The new 911 GT3 RS and 911 GT3

Extreme truth
The 911 GT3

For many motorsport is enjoyable.
For us it is a core value.
The new 911 GT3 RS and the 911 GT3

You can develop a sportscar from experience.
Or from the heart.

The 911 GT3.

You might be able to build a sportscar with experience alone. But never a Porsche – and especially not a 911 GT3. That takes much more: engineers who are dedicated to the development of race cars right from the start. Whose passion is for motorsport, above all else.

Engineers who firmly oppose any form of compromise. Developed from the heart. The 911 GT3.

At the heart of the 911 GT3 is the engine. A development from motorsport, of course. An engine with more power than its predecessor, but with a similar level of fuel consumption.

The key data: a flat-six Boxer engine located right at the back for a lower centre of gravity and increased traction on the drive axle. The cubic capacity is 3.8 litres. The engine has advanced VarioCam, a system for adjusting the inlet camshafts, and also the outlet camshafts. This gives even more power and

Higher torque, resulting in 320 kW (435 hp) at 7,600 rpm. The maximum engine speed is 8,500 rpm and maximum torque is 430 Nm at 6,250 rpm. Impressive values, especially if you look at the performance figures it can achieve.

A smooth six-speed manual gearbox effectively transmits this power onto the road. The gear-lever throw is short and the handling precise.

With regard to propulsion, two values sum up the potential power of the 911 GT3. Firstly, acceleration: 4.3 seconds from 0 to 100 km/h (62 mph). Secondly, maximum speed: 312 km/h (194 mph).

Improved driving dynamics and stability are achieved with the optional new dynamic engine mounts (page 48). This system reduces vibration and the movement of inert masses in the power unit and, by automatically modifying the stiffness and damping of the engine mounts.

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Or from the heart.

The 911 GT3.
Everyday it’s crucial for use on the racetrack can be adjudged on the chassis, including the settings for height, camber, toe angle and the anti-roll bars on the front and rear axles.

The 911 GT3 has Porsche Stability Management (PSM, page 54) with two control systems: Stability Control (SC) to provide stabilisation within the limits of driving dynamics and Traction Control (TC) to regulate the longitudinal dynamics and improve acceleration on various road surfaces. Both systems can be disabled completely in two stages – for an active driving experience on the racetrack.

One feature that has come directly from motorsport is the central locking device for the 19-inch GT3 wheels (page 52). The road-approved sport tyres are designed to enable higher cornering speeds, as well as precision handling on the road or racetrack. Tyre Pressure Monitoring (TPM) is included as standard.

Everything on the 911 GT3 is designed to save weight. The doors and front lid are made from aluminium and the engine cover is made from a lightweight synthetic material. The result: a weight-to-power ratio of just 3.2 kg per hp.

If that were not enough, especially for use on the racetrack, instead of the conventional battery, Porsche is offering an optional lithium-ion battery (page 75). The main advantage is a weight saving of approx. 10 kg.

Our approach to safety is as uncompromising as usual, in terms of both active and passive safety features. A heavy-duty but lightweight braking system offers excellent performance, even in extreme conditions. To reduce weight, the monobloc calipers in the compound brake discs are made from aluminium. Porsche Ceramic Composite Brake (PCCB, page 64) is also available as an option.

For additional protection on the racetrack, a Quartoptik package (page 66) is available as an option.

The latest in communication technology is also included with the standard CDR-30 audio system or the optional Porsche Communication Management (PCM, page 77).

The 911 GT3 is designed from the heart so that you do not have to make compromises.
The new 911 GT3 RS

At the rear, distinctive LED lights are drawn right into the wing and taper outwards. Unmistakable – just like the fixed bi-plane wing. This provides aerodynamic downforce and greater driving stability, even at the highest speeds. It is made from lightweight synthetic material and the angle of incidence on the upper wing profile can be adjusted for use on the racetrack. Embossed on the side plates of the rear wing: "3.8". A reference to the engine size and clear indication of its power.

As the car’s speed increases, two ram-air collector intakes on the engine lid help to force additional air into the intake manifold and engine compartment. Another distinctive feature of the 911 GT3 is the central, black dual-tube tailpipe of the sports exhaust system.

The combined effect of all of these aerodynamic refinements is a low drag coefficient of just 0.32. Also, greater downforce, better aerodynamic balance, excellent road-holding characteristics, better directional stability and improved driving safety. Our core motorsport values can be both felt and seen in the new 911 GT3.

Life is not a spectator sport.
The new 911 GT3 RS and the 911 GT3.

No illusions. No compromises. Nothing but the truth.

The new 911 GT3 RS.

A new RS didn’t reach the pinnacle with the last model. But we couldn’t stop thinking about it. It kindled our ambition. We defined a lap time that seemed impossible even for a 911 GT3 RS. Now we know better.

Based on the 911 GT3, it had the best starting point. The task set for our engineers was clearly defined: more power, higher performance and faster lap times.

To increase engine power, the air intake system was reviewed and improved using a new air filter. The result is a vehicle for maximum performance powered by a six-cylinder Boxer engine with 3.8-litre displacement and enhanced VarioCam timing (page 36).

The performance figures: 331 kW (450 hp) at 7,900 rpm. Maximum torque is 430 Nm at 6,750 rpm. Maximum revs are reached at 8,500 rpm.

No illusions. No compromises. Nothing but the truth.

The new 911 GT3 RS.
enables a wider toe-angle and the user of wider tyres for greater stability and improved cornering.

Like the 911 GT3, the 911 GT3 RS has new air inlet grilles – effective protection for the cooling air inlets.

A striking visual feature is the fixed rear wing, bringing technology straight from the racetrack for excellent driving stability and downforce. The mounts are made from forged aluminium and the carbon rear wing can be adjusted for use on the racetrack.

The requirements were unambiguous: no gimmicks. It is not the eye that will make the decision, but the pointer on the timer. Although some may disagree.

The difference from the 911 GT3 can be seen at first glance. The body of the new 911 GT3 RS is wider – 44 mm at the rear axle and also, for the first time, 26 mm at the front axle. This increases the toe angle by 12 mm and 30 mm, resulting in even greater stability. And so even higher performance levels.

In addition to power and precision, as essential consideration when designing the 911 GT3 RS was, of course, lightweight construction. A weight-to-power ratio of only 3.0 kg/hp has been achieved thanks to the use of materials taken directly from motorsport.

The aerodynamics and design of the new 911 GT3 RS.

The design speaks a clear language, the language of functionality. More power. Greater driving dynamics. Less weight. Not an easy task. And all just for a few tenths of a second less. Because to you – and to us – they mean everything.

Developing a driving machine like the new 911 GT3 RS also means taking responsibility. Firstly, for the driver’s safety. As in the 911 GT3, the braking system has been improved – the new composite brake discs with aluminium monobloc calipers are highly efficient. Porsche Ceramic Composite Brake (PCCB) is available as an option. The Clubsport package (page 46) and the sports bucket seats with the ‘RS 3.8’ logo on the headrests are standard.

More power. Greater driving dynamics. Less weight. Not an easy task. And all just for a few tenths of a second less. Because to you – and to us – they mean everything.
The new 911 GT3 RS and the 911 GT3

Drive

Many ignore the figures that come after the decimal point. We measure ourselves against them.

The engine lid with a ‘GT3 RS’ logo and the rear window are made from a lightweight synthetic material, as is the new rear middle section. A typical feature is the additional large air inlet on the engine cover (ram-air collector) for increased air intake and even better cooling.

The dual-tube tailpipe is integrated into the centre of the body. The silencer and tailpipes are made from lightweight titanium. Their diameter is 5 mm larger than those on the 911 GT3. You can see, and hear, the difference.

Another, particularly noticeable difference compared to the 911 GT3 is the paintwork. This result is greater downforce front and rear, ensuring excellent road-holding, stability and handling.

The air inlet frame on the front, the wheels, the wing mirror, the logo above the wings and on the engine lid as well as the side plates on the rear wing are painted in a contrasting colour – as is the decorative side logo.

A further reflection of the car’s sporting credentials is the new Aluminium Look fuel filler cap.

In short, it gets noticed. Certainly because of its design, but especially because of its effective aerodynamics.

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Powering the 911 GT3 models is a water-cooled six-cylinder Boxer engine with four-valve technology and enhanced Vanos/Cam variable timing (page 36). The vehicle’s high-performance concept produces an impressive maximum engine speed of 8,500 rpm.

In the 911 GT3, the engine generates 320 kW (435 hp) from a total displacement of 3,797 cm³, corresponding to an output of 108 hp per litre. The maximum torque is 430 Nm at 6,250 rpm. The 911 GT3 accelerates to 100 km/h (62 mph) in 4.1 seconds with a maximum speed of 312 km/h (194 mph).

The 3.8 litre engine in the new 911 GT3 RS delivers even more power: 331 kW (450 hp). The output is 118 hp per litre. This increase is due to the two new double-flow air filter housings and the new variable intake manifold with larger intake runners than those used on the 911 GT3. The greater throughput of air increases engine power. In terms of performance data, the maximum torque of 430 Nm is reached at 6,750 rpm.

Pressing the SPORT button, fitted in both models, activates up to 35 Nm in the middle engine speed range below the maximum torque.

The new 911 GT3 RS passes the 100 km/h (62 mph) mark in 4.0 seconds. Shorter ratios increase the ventilating and acceleration potential in all six gears. Consistent aerodynamics, designed for downforce, allow high cornering speeds and excellent driving stability and performance. However, the maximum speed is still an impressive 310 km/h (193 mph).

A consistent supply of oil to the engines even at times of high lateral acceleration, is ensured by a dry sump lubrication system (page 36) with an external engine oil reservoir. The oil is cooled by an oil-water heat exchanger. Both these systems have proven themselves on the racetrack.
An extremely lightweight titanium connecting rod and lighter pistons reduce oscillating masses, thus ensuring dynamic engine speed development. The inlet and exhaust valves are actuated by especially lightweight tappets and hydraulic valve clearance adjustment. This enables a maximum engine speed of 8,500 rpm, which, together with the short sporty gear ratios, provides plenty of performance.

Added to this is a variable intake manifold with two resonance valves (page 38) which work together with the sports exhaust system to ensure efficient cylinder charging and high throughput rates. The large volume of the exhaust system supplements the low-resistance intake manifold to improve cylinder charging and increase performance.

In brief, it is all about performance – including driver performance. We have simply provided the right conditions for it.
The new 911 GT3 RS and the 911 GT3 | Drive

VarioCam.

Both engines in the 911 GT3 models are equipped with enhanced VarioCam. This system not only adjusts the camshafts on the inlet side according to engine speed and load, it also controls the exhaust camshaft — for even more power and torque. The continuous valve timing adjustment is performed by a rotary-type adjuster on each camshaft. VarioCam is an engine control concept that distinguishes between different load scenarios and adapts to the corresponding power requirement.

The adjustment is performed seamlessly by the Motronic ME7.8.2 electronic engine management system. This enables smoother running characteristics, better fuel economy, lower exhaust emissions and, most importantly of all, added power and torque across the entire engine speed range.

Dry-sump lubrication.

A consistent oil supply is fundamental to track and competition driving. This is ensured by the dry-sump lubrication system, even during high lateral and longitudinal acceleration.

Once it has passed through the engine, two scavange pumps in each cylinder head and another two in the crankcase take the engine oil quickly back to an external reservoir.

For the engine this means consistent lubrication of the crankshaft assembly and the two cylinder banks, even under very high lateral and longitudinal loads which are possible with sport tyres.

The 911 GT3 and the new 911 GT3 RS are factory-filled with Mobil 1high-performance fully-synthetic oil. Its exceptional lubricating properties ensure reliable starting even in the coldest conditions and importantly, contribute to the long-term durability of the engine
In addition to a conventional distributor gap, the 911 GT3 and the new 911 GT3 RS have two resonance pipes with resonance valves. At low engine speeds both resonance valves are closed. At medium rpm, the first, smaller valve opens. At high rpm, both valves open. The system uses the vibrations in the air caused by the movement of the engine valves to force air into the cylinders.

The lightweight gearbox is highly efficient and the gear-lever throw is short and precise, enabling fast and accurate gearshifts. In conjunction with the friction-optimised cable pull shift, the gearbox provides an extremely high level of precision and capacity. Unlike the 911 GT3, which has a dual-mass flywheel, the new 911 GT3 RS uses a single-mass flywheel. It is lighter and therefore increases engine dynamics. The engine turns even more easily in its upper speed ranges – with a somewhat higher noise level.

Transmission.

We have certainly kept to that rule, as the six-speed manual gearbox in the 911 GT3 models has been designed especially for the high demands of motorsport. This lightweight gearbox is highly efficient and the gear-lever throw is short and precise, enabling fast and accurate gearshifts. In conjunction with the friction-optimised cable pull shift, the gearbox provides an extremely high level of precision and capacity. Unlike the 911 GT3, which has a dual-mass flywheel, the new 911 GT3 RS uses a single-mass flywheel. It is lighter and therefore increases engine dynamics. The engine turns even more easily in its upper speed ranges – with a somewhat higher noise level.

Rule no. 1 on the racetrack: Don’t lose time unnecessarily.

Transmission.

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The result: higher levels of power and torque over a wider engine speed range.

Note that means for you is more power – but not at the expense of the environment.

What that means for you is more power – but not at the expense of the environment.

*Not in markets with leaded fuel.
1. Radiator module
2. Central radiator
3. Tandem brake booster
4. Six-speed manual gearbox
5. Separate engine oil reservoir (dry-sump lubrication)
6. Variable intake manifold
7. Throttle valve (electronically actuated)
8. Coolant expansion tank
9. Generator
10. Front silencer
11. Main silencer on sports exhaust system
12. Multi-link rear suspension
13. PASM damper
14. Oil filler pipe
15. Air filter
16. Composite brake discs
17. Engine mount
The new 911 GT3 RS and the 911 GT3.

Chassis

Exceptional dynamics. Excellent stability. Direct connection with the road. All other adjustments are up to you.

Exceptional dynamics. Excellent stability. Direct connection with the road. All other adjustments are up to you.

Robust steel heat-resistant balk rings on gears three to five enable 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.

The lock factors of the locking rear differential that are standard for both models – 28% when cornering under power and 40% when cornering on the overrun – are optimally matched to the engines’ power and torque characteristics. For better acceleration and handling when exiting a corner.

The gear ratios are perfectly matched to the 3.8-litre engines. In the new 911 GT3 RS the ratio of gears 1 to 5 is about 13% shorter than in the 911 GT3, for an even more dynamic power development. Maximum speed is reached in 6th gear.

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We've always considered the laws of physics a challenge. Thankfully our engineers haven't.

The new dynamic engine mount system.

Adding to driving dynamics: the dynamic engine mount system is available as an option in the 911 GT3 RS and as standard in the 911 GT3 RS. This electronically controlled system reduces noticeable oscillations and vibrations in the whole drive system, particularly the engine.

The engines in the 911 GT3 models are bolted to the body using two mounts. According to Newton’s law of inertia, a body will continue to move in a uniform straight line unless it is made to change its direction by a force acting upon it. Put more simply: when you are driving into a bend, the vehicle will follow your steering, but, at first, the mass of the engine won't. This means that the rear of the vehicle is pushed outwards after a time lag because of the inert forces from the engine’s mass acting on it.

The dynamic engine mount system minimises this effect. The steering angle, longitudinal and lateral acceleration values are constantly recorded by sensors and the stiffness of the two engine mounts is changed automatically according to the driving style. This is achieved using a magnetisable (magnetorheological) fluid and an electrically generated magnetic field. The magnetisable particles align with each other and the fluid’s viscosity changes. This alters the stiffness and absorption of the engine mounts: softer for greater comfort and less vibration when driving normally, harder for a more direct driving feel when driving more sportily. Similar characteristics to those of the 911 GT3 race car where the engine is bolted directly to the body.

The dynamic engine mount system also reduces the vertical oscillations of the engine when accelerating under full load. The result: greater and more uniform force on the rear axle, increased traction and better acceleration. In everyday driving and on the racetrack, this means more stability in all driving situations.

The new 911 GT3 RS and new 911 GT3 | Chassis
The chassis of the 911 GT3 and the new 911 GT3 RS is designed to meet the high demands of motorsport. The cars are therefore approximately 30 mm lower than the 911 Carrera. Their lightweight construction offers major weight savings, not least in terms of unsprung mass, for exceptional agility, a high level of safety and inherent stability, especially when cornering.

The front axle has McPherson-type struts with the wheels mounted individually on trailing arms and wishbones. The springs and shock absorbers have been individually adapted for the two 911 GT3 models to ensure precise wheel location, good directional stability and excellent handling.

The rear axle has subframe-mounted LSA (Light, Stable, Agile) multi-link suspension, as well as special shock absorber coordination. Ride height, camber, toe angle and anti-roll bar settings can be adapted individually for the racetrack. A special feature of the new 911 GT3 RS is that the wishbone on the rear axle is split. So camber can be adjusted even more precisely to the demands of motorsport.

Thanks to the very stiff connection between the chassis and body, there is more exact wheel location, so better handling and traction.

Ride-height lift system.

Kerbs, ramps and garage entrances used to pose a problem for sports cars like the 911 GT3 models. Not any more. Our engineers have developed a new ride-height lift system for the front axle. The front of the vehicle can now be lifted by 30 mm if there is a risk of it grounding. A compression air pressure that lifts the front shock absorbers in PASM (page 56).

The optional lift system is activated and deactivated by a button on the centre console. It can be operated either while stationary or while travelling at a speed of up to approximately 50 km/h (31 mph).

Thanks to the very stiff connection between the chassis and body, there is more exact wheel location, so better handling and traction.

The connection between the heart and the mind. Transformed to the car and the road.

Chassis.

The chassis of the 911 GT3 and the new 911 GT3 RS is designed to meet the high demands of motorsport. The cars are therefore approximately 30 mm lower than the 911 Carrera. Their light-weight construction offers major weight savings, not least in terms of unsprung mass, for exceptional agility, a high level of stability and inherent stability, especially when cornering.

The front axle has McPherson-type struts with the wheels mounted individually on trailing arms and wishbones. The springs and shock absorbers have been individually adapted for the two 911 GT3 models to ensure precise wheel location, good directional stability and excellent handling.

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The connection between the heart and the mind. Transformed to the car and the road.

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Important for everyday use and essential on the racetrack: a steering system that responds to every steering command directly, with excellent precision and reliability. Just like the steering in the 911 GT3 models with variable steering ratio. For steering inputs around the straight-ahead position, such as when driving on the motorway, the ratio is less direct – although still extremely agile with excellent feedback. The greater the steering input the more direct and therefore more agile – the steering ratio. This is particularly beneficial on tight bends.

Wheels and tyres.

The 911 GT3 models run on one-piece 19-inch GT3 wheels. They are painted titanium-colour on the 911 GT3 and a contrasting colour on the new 911 GT3 RS. Taken directly from motorsport is the central locking device with ‘GT3’ or ‘RS’ logo. The advantages over a conventional flangeless screw-in fitting include better driving dynamics and performance thanks to lower rotating mass and, of course, faster wheel changes. A huge advantage – especially when racing.

The wheel dimensions on the 911 GT3 are 8.5 J x 19 with 235/35 ZR 19 tyres (front) and 12 J x 19 with 305/30 ZR 19 tyres (rear). Those on the new 911 GT3 RS are even more impressive: 9 J x 19 with 245/35 ZR 19 tyres (front) and 12 J x 19 with 325/30 ZR 19 tyres (rear). Roadlegal sport tyres provide the necessary grip for the 911 GT3 models, although the lower tread profile presents a greater risk of aquaplaning on wet roads.

The standard Tyre Pressure Monitoring (TPM) gives a warning, through the display on the on-board computer, before the tyre pressure becomes too low in the case of either a slow or very sudden loss of pressure.

Roadlegal sport tyres
To contribute towards safety and driving stability within the dynamic range, the 911 GT3 and new 911 GT3 RS are fitted for the first time with Porsche Stability Management (PSM). In addition to the anti-lock braking system (ABS), it includes two automatic control systems: Stability Control (SC) and Traction Control (TC).

Stability Control (SC) stabilises the lateral dynamics using sensors which constantly monitor the vehicle’s speed, yaw velocity and lateral acceleration. From this information it is possible to calculate the actual direction of travel. If the vehicle deviates from its course, Stability Control (SC) might initiate selective braking on individual wheels to stabilize the vehicle within the limits of its driving dynamics.

Traction Control (TC), with its integrated automatic brake differential (ABD), anti-slip regulation (ASR) and engine drag-torque control (EDC), regulates the longitudinal dynamics of the car. This sports-oriented traction control improves handling when accelerating on different road surfaces. It also prevents the rear of the car from oversteering if a wheel loses traction under full power. However, the intervention threshold is relatively high, which means that it is rarely employed in normal driving conditions.

A unique feature of PSM on the 911 GT3 models is that the control interventions of both systems are delayed and can be disabled completely in two stages. This enables greater driver involvement, for example, when on the racetrack. Stage 1 disables the Stability Control (SC) via the ‘SC OFF’ switch in the centre console. In ‘SC OFF’ mode, the system does not intervene if the car goes off course in the lateral direction. In addition to specific steering movements, the vehicle can now also be controlled with the throttle to drive very dynamically around bends. Traction Control (TC) is still active in this mode.

Stage 2 disables Traction Control (TC) as well via the separate ‘SC+TC OFF’ switch. In both modes, both lateral dynamic control and the traction control functions are deactivated. The driver now has full command of the vehicle.

A real paradox: The lower the intervention, the more dynamic the drive.

Porsche Stability Management (PSM).

Compared to the 911 GT3, the PSM in the new 911 GT3 RS is set for even higher performance.
Normal mode?  
A very subjective question.

Porsche Active Suspension Management (PASM).

Both 911 GT3 models have Porsche Active Suspension Management (PASM), an electronic damper adjustment system, fitted as standard. PASM actively and continuously controls the individual damping forces for each wheel according to current road conditions and driving style. Both models are also 30 mm lower than the standard 911 Carrera.

At the press of a button, the driver can choose between two setup modes. ‘Normal’ mode is designated for sporty driving on general roads and on the racetrack in wet conditions. ‘Sport’ mode is especially for maximum lateral acceleration and the best possible traction on the racetrack.

Depending on which mode is set, and on the road conditions detected, the system automatically selects the best damper application within the two setup ranges.

A range of sensors monitor the movement of the body during acceleration and braking or on uneven surfaces. The PASM control unit then specifically adjusts the damping force, depending which mode is selected. Pitch and roll are reduced and the road contact of each individual wheel is optimised.

In ‘Sport’ mode, the suspension is automatically set to a harder rating specially designed for use on the racetrack. The system will detect any unevenness on the surface and, to improve road contact, it switches within a few milliseconds to a softer rating within the sport or stiff setup range. When the track surface becomes even again, PASM returns to the original harder rating.

In ‘Normal’ mode, if the driving style becomes more dynamic, the system automatically switches to a sports-oriented rating within the normal setup range. The suspension becomes softer so that driving stability and safety are increased.
Safety

A high level of power calls for a high level of safety.
And greater demands call for greater competence.
The new 911 GT3 RS and the 911 GT3 are fitted as standard with Bi-Xenon headlights with dynamic range control. These are around twice as bright as conventional halogen lights. With dipped or main beam, the lights are stronger and more uniform, helping to minimize driver fatigue. A headlight cleaning system is built in.

For consistent use on the race track, lightweight halogen headlights without integrated cleaning or range control are available as a no-cost option. The front light units incorporate the direction indicators, the LED daytime running lights and position lights, which provide outstanding visibility and create an imposing look.

Dynamic cornering lights are also used for the rear direction indicators, lights, and brake lights, the additional brake light in the rear lid and the rear fog lights. These provide better illumination and respond more quickly to driver input so that following traffic is alerted sooner. They are energy efficient, eco-friendly and have a longer service life than conventional bulbs – as well as an unmistakable design, day or night.

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Dynamic cornering lights. Available as an option, dynamic cornering lights provide particularly effective illumination of the road. Sensors permanently monitor the speed, lateral acceleration and steering lock and, from these variables, calculate the course of the bend.

This determines the angle of the dynamic cornering lights, with dipped beams able to swing upwards up to 15 degrees. So the course of the road and any obstacles can be identified much sooner, particularly during corners.

Seeing and being seen. And always being seen in the right light.

Active safety.

Lighting.

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Fitted as standard on the 911 GT3 models are Bi-Xenon headlights with dynamic range control. These are around twice as bright as conventional halogen lights. With dipped or main beam, the lights are stronger and more uniform, helping to minimize driver fatigue. A headlight cleaning system is built in.

For consistent use on the race track, lightweight halogen headlights without integrated cleaning or range control are available as a no-cost option. The front light units incorporate the direction indicators, the LED daytime running lights and position lights, which provide outstanding visibility and create an imposing look.

Dynamic cornering lights. Available as an option, dynamic cornering lights provide particularly effective illumination of the road. Sensors permanently monitor the speed, lateral acceleration and steering lock and, from these variables, calculate the course of the bend.

This determines the angle of the dynamic cornering lights, with dipped beams able to swing upwards up to 15 degrees. So the course of the road and any obstacles can be identified much sooner, particularly during corners.

Seeing and being seen. And always being seen in the right light.

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The new 911 GT3 RS and the 911 GT3 have a particularly powerful yet lightweight braking system with a specially adapted booster. The red-painted six-piston aluminium monobloc calipers on the front axle and the four-piston units at the rear provide a high level of rigidity and a consistent bite point, even under heavy braking.

The composite brake discs are large, with a diameter of 380 mm at the front and 350 mm at the rear. Thanks to their two-piece design with newly developed standard brake discs and aluminium monobloc calipers, the weight is reduced and therefore the unsprung and rotating masses are reduced. They are cross-drilled and internally vented for optimum performance in the wet.

Brake spoiler elements on the front axle, plus the new brake ducts on the rear ensure that the braking system is effectively ventilated. Also designed for high performance is the four-channel anti-lock braking system (ABS 8.0) which is fast and precise, ensuring consistent deceleration and excellent overall brake performance.
Porsche Ceramic Composite Brake (PCCB).

Optional for the 911 GT3 and the new 911 GT3 RS is brake technology that has already had to withstand the harshest requirements of motorsport: the Porsche Ceramic Composite Brake (PCCB). To enhance braking performance, the ceramic composite brake discs in PCCB have a diameter of 380 mm at the front and 350 mm at the back. They are made from a specially treated carbon-fibre compound that is sintered in a high vacuum process at around 1,700 °C. The resulting brake discs are much harder and more resistant to heat than standard discs.

The use of six-piston aluminium monobloc brake calipers at the front and four-piston units at the rear ensures extremely high brake forces which, crucially, are exceptionally consistent. The pedal response is fast and precise with only moderate input required. All the prerequisites are there for a short braking distance, even in the toughest conditions. Moreover, safety when braking from high speeds is increased thanks to PCCB’s excellent fade resistance.

The key advantage of PCCB is the extremely low weight of the brake discs which are about 55% lighter than standard discs of similar design and size. In addition, the ceramic brake discs have a low thermal expansion which prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer better noise-damping properties.

The monobloc calipers for the 911 GT3 models on the front and rear axle are made from aluminium, saving around 4.8 kg per vehicle compared to standard calipers. These factors not only have an impact on performance and fuel consumption, but also reduce unsprung and rotating masses. The result: better road holding and increased comfort, especially on uneven roads, as well as greater agility and even better handling.

Please note that circuit racing or other forms of performance driving can significantly reduce the service life of even the most durable brake pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.
It is important that the structure is well prepared too.

Passive safety.

Bodyshell structure.
The reinforced bodyshell structure of the 911 GT3 models offers exceptional crash protection and an extremely resilient passenger cell. This protection is well within the statutory limits required by legislation for front, side and rear impact.

At the front of the car, longitudinal and transverse members (1) distribute the forces from an impact and minimise deformation of the passenger cell. A patented Porsche superstructure with a highly rigid bulkhead cross-member (2) made from super-high-strength steel also absorbs the forces from the front longitudinal members to protect both footwells. This reinforced front longitudinal member (3) helps increase the overall rigidity of the vehicle. In a frontal impact, this front load path (4) helps to channel energy into the side structure and thus further protect the passenger cell. In the event of a side impact, a system of easily replaceable impact absorbers (5) prevents more serious damage.

Driver and passenger airbags.
Both full-size airbags inflate in two stages, depending on the severity of the impact. In a low-speed collision, the airbag is only partially inflated, thereby reducing occupant discomfort.

Porsche Side Impact Protection System (POSIP).
POSIP comes as standard and consists of side impact protection beams in each of the doors and side head airbags for each front seat. In addition, thorax airbags are located in the sides of the sports seats and head airbags in the door panels. With a volume of around eight litres each, these provide a high level of protection in side impacts. Additional safety features are the headrests integrated in the backrest, a safety steering column, three-point seat belts with height adjustment, seat belt pre-tensioners and force limiters and energy-absorbing elements in the dashboard.

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The demands of motorsport are much higher than those of everyday use, so the materials, the equipment - and especially the drivers. At the racetrack, low circuit times are what count. This extreme performance requires not only a high level of driver ability but also additional protection. This protection is provided by the Clubsport package that is available for the 911 GT3 as a no-cost option and standard for the 911 GT3 RS.

It consists of a roll cage that is bolted to the body behind the front seats, a racing harness for the driver's side, a fire extinguisher with mounting bracket, a front roll cage element and preparation for a battery master switch.

The battery master switch and a front roll cage element are available from the Porsche Motorsport Department.

For the 911 GT3, the Clubsport package is available only in conjunction with the optional lightweight or sports bucket seats.

In the new 911 GT3 RS, the sports bucket seats are fitted as standard. Exclusive to the new 911 GT3 RS is the red 911 RS 3.8 logo on the headrests of the sports bucket seats and optional lightweight bucket seats.

In conjunction with the Clubsport package, the seats are covered in a special flame-retardant fabric for extra safety.
Comfort

Uncompromising on the racetrack.
Forgiving in everyday use.
markings are in yellow for easy visibility. The upshift display in the rev counter shows the latest point to shift up for optimum acceleration.

On-board computer. The on-board computer provides information on average fuel consumption, speed, range till empty and external temperature. The data from the standard Tyre Pressure Monitoring (TPM) system can also be viewed, as can the timing system featured in the optional Chrono Package or Chrono Package Plus.

Interior materials. More than anything else, the 911 GT3 models’ sporting credentials are reflected in the two high quality materials used in the interior: genuine leather and Alcantara. The benefits of Alcantara include exceptional grip and easy-care properties. It is therefore used wherever direct contact is required, such as on the steering wheel rim and on the gear and handbrake levers. In the 911 GT3 it is also used on the door storage compartments and on the door release levers.
The new 911 GT3 RS features an Integral frame of space frame and monocoque configuration. The bodyshell is made from high-strength steel and magnesium. The 911 GT3 RS is available in Cayman and 911 GT3 RS with manual and automatic transmission. The interior features a high level of comfort and convenience.

Adaptive sports seats.

This alternative seat option for the 911 GT3 has electric adjustment of the fore/aft position, height and backrest angle. The side supports and backrest can be adjusted individually for precision support when cornering on the track, as well as greater comfort on long-distance journeys.

Sports bucket seats.*

Optional for the 911 GT3 and standard in the new 911 GT3 RS are the sports bucket seats with folding backrest, integrated thorax airbag and manual adjustment of the fore/aft position. The seat shell is made from glass/carbon-fibre-reinforced plastic with a carbon-weave finish. The backrest is made from high-quality leather in the standard trim is black leather with an Alcantara centre. Standard in the new 911 GT3 RS is the 911 GT3 in conjunction with the Clubsport package, the sports bucket seats are covered in flame-retardant fabric. A feature special in the new 911 GT3 RS is the red 911 3.8 logo on the headrests.

Sports seats.

The standard sports seats on the 911 GT3 feature an integral frame of space frame and monocoque configuration. The bodyshell is made from high-strength steel and magnesium. The 911 GT3 RS is available in Cayman and 911 GT3 RS with manual and automatic transmission. The interior features a high level of comfort and convenience.

Lightweight bucket seats.*

Also available as an option for the new 911 GT3 RS are the lightweight bucket seats. They are designed to provide exceptional side support with minimal weight. Instead of a thorax airbag, the door panels are padded in place of the door storage compartment. Together the lightweight bucket seats weigh around 20 kg and are therefore around 24 kg lighter than the sports seats and approximately 20 kg lighter than the sports bucket seats. In conjunction with the Clubsport package, the lightweight bucket seats are covered in flame-retardant fabric. A special feature in the new 911 GT3 RS is the red 911 3.8 logo on the headrests.

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PCM including navigation module.

On request, the 911 GT3 models can be fitted with Porsche Communication Management (PCM). As an efficient central information and communication system, it has an impressive range of functions but is surprisingly easy to use.

The main feature is the 6.5-inch colour touchscreen with a durable, easy-to-clean coating. It is functional, innovative and has a clear display – a maximum of five list entries per page make it quick and safe to use. You can also choose to operate PCM with the button controls.

Radio functions include up to 42 memory presets and an FM dual-tuner frequency diversity with RDS which constantly scans for the best signal for the selected station. The integrated 6-disc CD/DVD autochanger is also available for PCM as an option.

The GPS navigation module incorporated in PCM has an internal hard drive with map data for most European countries, allowing for fast route calculation, always with a choice of three alternative routes.

Sound Package Plus.

For discerning ears, the Sound Package Plus is available as an option. Nine high-quality loudspeakers and an external amplifier with a total output of 235 Watts provide a sound experience that is in perfect harmony with the interior space.

Sound settings can be customised using the CDR-30 audio system or the optional Porsche Communication Management (PCM).
The optional electronic logbook allows automatic recording of mileage, route distance, date and time, starting point and destination as part of every journey.

Voice control system for PCM.

Almost all of the functions of PCM can be controlled using the optional voice control system. Each menu item is read aloud exactly as it is displayed on the screen and the voice control system recognises the commands or number sequences, irrespective of the speaker. It gives audible feedback and guides you through the functions. There is no need to train the system. Phone book entries can be retrieved, a radio station selected or the navigation destination entered directly by speaking whole words.

Universal audio interface for PCM and CDR-30.

In conjunction with PCM, you can have an option, as three connections for your iPod, a USB stick/MP3 player or any audio source can be operated using the Chrono Package or CDR-30. The iPod or a USB stick can be operated conveniently and safely via PCM. The USB connection can also be used to download data from the Chrono Package for the Chrono Package or CDR-30. The Chrono Package Plus personal memory function, also controlled via PCM, stores personal settings for lights, wipers, air conditioning and door locks.

Automatic timer unit for PCM.

The optional electronic logbook allows automatic recording of mileage, route distance, date and time, starting point and destination as part of every journey.

Mobile phone preparation for PCM and CDR-30.

A mobile phone preparation kit is available on request for Bluetooth connection of mobile phones which only support the Handsfree Profile (HFP). For connection by HFP, PCM or CDR-30 acts merely as a hands-free system. Here, too, the mobile phone can remain tucked away. Only the basic phone functions can be operated using PCM or CDR-30. The GSM connection is established via the aerial of the mobile phone. The mobile phone preparation kit is available with or without cradle.
At some time everyone goes back to their roots. Or they never leave them in the first place.
GT sport.

GT vehicles are also purebred race cars. However, these must be based on a road-legal sportscar, only parts of which may be modified. In 2009, Porsche will be represented on the starting line by the 911 GT3 RSR. Its 4.0-litre Boxer engine delivers 450 hp and a maximum torque of 430 Nm. Porsche builds the race-ready vehicles and supports customer teams through development and technical service and by supplying works drivers.

With the overall win in the 24 Hours of Nürburgring and class wins in the ALMS, LMS and the FIA-GT, its 2009 season was a victorious one for the 911 GT3 RSR, enabling it to add to its numerous successes of the past. In short, whether in the 24 hours of Le Mans, in the ALMS/LMS, the FIA-GT or in national GT championships, Porsche private teams are regularly driving to victory.

More information is available at www.porsche.com/motorsport.

Prototype sport.

Prototypes are purebred race cars that are not based on road-legal production sportscars. For example, the RS Spyder, built to LMP2 (Le Mans Prototype 2) requirements. In 2009 – after the stipulated reduction of the air restrictor – its 3.4-litre V8 racing engine delivered 440 hp. The total vehicle concept is based on a low centre of gravity, excellent traction and a low weight. The result is an impressive success story:

Out of 42 races driven, by the middle of 2009, the RS Spyder had achieved a total of 32 class wins and 13 overall successes. Thanks to this success, Porsche won the drivers, team and constructors championships in the ALMS and the European LMS. In addition to this, Porsche was overall winner of the 12 Hours of Sebring and had two class winners in the 24 Hours of Le Mans.

Origins: motorsport.

Where our inner self comes to life.

The new 911 GT3 RS and the 911 GT3 | Motorsport

The new 911 GT3 RS and the 911 GT3 | Motorsport

To our inner self comes to life.
The new 911 GT3 RS and the 911 GT3 | Motorsport

There are seven Porsche Carrera Cup championships throughout the world – with races in 15 countries, from Japan to France – and internationally the fastest one-make championship, the Porsche Mobil 1 Supercup.

The philosophy behind these races is that all competitors have an equal chance, so all the vehicles are technically identical. 911 GT3 Cup vehicles, direct descendents of the 911 GT3, producing 420 hp and 285 km/h (177 mph), take part in sprint races in leading international race events. The result is hard-fought, exciting international competitions at the highest level.

For more information, call +49 (0)711 911-84096 or visit www.porsche.com/motorsport.

Porsche Mobil 1 Supercup.

The Porsche Mobil 1 Supercup is the world’s fastest international one-make championship. It is held exclusively as part of the FIA Formula 1 World Championship in Bahrain and in Turkey, as well as at the European Grand Prix races. A total of 11 races are held, each with an average of 120,000 spectators.

For more information, call +49 (0)711 911-84041 or visit www.porsche.com/motorsport.
The new 911 GT3 RS and the 911 GT3 Motorsport series: the GT3 Cup Challenge. This will provide a link to the Porsche Carrera Cup and will be the first championship of its kind in Europe.

For more information call +49 (0) 711 911-12384 or visit www.porschesportscup.de.

Porsche Clubsport.

The privately run Porsche Club network organises individual competitions and series in which drivers compete in different classes. The first Porsche Club was founded by a small group of enthusiasts back in 1952. Today there are 625 clubs in over 60 countries worldwide with around 120,000 members – and the trend is growing. The Porsche Club organisation is therefore one of the largest and longest-established automotive bodies in the world.

For more information, call +49 (0)711 911-78307 or visit www.porsche.com.

The Porsche Sport Driving School.

Training is given by experienced Porsche instructors on a range of courses, from beginner to advanced, including final preparation for a racing licence. Customers can use their own car or a loan vehicle supplied by Porsche. Courses take place on and off-road and are held at national and international racetracks, as well as Porsche’s own track in Leipzig, so that the foundation is laid for the next stage – the Porsche Sports Cup.

For more information, call +49 (0)711 911-78683 or visit www.porsche.com/motorsport.

Porsche Sports Cup.

Five racetracks, six events, one experience: the Porsche Sports Cup. Including races for both road-licensed and race-modified Porsche vehicles, these events are held on tracks such as the Nürburgring or Spa-Francorchamps.

From 2009, Porsche Sports Cup events will be even more exciting with the introduction of a new series: the GT3 Cup Challenge. This will provide a link to the Porsche Carrera Cup and will be the first championship of its kind in Europe.

For more information call +49 (0)711 911-12384 or visit www.porsche.com/cup.de.
Customer service

Customer service at the racetrack.
We can provide specialist advice on setting up your new 911 GT3 Cup vehicle to suit individual circuits. This includes changes to the gear ratios and aerodynamics and the various suspension setup options. In the event of technical problems during a race, you can count on our advice. At selected endurance events, you can even request your own dedicated team of Porsche mechanics. We also stock a full range of parts which are not subject to normal wear.

For more information, visit www.porsche.com/motorsport.

Customer service in Weissach.
Your new 911 GT3 model can be ordered directly from your Porsche Centre. Race-only cars, such as the 911 GT3 Cup, are exclusively available from the Special and Racing Vehicle Department at 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 your own personal specification to modifications to your Porsche, our Motorsport department can offer all the technical support that you or your team requires.

And that’s not all: we can also supply parts, kits and accessories for your Porsche as well as expert advice on racing regulations – even for classic Porsche vehicles.

For more information, visit www.porsche.com/motorsport.
Environment

It's about every hundredth of a second.

But not at any price.
Exhaust emission control.
The 911 GT3 and the new 911 GT3 RS comply with stringent emissions standards, including Euro 5 in Europe and LEV II in the USA. Porsche vehicles demonstrate that even high-performance sportscars can achieve moderate emission values in their respective category. The 911 GT3 models are not only amongst the most powerful sportscars, but they are also amongst the cleanest. This is achieved using two catalytic converters and an oxygen-sensor control system. The two banks of cylinders are monitored separately. Two corresponding oxygen sensors control the exhaust gas composition individually for each exhaust section. In addition to this, another sensor for each bank of cylinders monitors the conversion of pollutants in each catalytic converter.*

Fuel.
Today’s Porsche sportscars are already designed to run on 10% ethanol. Ethanol has a positive impact on the CO2 balance, since the plants grown for the production of this biofuel also absorb CO2 from the atmosphere.

Fuel system.
In the fuel system of the 911 GT3 models, the emission of hydrocarbons has been minimised. This is achieved through a large active carbon filter and a special coating on the fuel tank. All pipes that carry fuel are made from aluminium while vapour-carrying lines are made from multi-layered plastic.

Noise.
The 911 GT3 models comply with all valid noise requirements in the countries where they are sold. Noises are eliminated at source. It sounds paradoxical, but without any noise there is only one pure sound.

Servicing.
Long service intervals offer clear advantages. For you: lower costs and saved time. For the environment: the use of fewer consumables and replacement parts. For details of the service intervals for the 911 GT3 models, please refer to the separate price list.

Environment
In an era of intensifying debate about CO2 emissions, every automobile manufacturer is being asked the question, ‘What is your answer to the issue of fuel consumption?’ Our answer has long been the same: maximum efficiency.

Over the last 15 years, Porsche has been reducing the CO2 emissions of its vehicles annually by an average of around 1.7%. In relation to engine power, Porsche is already among those manufacturers achieving the lowest CO2 emissions. This has been achieved through a very efficient drive concept, optimum aerodynamics, low rolling resistance and lightweight construction. This high level of environmental responsibility is demonstrated by our approach to environmental management at the Porsche development centre in Weissach. Here, all technological developments are carried out with environmental protection in mind. The objective is to achieve pure performance, but not at the expense of the environment.

It’s all about efficiency.
And the relationship with the environment.

* Except in countries with leaded petrol.
Personalisation

There are many ways to enhance its character. Enhance yours.

For your new 911 GT3, you have a choice of four solid colours and, as an optional extra, six metallic and nine special colours. The interior is available in standard black trim, optional black leather and optional Dark Grey natural leather.

The 911 GT3 RS comes in Carrara White and Aqua Blue Metallic as standard and Grey Black is available as an option. These colours can be combined with the contrasting colours Guards Red or White Gold Metallic. A striking feature are the new logos on the front right and back left wings. The interior of the new 911 GT3 RS is in black.

To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator.

The bright colours are not just in the grandstands. Colours.
The new 911 GT3 RS and the 911 GT3 | Personalisation

**911 GT3 RS colours.**

Exterior standard colours.
Carrara White
Guards Red
White Gold Metallic

Exterior optional colours/contrasting colours*.
Carrara White
White Gold Metallic

Exterior standard colours.
Carrara White
Guards Red

Exterior optional colours/contrasting colours*.
Carrara White
White Gold Metallic

Roll-over bar.
Carrara White
Guards Red

**911 GT3 colours.**

Exterior standard colours.
Carrara White
Guards Red
White Gold Metallic

Exterior optional colours/contrasting colours*.
Carrara White
White Gold Metallic

**Interior colours.**
Leather/leather/Alcantara.
Black
Nordic Gold Metallic

**Special exterior colours.**
Cream White
GT Silver Metallic
Porsche Racing Green Metallic

**Metallic exterior colours.**
Basalt Black Metallic
Arctic Silver Metallic
Macadamia Metallic

**Solid exterior colours.**
Black
Guards Red
Carrara White
Sapphire Yellow

**Exterior standard colours/contrasting colours*.**
Carrara White
White Gold Metallic

**Exterior optional colours/contrasting colours*.**
Carrara White
White Gold Metallic

**Natural leather/Alcantara interior.**

**Interior standard colours.**
Leather/leather/Alcantara.
Black

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*Exterior contrasting colours/incorrected include: wheels, front air intake grille surround, rear wing side plates, exterior mirrors, vinyl decal on side and front right and rear left wing and ‘GT3 RS’ logo on the engine cover.*

The new 911 GT3 RS and the 911 GT3 |

**Personalisation**

- Lightweight headlights •• • Code 97
- Special colours •• •• Code 98, 99
- 90-litre fuel tank • a a 882
- Dynamic cornering lights • a 803
- Lightweight headlight • a 800 100
- White light with clear glass bulb** • • • 945 100
- Lightweight battery (lithium-ion)** •• •• 191 75
- Rear lights with clear glass look*** •• •• XXG 100
- Grey top tint on windscreen • a 567
- Automatically dimming interior/external mirrors with integrated rain sensor • v 712
- Deletion of model designation W • a 456

Wheels painted silver

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<td>Front axle ride-height lift system</td>
<td>•</td>
<td>474</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>Dynamic engine mounts</td>
<td>•</td>
<td>140</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>Willows painted silver</td>
<td>v</td>
<td>146</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

* Aqua Blue Metallic
** Introduction planned for 01/2010.

---

Additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.
### Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clubsport package</td>
<td>v</td>
<td>803 68, 103</td>
</tr>
<tr>
<td>Bolt-in rollover bar at rear, preparation for battery master switch. Includes seatbelt warning banner in red for driver’s side, fire extinguisher with mounting bracket. Only available in conjunction with sport bucket seats or lightweight seats</td>
<td>v</td>
<td>703</td>
</tr>
<tr>
<td>Selection of Clubsport package</td>
<td>v</td>
<td>784</td>
</tr>
<tr>
<td>Selection of air conditioning</td>
<td>v</td>
<td>545</td>
</tr>
<tr>
<td>Air intake in black</td>
<td>v</td>
<td>585</td>
</tr>
<tr>
<td>Cupholder</td>
<td>v</td>
<td>608 75</td>
</tr>
<tr>
<td>High-line (large door opener)</td>
<td>v</td>
<td>454 75</td>
</tr>
<tr>
<td>Cruise control</td>
<td>v</td>
<td>674 75</td>
</tr>
<tr>
<td>Preparation for vehicle tracking system</td>
<td>v</td>
<td>710 74</td>
</tr>
<tr>
<td>Adaptive sports seats</td>
<td>v</td>
<td>803 74, 103</td>
</tr>
<tr>
<td>Sports bucket seats</td>
<td>v</td>
<td>609 74, 103</td>
</tr>
<tr>
<td>Lightweight bucket seats</td>
<td>v</td>
<td>803 74, 75</td>
</tr>
<tr>
<td>Heated seats. Only in conjunction with sports seats or adaptive sports seats</td>
<td>v</td>
<td>542</td>
</tr>
<tr>
<td>Fire extinguisher</td>
<td>v</td>
<td>509 69, 103</td>
</tr>
<tr>
<td>Floor mats with Porsche logo, set of two</td>
<td>v</td>
<td>509 69, 103</td>
</tr>
</tbody>
</table>

### Interior: Leather

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leather interior package in Black</td>
<td>v</td>
</tr>
<tr>
<td>Leather interior package in natural leather (Dark Grey)</td>
<td>v</td>
</tr>
<tr>
<td>Three-spoke sports steering wheel in smooth leather finish.</td>
<td>v</td>
</tr>
</tbody>
</table>

* Different designs (2000 sp) for extreme sports seats. For extreme sports seats, seat suspension is adjusted accordingly. The seat stitching of the door inserts can be chosen separately. For more information on the options included in this catalogue, please contact the nearest dealer or visit our website.**
## Universal audio interface

<table>
<thead>
<tr>
<th>Option</th>
<th>STD</th>
<th>OPCNT</th>
<th>L in.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cordless handset for telephone module</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CDR-30 audio system</td>
<td></td>
<td></td>
<td></td>
<td>75</td>
</tr>
<tr>
<td>Deletion of CDR-30 audio system</td>
<td></td>
<td></td>
<td></td>
<td>609</td>
</tr>
<tr>
<td>Sound Package Plus</td>
<td></td>
<td></td>
<td></td>
<td>940</td>
</tr>
<tr>
<td>Six-disc CD changer</td>
<td></td>
<td></td>
<td></td>
<td>682</td>
</tr>
<tr>
<td>Universal audio interface (UX)</td>
<td></td>
<td></td>
<td></td>
<td>810</td>
</tr>
<tr>
<td>Mobile phone preparation*/*</td>
<td></td>
<td></td>
<td></td>
<td>639</td>
</tr>
<tr>
<td>Mobile phone preparation with cradle*/*</td>
<td></td>
<td></td>
<td></td>
<td>639</td>
</tr>
<tr>
<td>Chrono Package</td>
<td></td>
<td></td>
<td></td>
<td>639</td>
</tr>
<tr>
<td>External serial</td>
<td></td>
<td></td>
<td></td>
<td>639</td>
</tr>
</tbody>
</table>

* For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.

** Mobile phone preparation: The use of a mobile phone inside a vehicle may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength inside the vehicle can be reduced by connecting to the exterior aerial (depending on how specific mobile phones connect to the cradle). For more information about the availability of a cradle for our mobile phone, please contact your Porsche Centre. Use of the telephone module for PCM prevents exposure to electromagnetic radiation as only the vehicle’s external aerial is used.

For more information on the options featured in this catalogue, please refer to the separate price list.
For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.

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For more information on the options featured in this catalogue, please refer to the separate price list.

---

### Audio and Communication: PCM

<table>
<thead>
<tr>
<th>Option Description</th>
<th>PCM</th>
<th>PCM excluding navigation module, only with Sound Package Plus</th>
<th>PCM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sound Package Plus</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Six-disc CD/DVD autochanger</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Universal audio interface (USB, AUX, iPod®)</td>
<td>•</td>
<td>$70.70, 79, 104</td>
<td>•</td>
</tr>
<tr>
<td>Telephone module</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Cordless handset for telephone module</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Mobile phone preparation****</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Mobile phone preparation with cradle****</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Electronic logbook</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Voice control system</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Porsche Phone Package Plus</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>External aerial</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

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**And to your specification.**

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---

**Audio and Communication: PCM.**

**Option I** no. Page

**911 GT3**

<table>
<thead>
<tr>
<th>Option Description</th>
<th>PCM</th>
<th>PCM excluding navigation module, only with Sound Package Plus</th>
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</thead>
<tbody>
<tr>
<td>PCM including navigation module, only with Sound Package Plus</td>
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<tr>
<td>Sound Package Plus</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Six-disc CD/DVD autochanger</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Universal audio interface (USB, AUX, iPod®)</td>
<td>•</td>
<td>$70.70, 79, 104</td>
<td>•</td>
</tr>
<tr>
<td>Telephone module</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Cordless handset for telephone module</td>
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<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Mobile phone preparation****</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Mobile phone preparation with cradle****</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Electronic logbook</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Voice control system</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Porsche Phone Package Plus</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>External aerial</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

---

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Summary

The 911 GT3 and the new 911 GT3 RS. Developed by racing engineers using technology from the racetrack. With the ambition to drive what has been tried and tested to perfection. What you expected? Nothing but the truth.
<table>
<thead>
<tr>
<th>Engine</th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinders</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Displacement</td>
<td>3,797 cm³</td>
<td>3,797 cm³</td>
</tr>
<tr>
<td>Max. power (DIN)</td>
<td>202 kW (272 hp)</td>
<td>205 kW (276 hp)</td>
</tr>
<tr>
<td>Max. power (EC)**</td>
<td>205 kW (276 hp)</td>
<td>205 kW (276 hp)</td>
</tr>
<tr>
<td>Top speed</td>
<td>312 km/h (194 mph)</td>
<td>310 km/h (193 mph)</td>
</tr>
<tr>
<td>0–100 km/h (0–62 mph)</td>
<td>4.1 secs</td>
<td>4.0 secs</td>
</tr>
<tr>
<td>0–160 km/h (0–99 mph)</td>
<td>8.2 secs</td>
<td>8.1 secs</td>
</tr>
<tr>
<td>0–200 km/h (0–124 mph)</td>
<td>12.3 secs</td>
<td>12.2 secs</td>
</tr>
<tr>
<td>Flexibility (50–75 mph) in 5th gear</td>
<td>5.8 secs</td>
<td>5.3 secs</td>
</tr>
<tr>
<td>Fuel consumption/emissions***</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban in l/100 km (mpg)</td>
<td>19.2 (14.7)</td>
<td>19.4 (14.6)</td>
</tr>
<tr>
<td>Extra urban in l/100 km (mpg)</td>
<td>9.0 (31.4)</td>
<td>9.6 (29.4)</td>
</tr>
<tr>
<td>Combined in l/100 km (mpg)</td>
<td>12.6 (22.4)</td>
<td>13.2 (21.4)</td>
</tr>
<tr>
<td>CO2 emissions in g/km</td>
<td>298</td>
<td>314</td>
</tr>
<tr>
<td>Dimensions/aerodynamics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Length</td>
<td>4,460 mm</td>
<td>4,460 mm</td>
</tr>
<tr>
<td>Width (with exterior mirrors)</td>
<td>1,808 mm (1,952 mm)</td>
<td>1,852 mm (1,952 mm)</td>
</tr>
<tr>
<td>Height</td>
<td>1,280 mm</td>
<td>1,280 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>2,355 mm</td>
<td>2,355 mm</td>
</tr>
<tr>
<td>Luggage compartment volume</td>
<td>105 litres</td>
<td>105 litres</td>
</tr>
<tr>
<td>Tank capacity (refill volume)</td>
<td>67 litres</td>
<td>67 litres</td>
</tr>
<tr>
<td>Drag coefficient</td>
<td>0.32</td>
<td>0.33</td>
</tr>
</tbody>
</table>

**No officially verified values were available at the time of going to print. Please contact your Porsche Centre for the final and officially certified values.**

---

**Weights**

<table>
<thead>
<tr>
<th>Weight*</th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unladen weight (DIN)</td>
<td>1,395 kg</td>
<td>1,370 kg</td>
</tr>
<tr>
<td>Unladen weight (EC)**</td>
<td>1,470 kg</td>
<td>1,445 kg</td>
</tr>
<tr>
<td>Permissible gross weight</td>
<td>1,680 kg</td>
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</tbody>
</table>

---

**Transmission**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rear-wheel drive</td>
<td>Rear-wheel drive</td>
</tr>
</tbody>
</table>

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**Chassis**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front axle</td>
<td>McPherson strut suspension</td>
<td>McPherson strut suspension</td>
</tr>
<tr>
<td>Rear axle</td>
<td>LSA multi-link suspension</td>
<td>LSA multi-link suspension</td>
</tr>
<tr>
<td>Steering</td>
<td>Power-assisted hydraulic, with variable steering ratio</td>
<td>Power-assisted hydraulic, with variable steering ratio</td>
</tr>
<tr>
<td>Turning circle</td>
<td>11.3 m</td>
<td>11.3 m</td>
</tr>
</tbody>
</table>

---

**Brakes**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Six-piston aluminium monobloc fixed calipers at front and four-piston aluminium monobloc fixed calipers at rear, composite brake discs internally vented and cross-drilled</td>
<td>Six-piston aluminium monobloc fixed calipers at front and four-piston aluminium monobloc fixed calipers at rear, composite brake discs internally vented and cross-drilled</td>
</tr>
</tbody>
</table>

---

**Vehicle stability system**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Porsche Stability Management (PSM)</td>
<td>Porsche Stability Management (PSM)</td>
</tr>
</tbody>
</table>

---

**Wheels**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front:</td>
<td>8.5 J x 19 ET 53</td>
<td>9 J x 19 ET 47</td>
</tr>
<tr>
<td>Rear:</td>
<td>12 J x 19 ET 48</td>
<td>12 J x 19 ET 48</td>
</tr>
</tbody>
</table>

---

**Tyres**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front:</td>
<td>235/35 ZR 19 (sport tyres)</td>
<td>245/35 ZR 19 (sport tyres)</td>
</tr>
<tr>
<td>Rear:</td>
<td>305/30 ZR 19 (sport tyres)</td>
<td>325/30 ZR 19 (sport tyres)</td>
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</tbody>
</table>

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**Technical data**

<table>
<thead>
<tr>
<th></th>
<th>911 GT3</th>
<th>911 GT3 RS</th>
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<tbody>
<tr>
<td></td>
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</tbody>
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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please contact your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of going to print. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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