

2001 Porsche 996 Turbo \$44,500

General Info

- 2001 Porsche 996 Turbo Coupe VIN: WPOAB29911S687796
- 6 Speed Manual Transmission
- Arctic Silver Exterior with Black Interior
- 69,600 Miles (as of May 2019)

Owner/Seller

- Name – John P. Urban
- Phone – 402-718-7188
- E-mail – john.p.urban@gmail.com

Brief History

- 2001 to 2013 – Domiciled in Dallas, TX – 1st and 2nd owners
- 2013 to 2019 – Domiciled in Omaha, NE -- 3rd owner
- I'm the 3rd owner and bought the car in stock trim in July 2013 with 22,000 miles.
- Car is thoughtfully modified and well maintained – Driven frequently – Not a garage queen
- The car has NOT been tracked or otherwise abused – She is still on the original clutch.













Engine Modifications and Service

- Turbos
 - Stock K16 turbos rebuilt and upgraded in 2014 by Turbo Lab America
 - Stock compressor wheel upgraded to larger, billet K24 wheel (KTX)
 - Kinagawa wastegates set at 12 psi cracking pressure
 - Hoses – Boost hoses and F-pipe upgraded to Forge silicone hoses in 2014
 - Diverter valves – Replaced with stock model (710P) in 2018
 - N75 valve – Replaced in 2015
 - N249 valve – Replaced in 2018
 - Check valves – Including #16 and brake vacuum venturi – Replaced in 2019
- Intercoolers
 - 997 GT2 RS intercoolers installed in 2014
 - End tanks epoxied in 2019 to address minor leak (Araldite 2011)
- Fuel System
 - Walbro 450 fuel pump in stock housing – upgraded in 2017
 - Adjustable fuel pressure regulator – set at 65 psi – upgraded in 2014
 - 60lb Bosch EV14 injectors (Same as Ford GT500) – upgraded in 2014
- Ignition System
 - Coils – Bosch 997 coils installed in 2014
 - Plugs – Bosch FR6LDC installed in 2017
 - Compression tested okay in 2017
 - New battery installed in 2017
- Exhaust
 - Top Gear UK exhaust headers installed in 2017
 - Milltek exhaust installed in 2014
 - Pre-cat wideband oxygen sensors replaced in 2014
- Mass air flow – Converted to Audi RS6 Bosch MAF to provide extra headroom in 2015
- Mount – Upgraded to Torque Solutions semi-solid mounts in 2014
- Cooling tubes – All 8 locations pinned in 2019
- Drive belt – Replaced 2017
- Oil – Changed regularly (at least annually) using Mobil 1 Turbo Diesel (5W-40)



Transmission Modification and Service

Mount – Upgraded with Function First inserts in 2015
Short shift kit – Installed in 2015
GT2 clutch slave kit – installed in 2015 – Gear removed from PS pump
Front differential seals replaced (driver side in 2014 and passenger side in 2019)

Suspension Modification and Service

AST 3-Way Dampers – Rebuilt in 2019 by Anze Suspension
Inverted front strut design bought secondhand from Europe in 2015
Mono-ball upper mounts – Front mounts had to be modified to fit 996TT
Front Springs – 550 lb/in rate main spring (helper spring compressed at ride height)
Rear Springs – 850 lb/in rate main spring (tender spring compressed at ride height)
Anti-roll bars
GT3 hollow front bar with 5 positions (not connected currently)
Eibach solid rear bar with 3 positions (connected at middle position currently)
Custom heim joint ARB links
Tarett ARB brackets used on the rear damper body
Lower control arms
Upgraded to SPC camber adjustable and rebuildable arms in 2018
These are the latest version with a locking screw to ensure ball joint is retained
Rear upper control arms (Dog bones)
Custom heim joint links installed in 2015
Subframe bolt holes enlarged to ½" to eliminate need for heim spacers
Bump steer & Toe control arms
RSS bump steer studs installed in 2019
Custom heim joint links for outer steering tie rod and rear toe control arms
Rear subframe bushings upgraded to solid bushings in 2016 – Reduced rear CG by 1/2" or so
Aligned and corner balanced in 2019 – Negative camber 1.2 to 1.4 front and 0.7 to 0.9 rear

Brakes Modification and Service

New master cylinder installed in 2018
ABS electronics remanufactured in 2015 by BBA Reman (ABS/PSM in working order)
EBC Yellowstuff pads in front and rear
Stainless steel braided brake lines installed in 2014
Brake lines flushed and filled with Endless 650 fluid in 2019

Running Gear Modification and Service

Wheels - Forgestar F14 one piece, rotary forged wheels with custom offsets
Front – 18" x 8.5" ET 42
Rear – 18" x 11" ET 35
Tires – Continental ExtremeContact DW – Installed in late 2016
Front – 225/18/45 (Oversized – Stock is 225/18/40)
Rear – 295/18/35 (Oversized – Stock is 295/18/30)
Bearings – All 4 wheel bearings replaced in 2019 (front driver side started to whine)





Interior Modification and Service

Pioneer AVH-4000NEX head unit installed in 2014

Factory head unit and remote CD changer removed

Factory front dash and rear seat speakers replaced with Pioneer 2-way speakers

Foam surrounds of the factory speakers were disintegrating

Dimming rearview mirror with Homelink installed in 2016

Aluminum pedals and Rennline track mats installed in 2016

White vinyl overlays installed over standard black face gauges (Speedometer, Tach, etc.)



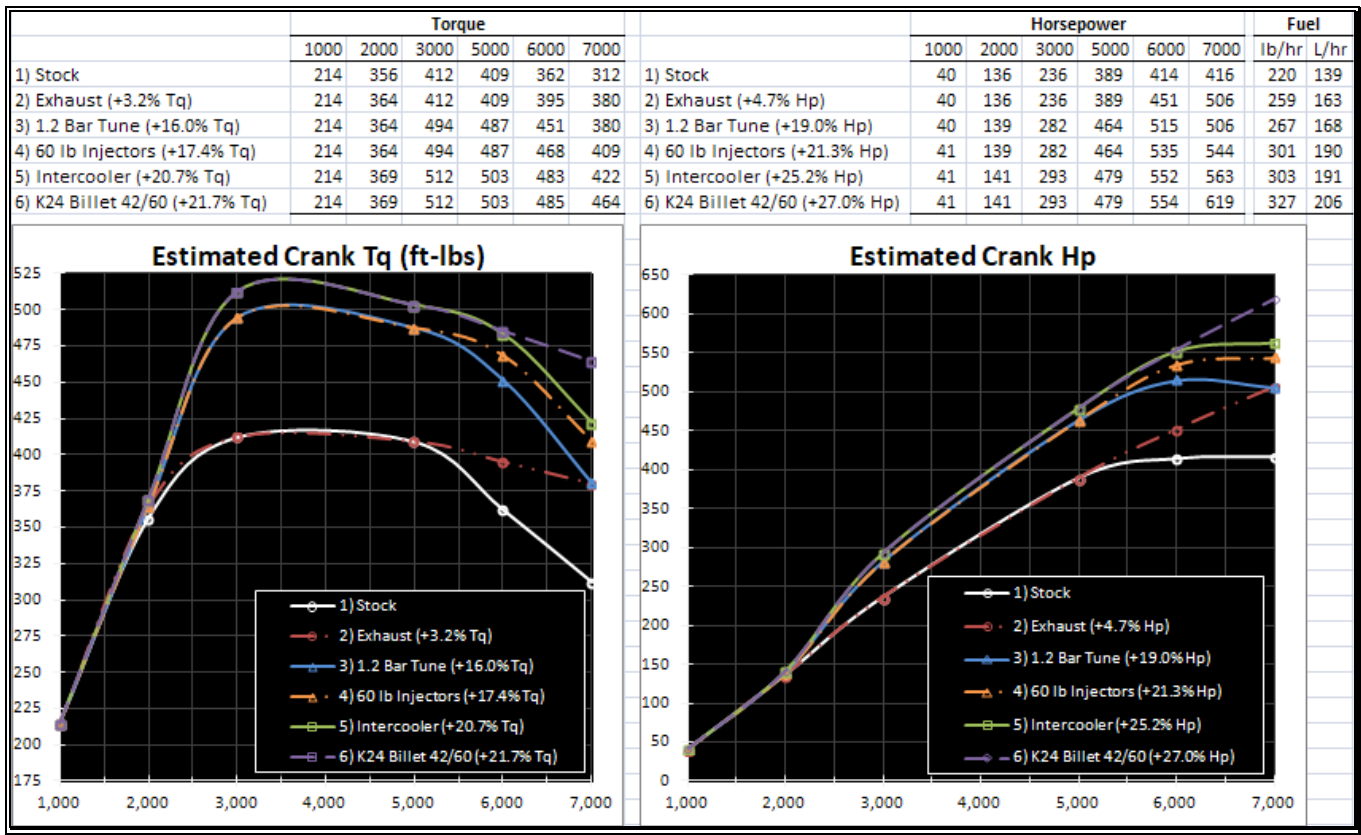






Tune

- Car was purposely modified to take advantage of the stock capability of the Metzger 996TT motor
- I haven't had the car on a dyno, but it should exceed 500 ft-lbs of torque and 550 hp (crank)
- Car is tuned for 1.2 bar boost maximum
- Redline increased from 6,800 to 7,000



Known Issues

- Front driver side ARB bracket failed due to a weak weld in 2019. As a result, front ARB is not currently connected. Since the car is in stock AWD form with open differentials, I prefer to run without a front ARB to keep the understeer to a minimum. Front doesn't have much roll due to the high spring rates.
- The heim joints on the rear dog bones (upper control arm) produce a little rattle. There isn't enough play to warrant replacing them yet, but you can hear a bit of a rattle on some surfaces. The sound is amplified by the monoballs and solid subframe bushings.

Paint History

- Right rear rocker was repainted in 2016. Car slipped off a jack when lowering it. No structural damage. The repair was top notch.
- Rear bumper repainted in 2019. It was stained by a purple towel I had on it while pinning the coolant tubes. Paint matches very well.



- [-] Engine ME7.8 - Turbo
 - [-] Identification
 - Information**
 - Fault Codes
 - Erase Fault Codes
 - Actual Values
 - Input Signals
 - Ready Status
 - Activations
- [+] ABS 5.7
- [+] Instrument Cluster
- [+] Airbag
- [+] Air Conditioning
- [+] Alarm
- [+] Xenon Headlights
- [+] Park Assist
- [+] Seat Memory

Bosch Digital Motor Electronics Motronic 7.8 Turbo

Information



Number of ignitions range 1	24616 / 1910.8h
Number of ignitions range 2	133 / 1902.4h
Operating hours counter	1914.3
Vehicle Identification Number	WP0AB29911S687796
Data version	0041560160205823
Type ID DME control unit	_996TUS01
Order type	996420
Country code	C2
Transmission type	641
Transmission number	G9650
Interior equipment	AD