



928 AUSTRALIA

Pre Purchase Inspection Assessment Form

**Specifications: Check during initial phone conversation**

Auto/manual

Mileage

Body Colour

Interior colour(s) and material

Does the 928 have a current RTA roadworthy slip and service history?

Service history - all bills or service book stamps only?

Number of owners and who

Length of current ownership

Reason for sale?

Central locking?

Air conditioning – working?

Electric windows – working?

Electric mirrors – working?

Type of wheels and original or replacement

Sunroof

ABS

Stereo

Any spares or extras such as service manuals

Price



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### Physical Check

**Remember:**

- **Take a torch to look in corners**
- **Something to clean your hands with after inspection.**
- **Always examine a car outside and during the day in good light.**

Check Service History (1 year minimum).

Check registration sticker matches number plate and how long left to run.

VIN plate condition, if scratched or bent, walk away.

VIN check to ownership papers and service book.

VIN check year code is correct for first registration.

Check option codes on sticker under carpet in rear hatch and make sure those same options are still on the car. Link to option codes <http://www.kindel.com/porsche/options.asp>

Check for documentation on cambelt changes at least every 80k – don't take the seller's word for it.

Check if water pump and all pulleys replaced at last cambelt change.

Check engine and transmission type and match to known model codes.

Check mileage and compare to interior wear & tear.

Check odometer to see if numbers line up – if not, may have been clocked.

All tyres condition and wear patterns – should be wearing evenly all around.

Tyres should be same model on each axle and V or Z rated all round.

When were the tyres last changed?

Wheel condition: Check for scratches, kerbing marks and corrosion.

Brake pads/discs: Discs should have no more than a 2mm lip, otherwise need replacing



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### **Physical Check Cont;**

Examine CV joint condition – should be no leaks.

Check for leaks before driving. After driving, let stand for 10 minutes, then move car and check for new leaks.

Panel colours should match exactly all around. If not, check why the car has been resprayed.

Check panel fitments for even gaps all around.

Look down both sides, check panels for bumps and ripples.

Look for paint overspray in engine bay, on hoses and on rubber seals.

Check all metal panels for filler (tap the panel, should be metal).

Check front and rear polyurethane bumpers condition and paint – if front nose is crazed or badly cracked it has been resprayed incorrectly.

Engine bay condition – is it clean?

Oil and water condition and levels. Check condition of coolant in Expansion Tank.

Check front chassis members for straightness.

Press down hard on each corner and release – car should bounce up once and settle immediately, otherwise needs new shocks urgently.

Check that one key operates both doors and hatch and the ignition and if long key is supplied it sets the factory alarm.

Check tailgate fit, proper closing, latching, and open with remote release.

Check spare wheel for condition, check for full toolkit, electric pump and jack.

Check rear seats fold correctly and don't foul rear seatbelts.

Check condition of all seats, and check full operation of all seat electrics.

Check condition of carpeting and remainder of interior.

Look for cargo net and luggage cover in rear hatch.



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### **Physical Check Cont;**

Lift hatch carpeting and look for specifications sticker – if not present, it's likely the car has been rear-ended.

Check operation of all interior lights.

Check operation of heater/air conditioning/rear defog/heated mirrors and check all heater fan speeds.

Check wipers, screen wash and intensive wash operation.

Check operation of headlights, sidelights, fog lights, brakelights and indicators.

Check condition of all glass areas and seals including mirrors.

Check condition of headlining and (smooth) sunroof operation.

Check operation of stereo and speaker condition.

Lift carpets front and rear and check for stains/undue wear/rust/other damage.



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### Driving

Car should start smoothly after no more than two or three turns.

Check for steady idle speed of around 800 – 1,000 rpm.

Check for any vibration when running or severe body twist when starting – possible failed motor mounts.

Throttle up in neutral and check for exhaust smoke when engine is cold.

There should be no dashboard lights illuminated when driving normally.  
For digital dash check for any error messages on start-up and when driving.

Does the car drive and brake straight?

Accelerator should be smooth and light to operate – if stiff, accelerator cable may need replacing

Check the brakes for snatching or judder. Check ABS operation (on an empty road, HARD emergency stop from 15-20mph)

Check odometer and trip meter work.

Check cruise control.

Drive the car in tight circles – there should be no noise or clonking from front or rear suspension.

Smooth gear change operation (manual gearboxes are usually notchy when cold).

Manual; Check clutch operation and biting point.

Auto; Change between reverse and first should take no longer than a second or two with the car at a standstill. Check for smooth changing of gears and kickdown switch operation

Check handbrake.

Check all gauges work correctly.

Under acceleration, power should pick up smoothly throughout the rev range with no flat spots

Under acceleration, engine should not hesitate around 4,000 rpm (S4/GT/GTS only).