MODEL FILE 42 · CLASSIC 911 · PORSCHE · AIR-COOLED

PORSCHE 911 (964)

M64 3.6 · 250 PS · 1989–1994 · C2 · C4 · RS · TURBO · SPEEDSTER

THE MODEL IN BRIEF

THE FAMILY

The register separates: Carrera 2 and Carrera 4, each as Coupé, Cabriolet and Targa · RS · RS America · Turbo 3.3 · Turbo 3.6 · Speedster · America Roadster · and the 30 Jahre 911 anniversary car (911 units, C4 widebody). Turbo and RS run as sub-chapters here — both can carry their own collector files later, per the register plan (TURBO_REFERENCE is a standing field). Special-model counts worth knowing at the table: Speedster ≈930, America Roadster ≈250, 30 Jahre exactly 911.

WHY THE 964 MATTERS

Technically one of the most important 911s ever: coil springs replace torsion bars, ABS, power steering, the first Carrera 4 all-wheel drive, and substantially modernized heating and climate — around 85% of parts were newly developed against the G-Modell. For the database it is the logical ENTRY INTO THE CLASSIC 911 GENERATIONS: modern enough for a structured PPI, still fully air-cooled and analogue.

THE M64 ENGINE

3.6 litres, 250 PS, air-cooled, twin-plug ignition. The core is robust — but it demands CONSISTENT maintenance, and the file's known issues live around the engine, not inside it: crankshaft drive and the M64 base are not led as known problems. The real points: oil-tightness, the distributor belt, and the early dual-mass flywheel — each below, each a database field.

ENGINE ZONES · THE THREE 964 POINTS

OIL LEAKS

The most frequent PPI point of the model: chain housings, valve covers, cylinder base, crankshaft seals. Early engines leaked more by design — Porsche improved the sealing from MY1991 — and early cars carry the head/cylinder-sealing story, with later cars distinctly better. Light sweating is age: active leaks are findings. A documented re-seal or top-end revision is a POSITIVE datum, recorded — the big resealing runs €6,000–15,000, a top-end revision €10,000–20,000+, which is why ENGINE_LEAK_STATUS is priced, never waved through.

THE DISTRIBUTOR BELT	One of the most important points of the whole file: inside the twin-spark double distributor runs a small toothed belt — when it tears, one ignition side fails: power loss, and in the unfavourable case engine damage. Porsche's remedy was the DISTRIBUTOR VENT KIT, introduced to relieve the ozone-laden atmosphere that ages the belt: the update — and the belt's service history — must be documented. DISTRIBUTOR_VENT_KIT is a mandatory field: a distributor revision is small money (€500–1,500) against what it protects.
THE DUAL-MASS FLYWHEEL	The absolutely classic 964 point: the early FREUDENBERG dual-mass flywheel tends to vibration and wear — the conversion to the later LuK flywheel counts today as a practically standard improvement. FREUDENBERG_OR_LUK_DMF is its own field: the conversion runs €2,000–4,000 and changes the car's character at idle and take-off. A car still on the early DMF is not broken — it is priced with the conversion on the list.

INSPECTION ZONES · DRIVETRAIN & CHASSIS

GEARBOX & PDAS	The G50 gearbox is very robust: synchros, shift quality, clutch — normal checks. The Carrera 4's PDAS all-wheel drive is the complex chapter: technically fascinating, early, and repair-intensive when neglected — hydraulic unit, sensors, ABS interplay, all-wheel function, leaks. PDAS_STATUS is its own field, and on a C4 the system test belongs in every PPI: repairs can get expensive, and "it drives fine" is not a diagnosis.
CHASSIS, STEERING & BRAKES	At thirty-plus years the wear is age, not disease: control-arm bushings, top mounts, dampers, tie rods — a full suspension revision runs €3,000–8,000 and transforms the car. Power steering (new on the 964): rack, lines, seals — light leaks occur. Brakes with ABS: sensors, hydraulics, hoses — function and age checked together.
RUST DESPITE GALVANIZING	The 964 is galvanized — and still checked: windscreen and rear-screen frames, jacking points, sills, battery box, wheel arches. Many rust problems trace to IMPROPER GLASS REPLACEMENTS or old accident repairs, not the factory shell: which is why the glass and accident history is read alongside the metal. RUST_SCREEN_FRAME, BATTERY_BOX and JACK_POINTS are separate fields.
ELECTRICS, SPOILER & TOPS	No model-shaping electrical weakness — honest age: window lifters, blower, air conditioning, relays, ground points. The electric rear spoiler: function, end positions, microswitches. Targa and Cabriolet add their blocks: roof seals, water drains, top mechanism (Cabrio), wind noise on the drive.

THE COLLECTOR LAYER

RS & THE SPECIALS

The RS gets its own chapter in any purchase: originality, cage, bucket seats, lightweight components — verified against documentation, never against looks. US layer: the 964 RS proper was NEVER federalized — the RS America exists precisely because of that, a lightened US-market C2, its own story: European RS cars in the US arrived by import, and their provenance papers join the file. Speedster, America Roadster and the 30 Jahre car trade on numbers, originality and history: ORIGINALITY_SCORE and COLLECTOR_GRADE carry the weighting. The Turbo runs here only as cross-reference — its own file follows in the register plan.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE PERIOD RECORD

One correction in framing to the dossier: the 964 does carry a recall history — it is simply old, small and honest. 92V142 (11,091 cars, C2/C4, built Apr 1988–Jan 1992): the cruise-control linkage's plastic ball sockets can break and jam the throttle — the engine may not return to idle: steel sockets installed, letters October 1992. 93V205 (1,149 cars: Turbo and America Roadster, built Jul 1990–Oct 1992): the hydraulic brake pressure-reduction valve reduces pressure too slowly — REAR WHEELS CAN LOCK DESPITE ABS: modified valve installed, letters January 1994. 93V131 (126 cars: MY1994 C2 Speedster, built Apr–May 1993): the convertible-top latch hook can crack — the top could open at speed: latch replaced. And at the era boundary, 91V103 (975 cars, MY1989): a fuel line at the left rear control arm could chafe at full travel — fire risk, lines rerouted. On a thirty-year-old car these read as history — but a PPI confirms the work was done, by VIN and by sight.

UPDATES, NOT RECALLS

The dossier's core point stands: the model's defining fixes — the LuK flywheel conversion and the distributor vent kit — were SERVICE UPDATES and improvements, not government campaigns. They live in invoices, not databases — which is why the file demands them.

MARKET POSITION & COST FRAME

STATUS

The register's doctrine, straight from the dossier: a cleanly documented 964 with LuK flywheel, vented distributor and dry engine is today distinctly more attractive than a nominally cheap car with a maintenance backlog — the cheap one is the expensive one. RS, Speedster, 30 Jahre and America Roadster trade in the collector tier: C2/C4 drivers' cars on condition and file. Bands follow the transaction dataset in the usual round.

COST FRAME & MAINTENANCE

Working magnitudes, not quotes (Sep 2026): annual service €1,500–3,000 · full engine resealing €6,000–15,000 · top-end revision €10,000–20,000+ · DMF conversion €2,000–4,000 · distributor revision €500–1,500 · suspension revision €3,000–8,000. Maintenance doctrine: consistent, calendar-driven service — the M64 rewards it and punishes its absence.

85%

New parts against the G-Modell: the first modern 911 — and still fully air-cooled

2

Ignition sides on one small belt: the distributor is the file's quiet critical item

11,091

Cars in 92V142: the record is old and small — but it is not empty

Sources: Porsche factory data (M64 3.6/250 PS twin-plug, 964 architecture, special-model counts incl. 30 Jahre 911 units); NHTSA period record verified September 2026 — 92V142 (11,091, cruise-control linkage), 93V205 (1,149, Turbo/America Roadster brake valve), 93V131 (126, Speedster top latch), 91V103 (975, MY1989 fuel line, era boundary); sealing evolution from MY1991, distributor vent kit, Freudenberg/LuK DMF, PDAS, rust and age patterns per the dossier and named specialist sources (911Finder, Hagerty and others as cited). Cost figures are MI working magnitudes; market bands follow the transaction round.