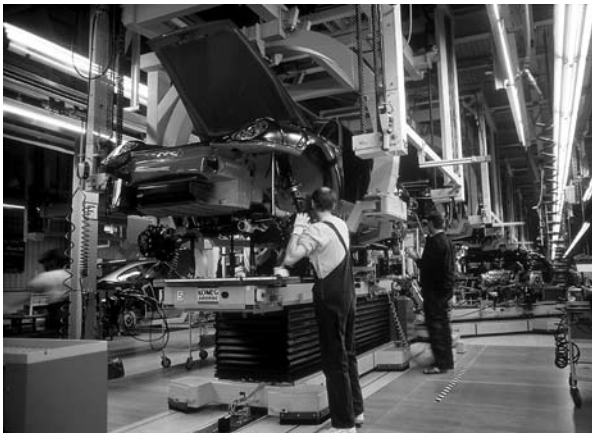
A 996 Cabriolet being hand-painted just like all the previous series. Notice the hardtop being painted at the same time, which ensures a perfect match.
Contributor: Dr. Ing. h. c. F. Porsche AG

The 996 production line with lots of hands on deck, and not a robot to be seen anywhere. Looks hand-assembled, just like the 964 and 993.
Contributor: Dr. Ing. h. c. F. Porsche AG



993 production line; look familiar?
Contributor: Dr. Ing. h. c. F. Porsche AG

Total production for all 996 models during this period was 85,556 at an average of 21,389 per model year. Excluding the 3.6 litre models leaves a grand total of 77,846 produced at an average of 19,461 per model year.

NOTE—
Only fourteen deliveries were made in model year 1997 so the year was removed from creating the averages reducing the model year calculation from five down to four. If it was included the figure would be even lower.

In model year 2002 the 996 was fitted with 3.6 litre engines. Total production from model year 2002 to 2005 was 89,706 at an average of 29,902 per model year.

Total production of all 996 models was 175,262 of which 28,813 were Turbo models, GT-2s or GT-3s. Average yearly production of the 996 over the eight full model years (model year 1997 again excluded) was 21,908.

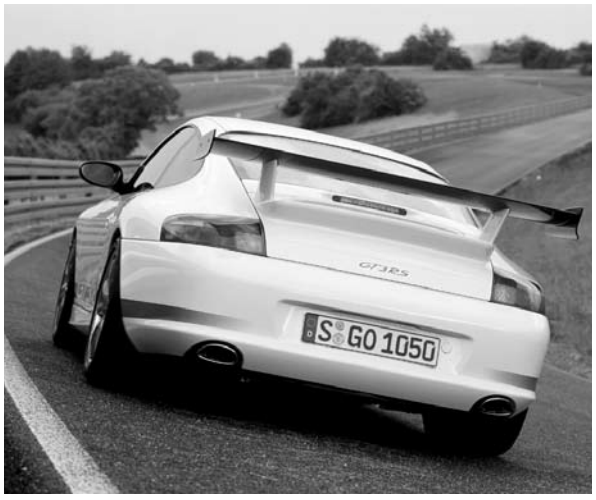
Porsche AG (PAG) provided documents containing the total 911 series production numbers since 1989 to 1996 inclusive (eight model years covering the 911 Carrera 3.2, 964 and 993 series).

This data revealed total 911 production for this period was 122,385 at an average of 15,298 per model year. 996 average yearly production over eight model years was only 6610 more than the average yearly production from model year 1989 to 1996. Does this constitute a switch from limited to mass production, or did PAG penetrate the sport car market a little deeper because the 996 was a superior product compared to the competition?

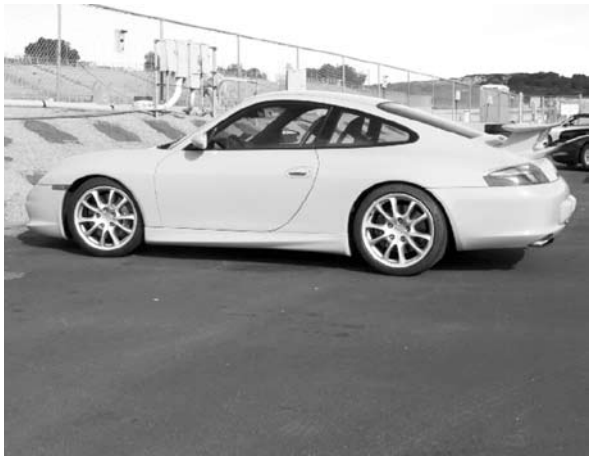
NOTE—
In the first full year of the new production line which produced the 993 and Boxster series line astern, PAG managed to build 21,602 993s. This was just 306 lower than the average yearly 996 production level over eight model years. Practice makes perfect.

Many disparaging comments about the 996 may be made in jest, but many are not. Potential 996 buyers read false stories and nasty comments about 996 owners. Sadly, if something is repeated for long enough it has a habit of becoming “fact”, especially on the internet.

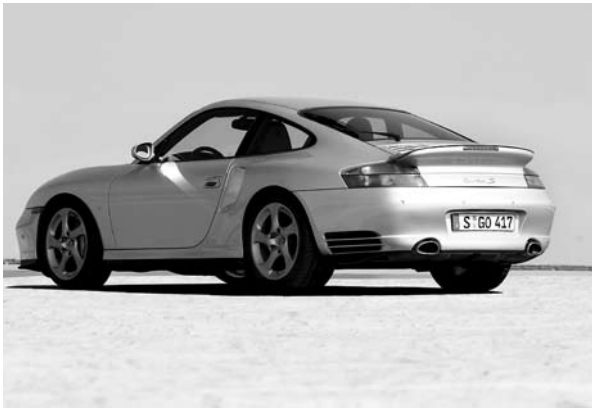
The result is that potential purchasers are put off and Porsche enthusiasts who own a 996 model see their pride and joy devalued by many inside and outside the Porsche community. Throw enough mud and some always sticks!



Model year 2004 GT-3RS.
Contributor: Dr. Ing. h. c. F. Porsche AG



Model year 2004 was the official delivery date for the US market version of the MkII GT-3.
Contributor: Joe Ramos



Externally 996 Turbo S models could be identified by their yellow brake callipers and Turbo S badge on the engine lid.
Contributor: Dr. Ing. h. c. F. Porsche AG

2004 (04 programme):

Whilst actual production numbers dropped by over 6000 units compared to the previous model year, the actual number of 996 models increased in model year 2004. Nothing was axed and added to the existing model line up were:
- GT-3 US market version.
- 911 (996) Turbo S Coupé.
- 911 (996) Turbo S Cabriolet.
- 911 (996) 40th Anniversary.

NOTE—
Two Turbo S Coupés and three Turbo S Cabriolets were sold in Germany as 2003 models.

NOTE—
The GT-3 is described under model year 2003 and the 911 Anniversary is described in the limited edition system.

The decision by the European union to tighten vehicle exhaust emissions by adopting the stricter EU4 standard, increased the number of DME 7.8 software variations from twenty eight to thirty six. See chapter 4.

NOTE—
For the average 996 new purchaser these emissions standards meant very little, but for potential purchasers in the second hand market, DME software variations can be very important, especially if the 996 is moving from country to another.

The two new Turbo S models were identical to their older Turbo brothers in all ways except for the engine and brakes.

PCCB was offered as standard with yellow 6-pot (piston) brake callipers on the front and yellow 4-pot (piston) brake callipers at the rear.

The ceramic brake discs (rotors) were increased in diameter to 350mm (13.8in) at the front and rear, but the thickness of the ceramic brake discs (rotors) at 34mm (1.34in) and 28 mm (1.1in) front and rear respectively remained the same as the steel versions.

The engine was upgraded to 331kW (450hp) and 620Nm (457lb-ft) of torque using the previously optional X50 engine power enhancement kit. See chapters 3 and 11.

The power upgrade resulted in the engine being given the type number of M96/70E.

Maintenance schedules

These maintenance schedule charts are intended as a guide only, based on Porsche AG recommendations.

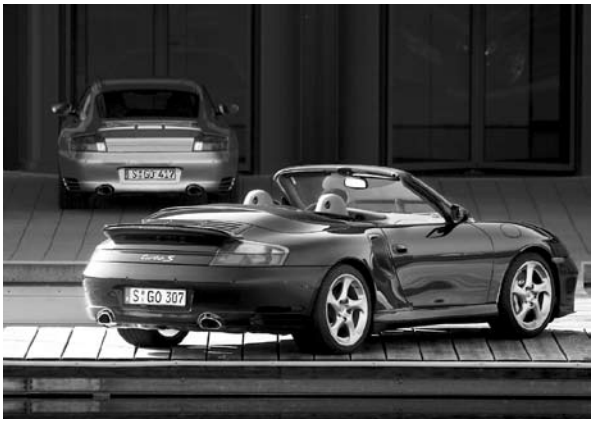
Any decision to shorten maintenance intervals is up to each owner. For the average owner who uses the 996 for normal road driving there is no valid reason to deviate from the recommended intervals, which will only result in adding to the overall cost of ownership.

Maintenance applicable to all 996 models including the Turbo, GT-2 and GT-3 (street version)	**20,000km (15,000miles) Minor/small service**	**40,000km (30,000miles) Major/large service**	**Required at 80,000km only (60,000miles)**	**Required at 160,000km only (120,000miles)**
Read out fault memory using PST2 tester or equivalent ensuring the correct software level for the 996 being inspected is used.	◆	◆		
Change engine oil.	◆	◆		
Replace sparkplugs (only on 996s with Catalytic converters, M150)	◆	◆		
Carry out a visual inspection of the vehicle underside and engine compartment for any fluid leaks and chafing/damage to all lines and hoses.	◆	◆		
Check power-steering fluid level.	◆	◆		
Carry out a visual inspection of the vehicle front for condition and cleanliness of the air inlet ducts, radiators, coolant hoses and check coolant level and anti-freeze protection.	◆	◆		
Replace the particle filter (different part numbers for vehicles with and without activated charcoal (carbon cannister) system.	◆	◆		
Carry out a visual inspection of all brake lines and hoses for leaks, chafing/damage. Check the brake fluid level. Check brake pads and discs for condition. Measurements to determine serviceability should be taken before deciding to replace the brake discs if they are not damaged.	◆	◆		
Carry out a visual inspection of all driveshafts and check the rubber boots for leaks or damage.	◆	◆		
Check condition and air pressure of the spare wheel.	◆	◆		
Check all door and lid locks, including the luggage compartment lid safety catch for security and correct operation. Check operation of the rear spoiler (wing) and inspect the spoiler seal (blind) when extended for damage. As of model year 2003 for all US market models the inner unlocking of luggage compartment (trunk entrapment) lid must also be checked for correct operation.	◆	◆		
Check the condition, alignment and function of all lighting systems including headlights, fog lights, brake lights, reverse lights, indicator/flasher lights, interior lights and instrument cluster warning lights and the horn.	◆	◆		
Check operation and fluid levels of the windscreen washer and wiper system. Check nozzle alignment. Add anti-freeze fluid to the washer system for winter.	◆	◆		

Air conditioning and heating fault finding

Air conditioning system fault finding	
Fault	**DIY diagnosis**
Air conditioning compressor will not engage.	Check fuse D6. If it's blown replace it, and if it blows again there is a short circuit inside the air conditioning compressor's magnetic clutch assembly or the power wire to the clutch is shorted to ground (earth). Air conditioning compressor relay failed. • *Relay is located on relay panel no.2.* Air conditioning compressor clutch failed. 3-level pressure switch activated due to no pressure in system. 3-level pressure switch failed. Outside air temperature too low. Outside air temperature sensor failed.
AC compressor engages, cycles on and off.	3-level pressure switch activated due to temperature/pressure problems in system. • *This can be caused by a failed radiator fan.* 3-level pressure switch failed. Air conditioning compressor relay contacts pitted, and overheating. Control unit internal circuit failed.
Air conditioning magnetic clutch engages, but there is no cooling, irrespective of temperature settings.	Ensure system is set in the automatic mode, and that the snow flake icon is visible. • *PCM-equipped 996s also have the air conditioning page to double check all indications are correct.* Air conditioning system requires a service.
No cooling air from left, right or both sets of centre vents.	Temperature mixing flap actuator and flap stuck in the full hot position. Control unit failing to respond to temperature selection.
No fresh air coming through the vents.	Fresh air inlet below the front windshield (windscreen) wipers blocked. Fresh air (recirculated air) actuator and/or flap stuck in the recirculated air position.
Recirculated air function not working.	Fresh air (recirculated air) actuator and/or flap stuck in the fresh air position. Recirculated air selector button failed open circuit.

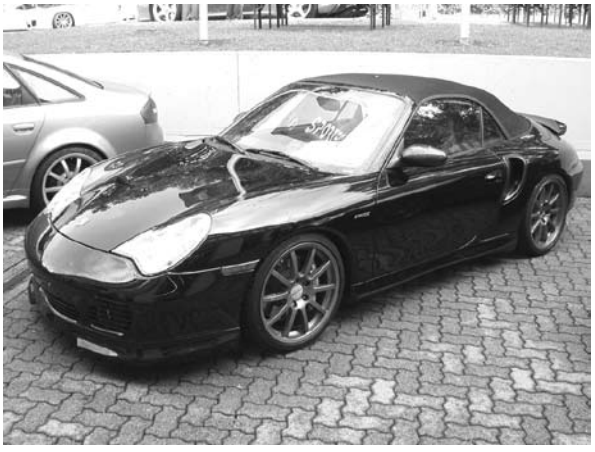
Heating system fault finding	
Fault	**DIY diagnosis**
No heating from left, right or both sets of centre vents.	Temperature mixing flap actuator and/or flap stuck in the full cold position. Control unit failing to respond to temperature selection. Coolant system thermostat stuck in the closed position. Footwell flap actuator and/or flap stuck, and the central vent actuator, and/or flap stuck in the defrost position • *To confirm this situation check if all the air is being directed to the windshield (windscreen).*
No heating from footwell vents.	Footwell flap actuator and/or flap stuck in the defrost position. • *To confirm this situation check if all the air is being directed to the windshield (windscreen).*
Heating is working but temperature control is erratic.	Interior temperature sensor dirty. Interior temperature sensor fan failed. Footwell output temperature sensor failed. Sun (radiation) sensor failed.
Forward blower fan does not function at any selected speed. • *If the air conditioning compressor clutch circuit shorts to ground (earth) it will take the blower fan system with it if fuse D6 blows, and vice versa if the blower fan causes the fuse to blow.*	Check fuse D6. If it's blown replace it, and if it blows again there is a short circuit in the blower fan motor or the power wire in the loom is shorted to ground (earth). Heating relay failed. • *Relay is located on relay panel no.1.* Final stage blower fan amplifier block failed or overheated. Control unit failed.
With defrost selected no air is directed to windshield (windscreen).	Air distribution unit is not set to the defrost condition which means the footwell actuator and/or flap assembly in the air distribution unit is stuck in the footwell position.



The turbocharged 996 model range also had its own Aerokit as well.

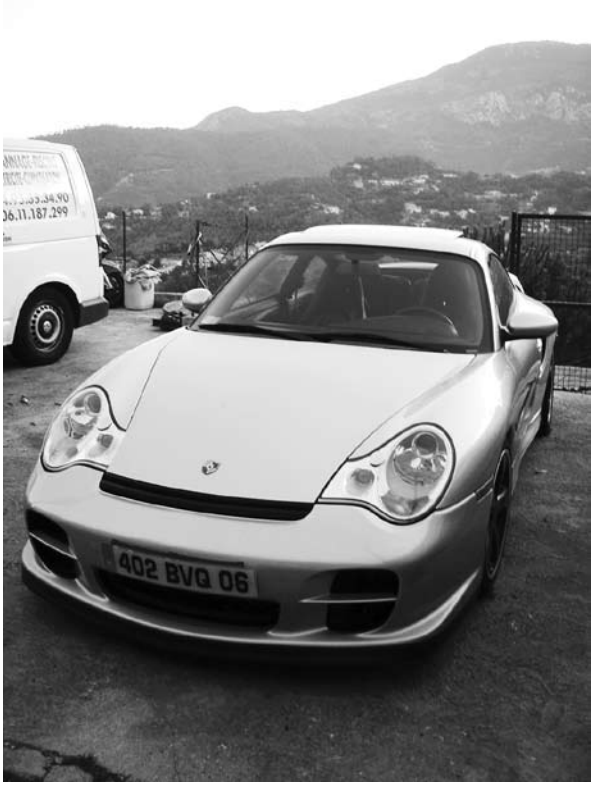
☜Factory fresh model year 2004 996 Turbo S Cabriolet with all the trimmings.

Various Porsche tuners also have their own aerodynamic body improvements, which they believe are even better than the factory installations. Again, tuner companies tend to concentrate their efforts on the turbocharged model range because the much faster-accelerating 996 Turbo or 996 GT-2 models are more likely to actually benefit from improved aerodynamic changes.



NOTE—
Turbocharged model owners are also far more likely to modify their mounts as compared to normally aspirated 996 owners.

☜Sportec aerodynamic enhancements for the 996 Turbo Cabriolet.



☜TechArt aerodynamic enhancements to a 996 Turbo Coupé.

NOTE—
The 996 Turbo vertically-moving hydraulically-powered rear spoiler (wing) has been successfully transplanted into a number of narrow body 996 Carrera and Carrera 4 models. The 996 Turbo assembly does look better, and forms a bi-plane design when extended, but the additional weight is a major disadvantage in the performance department.