PORSCHE



The new 911 GT3 RS and the 911 GT3



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Origin: motorsport

- **More than 50 years of racing heritage**
- **More than 28,000 victories**
- **Uncompromising race engineering**
- **Every car designed exclusively around the driver**

At Porsche, we have always based our success on two fundamental principles: technical innovation and its consistent application to the genuine needs of the driver.

The resulting integration of driver and car is at the root of our many achievements. Key among these are more than 28,000 racing victories in less than 60 years.

With the 911 GT3 models, we have applied these principles once more. Using race technology to achieve uncompromising results in both everyday road driving and full competition use. The new 911 GT3 RS and 911 GT3. Origin: motorsport.



The 911 GT3

- 3.6-litre 6-cylinder boxer engine
- Lightweight 19-inch GT3 alloy wheels
- Road-approved high-performance tyres
- High-efficiency aerodynamics
- Clubsport package as alternative

The 911 GT3 is designed primarily for the road – by Porsche race engineers. Although exclusively track-derived, it is perfectly well suited to the varied requirements of day-to-day road driving. One of the most tangible benefits of its motorsport origins is the intuitive connection between man and machine. The sense of integration is so complete that you almost feel part of the car. Feedback from the road is detailed and direct, while every driver input is immediately implemented with equal clarity and precision.



What can motorsport bring to everyday road driving? An edge when you need it most.

The 911 GT3.

Powerful potential needn't always be used. It's enough to know that it's there.

On the 911 GT3, the 3.6-litre flat-six engine was originally developed for the racetrack. Maximum power output is 305 kW (415 bhp) at 7,600 rpm. The maximum torque rating is 405 Nm at 5,500 rpm. The engine rev limit is unusually high at 8,400 rpm. As impressive as those figures appear on paper, they can only be appreciated on the road.

All of this potential is applied with accuracy through a six-speed manual gearbox and high-performance chassis featuring Porsche Active Suspension Management (PASM – see page 54).

A range of setup options are available for racing use, including ride height, camber, toe angle, front/rear anti-roll bars and rear wing angle.





The one-piece 19-inch GT3 wheel features lightweight construction and a road-approved sport tyre (see page 53). The special tread and compound enable higher cornering speeds as well as precision handling and turn-in characteristics.

The uprated brakes with dedicated spoilers offer excellent performance in even the most extreme conditions. For the ultimate in brake technology, there's the optional Porsche Ceramic Composite Brake (PCCB – see page 62).

The protective crash structures have also been improved, while the doors and front lid are made from lightweight aluminium. The results: a power-to-weight ratio of 297.5 bhp per tonne, 0 to 100 km/h (62 mph) in 4.3 seconds, and a maximum speed of 310 km/h (193 mph).

On the road, this provides you with a greater range of options – on the track, with a winning edge.



When you're serious about racing, it pays to be prepared.

The Clubsport package for the 911 GT3.

Racing is fundamental to the 911 GT3. Its engineering solutions are proven on the track. And best appreciated there, too.

To maximise that capability, we've prepared a special 'Clubsport' package as a no-cost option (only available in conjunction with optional lightweight bucket seats). When fitted, the car is better prepared for both road and occasional track use. The primary benefit is even greater driver safety when exploring the potential of the car. Every component included in the package is a product of our many years of racing experience.

The key feature, a bolt-in roll cage, installs directly behind the front seats. A front roll-cage element, which is required for FIA-approved events, is available separately from Porsche Motorsport.

Also included (unfitted) with the package are a red six-point racing harness for the driver's side and a fire extinguisher with mounting bracket. Other features include a full preparation for a battery master switch (also available from Porsche Motorsport).

The Clubsport package is only available in conjunction with the optional lightweight bucket seats in carbon fibre. These are derived from the Carrera GT and offer excellent lateral support. Weighing around 10 kg each, they have a flame-retardant fabric finish.

While entirely compatible with everyday road driving, the best place to experience the Clubsport package is at a Porsche Club racing event. See page 101 for details.





Every surface has hidden depths.

Aerodynamics on the 911 GT3.

Visually and technically, the 911 GT3 is a highly integrated piece of engineering. As on every Porsche, the exterior form is defined by its technical function. This underlying purpose has again been developed to its maximum potential.

The front apron features a range of aerodynamic refinements which help to cool the brakes and central radiator. This third radiator unit is a necessary inclusion given the higher thermal loads on the engine. Naturally, the aerodynamics at the front of the car are also a major source of downforce. A key element in this respect is the narrow vent ahead of the front lid. Incoming air is channelled through the radiator and expelled over the top of the car. This simple solution provides a further increase in positive front-end downforce.





The new 911 GT3 RS

- **3.6-litre 6-cylinder boxer engine**
- **0–100 km/h (62 mph) in 4.2 seconds**
- **Widened body**
- **Special suspension setup**
- **Distinctive design**
- **Clubsport package as standard**
- **Lightweight bucket seats as standard**
- **Fully road-legal**

RS for 'Rennsport' – 'Motorsport' in German – is one of the most evocative designations in the history of Porsche. Among its many connotations are precision and performance, each refined to their purest form. The latest example offering all this and more is the new 911 GT3 RS.

Developed for the road by Porsche Motorsport, it is also fully prepared for competition use. Every detail is geared for racing, from the special suspension setup to weight-saving components in the gearbox, rear screen and carbon-fibre wing. The result is an integrated and high-performance concept that continues the long and glorious tradition of Porsche racing cars for the road.

The most prominent feature at the rear of the car is the fixed bi-plane wing structure. The angle of incidence on the upper wing element can be adjusted for racing use. It also offers even greater stability at high speed. An interesting detail on the lower wing surface is the smaller rubber spoiler or 'Gurney flap'. This device creates additional downforce with a negligible increase in drag.

As the car's speed increases, the twin collector intakes on the engine lid help to force air into the intake manifold as well as ventilating the engine compartment. Warm air around the engine is expelled from the car through a system of vents on the rear apron.

The combined effect of all these aerodynamic refinements is another remarkable achievement: rather than merely limiting aerodynamic lift, they generate positive downforce on the front and rear axles. The resulting benefits include increased levels of grip, greater directional stability, enhanced active safety, and better all-round handling, even at high speed.





The new 911 GT3 RS is dedicated entirely to performance.

Which is why we never focus on power alone.

Performance is often equated with power – but never by Porsche engineers. For us, it's more important to find the optimum balance across every area of the car. A prime example is the new 911 GT3 RS, the homologation model for the 911 GT3 RSR. Designed in compliance with the official FIA-N/GT and ACO regulations, it's a genuine racing car approved for the road.

Both 911 GT3 models share the same 3.6-litre flat-six engine. Featuring a high rev limit of 8,400 rpm, it offers 305 kW (415 bhp) at 7,600 rpm as well as 405 Nm of torque at 5,500 rpm.

Despite its widened body and standard roll cage, the new 911 GT3 RS is 20 kg lighter than the 911 GT3 at just 1,375 kg. With a power-to-weight ratio of 301.8 bhp per tonne, it offers 0–100 km/h (62 mph) in 4.2 seconds and a maximum speed of 310 km/h (193 mph).

Drive is transmitted through a six-speed close-ratio manual gearbox with high-precision action and cable linkage. In contrast to the 911 GT3, it has a single-mass flywheel. This is designed for the higher loads typically encountered in racing use. Being lighter in weight, it also provides a significant improvement in engine dynamics. In the first three gears in particular, the revs build rapidly to the maximum engine speed of 8,400 rpm. This ability to develop power quickly is particularly important on twisting, low-speed circuits.

Like the 911 GT3, the new RS model has Porsche Active Suspension Management (PASM – see page 54). Specially modified for racing use, it enables higher cornering speeds and even greater handling precision.



Another feature shared with the 911 GT3 are the lightweight 19-inch GT3 alloy wheels. The rear rims have a smaller offset, accommodating a 34-mm increase in track. This additional width helps to minimise roll when cornering. The wheels are fitted with road-approved sport tyres offering excellent traction and grip.

As on every racing Porsche – including the 911 GT3 – the suspension is fully adjustable. Setup options include ride height, camber, toe angle and front/rear anti-roll bars. In addition, the RS model has split rear wishbones, enabling greater accuracy when setting the rear camber. The wheelbase has been extended by 5 mm to achieve greater stability and performance.

Active safety features are equally uncompromising, particularly the standard braking system. Another item shared with the 911 GT3, it combines six-piston monobloc aluminium fixed calipers at the front with equivalent four-piston units at the rear. Together, they offer exceptional control under braking.

The steel discs (350 mm at front and rear) are internally vented and cross-drilled for optimum deceleration in the wet. Both 911 GT3 models are also available with the optional Porsche Ceramic Composite Brake (PCCB – see page 62). Offering the ultimate in braking, it has proven its capability and unprecedented strength in the Porsche Michelin Supercup.





More speed usually means greater lift. Now, it means more downforce.

Aerodynamics on the new 911 GT3 RS.

Reducing weight is a crucial requirement in racing car design. On the new 911 GT3 RS, every component has a specific role to play. Inevitably, this pursuit of uncompromising performance is reflected in a stylish exterior.

A modified lip spoiler at the front of the car creates a higher level of downforce compared with the 911 GT3. It also improves the flow of air to the central radiator unit.

The body of the car is 44 mm wider across the rear axle than the 911 GT3. The resulting track enables higher cornering speeds. Both 911 GT3 models have two adjacent tailpipes located centrally within the rear apron.


GT3 RS



The rear wing on the 911 GT3 RS is derived from the 911 GT3 Cup racing cars. Made from genuine carbon fibre, it is not only lighter than the wing on the 911 GT3, it has a larger surface area producing additional downforce. The wing is adjustable on both models and provides greater stability at high speed.

Another weight-saving feature on the 911 GT3 RS is the standard plastic rear screen. It is approximately 3 kg lighter than the equivalent glass item.

As on the 911 GT3, air is forced into the intake manifold and engine compartment through the twin air collector intakes on the lightweight plastic engine lid. As the air pressure rises with the speed of the car, the engine output and cooling performance are enhanced.

The combined result of these aerodynamic refinements is a drag coefficient of just 0.30. In addition, the car generates positive downforce, front and rear, in perfect aerodynamic balance. The results: even better road holding, safety and stability as well as excellent handling at high speed.

Naturally, the exterior of the new 911 GT3 RS is more than a little distinctive. But as a road-going version of a racing Porsche, it is bound to stand out from the crowd.

What it the key to good design? Knowing what matters most.

The interior on the new 911 GT3 RS.

The new 911 GT3 RS is a car designed for everyday use – particularly if you spend them at the racetrack.

In contrast to the 911 GT3, the new RS model has the Clubsport package as standard. The rear roll-cage structure is bolted to the body and provides additional occupant protection. The front roll-cage bars required for FIA-approved race events are available separately from Porsche Motorsport. A red six-point harness for the driver's side is also included separately, as is a fire extinguisher with mounting bracket. The car is also equipped as standard with a preparation for a battery master switch.



911 GT3 RS

Another difference between the two models is the inclusion of lightweight bucket seats as standard. These are derived from the Carrera GT and made from genuine carbon fibre. Weighing around 10 kg each, they are among the lightest seats available on a standard production car. Special features include exceptional lateral support and a flame-retardant fabric finish.

The interior on the new 911 GT3 RS is only available in black.

Interior features shared with the 911 GT3 include an Alcantara finish on the steering wheel rim, gear knob and handbrake lever grip. The door panels feature energy-absorbent padding instead of the usual storage compartments. The RS logo can be found on the outer door-sill guards and rear bulkhead lining.

The steering wheel on the 911 GT3 RS has a straight-ahead marker at the top of the rim. This provides the driver with a continuous overview of the front wheel position.

Drive

- **3.6-litre 6-cylinder boxer engine**
- **305 kW (415 bhp) at 7,600 rpm**
- **Maximum engine speed: 8,400 rpm**
- **VarioCam variable valve timing**
- **Dry-sump lubrication**
- **Variable intake manifold**

The 911 GT3 RS and 911 GT3 are instantly recognisable – even when your eyes are closed. Their flat-six engine has a unique acoustic presence as it revs with ease as high as 8,400 rpm.

Press the throttle and power is developed with astonishing immediacy and precision. Even the lightest pedal input is instantly transformed into effortless energy and potential.

Applied to the road, the resulting performance is more than a match for the sound. Of course, both characteristics can only be fully appreciated by experiencing them for yourself.





3.6-litre 6-cylinder boxer engine

Engine.

Responding to you. As you will to it.

Powering the new 911 GT3 models is a rear-mounted, water-cooled six-cylinder boxer engine. Special features include four-valve technology and VarioCam variable valve timing (see page 40).

Naturally aspirated, it develops 305 kW (415 bhp) at 7,600 rpm from a total displacement of 3,600 cm^3. Maximum torque of 405 Nm is available at 5,500 rpm. When 'Sport' mode is selected, as much as 25 Nm of additional torque is available in the medium rev range, i.e., below the point of maximum torque. Maximum engine speed is 8,400 rpm.

Even more impressive is the high specific output in excess of 115 bhp per litre. Indeed, both 911 GT3 models offers more power per unit of engine displacement than any other naturally aspirated production Porsche. The benchmark sprint to 100 km/h (62 mph) requires just 4.3 seconds in the 911 GT3 and as little as 4.2 seconds in the 911 GT3 RS. Maximum speed in either car is 310 km/h (193 mph).

All components in the engine cooling system are directly sourced from Porsche Motorsport. They are therefore engineered for both maximum performance and durability.

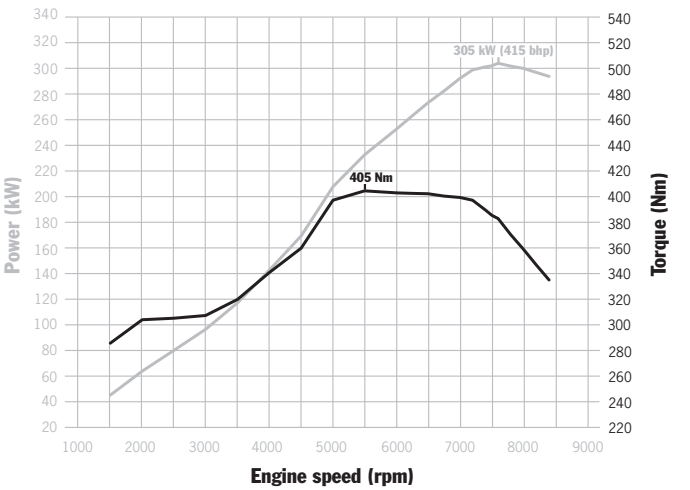
Oil is evenly distributed under all load conditions (e.g., high-speed cornering) thanks to a dry-sump lubrication system with external tank (see page 40). After passing through the engine, the oil is cooled by means of a dedicated oil-water heat exchanger. Both of these systems are proven in competition use.

Ultra-lightweight titanium connecting rods and specially lightened pistons help to further reduce the oscillating masses, enabling a more dynamic, free-revving throttle response. The valvegear also benefits from technology originally developed for racing engines. The inlet and exhaust valves have ultralight tappets with hydraulic valve clearance adjustment. Aided by these features, the 911 GT3 engine has a maximum speed of 8,400 rpm. This higher rev limit allows a closer drop between individual gear ratios and thus faster acceleration.

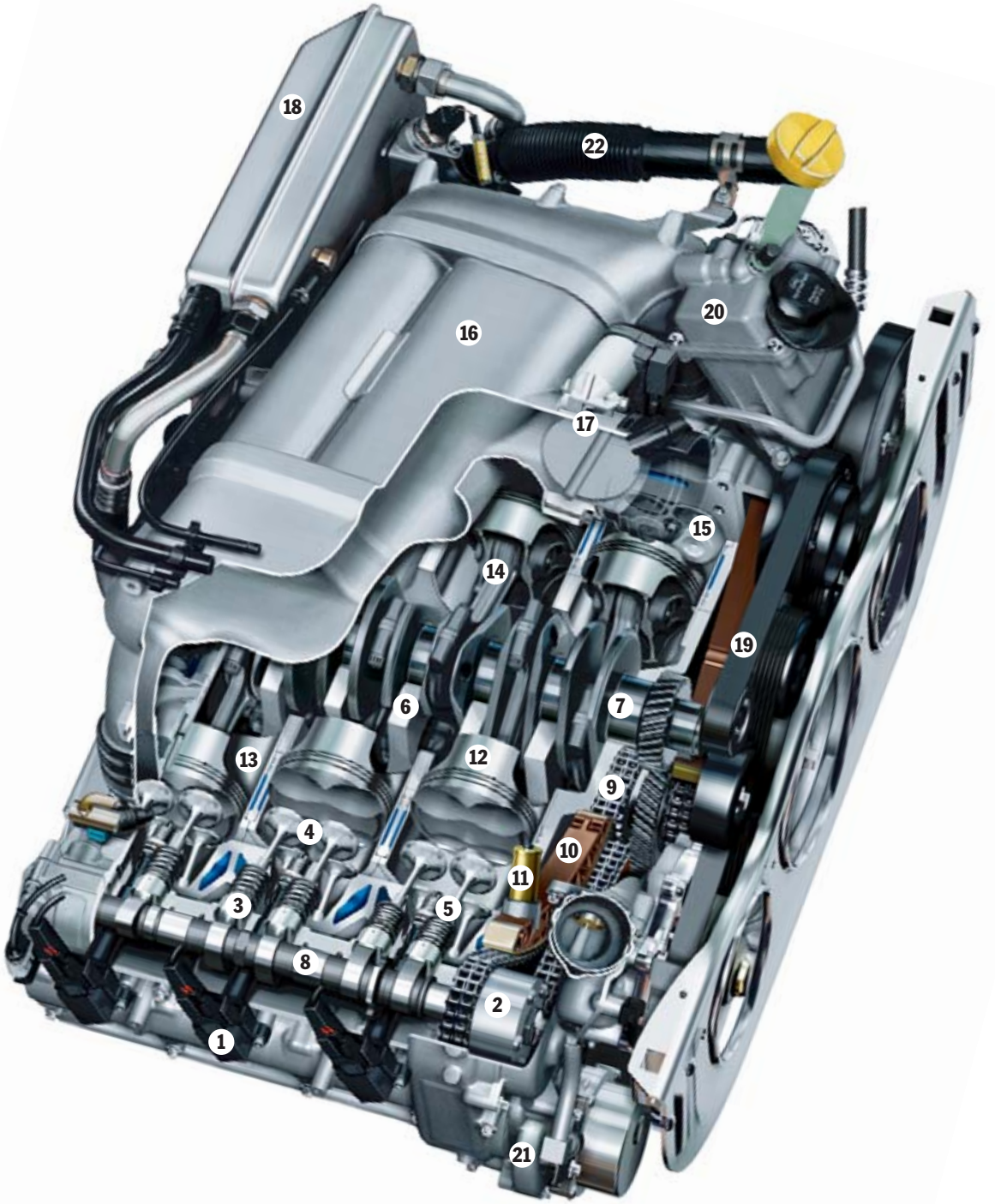
Adding to this potential is a variable-geometry intake manifold with two 'resonance' valves (see page 42). Working in conjunction with the sports exhaust system (see page 43), the intake manifold improves cylinder charging and achieves a higher throughput of air. The large-diameter exhaust tracts generate less backpressure, thus easing the flow of incoming air through the low-resistance intake manifold. The results: increased power and torque.

Both inlet camshafts feature steplessly variable valve timing (VarioCam – see page 40). Key benefits include lower emissions and higher performance depending on current driver inputs. The system is active over the entire engine speed range.

Combined, these technologies provide a throttle response that is always emphatic and direct. Accompanying it all is the distinctive sound of a race-bred Porsche engine.



911 GT3 RS/911 GT3: 405 Nm at 5,500 rpm, 305 kW (415 bhp) at 7,600 rpm



1. Single-spark ignition coil
2. Camshaft adjuster (VarioCam)
3. Tappet (with hydraulic valve clearance adjustment)
4. Inlet valves
5. Valve springs
6. Crankshaft bearing bracket
7. Crankshaft
8. Inlet camshaft
9. Camshaft drive chain
10. Camshaft drive chain guide rail
11. Camshaft drive chain tensioner
12. Forged piston
13. Nikasil-coated cylinder bore
14. Titanium connecting rod
15. Combustion chamber
16. Variable intake manifold
17. Throttle valve (electronically actuated)
18. External oil tank (dry-sump lubrication)
19. Ancillary drive belt
20. Fluid reservoir for power-steering pump
21. Oil scavenge pump
22. Oil filler tube

VarioCam.

The flat-six engine in the new 911 GT3 RS and 911 GT3 is equipped with VarioCam variable valve timing. The system responds to load and speed changes by advancing or retarding the opening and closing of each inlet valve. This stepless variability is performed by a rotary-type adjuster on each of the inlet camshafts.

VarioCam monitors the changing engine load and modifies valve timing accordingly. The entire process is performed seamlessly and automatically by the Motronic ME7.8 engine management system.

Key benefits include smoother running characteristics, better fuel economy and lower exhaust emissions. Most importantly of all, it offers added power and torque across the entire engine speed range.



VarioCam

Dry-sump lubrication.

This technology is absolutely fundamental for track and competition use. By ensuring consistent oil pressures throughout the engine, dry-sump lubrication actively compensates for the high gravitational loads which are typically encountered under cornering, acceleration and braking.

After passing through the engine, the oil is returned to an external reservoir. The flow is driven by two pumps in each of the cylinder heads – all of which are powered by the respective exhaust camshaft – and an additional pair of pumps in the crankcase.



The pumps are designed to create a vacuum within the crankcase. By reducing resistance to the pistons in this way, the system also improves efficiency and output. Oil is fed to the lubrication points in the engine from the external reservoir by means of another pump in the crankcase.

The 911 GT3 models are factory-filled with Mobil 1 high-performance fully synthetic oil. The exceptional properties of this premium-quality lubricant ensure reliable starting even in the coldest conditions. It also contributes to the long-term durability of the engine.

In short, the system offers consistent lubrication of the crankshaft assembly and cylinder banks. This supply is maintained even under the extreme lateral and longitudinal loads which are possible with sport or racing tyres. Optimum lubrication is also essential for a lengthy engine service life.



Intake manifold

Intake manifold.

The new 911 GT3 RS and the 911 GT3 are equipped with a variable-geometry intake manifold with two 'resonance' valves. The system works in conjunction with the standard sports exhaust (featuring two central tailpipes) to achieve optimum cylinder charging and throughput rates.

The key feature of the new manifold design is its variable internal geometry. The three-stage resonance system uses the physical phenomena occurring within the manifold to increase the volume of intake air and thus maximise power and torque.

The manifold consists of two plenum chambers linked by three separate tubes: one distributor pipe and two resonance pipes, each of which is fitted with a valve. At low engine speeds, both resonance valves are closed. At medium rpm, the first of the valves is opened. At high rpm, the first valve is closed and the second valve is opened. The system uses the vibration in the air caused by the movement of the engine valves to 'force' air into the cylinders.

The results: higher levels of power and torque over a broader engine speed range.



Sports exhaust system

Sports exhaust system.

The specially lightened sports exhaust system includes two front silencers, two catalytic converters, one main silencer and two centrally mounted tailpipes. The internal volume of the system has been further increased, thereby reducing resistance and maximising engine performance.

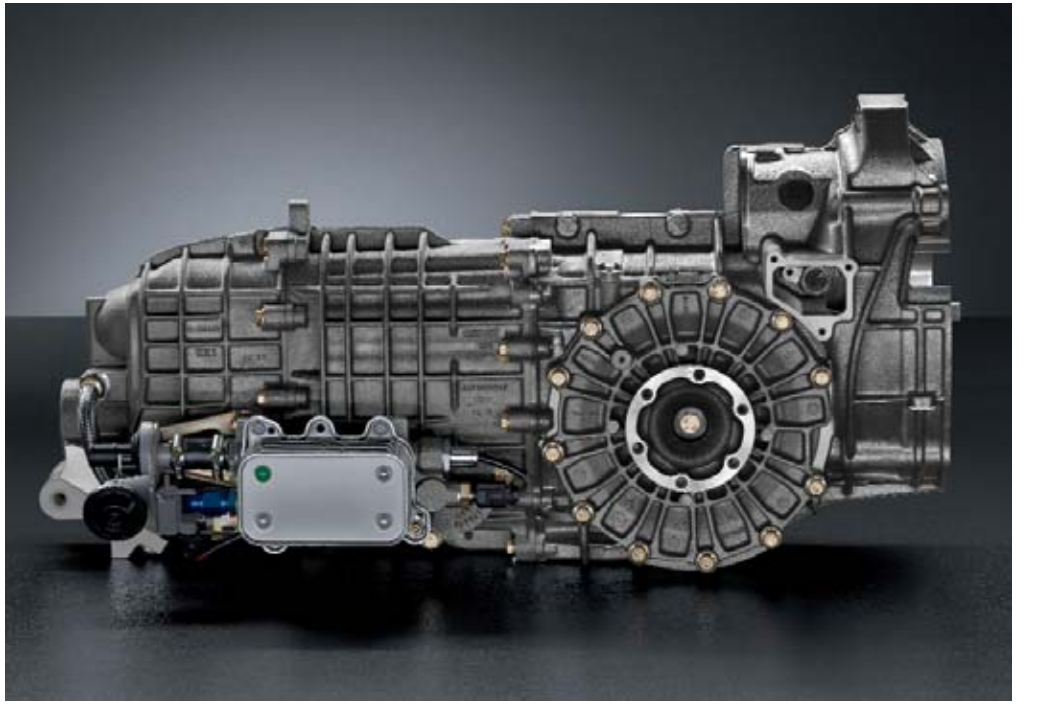
To enhance that capability, each bank of cylinders has its own separate exhaust tract. The catalytic converters are designed to warm up quickly, thus improving emissions control. Warm-up is accelerated when starting from cold by means of a secondary air injection system.

A system of 'Lambda' or oxygen sensors in each of the exhausts provides continuous monitoring of engine efficiency. Data supplied by one pair of sensors enables the engine management system to perform separate adjustment of the air/fuel mix for each bank of cylinders.

A further pair of sensors, one on each tract, is used to monitor the efficiency of the respective catalytic converter.* This facility enables much more accurate control of potentially harmful emissions. The results: minimum CO_2, maximum sound.

*Not in markets with leaded fuel.





Gearbox

Transmission.

Six-speed manual gearbox.

The six-speed manual gearbox in the new 911 GT3 RS and 911 GT3 is specifically designed for the higher loads typically encountered in competition use. The individual ratios are carefully matched to the specific characteristics of the engine. The gear-lever throw is short and precise, enabling fast and accurate gearshifts.

In the 911 GT3, the gearbox is combined with a cable linkage and dual-mass flywheel offering added comfort and precision. The new 911 GT3 RS uses a single-mass flywheel to allow the engine to rev more freely. The price of that performance is an increase in noise compared with the more road-oriented dual-mass design. The close ratio spread on both GT3 models enables powerful acceleration within the optimum engine power band.

Steel baulk rings on gears three to five ensure a precise gearshift action even under extreme loads.

Cooling is provided by an additional oil-to-water heat exchanger and spray lubrication. Both of these features are essential for durability in endurance racing conditions.

Other standard features include a limited-slip differential with asymmetrical lock factor. Offering better acceleration and handling when exiting a corner, it applies a higher proportion of drive torque to the loaded outer rear wheel. The term ‘asymmetrical’ means that one lock factor is applied when cornering under power (28%), and another when cornering on the overrun (40%).



911 GT3

1. Outer radiator modules
2. Central radiator module
3. Tandem brake booster
4. 6-speed manual gearbox
5. External oil tank (dry-sump lubrication)
6. Variable intake manifold
7. Throttle valve (electronically actuated)
8. Coolant expansion tank
9. Generator
10. Front silencers
11. Main silencer (sports exhaust system)
12. Multi-link rear suspension
13. PASM suspension strut
14. Oil filler tube
15. Air filter

Chassis

- McPherson front suspension, multi-link rear suspension
- Porsche Active Suspension Management (PASM)
- Traction Control (TC)
- 19-inch GT3 alloy wheels with sport tyres
- Variable steering ratio

When it comes to integrating man with machine, one thing matters most: optimum feedback from the car. In this respect, the new 911 GT3 RS and 911 GT3 represent another new benchmark from Porsche. Featuring Porsche Active Suspension Management (PASM) and Traction Control (TC) as standard, both cars combine natural agility, superlative handling and exceptional active safety. The chassis design is specially adapted to the specific capability of the engine. The steering system is highly precise and features variable-ratio gearing. As you would expect on a race-ready Porsche, there are a range of suspension setup options. These can be used to adapt the car to the individual characteristics of each track.



Suspension.

The key to optimum dynamics (part 1).

The chassis featured on the new 911 GT3 RS and 911 GT3 is largely derived from the current GT3 racecar. Proven on the track, its sporting capability is also apparent on the road. Each car rides approximately 30 mm lower than the standard 911 Carrera. Light-weight design offers major weight savings, not least in terms of unsprung mass. The result: superlative handling, exceptional active safety and inherent stability, particularly when cornering.

The independent front suspension combines McPherson-type struts with longitudinal and transverse links. Each front wheel is precisely located, ensuring excellent handling and directional stability in all road and track scenarios. Brake spoiler elements provide efficient cooling for each of the front brake units.

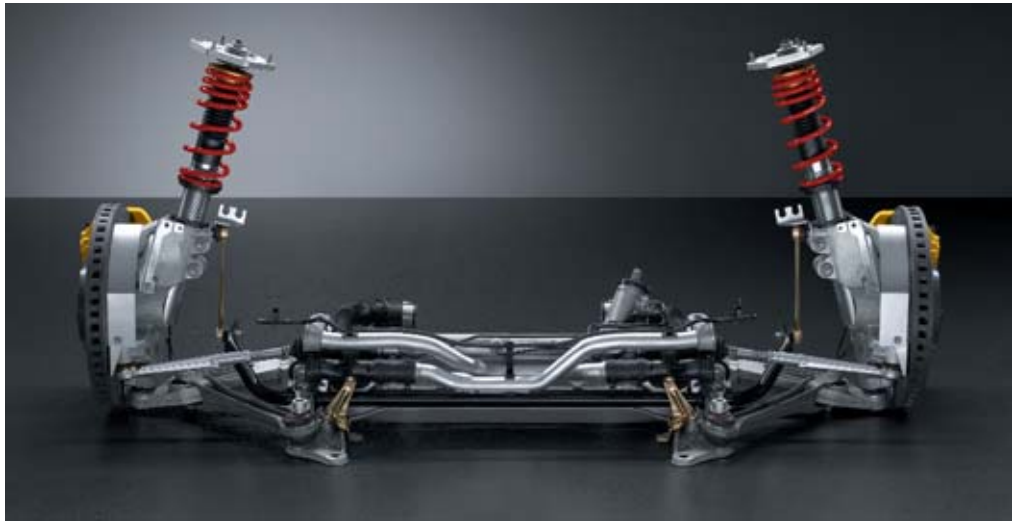
The rear axle assembly consists of subframe-mounted multi-link suspension featuring LSA construction (Light, Stable, Agile). This lightened design is an important factor in the exceptional dynamics of each car.

As on every racing Porsche, there are a number of suspension setup options. Ride height, camber, toe angle and anti-roll bar settings can all be adapted to individual circuit characteristics. The new 911 GT3 RS has split rear wishbones, enabling more accurate camber adjustment.

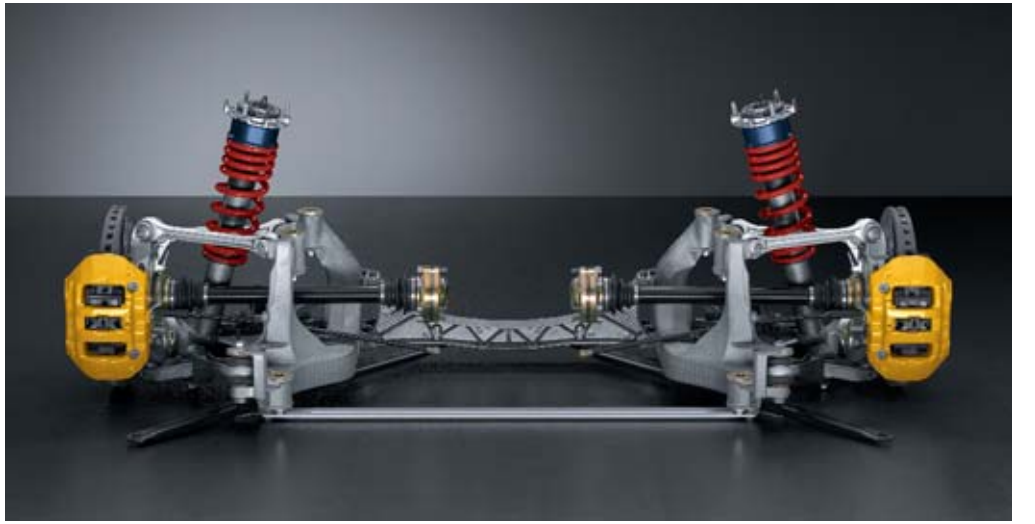
There is virtually no unwanted movement between the suspension and body, thanks to special features such as metal bearings on the front strut mounts. This reduced elasticity and improved wheel location enable better handling and turn-in.

The standard damper system offers full electronic adjustment in the form of Porsche Active Suspension Management (PASM). This continuous variable system offers two basic setup modes, 'Normal' and 'Sport'. See page 54 for details.

For the first time ever, the 911 GT3 models are equipped with Traction Control (TC) as standard. Derived from the Carrera GT, this proven technology combines ABD, ASR and MSR functionality. Specifically configured for optimum sports performance, Traction Control helps to eliminate wheelspin under full acceleration which could otherwise destabilise the rear of the car. The standard trigger threshold is purposely so high that it is rarely exceeded during normal road driving in the dry. It is possible to raise the threshold higher still by pressing the 'Sport' button on the centre console. For maximum involvement, the system can be fully disabled using the separate 'TC OFF' switch.



Front axle with Porsche Ceramic Composite Brake (PCCB)



Rear axle with Porsche Ceramic Composite Brake (PCCB)

Wheels and tyres.

The key to optimum dynamics (part 2).

The new 911 GT3 RS and 911 GT3 run on one-piece 19-inch GT3 wheels featuring anti-theft protection and wheel centre caps with RS or GT3 logo. Despite relatively large dimensions, the wheels are extremely light thanks to a specially devised alloy construction. The resulting reduction in unsprung mass offers a significant improvement in both driving dynamics and performance.

Another benefit of the wheel design is its inherent strength and rigidity.

The wheels run flush with the exterior of the car and come with special sport tyres as standard. The wheel dimensions are 8.5J x 19 with 235/35 ZR 19 tyres (front) and 12J x 19 with 305/30 ZR 19 tyres (rear). The rear hubs are fitted with 5-mm spacers creating a wider track. On the new 911 GT3 RS, the rear wheels have a smaller offset to compensate for the wider body.

The 19-inch sport tyre was specially developed for the 911 GT3 models. Featuring a larger contact patch than comparable 18-inch tyres, it offers greater traction under acceleration and braking, greater precision in both handling and manoeuvrability, as well as higher cornering speeds on dry road surfaces.* In short: even greater driving pleasure.

Tyre Pressure Monitoring (TPM) is available as an option on both models. Any loss of pressure is immediately communicated to the driver via the on-board computer display and a separate indicator light. A tyre repair system with electric air compressor is included as standard.

* Note: increased risk of aquaplaning due to lower tread profile.



19-inch GT3 wheel (911 GT3)



19-inch GT3 wheel in contrast colour Black (911 GT3 RS)





Porsche Active Suspension Management (PASM).

From road to track – at the push of a button.

The 911 GT3 models are equipped with Porsche Active Suspension Management (PASM) as standard. This active damping system offers continuous adjustment of individual damping forces based on current road conditions and driving style.

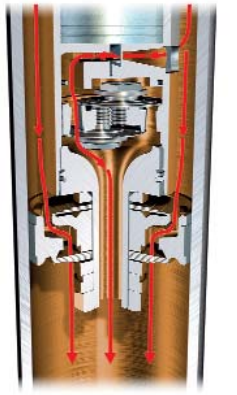
The driver can choose from two setup modes, 'Normal' and 'Sport', using a separate 'damper' button on the centre console. 'Normal' mode is designed for general road driving and circuits with uneven tarmac. 'Sport' mode is intended for smoother track surfaces, where the harder settings help eliminate pitch and roll.

In either mode, PASM continuously evaluates the current conditions while automatically selecting the corresponding damper rates from the respective set of mapped values.

A range of sensors are used to monitor the movement of the body during acceleration, braking and cornering manoeuvres, as well as on poor road surfaces. The PASM control unit then evaluates this data and modifies the damping force on each individual wheel in accordance with the selected mode. The result is a significant reduction in body movement as well as better grip on the road.

For example: if 'Sport' mode is selected, the suspension is automatically set to a harder damper rating. If the quality of the track surface falls below a certain threshold, the system immediately changes to a softer rating within the 'Sport' setup range. When the quality of the tarmac improves once more, PASM automatically returns to the original, harder rating.

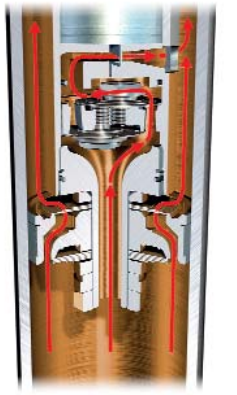




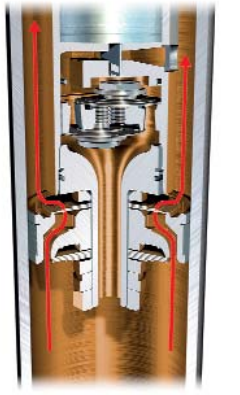
Rebound in 'Normal' mode – bypass valve open



Rebound in 'Sport' mode – bypass valve closed



Compression in 'Normal' mode – bypass valve open



Compression in 'Sport' mode – bypass valve closed

Steering.

Precision at every speed.

The steering system is extremely direct and provides detailed feedback from the road. This high level of precision is extremely advantageous in both racing and normal road use.

An important feature of the steering system is the variable-ratio gearing. Around the straight-ahead position, the ratio is less direct, enabling smoother manoeuvres on the motorway. There is less risk of excessive steering inputs destabilising the car at high speed. Naturally, the system provides excellent feedback as well as the usual agility.

As the wheel is turned harder, the ratio becomes more direct and the steering more responsive. This variability is particularly beneficial in low-speed hairpin bends.

Passive safety is also improved thanks to the collapsible steering column. In the event of frontal impact, the column can deform by as much as 100 mm.

The intermediate steering shaft is made from aluminium, while the protective tube and steering lock housing are die-cast magnesium.

The standard three-spoke GT3 steering wheel features manual height and reach adjustment. Used in conjunction with the seat adjustment options, it enables every driver to find the ideal seating position.

The result, of course, is an optimum connection between driver, car and road. On the new 911 GT3 RS, the standard wheel has a straight-ahead marker at the top of the rim. This provides the driver with a continuous overview of the steering angle on the front wheels.





Safety

- **Uprated braking system**
- **Porsche Side Impact Protection (POSIP)**
- **Two full-size front airbags**
- **Porsche Ceramic Composite Brake (PCCB) – optional**

Vehicle safety is a fundamental requirement for optimum road and track performance. After all, it is only when you have absolute confidence in a car that you can fully explore its potential. The new 911 GT3 RS and 911 GT3 have therefore been designed with even greater standards of active and passive safety. Key features include uprated brakes, race-proven components and a bodyshell structure offering excellent torsional rigidity. They also benefit from a rigorous testing programme at the Porsche Research & Development Centre in Weissach.





Active safety: braking system.

Matching power with power.

The true quality of a genuine sportscar is measured in its braking distance.

Both 911 GT3 models are equipped with a powerful standard braking system featuring a specially adapted booster. The red-painted calipers feature six pistons at the front and four at the rear. All four units have a monobloc construction in lightweight aluminium ensuring excellent rigidity, a consistent bite point under heavy braking, and a significant reduction in unsprung weight.

The standard steel discs are generously proportioned, measuring 350 mm in diameter at front and rear. All four discs are internally vented and cross-drilled for optimum performance in the wet. Revised brake spoilers help to maximise cooling and ventilation.

The system also includes pad-wear indicators.

Other standard features include four-channel ABS (version 8.0) offering precision assistance on each individual wheel, front and rear. The ABS response is fast and precise, ensuring consistent deceleration and excellent overall brake performance.

In short: the standard brakes provide optimum deceleration, long-term durability and directional stability on every type of road and track.

Bi-Xenon headlights.

Another active safety feature available for both 911 GT3 models is the optional Bi-Xenon lighting system with integral headlight cleaning. The brightness level achieved with these lights is approximately double that of conventional halogen units. In both dipped and main-beam mode, the lights are noticeably stronger and provide a more uniform illumination of the road.



Porsche Ceramic Composite Brake (PCCB).

Lightweight, powerful, robust.

Both 911 GT3 models are also available with an optional racing brake system. The Porsche Ceramic Composite Brake (PCCB) has been successfully deployed in a range of race series, including the Porsche Michelin Supercup.

At the heart of PCCB is a moulded ceramic disc made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C. The resulting material is not only much harder than steel, but also more resistant to high temperatures.

To ensure maximum cooling during extreme brake usage, the internal vents within each disc are subject to a process of continuous development. The number of cooling channels has recently been doubled, while a new vent geometry offers a better flow of air through the disc. With more cooling channels, there are more internal walls creating greater structural stability. Externally, these modifications are clearly visible in the form of a modified drill-hole pattern.

The discs are combined with a special brake-pad compound offering rapid deceleration and consistent friction properties.

The pads are mounted in six-piston monobloc aluminium calipers at the front, and four-piston units at the rear. The overall response is fast and precise, with only moderate pedal input required. Brake performance is further enhanced by the larger dimensions of the front PCCB disc, which measures 380 mm in diameter.

Even at high operating temperatures, the thermal resistance of the ceramic disc ensures excellent dimensional stability. The ceramic material is totally resistant to corrosion and offers improved acoustic damping properties.

PCCB provides shorter braking distances in even the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from racing speeds.

The key advantage of PCCB is the total weight saving of approximately 50% compared with metal discs of similar design. As well as enhancing performance and fuel economy, this represents an enormous reduction in both unsprung and rotational mass.

For more information, see the latest PCCB brochure.



Porsche Ceramic Composite Brake (PCCB)

Passive safety.

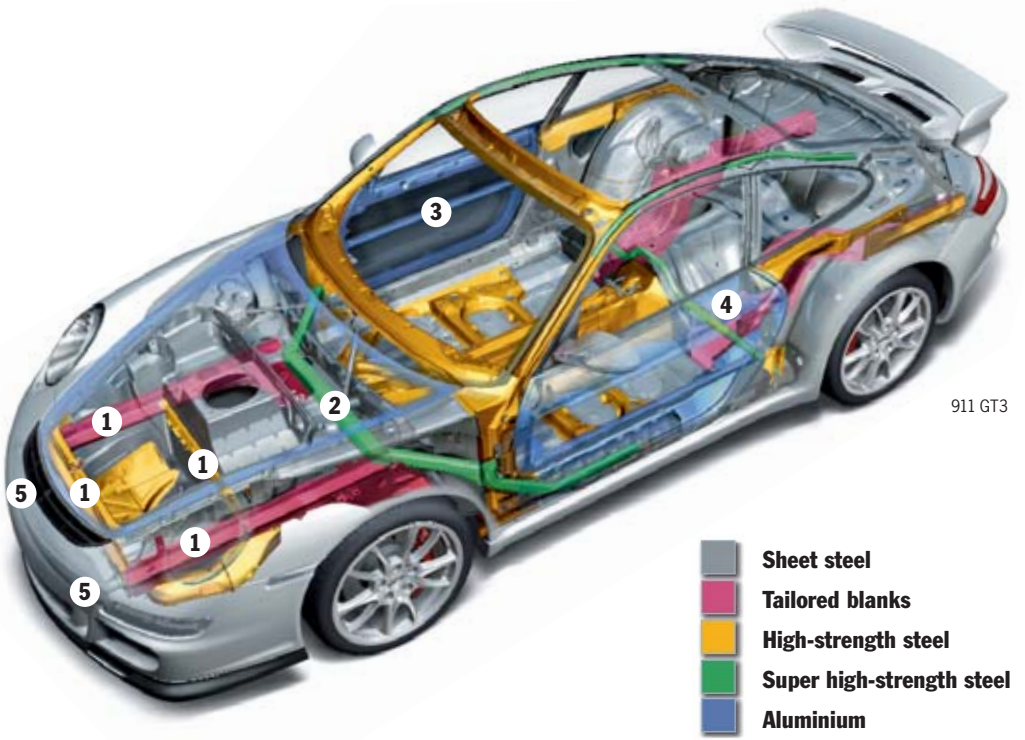
Adding strength while reducing weight.

Bodyshell.

The 911 GT3 models comply with all statutory requirements in respect of frontal, side, diagonal, rear impact and roll-over protection.

The bodyshell structure incorporates a highly resilient passenger cell offering exceptional crash protection. At the front of the car, the cell is protected by a patented system of longitudinal and transverse members (1). Impact energy is largely absorbed, ensuring minimum deformation of the passenger cell.

Additional features include a highly rigid bulkhead cross-member (2) made from super high-strength steel. This element is designed to absorb impact forces from the longitudinal members and thus protect both front footwells.



911 GT3

The upper section of each door features additional reinforcements (3) which enhance the overall rigidity of the car. In a frontal impact, this upper load path (4) helps to channel energy into the sides of the body and thus further protect the passenger cell. In a minor collision, a system of easily replaceable impact absorbers (5) prevents more serious damage to the bodyshell structure.

Driver and passenger airbags.

Both full-size front airbags have a two-stage inflation capability, with deployment dependent on the nature and force of impact. In a low-speed collision, the airbag is only partially inflated, thereby reducing occupant discomfort.

Porsche Side Impact Protection (POSIP).

The 911 GT3 models are equipped with Porsche Side Impact Protection (POSIP) as standard. Specifically designed to shield the head and upper body area, it includes side-impact protection beams in each of the doors as well as side head airbags for each front seat. The generous airbag volume ensures optimum protection over the entire seat adjustment range. The 911 GT3 is also equipped with twin thorax airbags in the sports seat backrests. The 911 GT3 RS has additional impact protection padding on the door panels.

Other standard safety features on the 911 GT3 models include integral head restraints, an energy-absorbing steering column, height-adjustable three-point seat belts with pre-tensioners and force limiters, energy-absorbing structures in the dashboard area and flame-retardant materials throughout the interior. In addition, the new 911 GT3 RS has a bolt-in rear roll cage as standard.

Anti-theft protection.

Key security features on the new 911 GT3 RS and 911 GT3 include an engine immobiliser with in-key transponder and a comprehensive alarm system featuring contact-sensitive exterior protection and radar-based interior surveillance. The alarm is activated or deactivated using the standard key remote.

Vehicle tracking system.

Optional protection includes a factory-fitted preparation enabling future installation of a vehicle tracking system from Porsche Tequipment. In the event of theft, the system enables remote tracking of the stolen vehicle across most European countries. Requires fitment of higher capacity battery.

Clubsport package.

Standard on the new 911 GT3 RS, a no-cost option on the 911 GT3, the Clubsport package provides additional protection during trackday or competition use. Included with the package are a bolt-in rear roll cage behind the front seats, a six-point racing harness in red for the driver's side (not fitted), a fire extinguisher with mounting bracket (not fitted) and a preparation for a battery master switch available from Porsche Motorsport. The doors are equipped with special impact-absorbent padding and do not have the usual storage compartments.

The Clubsport package is only available on the 911 GT3 in conjunction with the optional lightweight bucket seats in carbon fibre. These items are standard equipment on the 911 GT3 RS. Derived from the Carrera GT, these competition items have a special flame-retardant fabric finish and do not come with thorax airbags. The front roll cage element required for FIA-approved racing events is also available separately from Porsche Motorsport.



Clubsport package

Comfort

- Three-spoke GT3 steering wheel
- Automatic air conditioning
- On-board computer
- CDR-24 CD radio

Time is something of a luxury in racing. Everything must happen instinctively. Every movement of the car must be rapid and precise. Just like every driver input.

In the 911 GT3 models, we've created a driving environment that's reduced to the absolute essential. Where all instruments are clearly visible, all controls easy to operate.

In spite of their race-derived ergonomic concept, the 911 GT3 models are extremely well suited to less demanding driving scenarios. Fully prepared for the challenges of the track, they are equally enjoyable in everyday road use.





Interior of 911 GT3 with PCM, Chrono Package Plus and other optional equipment

Interior.

Perfect integration of man and machine.

Instruments.

The new 911 GT3 RS and 911 GT3 are uncompromising driving machines. Their character is expressed in a powerful combination of design, technology and sound.

The interior of each car has been completely upgraded with a focus on trackday and competition use. Take the instrument cluster, for example: the central rev counter featuring GT3 logo and titanium-coloured dial has a higher rev limit in excess of 8,400 rpm. All instrument needles and dial markings are coloured yellow for easy visibility. The central dial has an upshift light for the first time on either model. Centrally positioned and clearly visible, this arrow-shaped indicator is automatically illuminated when an upward gearshift is required. The result: optimum acceleration.

On-board computer.

The on-board computer provides a wide range of information, including average fuel consumption, average speed, range till empty, journey time and external temperature. It can also be used to view data from the optional Tyre Pressure Monitoring (TPM) as well as the timing system featured in the Chrono Package and Chrono Package Plus (both optional). The computer is operated using a control stalk on the steering column, with information displayed in the instrument cluster.

Other standard features include automatic air conditioning with active carbon filter. This can be omitted on the 911 GT3 RS to achieve an additional weight saving of around 20 kg.



Interior of 911 GT3 with PCM, Chrono Package Plus and other optional equipment

Interior materials.

There are two high-quality materials in the 911 GT3 models that reflect their sporting credentials: genuine leather and Alcantara. The benefits of Alcantara include exceptional grip and can therefore be found wherever optimum hand contact is required.

All seat designs – other than with the Clubsport package (standard on 911 GT3 RS) – feature genuine leather with Alcantara centres. The standard black seat belts are a three-point design with integral pre-tensioners and force limiters. They are also available in three optional colours: Silver Grey, Guards Red and Speed Yellow.

Steering wheel.

The three-spoke GT3 steering wheel has an Alcantara rim as well as manual height and reach adjustment. A three-spoke sports steering wheel in a choice of standard or padded smooth-finish leather is also available as a no-cost option. On the 911 GT3 RS, the standard wheel has a straight-ahead marker at the top of the rim.

Sports seats.

The standard sports seat in the 911 GT3 has a firmly upholstered construction featuring an integral thorax airbag in the outer backrest side bolster.

Adaptive sports seats.

This alternative seat option for the 911 GT3 features full electric adjustment of height and fore/aft position, as well as electrically adjustable side bolsters on the backrest and squab. The result: precision support when cornering on the track as well as greater comfort on long-distance journeys.

Lightweight bucket seats.

Standard on the 911 GT3 RS, optional on the 911 GT3, these carbon-fibre bucket seats are derived from the Carrera GT. The racing design includes manual fore/aft adjustment and provides exceptional lateral support. Weighing around 20 kg in total, the overall saving compared with the standard sports seats is approximately 24 kg.

If ordered in conjunction with the Clubsport package (standard on 911 GT3 RS), the lightweight bucket seats have a flame-retardant fabric finish.



Lightweight bucket seat



CDR-24 CD radio.

The standard CDR-24 CD radio comes with four loudspeakers, CD drive and twin FM tuners with RDS frequency diversity. Up to 20 FM and 10 MW presets can be defined. Dynamic Autostore provides the nine strongest signals at any time.

Porsche Communication Management (PCM).

This multimedia system is an optional alternative to the standard CD radio. Special features include satellite navigation and a high-resolution colour display with 16:9 aspect ratio. PCM is an integrated package featuring radio, CD drive, audio controls, on-board computer, satellite navigation and optional telephone module. The CD drive is MP3-compatible. On vehicles equipped with the optional Chrono Package Plus, PCM provides easy access to the performance display and memory function.

Chrono Package.

This optional package is a valuable addition to the 911 GT3 models for trackday and competition use. Available in conjunction with the CDR-24 CD radio, it includes a swivel-mounted analogue and digital timer unit which is centrally located on the dashboard. All functions are easily accessible via the control stalk for the on-board computer. Analogue dials measure hours, minutes and seconds, while a separate digital field displays whole seconds, tenths and one hundredths of a second. A second digital display runs in parallel in the instrument cluster.

Chrono Package Plus.

The optional Chrono Package Plus is only available in conjunction with Porsche Communication Management (PCM). The system combines an analogue and digital timer unit with a range of useful functions. Lap or journey times can be viewed, stored and analysed using the performance display in PCM. The information available includes time elapsed and distance travelled on the current lap, as well as the number of laps completed and their respective times. You can also view the current fastest lap and remaining range till empty. Driving times can be recorded for any stretch of road, and benchmark times can be defined. Other useful features include a personal memory function, controlled via PCM, which stores personal preferences for a range of systems, including lights, wipers, door locks and air conditioning.

Sound Package Plus.

The 911 GT3 is also available with the optional Sound Package Plus. This analogue system replaces the internal linear amplifier in the CDR-24 audio system or PCM with an external amplifier in the luggage compartment. Offering 235 Watts through a total of nine speakers, this powerful package is perfectly matched to the unique interior acoustics of the 911 GT3.



Chrono Package timer unit

Environment

- More than 85 % recyclability
- All plastics labelled for easy recycling
- Approx. 20 % alloy metals
- Asbestos-free
- CFC-free
- Eco-friendly water-based paints

Developing a car like the new 911 GT3 RS or 911 GT3 presents a fundamental engineering challenge. While the primary objectives are technological excellence and superlative race performance, they are also required to deliver this capability within strict environmental parameters.

Key objectives in this respect include better fuel economy, lower emissions, economical servicing, lower noise and optimum recyclability of materials. Added to these is another traditional Porsche quality: the ultimate longevity of the car itself. After all, a longer service life represents the best possible use of resources.





Uncompromising performance?

Naturally.

Porsche has existed as a sportscar manufacturer for well over 50 years. More than two thirds of all the cars we've ever built are still on the road – or track – today. The chances that a Porsche will ever need recycling are therefore extremely small. This exceptional durability is key to the Porsche philosophy and our ongoing commitment to the environment.

In the unlikely event that recycling is required, more than 85% of all materials on the new 911 GT3 models can be successfully converted using current recycling techniques. All synthetic components are clearly labelled, while the variety of these materials has been reduced.

Another important consideration during the development process was, of course, weight reduction. The resulting design has a very positive impact on overall fuel economy. Approximately 20% of each 911 GT3 model is made from lightweight alloy metals. This proportion is, in fact, greater than on many so-called aluminium cars.

The new 911 GT3 RS and the 911 GT3 are exclusively constructed from modern, eco-friendly components. They are entirely free of asbestos and CFCs, as well as parts manufactured using CFCs.

Water-based paints are used throughout each car, thus reducing dependence on chemical solvents in both production and subsequent servicing.

In short, these are cars in which environmental protection is an integral part of the design.

Exhaust emission control.

The new 911 GT3 RS and 911 GT3 comply with all global emissions legislation, including the Euro 4 standard in the European Union and LEV II regulations in the United States. The technologies used to achieve this compliance include twin catalytic converters and twin oxygen sensor circuits.

One pair of sensors is used to monitor the oxygen levels in each of the twin exhaust tracts. An additional pair of sensors – again, one on each tract – is located downstream from the catalytic converters.* This information is used by the engine management system to monitor the efficiency of the catalysts.

Servicing.

Longer service intervals are not only easier on resources, they also reduce ownership costs. The service intervals are as follows: engine oil every 12,000 miles or two years; oil filter, air filter and spark plugs every 24,000 miles or four years; fuel filter every 48,000 miles. The factory-filled coolant never needs replacing at all.

Noise.

The 911 GT3 models comply with all noise regulations worldwide. Rather than resorting to engine encapsulation, we've eliminated noise at source. All that remains are the powerful acoustics you'd expect from a thoroughbred Porsche.

Fuel system.

The fuel supply system offers a further reduction in the evaporation of hydrocarbons. This is achieved through a combination of large-format active carbon filter and specially coated fuel tank. All fuel lines are made from robust aluminium, while those carrying vapours feature multi-layer plastic.

*Not featured in markets with leaded fuel.

Personalisation

- Exterior
- Chassis
- Interior
- Audio and communication

Some high-performance cars are designed primarily for the road, others primarily for the racetrack. Very few combine both capabilities as successfully as the new 911 GT3 RS and the 911 GT3.

Each one has a quality of character that is both highly individual and unmistakably Porsche. Naturally, you can create your own interpretation with a choice of equipment options. Over the following pages, you'll find a carefully selected range of performance and styling enhancements for every area of your car.



Colours.

The 911 GT3 is available in a choice of four standard solid colours, six optional metallic colours and seven optional special colours. The interior is available in standard black trim, optional black leather and optional Dark Grey natural leather. Each combines elegantly with the various exterior options.

The new 911 GT3 RS is available in Arctic Silver Metallic or Black as standard. Alternatively, you have the option of Orange or Green. Depending on which exterior colour you choose, the contrast colour is Orange or Black. The interior in the new 911 GT3 RS is also Black.



911 GT3 RS: Arctic Silver Metallic with Orange as contrast colour



911 GT3 RS: Black with Orange as contrast colour



911 GT3 RS: Orange with Black as contrast colour



911 GT3 RS: Green with Black as contrast colour

Colours: 911 GT3.

Solid exterior colours.


Black


Guards Red

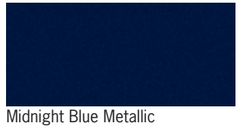

Carrara White


Speed Yellow

Metallic exterior colours.

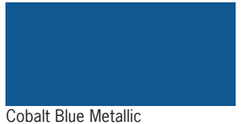

Basalt Black Metallic


Arctic Silver Metallic


Midnight Blue Metallic


Atlas Grey Metallic

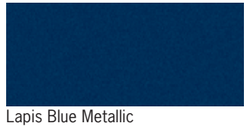

Meteor Grey Metallic

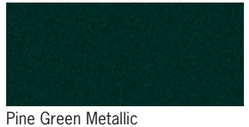

Cobalt Blue Metallic

Special exterior colours.

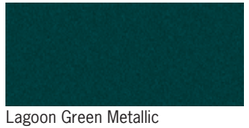

Slate Grey Metallic

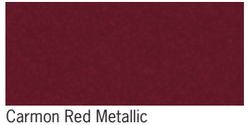

GT Silver Metallic


Lapis Blue Metallic


Pine Green Metallic


Dark Olive Metallic


Lagoon Green Metallic


Carmon Red Metallic

Standard interior colours. Leatherette/leather/Alcantara.


Black

Natural leather/Alcantara interior.


Dark Grey[1]

[1] Not in conjunction with optional Clubsport package.

Colours: 911 GT3 RS.

Standard exterior colours/ contrast colour[2].


Arctic Silver Metallic Orange


Black Orange

Roll-cage colour.


Orange


Orange

Standard interior colour. Leatherette/leather/Alcantara.


Black

Special exterior colours/ contrast colour[2].


Orange[3] Black


Green[4] Black

Roll-cage colour.


Orange


Green

[2] Used for side strips (with GT3 RS logo), exterior mirrors, wing end-plates and wheels.
[3] Introduction planned for 10/2006.
[4] Introduction planned for 11/2006.



Bi-Xenon headlight

Exterior.

Option	911 GT3	911 GT3 RS	I no.	Page
• Metallic paint*	○	W	Code	83
• Special colours	○	○	Code	84, 85
• Bi-Xenon lighting system with headlight cleaning	○	○	P74	61, 86
• Deletion of model designation	W	–	498	
• Grey top tint on windscreen	○	○	567	
• Automatically dimming interior and exterior mirrors with integrated rain sensor	○	–	P12	
• Electric slide/tilt sunroof	○	–	650	



Porsche Ceramic Composite Brake (PCCB)



Wheel painted in exterior colour

Chassis.

Option	911 GT3	911 GT3 RS	I no.	Page
• Porsche Ceramic Composite Brake (PCCB)	○	○	450	62, 87
• Wheel centres with full-colour Porsche Crest	○	–	446	
• Wheels painted silver	•	W	346	
• Wheels painted in exterior colour (includes wheel centres with full-colour Porsche Crest)**	○	–	XD9	87
• Tyre Pressure Monitoring (TPM)	○	○	482	53

* 911 GT3 RS: Arctic Silver Metallic only. ** Introduction planned for 10/2006.
Some of the vehicles illustrated feature additional modifications not described here.
For more information, please consult your Porsche Centre.
○ extra-cost option • standard equipment W no-cost option
For more information on the options presented here, please refer to the 911 GT3/911 GT3 RS price list.



Clubsport package

Interior.

Option	911 GT3	911 GT3 RS	I no.	Page
• Clubsport package Bolt-in roll-over bar at rear, preparation for battery master switch. Supplied ready to install: six-point racing harness in red for driver's side, fire extinguisher (with mounting bracket). Only available in conjunction with lightweight bucket seats in carbon fibre	○	•	003	12, 66, 88
• Deletion of air conditioning	–	W	574	
• Roll-cage in Black	–	W	595	88



Lightweight bucket seat



Adaptive sports seat

Interior.

Option	911 GT3	911 GT3 RS	I no.	Page
• Cruise control	○	○	454	
• Instrument dials in Guards Red with GT3 logo*	○	–	XFG	
• Preparation for vehicle tracking system	○	○	674	65
• Adaptive sports seats	○	–	P01	73, 89
• Lightweight bucket seats in carbon fibre for driver and passenger. Flame-retardant fabric finish if ordered in conjunction with Clubsport package	○	•	P02	67, 73, 89

* Introduction planned for 10/2006.
○ extra-cost option • standard equipment W no-cost option
For more information on the options presented here, please refer to the 911 GT3/911 GT3 RS price list.



Leather interior package in natural leather (Dark Grey)

Interior.

Option	911 GT3	911 GT3 RS	I no.	Page
• Seat heating	○	–	342	
• Seat belts in Silver Grey/Guards Red/Speed Yellow	○	○	XSH/XSX/XSY	66, 88
• Rear centre console painted	○	○	XME	
• Fire extinguisher*	○	•	509	88
• Sports-style footrest	○	○	XXZ	
• Floor mats with leather edging and Porsche logo, set of two	○	○	810	



Porsche Crest embossed on head restraint



3-spoke sports steering wheel in smooth-finish leather

Interior: leather.

Option	911 GT3	911 GT3 RS	I no.	Page
• Leather interior package in Black	○	○	Code	
• Leather interior package in natural leather (Dark Grey)	○	–	998	90
• Extended trim package (dashboard) in leather	○	–	EAA	90
• Extended trim package (doors) in leather**	○	–	XTV	90
• 3-spoke sports steering wheel in smooth-finish leather	W	W	460	91
• 3-spoke sports steering wheel in smooth-finish leather, padded	W	W	XPA	
• Porsche Crest embossed on head restraints (only available in conjunction with sports seats)	○	–	XSC	91
• Rear centre console in leather	○	–	XMZ	

* 911 GT3 RS: special design for club racing use. ** Introduction planned for 10/2006.
○ extra-cost option • standard equipment W no-cost option
For more information on the options presented here, please refer to the 911 GT3/911 GT3 RS price list.



Carbon interior trim

Interior: carbon.

Option	911 GT3	911 GT3 RS	I no.	Page
• Carbon interior package*	○	○	EZA	92
• Extended trim package in carbon*	○	○	EZB	92
• Rear centre console in carbon	○	○	XMJ	92
• Outer door-sill guards in carbon with GT3* or GT3 RS** logo	○	○	X69	

* Introduction planned for 10/2006. ** Introduction planned for 12/2006.



PCM



Chrono Package Plus

Audio and communication.

Option	911 GT3	911 GT3 RS	I no.	Page
• PCM with satellite navigation	○	○	P16	74, 93
• Telephone module for PCM	○	○	666	
• Telephone preparation (not in conjunction with PCM)	○	–	618	
• Sound Package Plus (additional amplifier with 9 loudspeakers)	○	–	490	75
• Chrono Package	○	○	639	75
• Chrono Package Plus (only in conjunction with PCM)	○	○	640	75, 93
• External antenna	W	W	461	
• Factory collection	○	○	900	

○ extra-cost option • standard equipment W no-cost option
For more information on the options presented here, please refer to the 911 GT3/911 GT3 RS price list.

Motorsport

- American Le Mans Series
- Porsche Michelin Supercup
- Porsche Carrera Cup
- Porsche Sports Cup
- Porsche Club motorsport
- Porsche Sportfahrschule

As you would expect, the new 911 GT3 models are both comfortable and practical in everyday road use. Equally impressive is their inherent suitability as trackday or competition cars.

With little or no modification, both the new 911 GT3 RS and the 911 GT3 can be driven to a racetrack and experienced at their full potential. You can also participate in the driver training courses under expert instruction with the Porsche Sportfahrschule (Porsche Sport Driving School). Events are held at some of the world's leading circuits and offer the ideal environment in which to develop your skills in the 911 GT3 RS or 911 GT3.





Every Porsche is designed for the road.

Some more extreme than others.

American Le Mans Series.

Founded in 1999, the American Le Mans Series (ALMS) is now well established as the leading US championship for prototype and GT racing.

In the space of seven years, Porsche customer teams have claimed driver, team and manufacturer titles in the GT racing class. Porsche has provided factory support for numerous customer teams running the 911 GT3 RSR.

Since the 2006 season, Porsche has competed in the ALMS with a specially developed customer prototype. The RS Spyder is the first non production-based Porsche to enter competition since the Le Mans-winning 911 GT1 in 1998.

Originally instigated by Porsche Cars North America and Porsche Motorsport North America, the arrival of the RS Spyder means that Porsche is the only manufacturer that is represented in both the GT and prototype classes. This two-fold commitment promises continued success for Porsche in the ALMS.



Porsche one-make championships.

The aim of every one-make championship is to provide a platform for racing where individual talent can excel. This is achieved by supplying each of our customer teams with identically specified cars.

The 911 GT3 Cup develops 400 bhp, weighs just 1,120 kg, and is closely based on the road-going GT3 models. Championship rounds consist of 30 to 40-minute sprints held as support races at major international race events. Porsche currently runs seven Carrera Cup championships, from Australia to France, as well as the world's fastest international one-make race series, the Porsche Michelin Supercup.

Every race is ultimately decided by the talent and performance of the individual drivers and teams. With all competitors running identical cars, hard-fought racing of the highest quality is always guaranteed.

At Porsche, our role is to prepare the cars for the customer teams, to administer the respective championship series, and to provide trackside support for drivers, teams and partners.

Porsche Michelin Supercup.

The Porsche Michelin Supercup is the world's fastest international one-make championship. Since 1993, it has been a leading support series on the Formula One World Championship calendar.

In addition to the nine European rounds of the F1 season, the Supercup series can also be found at selected races overseas.

The driver line-up includes a number of established personalities as well as promising young stars of the future. Renowned for its competitiveness, the 12-race season attracts an average audience at each event of more than 120,000 spectators.

For more information, call +49 (0)711 911-84096.

Porsche Carrera Cup.

Since its inception in 1990, the Porsche Carrera Cup Deutschland has become one of the fastest national one-make championships in the world.

Today, it's established as a key support series on the German Touring Car Masters (DTM) calendar. The DTM is widely hailed not only for the standard of racing action, but also for the quality of the overall programme at every race weekend. Each event offers a close-up view of the world of professional motorsport.

The nine-race season is held at venues in Germany and neighbouring countries.

For more information, call +49 (0)711 911-84041.



Porsche Sports Cup.

In 2005, Porsche introduced another exciting race series: the Porsche Sports Cup. Each two-day meeting offers a range of events with a number of different classes for both road-going and race-only cars.

The Sports Cup programme includes driving technique and consistency tests, sprint race events (racing licence required) and, as the high point of the weekend, an endurance race with mandatory pit stop and driver swap. For those who do not yet hold a racing licence, there is a choice of two test events. In contrast to racing, where the arbiter is speed, the aim of these events is to drive as consistently as possible, thereby improving your driving technique.

Porsche Club motorsport.

The privately run Porsche Club network organises numerous race meetings and championship series with a wide range of opportunities for private entrants. The first Porsche Club was established in 1952 by a small group of Porsche enthusiasts. Today, there are more than 550 of these official associations, with approximately 115,000 members in more than 60 countries worldwide. The Porsche Club organisation is one of the largest and longest established automotive bodies in the world.

For more information,
call +49 (0)711 911-78307.

Porsche Sportfahrschule.

The Porsche Sportfahrschule (Porsche Sport Driving School) offers a range of training courses for both on and off-road driving as well as safety on ice. Each event provides a unique opportunity to develop your skills and explore the full capability of either your own car or a loan vehicle supplied by Porsche. Courses are available for all proficiency levels from beginner to advanced, including final preparation for a racing licence. Events are held at our FIA-approved test track at Porsche Leipzig as well as many well-known circuits around the world, e.g., Hockenheim, the Nürburgring, Imola and Magny-Cours. All courses are conducted by experienced Porsche instructors.

For more information,
call +49 (0)711 911-78315.



Porsche Motorsport customer service.

As a Porsche Motorsport customer, you already enjoy one of the finest racing cars in the world. Our aim is to match that performance with the best possible customer service. Our specialist support is available at the Porsche R&D Centre in Weissach, Germany, as well as trackside, anywhere in the world.

Customer service in Weissach.

Your new 911 GT3 RS or 911 GT3 can be ordered direct from your Porsche Centre. Race-only cars, such as the 911 GT3 Cup, are exclusively available from the Porsche R&D Centre in Weissach.

We can also provide you with specialist technical assistance for both national and international competition. From vehicle setup to modifications to your Porsche, our Motorsport department can offer all the support that you or your team require.

Here in Weissach, we are also responsible for coordinating the various exhibitions of Porsche racing cars around the world. We can also supply you with parts, kits and accessories for your Porsche as well as expert advice on racing regulations – even for classic Porsche vehicles.

Customer service at the racetrack.

To help you make the most of your new 911 GT3 RS or 911 GT3, we can provide specialist advice on setting up your car to suit individual circuit characteristics. Our mobile technicians can assist with gear ratio selection, aerodynamics and the various suspension setup options. We can also help with any technical problems that may occur during a race. At selected endurance events, you can even request your own dedicated team of Porsche mechanics. We also stock a full range of replacement parts.

For more information, call +49 (0)711 911-84113 or 84114.



Porsche Centres
Your Porsche Centre can assist you with every aspect of acquiring and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and accessories.



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Our Europe-wide breakdown and accident recovery service has a wide range of benefits for Porsche owners. Membership is free when you buy a new Porsche.



Porsche Financial Services
Our innovative suite of financial services is specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.



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Realise your vision of the perfect Porsche with our factory customisation programme. Options range from styling enhancements to technical upgrades. All modifications are specially handcrafted for your Porsche.



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Personalise your Porsche at any time with the Tequipment range of approved accessories. Designed exclusively for your car, every product is compatible with your vehicle warranty.



Porsche Design Driver's Selection
With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with exceptional practicality.

Service



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For all the latest news and information from Porsche, visit www.porsche.com

Porsche Used Car Programme
The simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

Porsche Classic
Specialist provider of genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com.

Christophorus
Our bi-monthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.

Porsche Clubs
Boasting a global membership of approximately 115,000, Porsche Clubs host a huge variety of social and motorsport events. Find out more at www.porsche.com.

Porsche Driving Experience
1. Porsche Travel Club.
Exclusive driving holidays and incentive ideas combining luxury and adventure, on and off road. To find out more, call +49 (0) 711 911-78155 to 78157.
E-mail: travel.club@porsche.de

2. Porsche Sportfahrschule.
Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0) 711 911-78315.
E-mail: sportfahrschule@porsche.de













Ask your Porsche Centre for the latest brochures from Porsche Exclusive, Porsche Tequipment, Porsche Design Driver's Selection and the Porsche Driving Experience.

Summary

- Passion
- Motorsport
- Practicality

The 911 GT3 models. Visually and technically, few other cars convey the power, potential and essence of the sportscar so immediately, so completely or with so much reward.

Their performance on the racetrack is simply exceptional. Their athleticism on the road, even more so. Each is devised with intelligence and passion for both of these applications. Eminently practical, their quality of engineering leaves no doubt as to their origin: motorsport.



Technical data

	911 GT3	911 GT3 RS
Engine		
Cylinders	6	6
Displacement	3,600 cm^3	3,600 cm^3
Max. power (DIN)	305 kW (415 bhp)	305 kW (415 bhp)
at	7,600 rpm	7,600 rpm
Max. torque	405 Nm	405 Nm
at	5,500 rpm	5,500 rpm
Compression ratio	12.0:1	12.0:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium fixed calipers at rear, discs internally vented and cross-drilled	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium fixed calipers at rear, discs internally vented and cross-drilled
Anti-lock braking system	ABS 8.0	ABS 8.0
Wheels	Front: 8.5J x 19 ET 53 Rear: 12J x 19 ET 68	Front: 8.5J x 19 ET 53 Rear: 12J x 19 ET 51
Tyres	Front: 235/35 ZR 19 Rear: 305/30 ZR 19	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 GT3	911 GT3 RS
Weights		
Unladen weight (DIN)	1,395 kg	1,375 kg
Unladen weight (EC)*	1,470 kg	1,450 kg
Permissible gross weight	1,680 kg	1,680 kg
Performance		
Top speed	310 km/h (193 mph)	310 km/h (193 mph)
0–100 km/h (0–62 mph)	4.3 secs	4.2 secs
0–160 km/h (0–99 mph)	8.7 secs	8.5 secs
Flexibility 80–120 km/h		
(50–75 mph) in 5th gear	6.2 secs	6.1 secs
Fuel consumption/emissions		
In accordance with 80/1268/EC		
Urban	19.8 l/100 km (14.3 mpg)	19.8 l/100 km (14.3 mpg)
Extra urban	8.9 l/100 km (31.7 mpg)	8.9 l/100 km (31.7 mpg)
Combined	12.8 l/100 km (22.1 mpg)	12.8 l/100 km (22.1 mpg)
CO_2 emissions	307 g/km	307 g/km
Dimensions/aerodynamics		
Length	4,445 mm	4,460 mm
Width	1,808 mm	1,852 mm
Height	1,280 mm	1,280 mm
Wheelbase	2,355 mm	2,360 mm
Luggage compartment volume	105 litres	105 litres
Tank capacity (refill volume)	90 litres	90 litres
Drag coefficient	0.29	0.30

*The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.



Technical data: 911 GT3.

Engine

- 6-cylinder boxer engine, naturally aspirated, 4 valves per cylinder, water-cooled
- Specific output (approx.): 85 kW/l (115 bhp/l)
- Dry-sump lubrication system ensuring consistent oil pressure under all load conditions
- Reduced oscillating masses in rotating assembly and valvegear (lightweight pistons and titanium connecting rods, lightweight tappets and valves)
- Maximum engine speed: 8,400 rpm
- VarioCam variable valve timing on inlet side (rpm/load-dependent)
- Motronic ME7.8 electronic engine management system
- Variable intake manifold with 2 resonance valves
- Sports exhaust system with 2 central tailpipes
- Emissions compliance: Euro 4/LEV II

Transmission

- 6-speed manual gearbox with dual-mass flywheel and cable linkage
- Short-throw gearshift
- Interchangeable gear ratios for competition use
- Steel baulk rings on gears 3-5
- Gearbox cooled via dedicated oil cooler and spray lubrication
- Limited-slip differential with asymmetrical lock factor
- Traction Control (TC)

Chassis

- Ride height lowered by approximately 30 mm compared with standard 911 Carrera
- Modified front and rear axle kinematics
- Porsche Active Suspension Management (PASM) offering continuous adjustment of damping forces
- Adjustable setup options for competition use (ride height, camber, toe angle)
- Adjustable anti-roll bars with diameter selected for competition use
- Specially selected spring and damper rates
- Power steering with variable steering ratio
- Uprated braking system with 6-piston monobloc aluminium fixed calipers at front
- Porsche Ceramic Composite Brake (PCCB) as option
- Lightweight 19-inch GT3 wheels featuring centre caps with GT3 logo
- Sport tyres
- Tyre Pressure Monitoring (TPM) as option

Bodyshell

- Aerodynamically refined body generating positive downforce
- Aluminium doors and luggage compartment lid
- Rear lid with 2 air collector intakes, fixed bi-plane wing and GT3 logo
- Fuel tank capacity: 90 litres
- Lightweight bucket seats in carbon fibre as option
- 6 airbags: 2 full-size front airbags, 2 head airbags in door panels, 2 thorax airbags in seat side bolsters



Technical data: 911 GT3 RS.

The 911 GT3 RS has an identical specification to the 911 GT3 (see pages 110/111) with the following exceptions and additions:

Transmission

- 6-speed manual gearbox with single-mass flywheel and cable linkage

Chassis

- Special suspension setup for competition use
- Split wishbones on rear axle
- Lightweight 19-inch GT3 wheels featuring centre caps with RS logo

Bodyshell

- Body 44 mm wider across rear axle
- Modified front lip spoiler
- Plastic rear screen
- Large rear wing in lightweight carbon fibre
- Side strips (with GT3 RS logo), exterior mirrors, wing end-plates, wheels and roll cage in contrasting colour
- Rear lid with GT3 RS logo

Interior

- Black interior
- Clubsport package as standard:
  - Bolt-in roll cage at rear
  - Impact protection padding on doors instead of storage compartments
  - Preparation for battery master switch
  - 6-point racing harness for driver's side (not fitted)
  - Fire extinguisher with mounting bracket (not fitted)
- Lightweight bucket seats in carbon fibre with flame-retardant fabric finish
- 4 airbags: 2 full-size front airbags, 2 head airbags in door panels
- Straight-ahead marker on steering wheel rim
- RS logo on outer door-sill guards and rear wall

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