

Bore scoring symptoms

Beitrag von „ThunderBird“ vom 10. Juni 2024, 12:09

Hello everyone.

The picture of myself, 8 years old, holding the white **930** in the hand chased me my whole life and now it's time to act as a grown up and pull the trigger on **997** of my dreams.

I'm on the market for a 911 (997) 2005-2008 with preferably 3.8liter engine and even I know the ideal buy may be the 2010 where the bore scoring is not the issue, the examples I can find are out of my budget.

In the last 5 months I've looked 4 different cars and basically every of them have had some oily residue in the left exhaust tip. (Some more some less)

One owner actually warmed the car up prior to my arriving, even I explicitly told him to keep the car cold so we can do the cold start.

As I understand the issue, a lot of these cars are suffering from the bore scoring and I seem to be bying into the problem but I also think I have to do it. I'm not getting younger (37 now) and think it's about the time to fulfill my childhood dream of owning the Porsche 911.

My main question here is:

If I manage to buy the car with about 100-120k Kilometers on the clock with the very early symptoms of bore scoring but runing perfectly fine, could you kind of define the repair costs ballpark so I can prepare myself to do it immediately if needed.

To be honest, If I buy my dream car, I'm ready to make it the wildest and the most reliable version there is and drive it till I'm old enough to pass it hopefully to my son or daughter.

Thank you in advance and I hope I'll be hearing from you soon.

Best

Milan

P.S. Deutsch geht auch