

MODEL FILE 37 · GT LINEAGE · PORSCHE

PORSCHE 992 GT3 & GT3 TOURING

4.0 NA · 510 PS · 9,000 RPM · 992.1 2021–2024 · 992.2 FROM 2025

THE MODEL IN BRIEF

VARIANTS

The family in this file: 992.1 GT3 (from 2021), 992.1 GT3 TOURING, 992.2 GT3 (from 2025) and 992.2 GT3 Touring. The GT3 RS of both generations is deliberately NOT covered here — like the GT2 RS it carries its own file. New on the 992.2: the WEISSACH PACKAGE reaches the base GT3 for the first time (carbon components, optional magnesium wheels per specification), importing check points previously reserved for RS and GT2 RS cars. Touring: mechanically identical to the winged car — no wing, subtler presence, its own collector market. Clubsport package (cage, extinguisher, six-point harness) where ordered.

ENGINE BASE

The 4.0-litre naturally aspirated flat-six, 510 PS at 8,400 rpm, 9,000 rpm ceiling — direct lineage from the 911 GT3 R and Speedster programme, with single throttle bodies and rigid valvetrain. Register classification: LOW RISK. No systematic engine damage series is known — this is emphatically NOT a repeat of the 991.1 story, and the file says so up front. 992.2 revision: same 510 PS held against tightened emissions via catalyst and camshaft changes, compensated by a shorter final drive. Manual and PDK both reliable — the choice is character and market, not risk.

WHY IT MATTERS

The register calls the 992 GT3 the technically most inconspicuous GT3 ever built — and the biggest technical novelty is not the engine but the FRONT AXLE: double wishbones derived from the 911 RSR replace the McPherson layout of every road 911 before it. That axle brings new check points (upper wishbones, ball joints, geometry, curb history) and, with the swan-neck wing, defines the inspection profile. The real risk is not the technology: it is UNDOCUMENTED TRACK HISTORY on a car built to be tracked.

INSPECTION ZONES · DRIVETRAIN

ENGINE · LOW RISK, STILL CHECKED

No rod-bearing series, no finger-follower story, no oil-consumption pattern: the audit is condition-based. Cold start filmed: clean idle, no smoke, chain and valvetrain acoustics at temperature. Oil history against track reality — hard use means shorter intervals, and the invoices must show it. The one engine-adjacent factory action is WPE9 (oil filler neck — see FACTORY ACTIONS): status verified at every car. Cooling and radiators: the big front openings collect stones and rubber like every GT — fins, condensers, oil coolers inspected through the openings.

GEARBOX & TRACK
FORENSICS

PKD: no systematic weakness — cold R and D, crawl, launch behaviour warm, adaptation values in the PPI. The 6-speed manual (both generations): clutch wear by feel and readout, no known series. The forensics layer decides the file: DME report where obtainable — engine hours, over-rev ranges, launch counts — plus event history and the service cadence between events. A tracked GT3 with a clean file prices as a good car: a tracked GT3 with gaps is the actual risk profile of this model.

INSPECTION ZONES · CHASSIS, AERO & PACKAGES

THE RSR FRONT AXLE

The defining hardware: double-wishbone front suspension from the 911 RSR — new to any road 911. PPI check points the trade did not need before: upper wishbones and their ball joints for play and impact marks, lower arms, uniball wear on hard-used cars, steering precision on the road test. CURB AND IMPACT HISTORY matters more than on the McPherson cars: geometry printout against factory spec is standard, not optional — and any accident repair on the front end is verified at wishbone level, not panel level.

SWAN-NECK WING & AERO

The swan-neck rear wing: mounts, gaps, adjustment mechanism, originality — track cars run steeper settings, and the manually adjustable positions must move freely. Front diffuser and underbody scrapes read as normal use: breaks and delamination do not. Note the spoiler/brake-light SOFTWARE story under FACTORY ACTIONS — it is the Touring-era campaign the dossier flagged, and it applies to the winged car too.

TOURING, WEISSACH &
CLUBSPORT

Touring: same drivetrain, same axle, no wing — verified as a configuration (build sheet), collected as its own market. Weissach package on the 992.2: carbon anti-roll bars and components per specification, optional MAGNESIUM WHEELS — where fitted, the GT2 RS discipline applies: runout, hairline cracks, kerb damage, repairs — a set is five figures. Clubsport equipment: cage mounts, extinguisher service date, harness dates within limits. PCCB where optioned: measured wear (thickness/weight), never visual impressions.

THE MANTHEY DOCTRINE ·
992

Manthey performance kits exist for the 992 generation, and the GT2 RS doctrine carries over unchanged: a documented kit (invoices, geometry protocols, aero settings) is recorded as value — an undocumented private build is recorded as risk. MANTHEY status is its own database field, always separated from factory condition.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

WPE9 · THE OIL FILLER NECK

The dossier's "most important engine-specific factory action" verifies with one correction: WPE9 is a WORKSHOP CAMPAIGN, not a formal safety recall. Filed with NHTSA as a campaign bulletin: 992 GT3, GT3 Touring and GT3 RS, model years 2021–2024, 3,728 US vehicles.

DEFECT, REMEDY & STATUS

The neck's design could prevent the oil filler cap from seating properly, letting engine oil reach the engine-compartment service area in operation. Remedy: replacement with an optimized neck, available from 9 November 2023, campaign valid until 2 August 2028. PPI: WPE9 status confirmed at the dealer — an open neck on a 2021–2024 car is a to-do, not a crisis.

GT3-SPECIFIC RECALLS

Three formal campaigns are indexed against the 992 GT3 itself. 22V803 (code ANB6, 15 cars, MY2022): lower seat-belt anchor screws possibly not tightened — replaced, seat frame swapped on thread damage. 23V446 (APA8, 700 cars, MY2022–23): the spoiler story from the dossier — a software error let vehicle and spoiler brake lights activate together when the wing was manually deployed below 56 mph: fixed by reprogramming the spoiler control unit. 23V715 (APB3, 2,923 cars across the 911 range incl. GT3, Touring and GT3 RS with optional full bucket seats): seat-mounted airbags could deploy unnecessarily — airbag control unit reprogrammed.

PLATFORM LAYER · BY VIN

Four 911-wide campaigns can touch a GT3 by VIN. 24V155 (ARA3, 8,101 cars, MY2020–24): the glass-bonding story the dossier carried — front windshield and rear window possibly not properly secured: inspection and replacement as necessary. 24V809 (ARC4, 2,251 cars, MY2021–24 911 plus 718 GT4 RS/Spyder RS): CENTER-LOCK WHEEL BOLTS may fracture — wheel detachment risk, issued with a stop-drive until checked: the GT3 runs center locks, so this is a mandatory VIN item the dossier did not yet carry. 22V897 (ANB7, 53 cars): dashboard/airbag. 25V896 (ASB2, 172,107 across lines incl. 2020–25 911): rearview-camera software, letters from February 2026 — may touch 992.2 cars. The by-VIN check closes all of them.

MARKET POSITION & COST FRAME

STATUS

Allocation-gated at delivery, traded above list through most of the 992.1 run: Touring and low-mileage manuals carry their own premiums, and the 992.2 with Weissach package is the new collector configuration to watch. The 992.2 fleet is young — patterns beyond the platform campaigns are MONITOR, INSUFFICIENT FLEET AGE. Bands follow the transaction dataset in the usual round.

COST FRAME

Working magnitudes, not quotes (Sep 2026): annual service €1,200–2,500 · major service €2,500–4,000 · Cup 2 tyre set €1,600–2,500 · PCCB axle from ≈€5,000 material · geometry setup €400–800 · magnesium wheel set (992.2 Weissach) five figures · Manthey kit by documented invoice. The standing deduction on this model is never the hardware: it is the catch-up service on a hard-tracked car.

9,000

rpm from the 4.0 NA six — LOW RISK, and no repeat of the 991.1 story

RSR

The double-wishbone front axle: the biggest technical novelty, and the new check zone

3,728

US cars in workshop campaign WPE9: the oil filler neck, replaced — not a recall

Sources: Porsche factory data (4.0 NA 510 PS/9,000 rpm, RSR front axle, swan-neck wing, 992.2 Weissach package); NHTSA verified September 2026 — workshop campaign WPE9 per official bulletin (3,728 US cars, MY2021–24, oil filler neck, remedy from 9 Nov 2023), recalls 22V803, 23V446, 23V715, platform 24V155, 24V809, 22V897, 25V896, populations as stated; patterns per the dossier and named specialist sources. Cost figures are MI working magnitudes; market bands follow the transaction round.