

MODEL FILE 35 · GT LINEAGE · PORSCHE

PORSCHE 991 GT3 FAMILY

991.1 GT3 · 991.1 RS · 991.2 GT3 · TOURING · 991.2 RS · 2013–2019

THE FAMILY IN BRIEF

TWO WORLDS

The 991 GT3 family is two technically completely different worlds. 991.1 GT3 (2013–16): the new 3.8-litre high-rev MA1.75, PDK-only, first GT3 rear-axle steering, an all-new platform — technically brilliant, and historically inseparable from the biggest GT3 engine story of modern Porsche history. 991.1 GT3 RS: 4.0 litres, lower rated revs, many engine changes — clearly LESS problematic than the early 3.8 (the most common buyer error is equating the two). 991.2 GT3 (2017+): the new 4.0 MA1.76, the manual gearbox returns, the Touring joins — among the most robust modern GT Porsches. 991.2 GT3 RS: 520 PS, 9,000 rpm, Weissach Package. The market separates all of it cleanly: .1 GT3, .1 RS, .2 GT3, Touring, .2 RS and Weissach are their own segments.

WHY IT MATTERS

The file must begin — and does begin — with the 991.1 engine chapter, because everything about that car prices through it: the replacement-engine evidence and the exact REVISION decide risk and market value, and without documented engine history the register makes no purchase recommendation. The 991.2 world inverts the audit: the engine drops to LOW risk and the PPI shifts almost entirely to track history, chassis, brakes, radiators and the expensive lightweight hardware.

991.1 · THE ENGINE FILE

14V090 · THE EXCHANGE

Not a service note: after two engine fires Porsche STOPPED worldwide deliveries of the 991.1 GT3 and ultimately replaced the engines of the early production entirely, because faulty piston connecting-rod bolting could come loose and damage the crankcase — oil onto hot components, fire risk. Verified: NHTSA 14V090 (Porsche code AE01), 209 US cars, production 19 October 2013 to 16 January 2014, remedy a complete NEW ENGINE with improved rod connections — owners were told not to drive until replaced. Mandatory field: ENGINE_REPLACED_BY_PORSCHE = YES/NO, with paper. Without evidence: no purchase recommendation.

THE SECOND CHAPTER

The common error: “engine replaced = problem solved.” No. Afterwards the FINGER-FOLLOWER (rocker) theme moved to the foreground under sustained high load — a mix of lubrication, material, coating and valvetrain loading, hitting hard-tracked cars most: Porsche developed the engine through several revisions in response.

E → F → G → G6

The revision doctrine, decisive for market intelligence: E (first series) → F (improved) → G (clearly improved) → G6 — the exchange engine with optimised oil supply and reworked DLC-coated finger followers, today by far the most desirable state. The PPI documents WHICH revision, never “the engine was replaced at some point”: the letter changes the market value. Around it sat Porsche’s extraordinary response: a 10-year/120,000-mile special engine warranty for affected cars — now frequently EXPIRED, which makes the documented revision matter even more.

ENGINE & PLATFORM PPI

Always: cold and warm running, PIWIS, fault memory, running culture, oil consumption, noises: plus leak-down and compression where possible. Oil consumption: values clearly above roughly 0.5 litres per 1,000 miles are questioned, not excused. DME report where obtainable: hours, over-revs, launches. The rest of the .1 platform is far calmer: the GT3 PDK is very robust (manoeuvring, launch, adaptations — no series problem): rear-axle steering checked by calibration, faults and actuators, especially after accidents: PASM dampers, top mounts and solenoids wear on hard-tracked cars: front lift cycled cold and warm (hydraulics and sensors age): and the open front intakes collect stones, rubber and corrosion at the radiators — like every GT model.

991.1 GT3 RS

The frequent misconception, corrected: the RS is NOT the GT3 engine-wise — 4.0 litres, lower rated speed, numerous engine changes, and the .1 RS engines count as clearly less problematic than the early 3.8s. The RS audit therefore shifts where all RS audits go: track use, uniball wear, PCCB, chassis hardware — the engine ranks lower.

991.2 · THE ROBUST WORLD

GT3, MANUAL & TOURING

Practically a new generation: the 4.0 MA1.76 is regarded as largely free of the .1 teething history — verified against the record: the MY2018 vehicle query returns no engine campaign, only the family-wide owner’s-manual action. The manual gearbox returns (synchros, feel, clutch — no real weakness) and many buyers now deliberately seek the six-speed. The Touring is mechanically identical: the difference is optics, market and collector value — no additional PPI risk. Engine care points: maintenance and oil-change discipline, valvetrain, and DI carbon build-up on intake valves checked from higher mileages — a control point, not a drama.

991.2 RS & WEISSACH

520 PS at 9,000 rpm, engine equally robust. The collector PPI begins at the hardware, mirroring the GT2 RS file: Weissach content by build sheet (magnesium wheels, carbon roof, carbon anti-roll bars and coupling links, titanium cage): magnesium wheels with runout, hairline cracks, corrosion and kerb checks — a replacement set is well into five figures: PCCB with the steel-conversion rule (originals must come WITH a reverted car): uniball joints, arms and track rods for track wear: the front splitter as normal wear (underbody looked at, not assumed): NACA brake-cooling ducts verified open and original after any front damage: lift cycled: Cup 2 / Cup 2 R tyres by DOT, heat cycles and inner edges.

RECALLS · ONE BIG STORY, ONE TOUCH

THE RECORD

The register's verified picture: 14V090 is the one great campaign — the worldwide 991.1 engine exchange — and its aftermath (revisions, special warranty) is carried above as the model's defining chapter. 19V875 touches the family alongside other GT models (2014–19, child-seat instructions in the owner's manual: regulatory trivia — the supplement belongs in the folder). For the 991.2 GT3 no comparable engine recall history exists: the clean sheet is itself a verified datum. VIN campaign check at every car regardless.

MARKET POSITION · SIX SEGMENTS

STATUS

Bands follow the transaction dataset — the family trades normally and splits into six clean segments (.1 GT3, .1 RS, .2 GT3, Touring, .2 RS, Weissach). Structural readings: on a 991.1 the documented G6 (or at least G) engine moves the price more than mileage does: manuals and Tourings carry their own premium tiers: Weissach and magnesium wheels price the .2 RS: and clean track forensics beat garage-queen gaps across the family.

COST FRAME

Working magnitudes, not quotes (Sep 2026): annual service €1,200–2,500 · major service €2,500–5,000 · PCCB axle €5,000–10,000+ · magnesium wheels >€15,000 · PASM damper €1,000–2,000 each · lift repair €2,000–6,000 · exchange engine: five-figure to low six-figure depending on execution. The .1 lesson in one line: the cheapest 991.1 GT3 is usually the most expensive one.

G6

The revision that decides a 991.1: documented — or no purchase recommendation

209

US cars in 14V090: worldwide, Porsche stopped deliveries and replaced the early engines

9,000

rpm in the 991.2 RS: the robust world, where the audit shifts to track forensics

Sources: Porsche factory data (MA1.75/MA1.76, PDK and manual availability, rear-axle steering, Weissach content, 520 PS/9,000 rpm); NHTSA 14V090 verified September 2026 (209 US cars, production 19.10.2013–16.01.2014, complete engine replacement, code AE01, stop-drive advisory) and 19V875 family touch; MY2018 vehicle query returns no engine campaign — the 991.2 clean sheet verified; finger-follower chapter, E/F/G/G6 revision doctrine, 10-year/120,000-mile engine programme, oil-consumption threshold and track-wear patterns per named buyer guides (911Finder, Car & Classic and others as cited in the dossier). Cost figures are MI working magnitudes; market bands follow the verification round.