low-miler.

## THE MEZGER &amp; ITS PIPES

## THE ONE BIG WEAKNESS

The most important single PPI point of the whole 997.1 Turbo and GT2 family: the MEZGER'S BONDED COOLANT FITTINGS. Several coolant stubs are factory-glued into the engine; age, heat cycles, track use and load can release the adhesive, and in the worst case a stub backs out and the engine dumps its coolant at once: overheating risk, and coolant across the rear tyres at speed. Documented across Turbo, GT2 and GT3. The permanent repairs are PINNING or WELDING, comprehensive work reported around €2,500-5,000 by European specialists, recorded as state, never one number: COOLANT\_PIPES\_ORIGINAL / PINNED / WELDED plus invoice. CRITICAL, hardest on GT2 and RS. The engine-out logic: if the engine is out anyway, all fittings, hoses, turbos, oil and coolant lines, clutch, RMS, mounts and exhaust fixings belong in the same job.

THE REST OF THE MEZGER  
FILE

Beyond the pipes the Mezger core is LOW risk: crank, cylinders and lubrication are not this generation's weakness, and the peripherals carry the MEDIUM/HIGH load. The documented SPUN CAM and cam-sleeve cases are carried per formulation discipline as LOW FREQUENCY / HIGH CONSEQUENCE, clearly rarer than the pipe issue and more relevant on heavily tuned cars, not as a series verdict. The VTG turbochargers are the second standing item on every variant: the variable vanes and linkages seize on little-used cars, showing as uneven boost, lost power, boost faults and limp mode: VTG\_ACTUATION, boost target against actual, shaft play and oil leaks, HIGH.

## TUNING &amp; THE DFI CAR

## THE TUNING QUESTION

The 997 Turbo is one of the most-modified cars in the register: ECU, exhausts, bigger turbos, wastegates, intercoolers, fuel systems, clutches, E85, builds to 700, 800, 900 plus PS. The consequence is a mandatory field block: ECU\_FLASH history, boost history, factory turbos, exhaust, fuel system, dyno documentation, RETURNED\_TO\_STOCK. A car that is stock TODAY can have lived years at doubled boost, and on GT cars tuning history stands CRITICAL for collector grade.

997.2: A DIFFERENT ENGINE,  
A DIFFERENT PPI

The facelift Turbo is not a revised Mezger, it is the MA1.70 DFI engine, and the register does not copy the 997.1 PPI onto it: the bonded-pipe issue is NOT carried as an MA1.70 defect. Its own checkpoints instead: the HIGH-PRESSURE FUEL PUMP as the known DFI item (poor starts, rough running, lost power, fuel-pressure codes: HPFP\_PRESSURE, rail pressure, cold start, misfires, trims), MEDIUM/HIGH. The 7-speed PDK is LOW/MEDIUM: D and R engagement, slow manoeuvring, clutch adaptations, shift quality cold and warm, fluid history. The 997.1 Tiptronic is robust and no automatic risk point, documented for collector grade rather than feared.

## DRIVELINE, CHASSIS &amp; THE AGE MAP

MANUAL DISCIPLINE & THE  
DME REPORT

The 6MT is very robust (synchros 1-2 and 2-3, jumping out, noises, leaks checked), and the DME OVERREV REPORT is mandatory on every manual, hardest on GT2 and RS: ranges 1 to 6, ignition counts, operating hours since the event, and the register's reading discipline: not "overrev = bad", but which range, how often, when, and what was inspected afterwards. Clutch and dual-mass flywheel by readout and load test (launches and tuning shorten them), and the ageing CLUTCH ASSIST ACCUMULATOR is a documented MEDIUM age item on manuals, below the pipes in rank. On AWD cars the PTM layer is checked, and the tyre rule is elevated: front differential noise, PTM function, and TYRE CIRCUMFERENCE MATCH, because mixed models, wrong sizes or uneven wear load the system: MIXED TYRES = RED FLAG, N-rated matched sets the standard.

CHASSIS, BRAKES & BODY  
AGE

The oldest cars are now 20 years old, and the age map is classic 997: PASM dampers (leaks, response, sensors), control arms, bushes and thrust arms, softening engine mounts (clonk, imprecise rear, worse shifts). The front openings collect leaves and moisture: radiators and AC condensers corrode, checked with an endoscope or with the trim off, and "needs a regas" is not accepted without a leak test. Brakes: steel or PCCB on Turbos, PCCB standard on GT2: surface, chips, delamination, edges, heat cycles and disc mass, with replacement VERY expensive. A documented STEEL TRACK CONVERSION on a GT car is not negative per register rule, if the original PCCB set is present and recorded. Cabriolets add the full roof block (mechanism, hydraulics, microswitches, drains, water traces). Electronics are simple by modern standards and age anyway: PCM, modules, windows, TPMS, PASM, PSM, with the battery maintainer rule for standing cars and the RS's optional LITHIUM battery checked for originality, state and the correct charger.

## GT2, GT2 RS &amp; FACTORY ACTIONS

## THE GT CARS

The GT2 is not a Turbo without AWD: own turbos and calibration, more boost, own intake, titanium exhaust, weight cuts, GT chassis, own aero, RWD, 6MT only. The GT2 RS sharpens it to 620 PS at ca. 1,370 kg with carbon bonnet, polycarbonate glazing and about 70 kg saved: 500 cars, and the register runs it in collector-file logic: BUILD\_NUMBER, original engine, gearbox, paint, carbon, glazing, seats, cage, PCCB, wheels, titanium exhaust, factory build sheet. ACCIDENT HISTORY is CRITICAL on both: chassis measurement, weld points, rails, roof, underbody, airbag history, paint depth, because RWD, 530-620 PS and PSM off wrote crash histories. Track use is NOT disqualifying: these cars were built for it, and a professionally maintained track car can beat a neglected collector piece; what counts is maintenance after track days, overrevs, brake and tyre state, kerb and underbody damage.

THE CENTER-LOCK  
CAMPAIGN

The register's campaign addition to the dossier: recall 11V285 (June 2011), 1,702 cars of MY2010-2011 with CENTER-LOCK wheels: GT2 RS, GT3, GT3 RS, Turbo and Turbo S, build 9 May 2009 to 17 September 2010: premature wheel-hub wear from a design flaw, wheels able to loosen, hubs and wheel assemblies replaced with the improved design. Closed by VIN, and on every center-lock car the nut, thread, hub, torque and securing mechanism are checked as their own block.

## OWNERSHIP &amp; PRIORITIES

Service: Porsche or a reputable specialist is fully acceptable on Turbos; GT2 wants demonstrated GT and Mezger competence; GT2 RS wants complete provenance. The long factory oil intervals are not ideal ownership practice at this age: annual oil is the register standard, shorter with track use, oil analysis (Fe, Al, Cu, fuel, coolant markers) a sensible addition on expensive GT cars, and the borescope is NOT demanded for Carrera-style scoring (wrong engine family) but sensible as a general state check on an RS or a suspicious history. Priorities by subgroup, per dossier: 997.1 Turbo: pipes, tuning, VTG, overrevs, clutch, AWD, cooling, chassis, PCCB, accident. 997.2: tuning, HPFP, turbos, PDK or 6MT, AWD, cooling, chassis, brakes, accident. GT2/RS: accident and chassis, originality and provenance, overrevs, pipes, track history, VTG, PCCB, clutch, chassis, carbon and underbody. Market bands pending the transaction dataset.

500

GT2 RS built worldwide: 620 PS, manual, RWD, collector-file logic from the first field

1,702

Center-lock cars in recall 11V285 (MY2010-11 GT and Turbo S line): hubs replaced, closed by VIN

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IMS or Carrera bore-scoring cases applicable: Mezger and MA1.70 are different engine families

Sources: Porsche works data and model records (997 Turbo 2006, first petrol production car with VTG, 480 PS = 473 bhp, 620/680 Nm; 997.2 Turbo DFI 500 PS = 493 bhp, Turbo S 530 PS = 523 bhp, 7-speed PDK; GT2 530 PS = 523 bhp, titanium exhaust, PCCB; GT2 RS 620 PS = 612 bhp, 700 Nm, ca. 1,370 kg, 500 built, 7:18 works time; MA1.70 vs Mezger split at the facelift confirmed). NHTSA record verified and added: 11V285 (Jun 2011, 1,702 cars MY2010-11 GT2 RS, GT3, GT3 RS, Turbo, Turbo S with center locks, build 9 May 2009 to 17 Sep 2010, hub wear, improved assemblies fitted). Bonded coolant fittings, pinning/welding practice and ca. €2,500-5,000 reported band, VTG ageing, spun-cam frequency framing, HPFP, accumulator, radiator corrosion and age map per the documented specialist and owner record (Porsche sources, specialist and owner literature), reported figures kept as reported. Market bands pending the transaction dataset.