

PORSCHE 911 BUYING CHECKLIST

AIR-COOLED GENERATIONS

CAR: _____ **VIN:** _____ **DATE:** _____

EXTERIOR & BODYWORK (6 PTS)	<input checked="" type="checkbox"/>	NOTES
Panel Alignment: Check for uneven gaps, which may indicate accident damage	<input type="checkbox"/>	
Rust Inspection: Bubbling paint at windshield, door sills, wheel arches etc a sign	<input type="checkbox"/>	
Underbody Condition: Inspect floor pans, jack points, and suspension mounts	<input type="checkbox"/>	
Paint Quality: Look for color mismatches, overspray, or signs of bodywork.	<input type="checkbox"/>	
Glass and Seals: Cracked glass, dried-out seals, water ingress around w/shield	<input type="checkbox"/>	
Lights: Ensure lights work properly and inspect lenses for cracks or clouding.	<input type="checkbox"/>	
ENGINE & MECHANICAL (8 PTS)	<input checked="" type="checkbox"/>	NOTES
Cold Start: Smoke or rough idle can be worn valve guides or injection issues.	<input type="checkbox"/>	
Oil Leaks: Leaks around valve covers, timing chain covers & camshaft seals	<input type="checkbox"/>	
Compression and Leak-Down Test: Ensure results show less than 10% leakage	<input type="checkbox"/>	
Chain Tensioners: Verify upgrades to hydraulic tensioners, esp for F/G cars	<input type="checkbox"/>	
Cylinder Head Sealing: On 964, check engine has updated head gaskets.	<input type="checkbox"/>	
Cooling Fan/Housing: Inspect for cracks in cooling fan / corrosion in housing.	<input type="checkbox"/>	
Exhaust: Look for rust/cracks - esp near heat exchangers and catalytic converter.	<input type="checkbox"/>	
Oil Condition and Level: Dark, sludgy oil or low levels indicate poor maintenance.	<input type="checkbox"/>	
TRANS & DRIVETRAIN (5 PTS)	<input checked="" type="checkbox"/>	NOTES
Clutch Health: Slipping, juddering, or high engagement points suggest wear.	<input type="checkbox"/>	

Shifting: Grinding 2nd may be worn synchros, esp in 915 and G50 gearboxes.		
Synchro Wear: Resistance when downshifting indicates synchro issues.		
AWD (964 & 993 C4): Ensure smooth operation without binding during turns.		
CV Joints/Axles: Check rubber boots for cracks & clunking under acceleration.		
SUSPENSION & STEERING (4 PTS)	<input checked="" type="checkbox"/>	NOTES
Ride Height / Alignment: Uneven stance may be worn torsion bars or springs.		
Bushing and Ball Joint Wear: Cracked bushings and loose joints affect handling.		
Shock Absorbers: Leaking dampers and excessive bounce after bumps.		
Steering Play: Loose steering can indicate worn tie rods or a failing steering rack.		
ELECTRICAL SYSTEM (4 PTS)	<input checked="" type="checkbox"/>	NOTES
Battery/Charging: Ensure proper alternator output (13.5–14.5V while running).		
Gauges: Test all gauges, especially oil pressure, temperature, and tachometer.		
Blower Motors/HVAC: Ensure footwell and compartment blowers work properly.		
Lights and Switches: Test all lights, wipers, and window controls.		
INTERIOR & TRIM (3 PTS)	<input checked="" type="checkbox"/>	NOTES
Seat and Upholstery Condition: Check for tears, sagging foam, worn seatbelts.		
Dashboard and Trim: Inspect for cracks, esp. around vents and the speaker grille		
Carpets and Headliner: Dampness under carpets suggests leaking seals.		

F-SERIES (1964-1973) - EARLY AIR-COOLED CLASSICS SUPPLEMENT

F - SERIES	✓	NOTES
Magnesium Engine Case Warping: Early 2.0L, 2.2L, and 2.4L use magnesium cases that warp under heat stress. Look for oil leaks compression loss.		
Chain Tensioners: Ensure original mechanical chain tensioners have been upgraded to hydraulic units.		
Rust-Prone Floor Pans and Battery Box: Inspect the front suspension pan under the battery tray, a common rust hotspot.		
Carburetor vs. Mechanical Injection: Verify correct operation of Webers, Zeniths, or Bosch MFI systems.		
Electrical Harness: Brittle wiring and poorly executed repairs are common.		
Valve Guide Wear: High-mileage engines often suffer from worn valve guides, leading to blue smoke at startup.		
Gearbox Synchronizers (901 Transmission): The early dog-leg first gear often has worn synchronizers, especially in second gear.		
Torsion Bar Sag: Original torsion bars can weaken, causing uneven ride height.		
Head Stud Pulling: Magnesium engine cases can pull head studs, requiring case savers during rebuilds.		
Panoramic Sunroof Drains: If equipped, sunroof drains clog easily, causing water ingress.		

G-SERIES (1974–1989) – THE IMPACT-BUMPER ERA SUPPLEMENT

G - SERIES	✓	NOTES
Head Stud Failure: Dilavar head studs, especially in the 2.7L and 3.0L engines, are prone to breakage.		
Thermal Reactor Heat Damage: U.S.-spec 1975–1977 cars had thermal reactors, causing excessive heat and engine damage.		
CIS Fuel Injection Problems: Vacuum leaks, faulty warm-up regulators, and airbox cracks plague the K-Jetronic system.		
Pop-Off Valve: Without this retrofit, a backfire can crack the airbox.		
915 Transmission Synchro Wear: Second-gear grinding is common, especially when cold.		
Rust in Jacking Points and Rocker Panels: Inspect these areas carefully for corrosion.		
Chain Tensioner Upgrade: Ensure the car has hydraulic tensioners, not the original mechanical ones.		
Oil Leaks: Camshaft seals, valve covers, and the rear main seal (RMS) are common leak points.		
Electrical Aging: Original fuse boxes and wiring harnesses degrade over time.		
Turbo Model Stress: 911 Turbo (930) models face higher stress on the engine, gearbox, and suspension due to increased power.		

964 (1989-1994) - THE MODERNIZED CLASSIC SUPPLEMENT

964	✓	NOTES
Cylinder Head Leaks (1989-1991): Early engines lacked head gaskets, causing oil leaks. Verify if head gaskets were retrofitted.		
Dual-Mass Flywheel (DMF) Failure: Original Luk flywheels can fail, causing vibration. Look for the Sachs upgrade.		
Distributor Belt Failure: The dual-distributor setup can fail if the belt inside breaks. A vent kit prevents ozone buildup and belt failure.		
Power Steering Leaks: Check for leaks around the steering rack and pump.		
Blower Motor Failure: Footwell and engine compartment blowers often fail, especially if the climate control system malfunctions.		
AWD System (Carrera 4): Check for hydraulic leaks and smooth power delivery during turns.		
Valve Guide Wear: Worn guides lead to oil consumption and blue smoke at startup.		
Chain Tensioners: Ensure the hydraulic tensioners are functioning properly.		
Oil Leaks: Inspect around the camshaft covers, crankshaft seals, and oil return tubes.		
DME Relay Failure: A faulty DME relay can cause no-start issues. Keep a spare in the glovebox.		

993 (1994-1998) - THE FINAL AIR-COOLED 911 SUPPLEMENT

993	✓	NOTES
Valve Guide Wear: Excessive oil consumption and blue smoke suggest worn guides, especially after 60,000 miles.		
Timing Chain Tensioner Failure: Hydraulic tensioners can fail, causing chain rattle at idle.		
Dual-Mass Flywheel (DMF): Check for clutch chatter and vibration, indicating flywheel wear.		
Blower Motor Failure: The HVAC system relies on multiple blowers, which often fail due to worn bearings.		
Power Steering Rack Leaks: Inspect the steering rack for leaks, a common issue on high-mileage cars.		
Check Engine Light (OBD1 System): Misfires, faulty oxygen sensors, or MAF issues can trigger the light.		
Rust Around Windshield Frame: Poor sealing allows water ingress, causing rust near the glass edges.		
Suspension Wear: Worn bushings, dampers, and multi-link rear suspension components affect ride quality.		
Electrical Gremlins: Ignition switch failures and aging wiring harnesses can cause intermittent faults.		
Rear Suspension Noise: Worn rear suspension drop links and control arm bushings often cause clunking.		