

PORSCHE

MOTORSPORT

NORTH AMERICA

911 GT3 RSR

Model Year 2009

Vehicle Description / Technical Specifications / Pricing



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- Concept:
- Single-seated, near-standard race vehicle
 - Not for public road use
 - Basis: 911 GT3 RS
- Engine:
- Naturally aspirated engine
 - Water-cooled flat six-cylinder boxer engine with four valves per cylinder
 - Capacity: 3996 cc (stroke 80.44 mm, bore 102.7 mm diameter)
 - Max. power: 450 hp at 7900 rpm (restrictor change)
 - Max. torque: 450 Nm at 7250 rpm
 - Max. 9000 rpm
 - Restrictor: 2 x 28.6 mm diameter
 - Required fuel quality: 98 octane ROZ, unleaded
 - Dry-sump lubrication
 - Race exhaust system and rear muffler with twin-branch exhaust tailpipe centered in accordance with ACO or FIA
 - Sequential multi-point fuel injection
 - Returnless fuel system
 - Thermostat in series
 - Muffler system compliant to FIA/ACO noise regulations
 - No catalytic converter
- Power Train:
- Porsche six-speed sequential gearbox (G97/70) with active oil cooling and internal pressure-oil lubrication
 - Gear ratios:
 - Bevel crown wheel 9/26 $i = 2.889$
 - 1st gear 13/41 $i = 3.154$
 - 2nd gear 16/39 $i = 2.438$
 - 3rd gear 18/36 $i = 2.000$
 - 4th gear 22/36 $i = 1.636$
 - 5th gear 24/33 $i = 1.375$
 - 6th gear 25/29 $i = 1.160$
 - Limited slip differential 40/60 per cent
 - Single-mass flywheel
 - Racing clutch (5.5" triple-disc carbon clutch / hydraulic clutch center-release mechanism)
 - Oil-water heat exchanger
 - Rear-wheel drive

Rims / Tires:**Front axle:**

- Three-piece BBS light aluminum rims 11J x 18 offset 34 mm with central locking wheel nuts
- Michelin rain tires 27/65-18

Rear axle:

- Three-piece BBS light aluminum rims 13J x 18 offset 12.5 mm with central locking wheel nuts
- Michelin rain tires 31/71-18

Bodywork:

- Weight-optimized through add-on parts (carbon/kevlar fiber) widened 911 GT3 RS bodywork
- Aerodynamically optimized front bumper and front spoiler edge
- Optimized air routing in the nose area
- Carbon fiber doors with window frame and plastic rear-view mirrors
- Carbon fiber rear lid with adjustable rear wing
- Optimized adjustment range of the rear wing
- Optimized carbon fiber rear bumper (modified for air exhaust)
- Air-jack system
- Reinforced welded-in roll cage
- New air-conditioning system / redesigned features:
 - Air intake luggage compartment
 - Driver compartment
 - Bulk head (carbon fiber)
- Optimized interior ventilation
- Underfloor optimization
- Racing seat /driver side only) with fire retardant upholstery
- Six-point seat belt (red), optimized for use with HANS system
- Removable steering wheel (with quick-decoupler)
- Electric fire extinguishing system
- 90 liter fuel tank (FT-3 safety fuel tank)
- Restyled aerodynamics for 2009

Suspension:**Front axle:**

- Height-adjustable McPherson strut-type axle with adjustable spring mount and damper setting
- Sachs gas pressure shock absorbers (Through Rod)
- Double coil springs (main spring and helper spring)
- Front axle link for camber adjustment
- Bilateral blade-type anti-roll bar
- Reinforced front axle cross rail
- Power steering with electro-hydraulic pressure feed
- Forged supporting mounts

Suspension (continued):**Rear axle:**

- Height-adjustable multilink rear suspension with solidly mounted subframe and adjustable spring mount and damper setting
- Sachs gas pressure shock absorbers (Through Rod)
- Double coil springs (main spring and helper spring)
- Forged, two-piece lower control arms for with camber adjustment
- Reinforced, continuously variable rear axle track rod
- Bilateral blade-type anti-roll bar

Brake System:

Brake system with adjustable bias bar

Front axle:

- Single-piece aluminum six-piston caliper
- Steel brake discs with aluminum pot, 380 mm diameter
- Race brake pads

Rear axle:

- Single-piece aluminum four-piston caliper
- Steel brake discs with aluminum pot, 355 mm diameter
- Race brake pads

Electronics:

- Motec display with integrated data recording
- Motec PDM - programmable multifunctional on-board electrics control box
- Motec SLM - multifunctional display with integrated shift-point control
- Bosch Memory Kit (without license)
- Battery: 12 Volt, 50 Ah
- 140 Ah generator
- Lightweight wiring harness

Vehicle Weight:

Approx. 1225 kg ACO / 1200 kg FIA

**Vehicle Measurements
(Air Transportation):**

Length: Approx. 4443 mm
Width: Approx. 1957 mm
Height: Approx. 1300 mm (chassis clearance 70 mm minimum)

| | |
|---|--|
| Color: | Water-based paint <ul style="list-style-type: none">• Exterior: carrara white B9A• Interior: white filler coat, no clear-coat finish |
| Vehicle Base Price **: | US\$415,000 <ul style="list-style-type: none">- including heated windshield- including new air-conditioning system- including Bosch memory kit- including thermostat needed for long-distance kit |
| Required Extra Feature 1 Lighting Package: | US\$5,600 <i>Required to run in ALMS events; consists of:</i> <ul style="list-style-type: none">• Main headlight Xenon• Additional headlight• Lighting of the starting number• Lighting of the cockpit |
| Required Extra Feature 2 Long-Distance Oil Tank and Pipe: | US\$10,300 (ballpark price only) <i>Required to run in ALMS events (races longer than 4 hours)</i> <ul style="list-style-type: none">• Additional part and exact price will be available in approx. January 09• Teams will handle installation of oil tank• Long-distance thermostat included in base price |
| Option 1 – Bosch Memory Darab License: | US\$5,100 <ul style="list-style-type: none">• Teams have the option to select this feature• Not required for each car purchased (i.e. 1 license per team) |
| Deposit: | \$175,000 (non-refundable) due upon signing contract |
| Estimated Pickup Date from Germany: | Between January – February 2009; subject to change, depending on the factory's production schedule; delivery to the U.S. depends on customs and transportation processing by Kroll USA. |
| Importation/Transport: | US\$33,000 (ballpark only) <ul style="list-style-type: none">• Costs are all inclusive – factory to airport destination• GT3 RSRs have to be transported via the more expensive "main deck" as a result of the wider/longer measurements• All new race cars will be transported by air; import and transport costs are the responsibility of the customers. These costs will be charged to the customers directly by the Porsche logistics company, Kroll USA (Michael Knauth). |

**The prices listed are f.o.b. Stuttgart, Germany plus California Sales Tax (if applicable).

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Conformity with
Regulations:

The vehicles will be delivered in their basic version in accordance with 2009 FIA - GT2 and A.C.O. - LMGT2 regulations/homologation. Customers are responsible for their cars to fully comply with these regulations.

All data provided by Porsche/PMNA as of October 2008 and subject to change without prior notice. All previously published technical data is no longer valid.

*****Limited number of vehicles available*****

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

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