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# 911 GT3 RSR

The new Porsche GT race car

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## Introduction:

With the new 911 GT3 RSR (MY 2008) the successful line of GT racing cars produced by Porsche will be continued. The model's specifications are in line with the 2007 ACO Le Mans GT2 Regulations ("LM" GT2) and the 2007 FIA Technical Regulations (Article 257) for Series Grand Touring Cars.

The basis for the new 911 GT3 RSR is the street production model 911 GT3 RS (MY 2007) which was launched in 2006.

After a successful debut season in the different championships, the 911 GT3 RSR showed his potential by winning the GT2 class at the 24h races in Le Mans and Spa-Francochamps. It also took the overall win at the famous 24h race on the Nürburgring Nordschleife.

For the new 2008 model further development steps have improved the aerodynamic efficiency by reshaping the front bumper. To increase the mechanical grip the kinematics have been adjusted accordingly. The new Porsche sequential gearbox (six-speed) will optimize the drive shaft angle and creates a lower centre of gravity.

For more information on the numerous highlights of the new 911 GT3 RSR (MY 2008), please refer to the vehicle description or contact Mr. Hartmut Kristen.

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**911 GT3 RSR**  
**24h Le Mans, June 2007**



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## Concept:

single-seated GT race vehicle  
in accordance with ACO "LM" GT2 2007 regulations and  
FIA 2007 Article 257 technical regulations for Series  
Grand Touring Cars  
basis: Model Year 2007 Porsche 911 GT3 RS  
(997; street legal version),  
homologated as of January 2007 onwards



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## Engine:

flat six-cylinder boxer engine, water-cooled  
3,795 cc, stroke 76.4 mm, bore 102.7 mm Ø  
max. torque: 435 Nm at 7,250 rpm  
max. power: 347 kW (470 bhp) at 8,000 rpm  
with 2 x 29.5 mm restrictors  
max. rpm: 9,000 rpm

four-valve cylinder heads  
oil-water heat exchanger  
dry-sump lubrication system with engine mounted dry-sump  
tank made from carbon fiber  
oil and cooling water refilling system

intake manifold made of carbon fiber with dual air restrictors  
and single throttle per cylinder, dual restrictor  
electronic engine management system BOSCH MS 4.0  
required fuel quality: 98 octane ROZ, unleaded  
race exhaust: multiple pipe manifold, **muffer system to fulfill the  
FIA/ACO noise limits**, no catalytic converter

## Power Train:

**6-speed Porsche Sequential Manual Transmission (PSMT)**

**dog type manual transmission**

**strait cut gears**

**drop gear final drive**

**optimized drive shaft angle**

“In-line” shift mechanism, sensor controlled power cut-off

oil-water heat exchanger

single-mass flywheel with triple-disc carbon fibre race clutch

limited slip differential 40/60%

rear-wheel drive

## Rims/Tires:

front axle:

three-piece BBS light aluminium rims 11J x 18 offset 34 mm

with central locking wheel nuts

Michelin rain tires 27/65-18

rear axle:

three-piece BBS light aluminium rims 13J x 18 offset 12,5 mm

with central locking wheel nuts

Michelin rain tires 31/71-18

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## Bodywork:

### Interior

welded-in roll cage  
racing seat (driver side only) with fire retardant upholstery,  
six-point seat belt, prepared for using HANS Safety System  
removable steering wheel (quick-connect coupling)  
fire extinguishing system  
three-point air jack system

### Exterior

**weight optimized** and widened 911 GT3 RS chassis  
**evolution in front and rear part**  
(add-on parts made from carbon/kevlar fiber)  
**aerodynamically optimized** flat underfloor made from  
carbon fiber  
adjustable rear wing

**90 litre FT3 safety fuel tank** with quick refuelling system

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## Suspension:

McPherson front axle with uniball joints and corresponding **changes of kinematics**  
adjustable front roll bar, blade type  
power steering  
multilink rear suspension with uniball joints and corresponding **changes of kinematics**  
adjustable rear roll bar, blade type  
double coil springs in front and rear adjustable in four different positions  
front and rear struts with **optimized adjustable Sachs 4-way shock** absorber  
suspension continuously adjustable (heights, camber, track)

## Brake System:

dual master cylinders, brake force balance adjustable by bias bar system  
six-piston fixed brake callipers in the front  
weight-optimized internally vented brake discs; 380 mm diameter  
four-piston fixed brake callipers in the rear  
weight-optimized internally vented brake discs; 355 mm diameter  
**additional cooling-air ducting**

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## Electrics:

Bosch MS 4.0 engine management

**improved adjustable traction control system**

Motec display with integrated data recording

battery: 12 Volt, 50 Ah

**additional and improved ventilation for driver (fan)**

140 Ah generator

wiring harness prepared to accept A.C.O. stack data logging system

digital oil-level tell-tale

## Vehicle Weight:

Approx. 1225 kg ACO / 1200 kg FIA

## Colors:

Exterior colour (water-based paint) "carrara white B9A"

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**911 GT3 RSR**  
**24h Spa, July 2007**



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<b>Vehicle Base Price*:</b>	<b>US\$349,800</b>
- Heated Windshield:	Included
<b>Deposit (due upon signing contract)*:</b>	<b>US\$150,000</b>

## Required Features and Options\*:

<b>REQUIRED:</b>	<u>Bosch Memory Kit:</u>	<b>US\$ 12,000</b>
	WinDarab memory device including 128 MB memory card and software licence for data analysis	
<b>Option 1:</b>	<u>Lighting Package:</u>	<b>US\$ 5,600</b>
	includes Le Mans high beam lights, set of additional lights for front bumper, starting number light (reflecting film) and all mounting harnesses and devices	
<b>Option 2:</b>	<u>Long Distance Kit (for races longer than 4h):</u>	<b>US\$ 10,300</b>
	includes an additional oil tank placed in luggage compartment plus a thermostat for cooling circulation. Including all mounting parts. This kit saves the refilling of motor oil for races longer than 4h	

\*The prices listed on page 10 are to be understood excl. tax, ex works.  
All prices are only valid in connection with a new vehicle order placed before the start of production. If a package is being subsequently ordered after the start of production, the cost incurred will be invoiced. These prices are not valid in connection with any spare parts orders. Any other prices and discounts we usually allow are not valid within this offer.

**Estimated Delivery:**

Approx. February 2008 through April 2008  
\*\*\*Limited number of vehicles\*\*\*

**Conformity with Regulations:**

Each customer is responsible for his car to fully comply with the respective regulations. The vehicles will be delivered in their basic version being in accordance with ACO "LM" GT2 2007 regulations and/or FIA 2007 Article 257 Technical regulations for Series Grand Touring Cars

All data as of October 2007 and subject to change without notice.  
All previously published technical data and prices are no longer valid.

**Vehicle cannot be registered for public road use.**

## **Impressum**

Salesdokument

This Dokument ist only for sales and business

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Abteilung EMP.1  
Porschestr.  
71287 Weissach

Subject to change without notice