

1999 Porsche 911 Carrera

2dr Coupe . 6-cyl. 3387cc/296hp BMI

#1 Concours condition

\$59,000

0%

#2 Excellent condition

\$44,000

0%

#3 Good condition

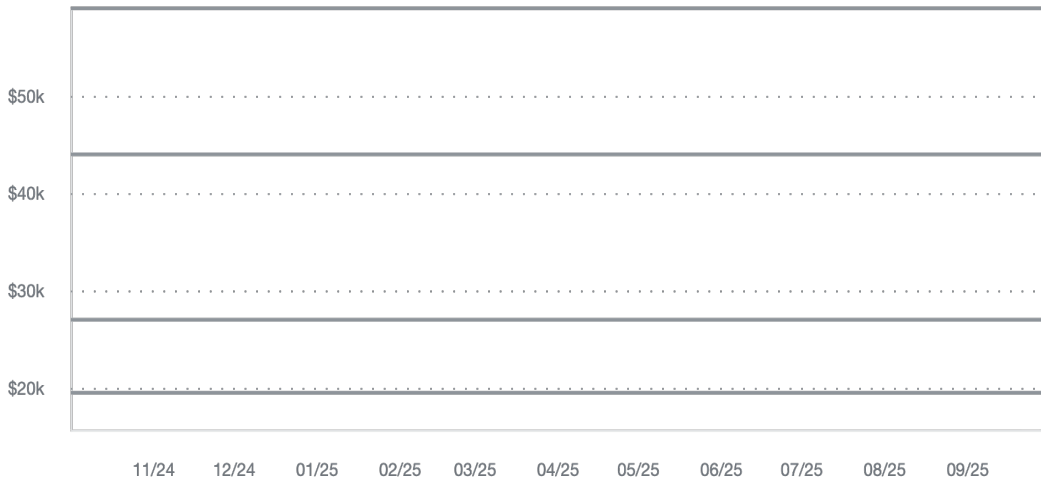
\$27,000*

0%

#4 Fair condition

\$19,500

0%



NOTE: The chart displays price changes for the last year.

Value adjustments

<p>+20% for factory aero kit.</p>	<p>-15% for tiptronic transmission.</p>	<p>-15% for any non-turbo 996 without a documented intermediate shaft bearing remedy.</p>
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Model description

The 996 generation of the Porsche 911, introduced for the 1999 model year, was the most radical change for Germany's sports car since the model's debut in 1963, mostly for one simple reason. Generations of 356 and 911 owners had associated Porsche with air-cooled engines, but with the 996, Porsche's signature model would from then on be a water-cooled car. The engine itself was largely the same unit as in the Porsche 986 Boxster, but with a 10.5 mm larger bore and 6 mm longer stroke for a total of 3,387 cc as well as larger valves. It was smaller than the 3.6-liter unit of the 993, but with four valves per cylinder, VarioCam control and numerous other advances, the 3.4 was both more powerful and more efficient than the engine it replaced.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Power Steering

Wheel Base Longest - Inches: 92.6

Power Windows

Wheel Base Shortest - Inches: 92.6

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.