

MODEL FILE 34 · GT LINEAGE · PORSCHE

PORSCHE 991.2 GT2 RS

3.8 BITURBO · 700 PS · 2018–2019 · WEISSACH · MANTHEY

THE MODEL IN BRIEF

VARIANTS

Few technical configurations: the GT2 RS itself, the WEISSACH PACKAGE as the defining factory option, and the Manthey Racing (MR) performance kit — factory-adjacent and frequently RETROFITTED, which is why MR status is always recorded separately in the database. GT2 RS Clubsport and Clubsport 25 are pure race cars with their own files. Production carried no official cap: register estimates cluster around 1,000-plus cars — and the four cars rebuilt in 2019 after the Grande America cargo-ship sinking (Porsche restarted production for exactly four replacements) are their own provenance footnote.

ENGINE BASE

3.8-litre biturbo, 700 PS, 750 Nm, engine code MDH.NA, developed from the 991 Turbo S unit with larger VTG turbochargers, strengthened internals, enlarged cooling systems and the model's signature WATER INJECTION. Buyer literature describes the engine as exceptionally durable, and no systematic engine damage is known.

WHY IT MATTERS

Technically one of the most mature high-performance Porsches ever built: the engine is exceptionally robust, the strengthened PDK shows no systematic weakness, the VTG turbos no elevated failure rate. The file is therefore a TRACK-FORENSICS file: nearly every GT2 RS has seen Nordschleife, Spa, Bilster Berg or GP circuits — track use is not negative, but it must have been maintained traceably, and the money sits in the Weissach hardware, the magnesium wheels, the carbon components and the brakes.

INSPECTION ZONES · DRIVETRAIN

ENGINE · VERY ROBUST

Stated explicitly, per the register's discipline: no usable series of rod bearings, crankshafts, pistons, timing chains, valvetrain or oil consumption exists — ENGINE = VERY ROBUST. The VTG turbos: oil, boost, wastegates, smoke, faults — no known turbo series. Cooling: the big front openings expose radiators and condensers like a GT3 RS — stone impacts, rubber debris, oil coolers checked: and the front end is nearly always stone-chipped: PPF is close to obligatory, and the original paint UNDER the film is still verified.

WATER INJECTION

The model's signature system: water injection cools charge-air temperature under high load from a roughly 5-litre distilled-water tank — and when the tank is empty, the ECU reduces performance under extreme load to protect the engine. PPI: tank, pump, lines, tightness, fault memory. Individual leaking hoses and small leaks are reported: no genuine weakness, but WATER INJECTION SYSTEM belongs in every GT2 RS PPI — tested, never assumed. Track cars frequently carry the Manthey 20-litre tank (the series tank empties fast in hard use): MANTHEY_WATER_TANK is its own field.

PDK, DIFF & TRACK
FORENSICS

The strengthened 7-speed PDK carries no real weakness to this day: cold, warm, launch, reverse, adaptation values. Differential on track cars: locking function, noises, oil-change history. The real forensics: engine hours, DME report, over-rev ranges and launch counts where the market provides them — valuable whenever available. Track service intensity is the standard, not the exception: oil changes clearly more frequent, gearbox oil, brake fluid, water system on schedule: a hard-tracked car with soft service history is the actual risk profile.

INSPECTION ZONES · THE WEISSACH HARDWARE

WEISSACH & MAGNESIUM

For market intelligence probably the most important datum on the car: carbon roof, carbon anti-roll bars, carbon coupling links, titanium cage and further lightweighting — with the optional magnesium wheels delivering the biggest saving, and Weissach today effectively the collector reference standard. Magnesium wheels = HIGH PRIORITY: runout, hairline cracks, kerb damage, corrosion, previous repairs — a set now costs well into five figures. Centre locks always: threads, locking, torque history, correct tool — improperly torqued centre locks cause expensive consequential damage.

CARBON CHASSIS PARTS &
PCCB

Weissach-only carbon anti-roll bars and coupling links are among the most expensive suspension components of the package: after heavy track use — stone impact, delamination, cracks, play, repairs. PCCB is the big cost block: discs, pads, surfaces, heat cracks, stone impacts — and many track drivers convert to steel brakes for circuit work, storing the PCCB: on a reverted car the ORIGINAL parts must be present. Suspension: uniball joints, arms, track rods, noises — track wear is real: PASM dampers after curbs and heat: front lift where optioned, cycled cold and warm, occasional leaks documented.

BODY & CLUBSPORT

Carbon panels checked as carbon: roof, wings, bonnet, rear wing, splitter — resprays documented. The front splitter is the normal wear point (scratches, kerbs — normal: breaks are not). Rear wing: originality, gaps, mounting. Clubsport equipment where fitted: cage, extinguisher, six-point harnesses — original, dated, belt age within limits.

THE MANTHEY DOCTRINE

A cleanly DOCUMENTED Manthey kit (aero, suspension, brakes, water tank, geometry) can raise market value: undocumented private builds do not — the difference is the paperwork, not the parts. Common aftermarket (Akrapovic, Manthey, Bilstein, KW, Recaro, harnesses) documented; DME, PDK and PCM software current: no known electrical series.

RECALLS · TINY, NOT EMPTY

TWO TOUCHES

The dossier's core claim holds under verification: no GT2-RS-specific recall series exists — nothing like the 991.1 GT3 or 992 GT3 stories. But the sheet is not blank: 19V875 covers the 2018–19 GT2 RS within 15,501 GT cars for insufficient child-seat instructions in the owner's manual (regulatory, trivial — the supplement should be in the folder): and 19V445 caught exactly THREE cars (2019 GT2 RS and a 2020 Carrera S) for driveshaft-to-hub bolts possibly not properly tightened — ultra-low population, VIN-specific. The VIN campaign check runs at every car regardless.

MARKET POSITION · WEISSACH IS THE STANDARD

STATUS

The market separates cleanly: Weissach, non-Weissach, MR and original-condition cars price differently, with Weissach as the collector reference. Bands follow the transaction dataset — this is a normally-traded car, unlike the halo files. Structural readings: track forensics with clean service history price ABOVE garage queens with gaps: magnesium wheels and PCCB condition move five-figure sums: and the four Grande-America replacement cars carry their own provenance story.

COST FRAME

Working magnitudes, not quotes (Sep 2026): annual service €1,500–3,000 · major service €2,500–4,500 · Cup 2 R tyre set €2,000–3,000 · PCCB axle from about €5,000 in material · magnesium wheel set over €15,000 · PDK work €5,000–15,000+ · carbon parts by OEM quote. Tyres: Cup 2 R by DOT, heat cycles and inner edges — expensive enough to be a negotiation line on their own.

700 PS

MDH.NA: the most powerful 911 of its era — and one of its most robust engines

5 L

Of distilled water: the signature system every GT2 RS PPI tests, never assumes

3

Cars in 19V445: the recall sheet is tiny, not empty — and the file stays precise

Sources: Porsche factory data (700 PS/750 Nm MDH.NA, water injection, Weissach Package content, magnesium wheels); production-cap status and Grande America replacement production per period reporting; NHTSA 19V875 (15,501 GT cars incl. 2018–19 GT2 RS, owner's-manual child-seat instructions) and 19V445 (3 cars, driveshaft-to-hub bolts) verified September 2026 — no model-specific campaign series exists; track-wear, water-system, magnesium-wheel, carbon-component, PCCB and radiator patterns per named buyer guides (911Finder, PistonHeads and others as cited in the dossier). Cost figures are MI working magnitudes; market bands follow the verification round.