



PORSCHE



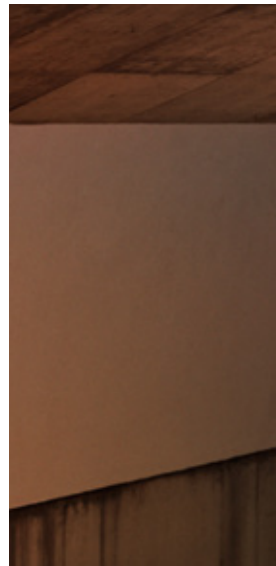
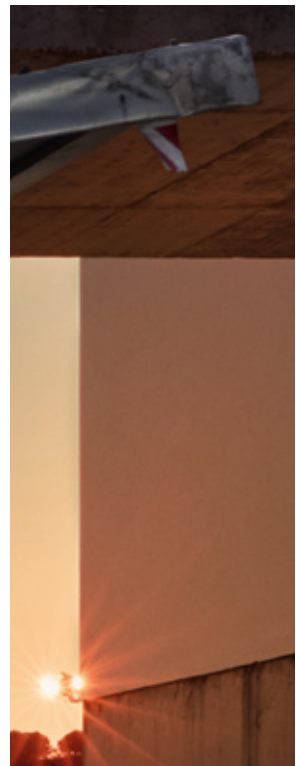
The new 911 GT3 RS

Challengers wanted





GT3RS



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**There are some things that life craves.
There are others that life is crying out for.**

911 GT3 RS concept.

Drivers. Fans. Lovers of the true motorsport. Brace yourselves. And get ready. The race track is calling. More loudly than ever before. And with an intensity not felt for quite some time. Defensive? Routine? As if. Better to go on the attack. A challenge awaits, one that will push you beyond your comfort zone for a change. Where unfiltered fascination feels at home: in the chicane, in the banked turn, on the long straights.

Come on out, if you dare.

Before you stands a sports car of flesh and blood. Boasting a voluminous 4.0-litre six-cylinder horizontally opposed and naturally aspirated engine packing 383 kW (520 hp), mounted in the rear.

Its race track chassis will show you what it means to confront the tarmac head on. Eye for an eye. Lap after lap. The fixed rear wing is a flagrant provocation to do battle. To the opponent. And to the opposing headwind. The rear silencer as well as the tailpipes in titanium are a visible sign of what the new 911 GT3 RS is promising: unadulterated sound, pure performance, and a challenge that nobody whose heart beats for sports cars can shy away from.

So, what it is to be? Chicken out – or fight?

The new 911 GT3 RS.
Challengers wanted.

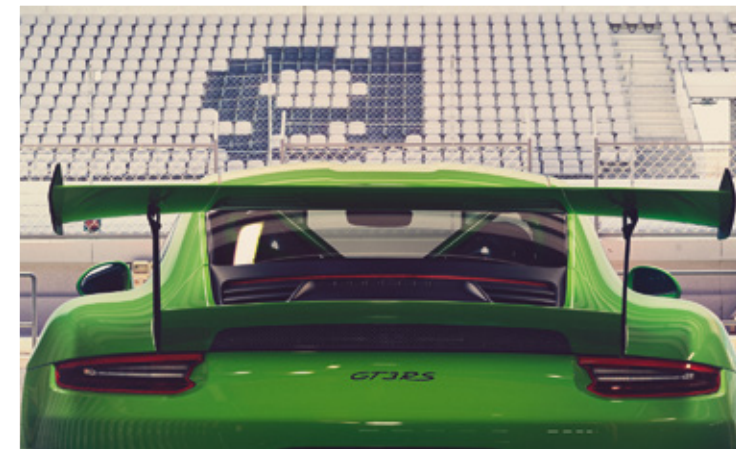


For fuel consumption, CO₂ emissions and efficiency class, please refer to page 111.

The project manager.

Andreas Preuninger

"I don't know **anybody,**
who gets out of this car without a
giant grin on their face."



For you, where was the greatest challenge in the development of the new 911 GT3 RS?

The predecessor was the most successful RS vehicle to date, and not without reason. Making a car like this even better initially seemed to be an almost unsolvable task. So we did what we always do: we worked meticulously on every detail, set ourselves high goals and, by doing so, edged closer to the impossible. In the process, everything gets put on the test stand, analysed with absolute precision and squeezed for every last drop of improvement potential: engine, transmission, chassis, aerodynamics, lightweight concepts. Even the feedback from our GT customers has been directly incorporated so that we could, in essence, tailor-make the car the way our customers wanted it. We are also implementing not only the lessons learned from motor racing, but also innovative ideas from the pinnacle of motorsport. The whole Weissach 'think tank' is actively involved in this.

More performance, more Porsche: how do you manage to up your game with every new 911 GT model?

Above all, it's the people who make this possible. I'm talking not only about developers, but also our colleagues in production who, time and time again, find the solutions enabling cars like the GT3 RS to emerge from the assembly line in series production. That is a challenge for us all. But we

have no intention of being ousted from 'pole position' here. With the 911 Carrera as the basis, itself becoming increasingly higher-performing, with continuous developments in engineering and technologies and with our accumulated motorsport experience, we have developed a formula for success that forever manages to find room for improvement.

How much of today's Porsche Motorsport has gone into the new 911 GT3 RS?

A great deal. The GT3 RS is not only born where our race cars are developed – namely, the Porsche Motorsport division in Flacht – a large number of the development team is, in fact, also responsible for both breeds of vehicle. That's the reason for the high quantity of carry-over parts, e.g. from the GT3 RS and GT3 Cup or GT3 R. The test procedures of the road-legal GT vehicles are based heavily on those of their race car counterparts: the drivetrain, for example, is required to undertake endurance runs simulating race track use alone, which means subjecting it to loads that simply cannot occur in road use. That's also why the collaboration of our works drivers is so important.

Where is the greatest challenge: in the chassis or engine – or both?

Everything is important. Even in the new 911 GT3 RS, the engine is now allowed to rev at 9,000 rpm. PDK shifts even

faster, the chassis has an even more uncompromising setup and is very similar to that of the GT2 RS. Aerodynamics and control systems have been improved, even the tyres have undergone further development. The greatest challenge, ultimately, is to combine a zillion parts in such a way that they harmonise perfectly with each other and feel as one.

Which detail or aspect fascinates you about the new 911 GT3 RS the most?

The interplay of the extremely emotive, high-revving and naturally aspirated engine in conjunction with the new vehicle's precision. You can always place the vehicle with centimetre accuracy, you are literally at one with the car and become part of the overall system. And the most important thing: it means that this car is simply a hell of a lot of fun to drive. Even I can feel it, and that's after nearly 20 years of daily interaction with this kind of vehicle. When I'm unable to drive one for a few weeks, I literally go into withdrawal.

On which race track would you most like to drive the new 911 GT3 RS?

I love the Nordschleife just as much as I fear it. No other race track can offer this mix of emotions.

How can you describe the new 911 GT3 RS from your point of view in one sentence?

The perfect driving machine and much more than just a high-performance sports car ... because it 'talks' to you.



"The important thing is that improvements are not only seen on paper, but are unequivocally quantifiable and able to be experienced by everyone."

520 hp

383 kW



470 Nm



312 km/h

Titanium rear silencer



NACA air intakes



**We love a challenge.
Here's the proof.**

Highlights.

Vehicle concept: high-performance sports car with high-revving naturally aspirated engine, rear drive, aerodynamics adapted for maximum downforce, chassis engineered for the race track, dynamic engine mounts, rear-axle steering with sports setup.

Lightweight construction: carbon-fibre reinforced plastic (CFRP) for front lid, front wings, rear lid and rear wing, lightweight polyurethane for front and rear aprons, lightweight glass for rear screen and rear side windows, magnesium roof, titanium rear silencer.

Aerodynamics and design: large front air intakes with titanium-coloured grilles, front spoiler optimised for aerodynamic downforce, two NACA air intakes on the front lid for improved supply of air to the brakes and side air

intakes for combustion air, louvres on the front wings, greater downforce thanks to the fixed rear wing.

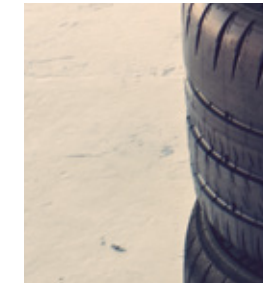
Performance: 4.0-litre displacement, six-cylinder horizontally opposed engine, 383 kW (520 hp) power output, 470 Nm torque, 0–100 km/h in 3.2 seconds, top speed: 312 km/h.

Transmission: performance-oriented 7-speed Porsche Doppelkupplung (PDK) with close-ratioed gearing for crisp shifting, short shift times and PDK SPORT mode for extremely dynamic gear changes.

Sound: exhaust system with titanium rear silencer and unadulterated sound of a thoroughbred Porsche horizontally opposed engine.



That's the theory, now comes the practice: scan code or go to www.porsche.com/911GT3RS-highlights and start the video.





Aerodynamics
and design

The exterior designer.

Peter Varga



"A GT3 with
intent to do battle."

For you, where was the greatest challenge in the development of the new 911 GT3 RS?

We designers are committed to the aesthetics. The proportions must be right, but so, too, must the details, such as the wheels, colours or materials. Of course, an appreciation for the engineering is important because the engineers are on the other side. So we are constantly moving between appearance and performance. The car must look good but it must also deliver in terms of power. With a GT model, conditions are different again from those associated with the standard base model. Downforce, for example, is considerably more important than the drag coefficient. Finding the perfect balance between form and function – it's the special challenge we face with every GT model.

The 911 changes in an evolutionary way. Its design is, so to speak, 'sacred'. Does this make development easier or more difficult?

It makes it more exciting, because we want to top the status quo every time. The layout of the 911 may be prescribed, but there is always enough room to make the design attractive. Even with the 911 GT3 RS. That's the fascinating thing: every square millimetre is revised and yet, in the end, it still looks clearly like a 911.

Would even better performance be possible if you were allowed to make serious changes to the design?

We are fortunate in that the 911 was a very well-considered concept back then, and it still is today. The silhouette is, as ever, very beautiful, and the design still functions impeccably today. Including on the race track. And, together with the large rear spoiler, everything fits.

How do you make form and function work in harmony?

As a team. Between designers and engineers, there are always certain conflicts of goals. It's part and parcel. But it's all about optimisation. Fortunately, the paths in Weissach are short and the hierarchies flat. All it takes is one call and everyone quickly gathers together. In the development phase, meetings take place daily. Later, often even every hour. That's how, little by little, we get closer to our goal: bringing form and function together in the best possible way.

Which aspect do you like the best about the new 911 GT3 RS?

A Porsche, fundamentally, has a rounded design language. The enormous, edgy wing with surfaces entirely of its own stands in stark contrast. An interesting detail also is the air intakes on the front lid.

You mean the NACA air intakes?

Yes, the NACA openings help to provide perfect air acceleration. Our engineers wanted them come what may. And we said they look cool, too. We sought the aesthetically and technically ideal position for them in the wind tunnel. The vehicle was tested, masked, tested again, then masked in a different way. A real ping-pong process.

A word on the communication colour 'Lizard Green'.

How did it come about?

This area plays a very important role for us. The colour is a joint decision that goes all the way up to the executive board. With GT models, they are mostly imposing and outlandish colours.

On which race track would you relish seeking the challenge with the new 911 GT3 RS?

Oh, that's a difficult one. I'm a designer and not a racing driver. But, for me, the 911 GT3 RS is a classic 'Made in Germany' product – on that basis I would choose a German race track: Nürburgring or Hockenheim.

"The complementary
aesthetic for performance."





**If form follows function,
it had better apply the throttle.**

Aerodynamics and design.

Duck away. Or full-on confrontation? Headwind is like any challenge. The best thing to do is face whatever is coming head-on. With no nonsense. Not blindly, of course, but with ingenuity.

The special challenge in the design of the new 911 GT3 RS: keeping the drag coefficient low and, at the same time, sustaining high downforce. For optimum tyre contact pressure, especially in the corners. Then there is the issue of fresh air, because the engine and brakes must not be allowed to overheat even under full load.

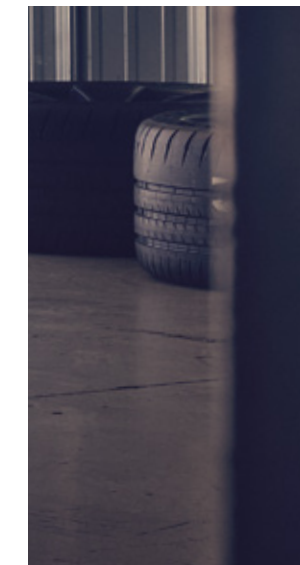
Optimum cooling is provided by large air intakes with titanium-coloured grilles incorporated in the front end. The extra air outlet ahead of the front lid increases flow through the centre radiator – and, by diverting the air flow, simultaneously reinforces aerodynamic downforce at the front axle.

The front spoiler lip is now even wider than the lip of the predecessor model, and downforce has been increased as a result. The sideskirts have also been further widened, a measure that has enlarged the overall surface area of the underbody – for another increase in downforce.

The louvres on the front wings combine striking aesthetics with high-level functionality. These eye-catching black slats of the wheel arch vents have the effect of reducing the overpressure generated by the turning wheels, thereby improving the downforce on the vehicle.

Typical of the 911 GT3 RS: two air intake openings for the engine, on the left and right in the rear side sections respectively.

The NACA air intakes on the CFRP front lid are new. These are used to supply air to the brakes and that's without negatively affecting the drag coefficient. Their shape was developed by the National Advisory Committee for Aeronautics (NACA), the precursor to NASA. Space technology – for supreme performance in absolute proximity to the ground.



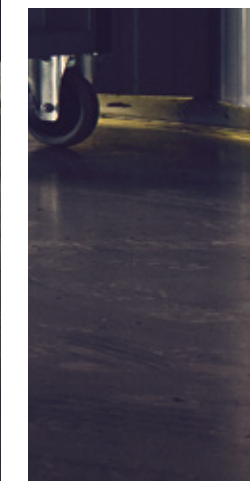


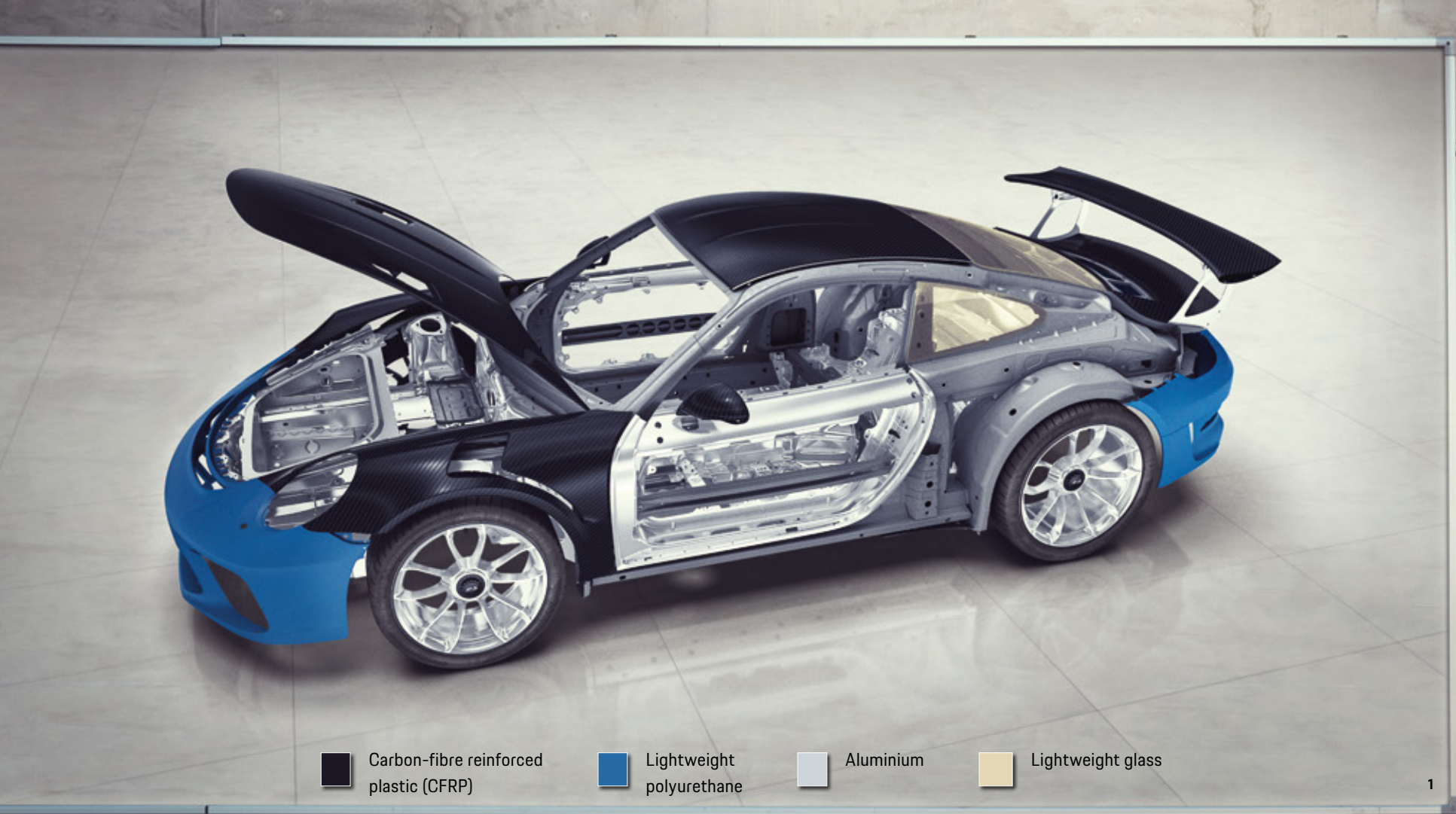
If we had just one word to describe the design language of the new 911 GT3 RS, then 'squat' would be the fitting attribute. If the word eluded us, however, then we'd make our point by showing you the rear end. Based on the wide body of the 911 Turbo, the rear end of the 'RS' explains in the clearest terms how it sits on the road: squat, assured and unshakeable.

Positioned right down by the tarmac are the two central tailpipes of the sports exhaust system. The rear silencer and tailpipes are made of titanium and are integral to the characteristic sound of the 911 GT3 RS.

The slimline tinted LED taillights visually reinforce the car's wide appearance. The fixed rear wing in carbon-fibre reinforced plastic (CFRP) produces tremendous downforce at the rear axle and helps to provide high driving stability even at top speed. The wing uprights painted in black are made of forged aluminium.

In short: optimum aerodynamics for the race track and an equally good drag coefficient for everywhere else. So no reason to duck away. Time to take the offensive.





The only thing about it that's heavy:
the odds of victory.

Lightweight construction.

A material challenge: losing weight to go faster. And, at the same time, ensuring considerable stiffness both in the physical design and in the corners. For these reasons, too, the new 911 GT3 RS is made of an aluminium and steel composite. This keeps the vehicle weight low. And power potential high.

The front end consists of lightweight polyurethane with hollow glass microspheres and carbon-fibre elements. This high-tech material is not only particularly robust, but also – as the name suggests – exceedingly light.

Carbon-fibre reinforced plastic, or CFRP, is used for the contoured front lid, the front wings, the rear lid and, not least, for various interior components.

The roof is made of magnesium and, like the front lid, is purposefully contoured. Not only does this contouring visually distinguish these lightweight components, it also increases their stiffness.

The rear screen and rear side windows are made of lightweight glass. This material is as light as polycarbonate and, unlike polycarbonate, offers particularly good scratch and fracture resistance as well as being significantly less prone to buckling at high speeds.

If you do mean business on the race track, you could even dispense with the sound system or two-zone automatic climate control on request.

In total, all these weight-reduction measures add up to a weight-to-power ratio of only 3.73 kg/kW (2.75 kg/hp). A value that not only looks good on paper, but is also quantifiable by the seconds saved on the race track.

1 911 GT3 RS with Weissach package



**Not a gramme overweight.
As a power athlete should be.**

Weissach package.

Engine power increased. Weight reduced. Outstanding lap times in every test going – our engineers could well have settled for the advancements achieved by the predecessor to the new 911 GT3 RS. Instead, they have honed the character of the new 911 GT3 RS once more. With the optional Weissach package.

Since the Weissach package was first offered in a similar form for the Porsche 918 Spyder, it has stood for consistent lightweight construction. And for the closest possible proximity to motorsport.

Aesthetics and lightweight construction here form a real synthesis in which the particular focus is on saving weight. As a result, the Weissach package will reduce the weight of your 911 GT3 RS by approximately another 18 kg. That's because, for example, the anti-roll bars on the front and rear axles, their coupling rods and the roof are made of carbon-fibre reinforced plastic (CFRP). The Weissach package can optionally also be fitted with forged magnesium wheels painted in Platinum.

Visually, on the other hand, there have been gains. With the front lid and roof in carbon-fibre reinforced plastic (CFRP) with a carbon-weave finish, and the large 'PORSCHE' logo on the rear wing.



The principle of lightweight construction continues in the interior. The bolt-in roll cage is made of titanium and is approximately 12 kg lighter than the steel roll cage of the Clubsport package.

Every gramme counts, and so does every detail. For this reason, the ultra-light gearshift paddles and the steering wheel trim are in carbon-fibre reinforced plastic (CFRP) with a carbon-weave finish. In their search for further weight savings, our vehicle developers have even made the carpet trim lighter.

There were two things that we didn't want to do without: the Weissach package logo on the headrests and the plaque on the cupholder cover. Their one and only function: to express the pride we have for the Weissach package.



A bright green Porsche GT3 RS is shown from a rear three-quarter view, driving on a racetrack. The car features a large rear wing, black side mirrors, and a license plate that reads "S-RS 382". The track is bordered by a blue and white wall on the left and a red and white striped barrier on the right. In the background, there are hills and a speed limit sign that says "SPEED LIMIT 60".

Drive

**The challenge: outperforming oneself.
And everyone else.**

Engine.

Time and time again, the cynics would have you believe that the potential of a six-cylinder horizontally opposed and naturally aspirated engine mounted in the rear has been exhausted. And our engineers? They smile. And prove over and over again the exact opposite.

For the new 911 GT3 RS, the specs read as follows: naturally aspirated engine, 4.0-litre displacement, high-revving concept. A maximum power output of 383 kW (520 hp) – 20 hp higher than that of the predecessor model. Maximum torque 470 Nm, i.e. 10 Nm more than before. Up to 9,000 rpm on the rev counter makes it clear what we mean by a high-revving concept.

As a result, the new 911 GT3 RS with Porsche Doppelkupplung (PDK) sprints from 0 to 100 km/h in just 3.2 seconds and top speed isn't reached until 312 km/h.

Especially robust and high-performing, the engine is based on that of the 911 GT3 Cup. Also derived from motorsport is the oil supply principle, which uses a separate engine oil tank, fully variable oil pressure pump and an additional supply of oil via the crankshaft.

Four valves per cylinder with cam followers and a rigid valve train is another concept matured on the race track. The engine block and cylinder heads are made of aluminium, the titanium connecting rods have been forged and, thanks to VarioCam, the camshaft timing is precisely matched to the engine speed and load.



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 111.

Direct fuel injection (DFI).

As far as the efficiency of the engine – and its power output – is concerned, direct fuel injection (DFI) makes a decisive contribution. And it does so with millisecond precision and a pressure of up to 200 bar. For optimum mixture formation and combustion in the combustion chamber.

High-revving concept.

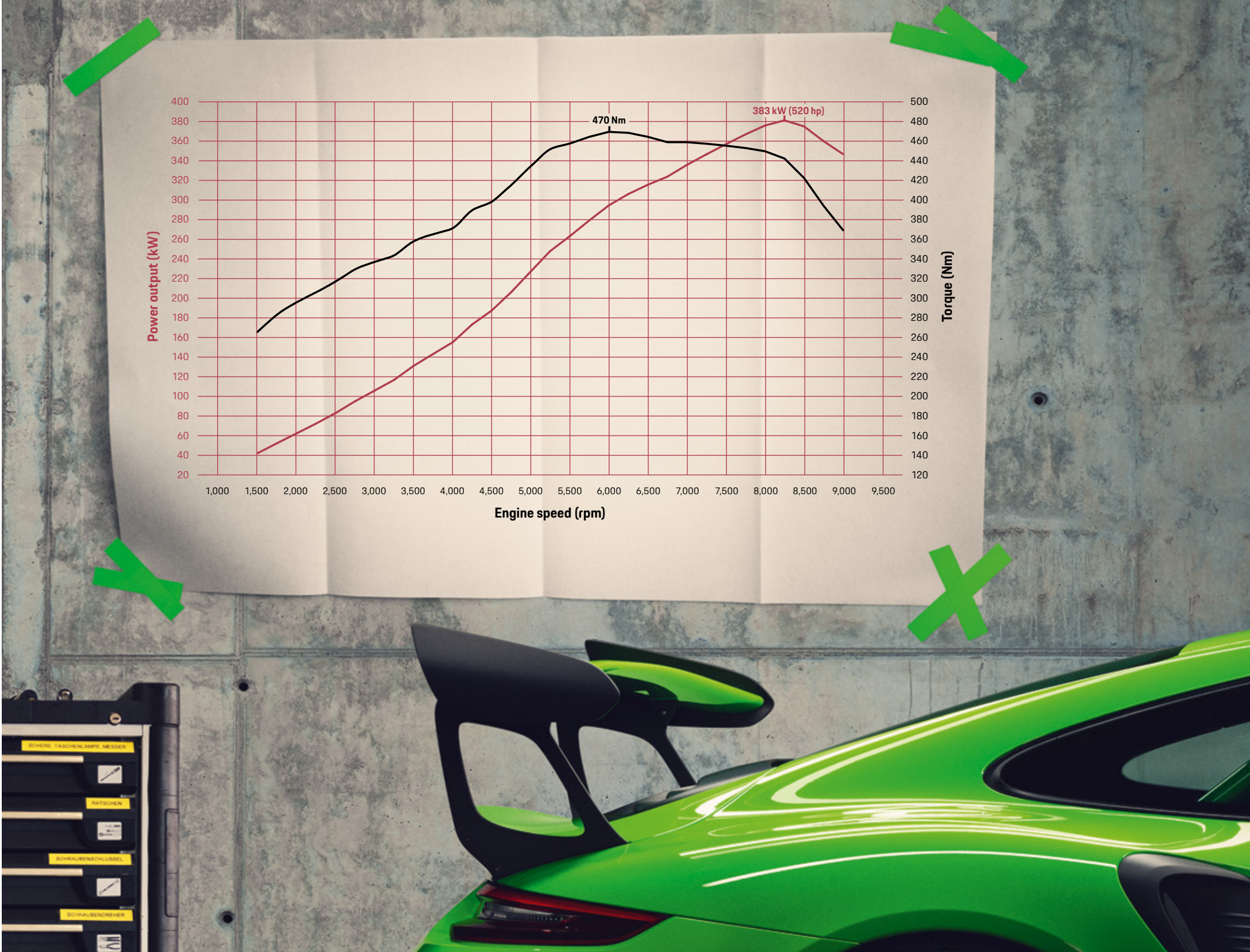
The valves are operated by cam followers – another principle from motorsport. Clearance compensation between the camshafts and valves of the new 911 GT3 RS is realised not by hydraulic means, but by shim plates as part of a solid arrangement. This provides greater robustness as well as enabling remarkably high engine speeds and hard use on the race track.

Dry-sump lubrication.

The way in which oil is supplied to the engine is also successfully proven in motorsport. Continued lubrication is vital, especially at very high engine speeds of up to 9,000 rpm and under the effects of the extremely high lateral and longitudinal acceleration that can be experienced on the race track. Seven scavenge pumps in total return the engine oil quickly and efficiently to the external oil tank.

Together with the oil pressure pump offering fully variable displacement, optimum oil pressure is assured in all operating conditions. This system provides reliable lubrication of hard-working components and increases the robustness of the engine under hard use on the race track. The efficient defoaming of the oil by a centrifuge before it is delivered to the separate oil tank is a solution originating in high-performance motorsport and is also used in a similar form in the Porsche 919 Hybrid, an LMP1 class competitor.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 111.

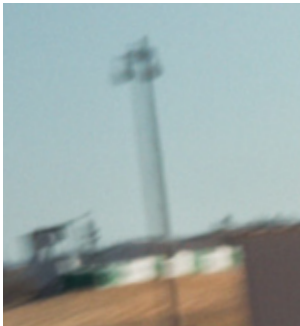


Intake manifold.

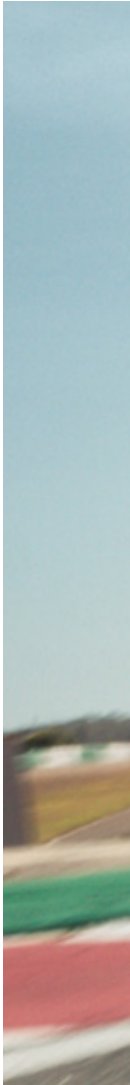
In interaction with the sports exhaust system, the variable intake manifold in synthetic material and featuring two switchable resonance flaps helps to ensure efficient gas cycles. This results in an impressive torque curve, a high maximum torque and high power output across a broad engine speed range.

Sports exhaust system.

The sports exhaust system of the new 911 GT3 RS has two front silencers, two catalytic converters, one rear silencer and two central tailpipes made of titanium. The large volume of the exhaust system reduces exhaust backpressure – and increases power output. In response to data provided by two Lambda sensors, the stereo Lambda control circuits regulate the composition of the exhaust gas separately in each exhaust tract. Another pair of sensors monitor pollutant conversion in the respective catalytic converters.



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 111.



The enthusiast.

Lars Nottehd

"The 911 GT3 RS
simply seems
to know
no limit."



What makes the 911 in general and the GT models specifically so fascinating?

I've been a Porsche fan since my childhood, I was completely blown away by the 959 at 13 years of age. The first GT Porsche I bought was 10 years ago. I wanted a car that would leave the assembly line fit for the race track and suitable for everyday use at the same time, so that it could get to the Nürburgring from Sweden on its own wheels. The 997 GT3 RS was fantastic. The engine revved so playfully high and the sound at 8,000 rpm would make you go weak at the knees. The precision with any movement was absolutely spot on. Like it was a race car – but with road approval. And out on the Nürburgring, with the unmistakable sound reverberating out of the forest and off the hills, it was the perfect driving experience. Since then, I've stayed with Porsche GT models and I am as fascinated as ever by how Porsche manages, time and time again, to make such a magnificent car even more magnificent.

You personally drive regularly on the race track.

What is the greatest challenge about driving a 911 GT3 RS?

With the 911 GT3 RS, the improvement in the high-speed range is simply staggering. I want to test my boundaries and push myself to the limit – but when I'm nearing 250 km/h down the Foxhole on the Nürburgring, for example, I begin to get nervous. But the 911 GT3 RS – not one little bit.

For you, what must a model like the 911 GT3 RS offer?

I use the 911 GT3 RS on the race track at the weekends to have fun and, occasionally, for a gutsy drive on the road. For me, the razor-sharp wow experience of being right in the thick of it is important, but so is the fact that I can drive the car from home to the race track and back. In short: the more

**"Nürburgring Nordschleife.
All day long."**

extreme a car is, the better – as long as it has road approval. For me, this wow factor stems from a combination of speed, engine sound, steering and braking behaviour, a high-revving engine, crisp gearshifts and, of course, the visual design. The 911 GT3 RS offers all that in one ideal complete package.

Which detail or aspect do you like about the new 911 GT3 RS the most?

Ultimately, everything comes down to the driving feel. When you feel at ease in the car, you can also drive faster. When you feel part of the car, you want to drive it continuously. With the 911 GT3 RS, I can expect both – as well as, of course, the fact that it has even more speed.

On which race track would you most like to drive the 911 GT3 RS and why?

This is an easy question to answer! The Nürburgring Nordschleife. All day long. But I would also like to put it to the test in Le Mans, only in case a works driver were ever to drop out and I suddenly found myself perhaps at the wheel of a 911 RSR, in the 24h of Le Mans...

How would you describe the new 911 GT3 RS in one sentence?

Race car feel – straight out of the box, and it comes with a number plate.





**It shifts faster than you think ...
quite literally.**

Porsche Doppelkupplung (PDK).

The main thing to do on the race track: act fast. Of course, the same applies to the transmission. And that's where Porsche Doppelkupplung (PDK) sets standards. With gear changes that take place in milliseconds and with no interruption in the flow of power – for acceleration figures that would impress any driver. And every opponent.

For the 911 GT3 RS, PDK boasts an even sportier setup. With direct gear ratios and the crisp, short movements of the gearshift paddles. With seven performance-oriented gears, where even seventh gear has a sports ratio and is engineered for maximum speed. Back to shift up, forward to shift down – manual operation of the gear selector is based on the established motorsport principle.

This is how it works. PDK is essentially two gearboxes in one and thus requires two clutches. This double-clutch arrangement provides an alternating, non-positive

connection between the two half gearboxes and the engine by means of two separate input shafts. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds. This has consequences: positive ones, of course. Not least for acceleration, overall performance and fuel economy. Driving feels even more dynamic and agility is increased.

What about the gear changes themselves? You'll feel them and you'll hear them. The electronic transmission control logic of the Intelligent Shift Program (ISP) offers more immediate and faster traction-induced upshifts and downshifts on overrun. In PDK SPORT mode, downshifts under braking are more aggressive while, under acceleration, the shift points are raised to higher engine speeds. So changing up a gear becomes a physical experience – and an emotive one.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 111.





Chassis

The Porsche works driver.

Richard Lietz

Every second counts: how is it possible to go even faster with the 911 GT3 RS on the Nordschleife? Where does the greatest challenge lie?

Our inner drive can be summed up in one sentence: enough is never enough. We are always trying to be better, faster and more commanding. The Nordschleife makes this easy: it is an addiction, in a positive sense. A challenge for man and machine, and that's why we love to keep on coming back.

As a works driver, you would have been able to experience virtually every Porsche model going on the race track. What is it that makes the new 911 GT3 RS special? What can it do better than other models?

My favourite models were always our 'homologation models'. And the 911 GT3 RS is the base model for our race car. No other Porsche with road approval has been developed, adapted and tried and tested for the race track in such uncompromising fashion. And its road approval makes this an experience that can be enjoyed by all sports car fans.

In the past, some Porsche race cars were considered almost to be beyond even the professionals' capability. How much 'lunacy' still goes into current models like the new 911 GT3 RS?

Something like that has to be experienced, it is very hard to explain. But when a wonderful combination of corners puts a smile on the face of a racing driver who has been allowed to clock up a substantial number of miles for Porsche worldwide over a period of 10 years in the best GT race cars around – and he passionately wants to keep on driving – you can more or less begin to imagine the 'lunacy'.

Which detail or aspect fascinates you about the new 911 GT3 RS the most?

I'm fascinated by the enthusiasm with which our development team works on trying to improve all the details over and over again. Just when you, as a driver, think that more is no longer an option, you drive the latest 911 GT3 RS and discover that the members of the team love and live their job, and they have managed to surprise me yet again.

On which race track would you most like to drive the new 911 GT3 RS?

Nordschleife. I'll simply say: it's where it naturally belongs.

How can you describe the new 911 GT3 RS from your point of view in one sentence or even in one word?

A wonder of dynamic performance.



“Enough is never enough.”



Who says that challenges shouldn't also afford pleasure?

Chassis.

Banking left-hand corner ahead. That means rebounding from the compression experienced in the dip on the right-hand side of the tarmac. Approaching the imminent left-hand corner from the outside and turning into the apex to ride the kerbs. Preferably not just the once. But again and again and again. That's exactly what the chassis of the new 911 GT3 RS has been engineered for.

In conjunction with a series of specifically tuned chassis components, this means that the new 911 GT3 RS offers extraordinary agility, a high degree of driving safety in the high speed range and extremely stable handling.

The lightweight, independent front suspension combines McPherson-type struts with helper springs and longitudinal and transverse links. The rear axle has a multi-link suspension with helper springs and chassis subframe following the LSA concept (lightweight, stable, agile). Camber, track and the anti-roll bars can be individually adapted for use on the race track.

Our engineers spent plenty of hours fine-tuning the driving dynamics setup. Based on established racing strategy, the ride rates of the springs at the front and rear axles of the new GT3 RS have been significantly increased. At the same time, the roll rates have been reduced by the use of a softer anti-roll bar. Damping characteristics have been optimally adapted to these new parameters.

Positive result: a significant increase in traction and stability when cornering at speeds of over 250 km/h.

For the absolute maximum level of performance possible, all suspension joints have also been replaced by ball joints. These provide a particularly firm connection between the suspension and the body. For precise, sharp and direct handling.

Result: a further increase in dynamic performance – and precision. The nicest challenges are still the ones we encounter time and time again.



Rear-axle steering.

Fitted as standard, rear-axle steering with sports tuning combines performance and everyday driveability. An electromechanical adjustment system at each rear wheel enables the steering angle to be adapted based on the current driving situation, steering input and vehicle speed.

Advantage at low speeds: the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase. Negotiating tight corners becomes a more dynamic experience, while manoeuvring becomes easier to manage and the turning circle is reduced.

Advantage at higher speeds: the system steers the rear wheels in the same direction as that of the front wheels. Thanks to this virtual extension of the wheelbase, driving stability and agility are increased – especially in the event of fast lane changes or during overtaking manoeuvres on the race track.

Dynamic engine mounts.

This electronically controlled system minimises the perceptible oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits of a hard or soft engine mounting arrangement.

A hard engine mounting delivers optimum dynamic performance because it offers the highest degree of handling precision possible. Soft engine mounts, on the other hand, minimise oscillations and vibrations. While comfort is improved on uneven road surfaces, this comes at the expense of dynamic performance.

Our engineers have solved this problem by enabling the stiffness and damping performance of the engine mounts to adapt to changes in driving style and road surface conditions. This has been achieved by the use of a fluid with magnetic properties in interaction with an electromagnetic field.

With a harder engine mounting, handling is perceptibly more stable under load change conditions and in fast corners. The dynamic engine mount system also reduces the vertical oscillations of the engine when accelerating under full load.

The results are greater and more uniform drive force at the rear axle, increased traction and faster acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts automatically soften to provide a heightened level of comfort.



Porsche Active Suspension Management (PASM).

This electronic active damping system offers continuous adjustment of the damping force on each wheel based on the current driving situation and your driving style. At the press of a button, you can select between two different modes. 'Normal' mode is designed for sporty driving on public roads and on wet race tracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.

Porsche Stability Management (PSM).

PSM automatically maintains stability even at the limits of dynamic driving performance. In addition to the anti-lock braking system, it includes Electronic Stability Control (ESC) and Traction Control (TC).

Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability. What's special about PSM in the new 911 GT3 RS? The systems intervene with exceptional sensitivity and precision and can be completely deactivated in two stages, for deliberately sporty handling.

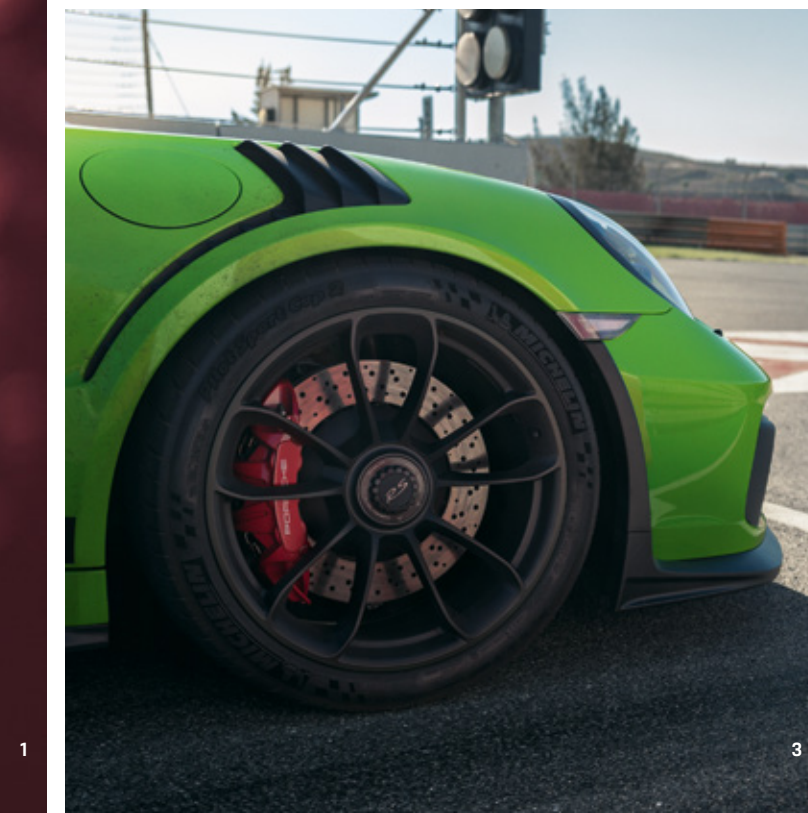
Porsche Torque Vectoring Plus (PTV Plus).

PTV Plus has been specially adapted to the new 911 GT3 RS. In conjunction with PDK, fitted as standard, the system operates with an electronically regulated and fully variable rear differential lock.

Numerous driving parameter inputs are the basis for the system's active control of the differential lock. The results are greater traction, particularly at the limits of dynamic performance, increased lateral dynamics and a significant improvement in driving stability under the effects of load changes in corners and when the car changes lane. In addition, the system strategically brakes the right or left rear wheel. This means that, whenever the car enters a corner, brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, almost pulling the car into the corner. Turn-in capability is improved, agility is increased.

Front-axle lift system.

Available as an option, the front-axle lift system raises the new 911 GT3 RS 30 mm at the front end. This minimises the risk of grounding on kerbs, ramps and car park entrances when manoeuvring. For the first time, the system no longer works pneumatically, but hydraulically. As a result, the lift system is almost 50% lighter than it was before. In our approach to lightweight construction, not a single component is spared scrutiny.



Wheels and tyres.

20-inch at the front axle, 21-inch at the rear axle.

Or, in other words: wide wheels for a large contact surface – and excellent driving dynamics as a result.

The exact dimensions: 265/35 ZR 20 tyres on 9.5 J × 20 wheels at the front, 325/30 ZR 21 tyres on 12.5 J × 21 wheels at the rear.

Specially developed sports tyres* raise the performance of the new 911 GT3 RS to a new level. Thanks to their road approval, you can nevertheless drive on them to the race track. For the first time, specially developed race track tyres are available for the new 911 GT3 RS separately. While these tyres are also road-legal, they place even more focus on maximum track performance.

As standard, the wheels are forged alloys painted in aurum. The central locking device in black bearing the 'RS' logo is derived directly from motorsport and facilitates faster wheel changes. Another advantage over a conventional five-hole connection: enhanced performance thanks to the reduction in rotating masses. Tyre Pressure Monitoring (TPM) is fitted as standard. Not only does it issue warnings in the event of a gradual or sudden loss of pressure, it also features a race track mode. This factors in the lower inflation pressure of cold tyres before an outing on the circuit.

1 Wheels painted in black with decorative strips,
Porsche Exclusive Manufaktur

2 Wheel painted in silver colour

3 Wheel painted in black

* The reduced tread depth increases the risk of aquaplaning on wet surfaces.



Safety

Negative acceleration:
something we view as
absolutely positive.

Safety.

Brakes.
The new 911 GT3 RS also displays maximum performance in terms of negative acceleration. The new 911 GT3 RS is equipped as standard with a particularly powerful brake system with a specifically matched brake booster. The red six-piston aluminium brake calipers on the front axle and the four-piston equivalents at the rear are designed as monobloc units. This makes them highly resistant to deformation and enables a more rapid response and release of the brake, even under heavy loads.

The composite brake discs are 380 mm in diameter, front and rear. Thanks to their two-piece construction with aluminium brake chambers, they save weight and thereby reduce unsprung and rotating masses. The brake discs are cross-drilled and internally vented for powerful braking even in adverse weather conditions. Or when pitted against the challenges of motorsport.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 111.



Porsche Ceramic Composite Brake (PCCB).

Motorsport technology in a car on the road: Porsche Ceramic Composite Brake (PCCB). In numerous race series, including the Porsche Mobil 1 Supercup, it has been proven to withstand the harshest demands of the track.

PCCB dimensions are sized to match the performance potential of the new 911 GT3 RS. That's why the cross-drilled ceramic brake discs have a diameter of 410 mm at the front and 390 mm at the rear – for even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent. PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high-speed braking is also improved thanks to its excellent fade resistance.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50 % lighter than standard discs of a similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses. This results in better roadholding and increased comfort, particularly on uneven roads. Plus greater agility and further improved handling.

Airbags and Porsche Side Impact Protection System (POSIP).

Advanced airbag technology is integrated in the form of full-size driver and passenger airbags, which are inflated in two stages depending on the severity and type of accident. The Porsche Side Impact Protection System (POSIP) also comes as standard. It comprises side impact protection elements in the doors and two side airbags on each side: an integral thorax airbag in each seat side bolster, and an upwards-inflating head airbag incorporated within each door.



**Indispensable on the race track:
it can take a knock or two.**

Clubsport package.

The ideal platform for any sporting challenge: the Clubsport package, available at no extra cost for the new 911 GT3 RS, provides additional protection on the race track. It comprises a roll cage with paint finish in black or Lizard Green bolted to the bodywork and a six-point racing harness supplied ready to install for the driver including two shoulder belt designs

for use with or without HANS safety device (Head And Neck Support).

The package also includes a fire extinguisher with bracket and preparation for the battery master switch. The battery master switch itself, and the front roll cage add-on option to form a full cage for race events, are available to purchase separately from the Porsche Motorsport department.





Interior
and infotainment



**Everything at a glance.
First glance, to be precise.**

Interior and infotainment.

You feel awe before you get in ... then satisfaction afterwards. In the cockpit of the new 911 GT3 RS, it soon becomes clear what it's all about. Optimum ergonomics. Information that is quick to process. Sporty purism – of the kind that does not prohibit the driver from concentrating on the road ahead.

Instruments.

The instrument cluster speaks a clear language. Porsche language, to be precise. Five round instruments with the rev counter in the centre. The dial of the titanium-coloured rev counter is marked with the 'GT3 RS' logo. The other dial faces are in black, with needles and increment markings in yellow.

Directly next to the rev counter is a high-resolution 4.6-inch touchscreen display. Its multifunction display lets the driver see data from the on-board computer. Viewable information includes engine power, longitudinal and lateral acceleration (g-force), Tyre Pressure Monitoring (TPM) values, information on communication and audio settings, or the map of the navigation system.

Steering wheel.

Change gear like a motorsport professional – the GT3 RS Sports steering wheel is manually adjustable for height and reach and its gearshift paddles offer short, sporty shift actions. Gearshifts are even more direct and precise as a result. The steering wheel rim in black Alcantara® is easy to grip and remains in firm hands even on sporty drives. Pointing the way: the coloured top centre marking.

Interior materials.

The materials represent a clear, sporty line and superlative quality. Black Alcantara® and black leather dominate the interior. Accents are created by interior parts in carbon-fibre reinforced plastic (CFRP) with a carbon-weave finish.

Alcantara® is easy to grip, wash and maintain. For this reason, it is used mainly on surfaces where occupants will come into direct contact with it: on the steering wheel rim and PDK gear selector, for example, as well as on the door handles, door panel armrests and the storage compartment lid in the centre console. The roof lining and the A-, B- and C-pillar trims are also finished in Alcantara®. The seat centres? Also in Alcantara®.

A carbon-weave finish is found, for example, on the dashboard decorative trim, the centre console trim and the door sill guards with 'GT3 RS' logo.

In black leather: the seat bolsters, the headrests, the airbag module in the centre of the Sports steering wheel, the side sections of the armrests – both on the door panels as well as on the storage compartment in the centre console.



**Tailor-made.
For the race track.**

Seats.

Full bucket seats.*

Part of the standard specification: full bucket seats in carbon-fibre reinforced plastic (CFRP) with a carbon-weave finish. Not only do they look sporty and provide good lateral support, they also offer a height adjustment function, enabling the full bucket seat to be positioned 30 mm lower or 20 mm higher. Height adjustment is electrically powered, while the fore/aft position is manually adjustable. These seats are upholstered in black leather with perforated seat centres in black Alcantara® – or, as an option, Lizard Green. Through the aeration holes in the seat centre shimmers a second layer of fabric in black. The 'GT3 RS' logos embroidered on the headrests are in GT Silver.

Sports bucket seats.*

An optional alternative: bucket seats with folding backrest for easier access to the rear compartment, integrated thorax airbag and manual fore/aft adjustment for the driver and passenger. The seat shells are made from glass- and carbon-fibre reinforced plastic with a carbon-weave finish. The backrest pivot points are positioned high in the side bolsters – allowing very good lateral support even in the pelvic region.



The seats are upholstered in black leather with seat centres in perforated Alcantara® in black or, alternatively, Lizard Green including headrests with the 'GT3 RS' logo in GT Silver.

Adaptive Sports seats Plus.

Available as an alternative, adaptive Sports seats Plus blend sport with comfort and are suitable for everyday driving or the race track. They feature side bolsters in leather, seat centres in black Alcantara® and the 'GT3 RS' logo embroidered on the headrests in GT Silver. Here, again, seat centres in Lizard Green are available on request. Offering 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, seat depth, fore/aft adjustment and four-way lumbar support. The side bolsters on the seat surface and backrest can be individually adjusted for precision lateral support on winding roads and added comfort on long journeys.

- 1 Full bucket seat
- 2 Sports bucket seat
- 3 Adaptive Sports seat Plus

* Child seats are not compatible with full bucket seats or Sports bucket seats.



**Every second counts?
Might need to be a little more precise.**

Chrono Package.

In addition to the analogue and digital stopwatch on the dashboard, the optional Chrono Package boasts even greater functionality. PCM is upgraded to include a special performance display, enabling you to display, store and evaluate recorded lap times. In this way, you can view the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to view the current fastest lap and range until empty. Any travelled distances can be recorded and benchmark times defined.

Porsche Track Precision app*.

Your performance can be measured and evaluated in even greater detail with the Porsche Track Precision app. The app enables your driving stats to be accurately displayed, logged and analysed on your smartphone.

The lap timer can be stopped automatically by means of the precise 10-Hz GPS signal of PCM, manually using the control stalk of the optional Chrono Package or, for even greater precision, by the optional lap trigger available from Porsche Tequipment. Recorded times can be compared directly from the smart device.

On the race track, dynamic performance is visualised on your smartphone and, in addition to sector and lap times, the app is also able to show how the current lap compares with a previously defined reference lap. Graphical analyses of driving data plus a video analysis help the driver to keep improving driving performance. Recorded stats and circuit and driver profiles can be managed and shared from the smartphone itself.

For even greater precision in your lap time measurements, a lap trigger is available from Porsche Tequipment. This can be placed next to the start/finish line on the circuit where it will clock and share your lap times automatically. For more detailed information, visit www.porsche.com/tequipment to find out everything that the lap trigger has to offer.

* App usage permitted on closed land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.





**An intimate connection with the driver.
And everyone else, too.**

Porsche Connect.

Whether it's on the race track or the road: Porsche Connect enhances the existing vehicle functions of the 911 GT3 RS with intelligent services and apps – all of which are intended to make the connection between car and driver even more intimate, to intensify that Porsche fascination, and to make the challenges of everyday life quick and easy to overcome.

Porsche Communication Management (PCM) including online navigation module.

PCM is your control centre for audio, navigation and communication functions. In its latest generation with mobile phone preparation, audio interfaces and voice control system, it also features a high-resolution 7-inch touchscreen display enabling easy control of most of the in-car functions.

On the move, you can enjoy your favourite music from a variety of sources, including CD/DVD drive, SD cards, internal 10-GB hard drive (jukebox), or the USB connection, e.g. for connecting your iPhone®. Or you can simply listen to the radio.

Connect Plus.

The Connect Plus module implements connectivity in your Porsche. With it, you can integrate your smartphone optimally into your vehicle. A smartphone compartment in the centre console transfers the signal of your mobile phone to the external aerial of the car – conserving phone charge and providing perfect reception. Another feature is the LTE telephone module with SIM card reader for convenience, excellent reception and optimised voice quality. What's more, the Connect Plus module also lets you use our wide range of Porsche Connect services.

Porsche Connect services*.

The Connect Plus module gives you access to a range of helpful services, which are bundled into three dedicated packages: Navigation and Infotainment Services, Connect App Services and Car Connect Services. These include, for example, the real-time traffic information feature. With this aid, you can be sure that you're on the fastest route to your destination even before you set off. Throughout the journey, the real-time traffic information is regularly updated – keeping you on the optimum route.

To let you use Porsche Connect services, the car comes with an integrated SIM card including data allowance for the first time. Now you no longer need to provide a SIM card of your own.

For use of the WiFi hotspot and music streaming functions, a WiFi data package is available from the Porsche Connect Store. Of course, you can still use your own SIM card if you prefer. Please bear in mind that this will require a valid subscription to a mobile network provider of your choice (subject to charge).

* Porsche Connect services (including Car Connect Services, but excluding Safety and Security Services) include an initial free subscription period, the length of which may vary by services package and country but shall not be less than three months. The full range of Porsche Connect services or individual services thereof may not be available in some countries. In addition, an integrated LTE-enabled SIM card with data allowance for use of selected Porsche Connect services will be included in the price in some countries. For use of the WiFi hotspot and the other non-included Porsche Connect services, e.g. music streaming, via integrated LTE-enabled SIM card in these countries, a chargeable WiFi data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using a SIM card of your own. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your Porsche Centre.



Connect apps.

In addition to its range of smart services, Porsche Connect offers two smartphone apps. The first, Porsche Car Connect, lets you use your smartphone or Apple Watch® to retrieve vehicle data and remotely control selected vehicle functions. Another feature of Porsche Car Connect is the Porsche Vehicle Tracking System (PVTs) including theft detection. The second app is the Porsche Connect app. This allows you to send chosen destinations to your Porsche before you start your journey.

As soon as your smartphone has connected to Porsche Communication Management (PCM), you will be able to display them in the vehicle and start route guidance directly. Even your smartphone calendar can be viewed directly on PCM and stored addresses used for navigation. What's more, the Porsche Connect app gives you access to millions of music tracks, thanks to its built-in music streaming function. At www.porsche.com/connect you can find further information about the apps and services available.

Apple® CarPlay.

Apple® CarPlay enables you to connect your iPhone® to your Porsche and have certain apps shown directly on the central display screen of Porsche Communication Management (PCM). With the Siri® voice recognition interface, you can conveniently use your apps on the move while keeping your full concentration on the road.

My Porsche.

Every Porsche can be configured to your preference. Porsche Connect is the same. With My Porsche – at www.porsche.com/myporsche – you can manage your 911 GT3 RS and personalise your services to suit your interests. For example, you can add new destinations for your navigation system or select the news sources to keep you informed on any journey. My Porsche also lets you create additional users – such as family members or friends.

Porsche Connect Store.

Would you like to continue to enjoy your existing services beyond the initial free subscription period? Or purchase extra Porsche Connect services? Visit the Porsche Connect Store at www.porsche.com/connect-store and discover more about what Porsche Connect has to offer.



Preferred music genre:
Speed Metal.

Sound systems.

Sound Package Plus.

Sound Package Plus, with eight loudspeakers and a total output of 150 watts, delivers excellent sound. The amplifier integrated into PCM optimally adapts the acoustic pattern in the vehicle interior to the driver and passenger.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been specially developed for the 911 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 12 loudspeakers and amplifier channels including a patented 100-watt subwoofer integral to the vehicle bodyshell. This fully active system setup enables each individual loudspeaker to be optimally adapted to the vehicle interior. Total output: 555 watts. Should you ever want to drown out the resonant sound of the engine. For whatever reason.

A bright green Porsche GT3 RS is shown from a rear three-quarter view, driving on a racetrack. The car features a large rear wing, black side mirrors, and 'GT3 RS' branding on the rear and side. The license plate is 'D S RS 382'. In the background, there is a pit lane with several garages, a yellow car parked in one, and a red and white striped barrier on the left. The word 'Motorsport' is written in white in the bottom left corner.

Motorsport

The head of motorsport and GT vehicles.

Dr. Frank-Steffen Walliser

"We make
motorsport
technology
fit for the road."



"You mustn't stop
believing in better."

The new 911 GT3 RS is the result of a purposeful transfer into series production. Where does the greatest challenge lie?

In short: making motorsport technology fit for the road. The laws and requirements that apply on the race track are quite different from those on the ordinary road. When we have a race car as our starting basis, it is often difficult to integrate into it all the systems necessary for road approval. Especially if you aspire not to lose the typical feel of a race car, of a Porsche. That's why the greatest challenge, actually, is making it possible for customers to experience motorsport technology without false cosmetics.

How long does the transfer into series production take? Or, to put it another way: how much of the latest findings from motorsport are under the skin of the new 911 GT3 RS?

It differs from project to project. As a rule, it takes 12 to 24 months. With the new 911 GT3 RS, it went faster. The development of the front end, for example, ran in parallel to that of the 911 RSR. And you can see it, too. The components really are only minimally different.

One maxim at Porsche is: every day we get better. But how do you actually do that? How do you manage to up your game with every lap, season or model?

That, presumably, is a question of mentality. You mustn't stop believing in better. No matter how good whatever stands before you is already. The question must always be: "Isn't there maybe more yet to come?". You have to pursue and try out lots of ideas. In development, we afford our engineers a great deal of leeway for this reason. To experiment – to think laterally, if that's what they want. Eventually, you often end up optimising components that were previously believed to have exhausted their potential.

Which detail or aspect fascinates you about the new 911 GT3 RS the most?

We were particularly happy with the aerodynamics of the front end. We spent a long time optimising to eke out the maximum. With success. As an engineer, I am naturally fascinated by the new engine too. The fact that we keep on finding new optimisation potential in a boxer engine after all these years surprises – no, captivates – me.

On which race track would you most like to drive the new 911 GT3 RS and why?

Laguna Seca, because that's always been my favourite circuit. The Corkscrew there is brilliant and the left-hand corner that follows is very demanding.

How can you describe the new 911 GT3 RS from your perspective in one sentence or even in one word?

The best GT3 RS of all time – sounds banal, but it's true.

What once began with a dream has long since become our never-ending mission.

Motorsport.

We've been in motorsport since the very first second. Not because we have to be. But because we simply can't imagine it any other way. Time and time again, we scrutinise every idea, every technology and every detail on the test bench. We don't rely on the tried and proven, but on our employees' incessant drive to keep searching for new solutions. We use the past, our tradition, as a source of inspiration to develop new ideas. For an intelligent total concept. With the aspiration to ensure that every vehicle we produce reflects the principle of the dream that Ferry Porsche had over 60 years ago: to build a sports car capable of winning on the race track.

A vision that became a reality with the first Porsche ever to be made: in 1951 with the Porsche 356, following its class victory at Le Mans. In the meantime, we have recorded over 30,000 racing victories, including countless class wins in sprint and endurance races all around the world, as well as 19 overall triumphs at the 24h of Le Mans. With one goal: to apply the lessons learned to our series production vehicles.

Indeed, motorsport is where ideas emerge that will continue to be developed, tested and trialled under the toughest conditions until they are not only fit for victory, but also fit for the road. Much like the new Porsche 911 GT3 RS.

A street-legal race car. Developed on the same test track and made on the same production line as the 911 GT3 Cup. A car that celebrates victories on the most demanding race tracks in the world. And so we will continue to explore our own direction. To believe in our ideas. To fight for our principles. To resist the temptation to follow blindly any current trend, and never ever be satisfied with the new discoveries we may make. For the dream that Ferry Porsche envisaged. For the development of cars like the new 911 GT3 RS. And for our never-ending mission: to build the sports car of the future.

Mission: Future Sportscar.



Porsche Motorsport pyramid.

Sport driving events.
For us, it isn't only the evolution of the sports car that matters, but also that of the driver. At Porsche Sport Driving School events or club racing meets, experienced instructors impart their driving skills at the limits of dynamic performance – from the entry level all the way up to obtaining the motorsport licence.

Club Sport.
Professionals, budding pros and amateurs– club racing unites them all. And rebels. So named not for their driving style, but because they go driving whenever they like. With the Cayman GT4 Clubsport. A thoroughbred race car that enjoys a variety of grid opportunities. For no matter whether it's a sprint or an endurance race – it is the perfect car for use between sport driving events and the One-Make-Series.

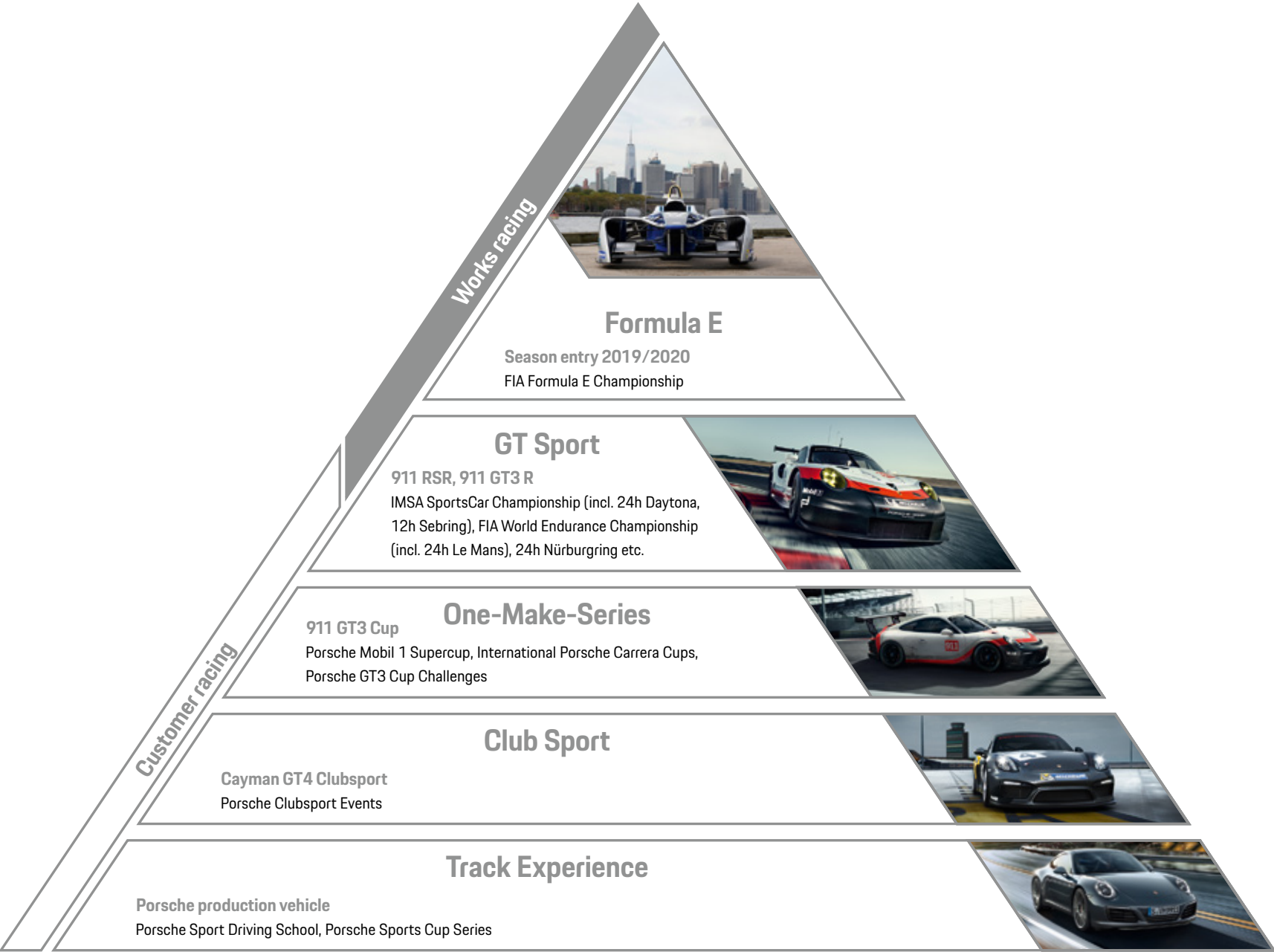
One-Make-Series.
Absolute equality of opportunity against the belief in oneself, young upstarts challenging old hands, amateurs competing with professionals. Our One-Make-Series – the Porsche Carrera Cup and the Porsche Mobil 1 Supercup – are customer racing championships staged across five continents. With the Porsche 911 GT3 Cup, a thoroughbred race car. At national and international level. Those who make it here can fight their way to the very top. True to the motto "May the best driver win", everything revolves around the ability of the individual, for the parameters are clear: all teams must line up in completely identical cars. Only the drivers and the teams can make the difference.

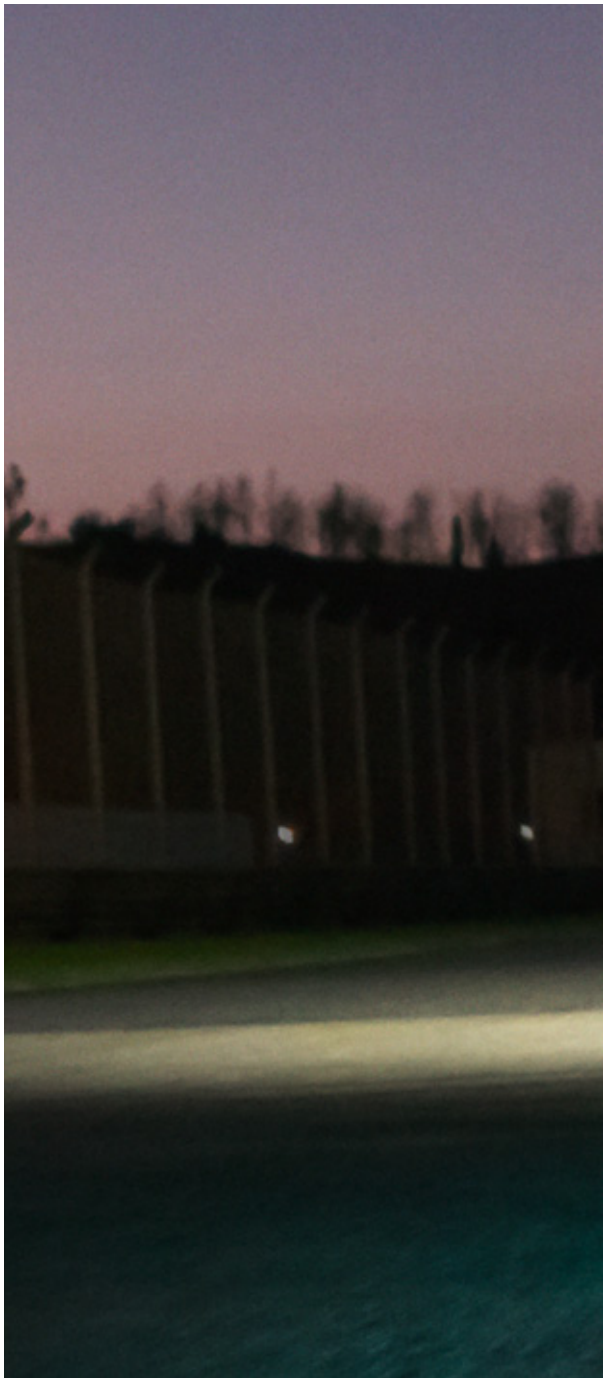
GT sport.
GT sport is the bridge between customer and works racing. With the 911 RSR and the 911 GT3 R, genuine racing stars represent customer and factory teams in the GT class as they compete for title honours in the FIA WEC, the North American IWSC and other GT racing series around the world.

In historic long-distance racing events, such as the 24h of Le Mans, the 24h of Daytona or the 24h of Nürburgring, the best of the best enthral the fans as they fight for every single hundredth of a second.

Formula E 2019.
In 2019, we are entering Formula E with our own factory team and, in doing so, we are purposefully bringing our motorsport strategy into line with our corporate strategy.

Participation and successful presence in Formula E are the logical consequence of our Mission E – evolving degrees of freedom for proprietary developments make this racing series a particularly appealing proposition for us. Porsche relies on alternative and innovative drive concepts. Formula E, as the first all-electric racing series in the world, is the ultimate competitive arena for pioneering the development of high-performance vehicles in terms of environmental friendliness, economy and sustainability.





**Leave your comfort zone for once.
In 3.2 seconds.**

Summary.

Those looking for a challenge have come to the right place.

The new 911 GT3 RS is a promise to everyone who wants to know what they're really capable of. To those who yell "Here!" while the rest still hesitate. To all those who do not live their life wondering what might have been.

The new 911 GT3 RS is nothing less than a gauntlet – thrown down to everyday life. Consistent lightweight construction, 383 kW (520 hp), the race track chassis and fixed rear wing speak a clear language – one that is understood, above all, on every race track of this world.

The new 911 RS is a thoroughbred sports car.
A sporting challenge. Not least for its opponents.
But the crucial question remains:

Do you accept the challenge?

The new 911 GT3 RS.



Personalisation



**We believe in passion for the sports car.
And for every detail.**

Personalisation.

Just imagine if everything were possible. If you could create the sports car of your dreams. Without restriction. With a diverse range of colours. With extra personality and performance. Like Ferry Porsche did all that time ago with the first ever Porsche: the 356 No. 1.

On the pages that follow, we will show you how a dream car becomes a reality. For a clear overview, all available options have been organised by category. With the extensive colour palette and wide range of optional equipment, you can give even more personality to your 911 GT3 RS. Let the following pages fill you with inspiration – and let your creativity run wild.

The possibilities are many. The limits are few and far between. In the Porsche Exclusive Manufaktur, you can have your 911 GT3 RS personalised even more comprehensively and entirely the way you envisaged. Directly on the shop floor. To the ultimate level. And for the most part by hand.

You can find out more about the ultimate form of personalisation on the following pages. By the way, we've taken special care to point out all the personalisation options available from Porsche Exclusive Manufaktur. You'll be amazed at what we can do.



Your inspiration. Our passion.

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realising customer wishes as part of our special request service. Known until 1986 as the Porsche 'Sonderwunschprogramm', and then Porsche Exclusive, today we call it Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. We combine our experience and our passion with your inspiration to create a car that is unique – and by doing so we bring dreams to life. Directly from the Manufaktur.

None of this would be possible without originality, enthusiasm and attention to detail, and it all starts with your personal consultation. That's because we always keep one goal in mind: to fulfil your particular wishes and requirements, turning 'a' Porsche into 'your' Porsche.

We accomplish this with composure and meticulous care, through precision handcrafting and the use of exquisite materials such as leather, Alcantara®, carbon or aluminium. We create a product with dedication and finesse. In other words, craftsmanship that blends sporty performance, comfort and style and reflects your own personal taste. A Porsche with your signature touch.

We offer a wide range of refinement possibilities, with visual and technical enhancements for the interior and exterior, from a single alteration to extensive modifications. Your inspiration is our passion.

For your inspiration, an example is showcased on the following page and, by visiting www.porsche.com/exclusive-manufaktur, you can discover everything you need to know about how extraordinary cars like this can be configured.

It leaves everything behind.
Including preconceived conventions.

The new 911 GT3 RS.

1

2

3

4

5

Example configuration from Porsche Exclusive Manufaktur.

- 1 Wheels painted in satin aurum LED main headlights in black including Porsche Dynamic Light System (PDLS), headlight cleaning system covers painted
- 2 Wheels painted in satin aurum
- 3 Interior package painted, interior trim package with decorative stitching and embroidery in Racing Yellow
- 4 Storage compartment lid in Alcantara® with Porsche Crest
- 5 Air vent slats painted

Exterior colours.

Standard exterior colours.



White



Black



Guards Red



Racing Yellow

Special exterior colours.



GT Silver Metallic



Crayon



Miami Blue



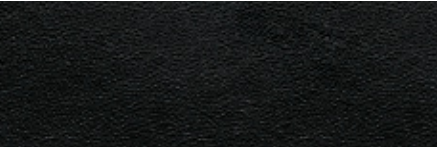
Lava Orange



Lizard Green

Interior colours.

Standard interior colour.
Leather/leatherette/Alcantara®/
soft-touch paint.



Black

Special interior colours.
Leather/Alcantara®/soft-touch paint.



Black



Black and Lizard Green







Fuel filler cap in aluminium look *Porsche Exclusive Manufaktur*



911 GT3 RS forged magnesium wheels in satin platinum



Wheel painted in satin aurum *Porsche Exclusive Manufaktur*

Option	911 GT3 RS	I no.
Engine.		
90-litre fuel tank	☐	082
Fuel filler cap in aluminium look <i>Porsche Exclusive Manufaktur</i>	☐	XYB
Chassis.		
Porsche Ceramic Composite Brake (PCCB)	☐	450
Front-axle lift system	☐	474
Wheels.		
20-/21-inch 911 GT3 RS forged magnesium wheels in satin platinum ¹⁾	☐	452
Wheels painted in satin black <i>Porsche Exclusive Manufaktur</i>	☐	XDK
Wheels painted in satin black with rim borders painted in Lizard Green ²⁾ <i>Porsche Exclusive Manufaktur</i>	☐	XGS
Wheels painted in satin aurum <i>Porsche Exclusive Manufaktur</i>	☐	XGG
Wheels painted in satin platinum ²⁾ <i>Porsche Exclusive Manufaktur</i>	☐	XDH
Wheels painted in silver colour	☐	346

– not available ☐ I number/extra-cost option ☒ standard ☐ available at no extra cost

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

Option	911 GT3 RS	I no.
Exterior.		
Weissach package – Exterior: front lid and roof in carbon-fibre reinforced plastic (CFRP), rear wing with 'PORSCHE' logo – Interior: bolt-in titanium roll cage at rear, steering wheel trims and gearshift paddles with carbon-weave finish, headrests and plaque on cupholder cover with 'Weissach package' logo, six-point racing harnesses for driver and passenger. – Chassis: anti-roll bars and coupling rods front and rear in carbon-fibre reinforced plastic (CFRP)	☐	P70
Weissach package without roll cage	☐	808
Custom colour/Colour to sample	☐	Code
Headlight cleaning system covers painted <i>Porsche Exclusive Manufaktur</i> – in exterior colour – in contrasting exterior colour	☐	XUB CGU
Door handles painted in black (high-gloss) <i>Porsche Exclusive Manufaktur</i>	☐	XJA
Deletion of model designation	☐	498
SportDesign exterior mirror upper trims in carbon <i>Porsche Exclusive Manufaktur</i>	☐	XJW
Window triangle trims in carbon <i>Porsche Exclusive Manufaktur</i>	☐	CSX
SportDesign exterior mirror lower trims painted in black (high-gloss) <i>Porsche Exclusive Manufaktur</i>	☐	XCS

1) Only in conjunction with Weissach package. Provisionally available from 02/2019.

2) Only in conjunction with 20-/21-inch 911 GT3 RS wheels.



SportDesign exterior mirrors upper trims in carbon *Porsche Exclusive Manufaktur*



SportDesign exterior mirrors lower trims painted in black (high-gloss) *Porsche Exclusive Manufaktur*



Door handles painted in black (high-gloss) *Porsche Exclusive Manufaktur*



Porsche Dynamic Light System (PDLS)



LED main headlight including Porsche Dynamic Light System (PDLS)

Option	911 GT3 RS	I no.
Lights and vision.		
Porsche Dynamic Light System (PDLS)	☐	603
LED main headlights including Porsche Dynamic Light System (PDLS)	☐	602
LED main headlights in black including Porsche Dynamic Light System (PDLS) <i>Porsche Exclusive Manufaktur</i>	☐	XEY
Automatically dimming interior and exterior mirrors with integrated rain sensor	☐	P13
Light design package	☐	630
Air conditioning and glazing.		
Windscreen with grey top-tint	☐	567
Lightweight privacy glass <i>Porsche Exclusive Manufaktur</i>	☐	XPS
Deletion of automatic climate control	☐	574
Seats and seat options.		
Full bucket seats	☒	Standard
Sports bucket seats	☐	P03
Adaptive Sports seats Plus	☐	P07
Seat heating	☐	342

— not available ☐ I number/extra-cost option ☒ standard ☐ available at no extra cost

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

Option	911 GT3 RS	I no.
Safety.		
Clubsport package (rear roll cage in steel, preparation for battery master switch; supplied ready to install: six-point racing harness for driver's side, fire extinguisher with mounting bracket)	☐	003
Roll cage painted in Lizard Green	☐	596
Six-point racing harness for passenger seat	☐	579
Fire extinguisher	☐	509
Porsche Vehicle Tracking System Plus (PVTs Plus)	☐	712
Comfort and assistance systems.		
Cruise control	☐	454
Reversing camera	☐	7X9
HomeLink® (programmable garage door opener)	☐	608



LED main headlight in black including Porsche Dynamic Light System (PDLS)

Porsche Exclusive Manufaktur



Lightweight privacy glass

Porsche Exclusive Manufaktur



Sport Chrono stopwatch instrument dial in Guards Red

Porsche Exclusive Manufaktur



Seat belt in Guards Red

Porsche Exclusive Manufaktur



Interior package painted

Porsche Exclusive Manufaktur

Option	911 GT3 RS	I no.
Interior.		
Floor mats	☐	810
Smoking package	☐	583
Storage net in passenger footwell	☐	581
Instrument dials coloured <i>Porsche Exclusive Manufaktur</i> – Guards Red – White	☐	XFG XFJ
Sport Chrono stopwatch instrument dial coloured <i>Porsche Exclusive Manufaktur</i> – Guards Red – White	☐	CGG CGJ
Seat belts coloured <i>Porsche Exclusive Manufaktur</i> – Guards Red – Racing Yellow – Miami Blue	☐	XSX XHN XHY
Seat belts coloured – Black – Lizard Green	☐	555 561
Interior package painted ¹⁾ <i>Porsche Exclusive Manufaktur</i>	☐	EKA/EKB
Air vents painted ²⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CTR
Air vent slats painted ²⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CDN

– not available ☐ I number/extra-cost option ☒ standard ☐ available at no extra cost

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

Option	911 GT3 RS	I no.
Interior.		
Air conditioning control panel painted ¹⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CHL
Sports bucket seat belt passages painted ²⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CMT
Vehicle key painted with key pouch in leather ³⁾ <i>Porsche Exclusive Manufaktur</i>	☐	DFS
Interior: leather.		
Leather interior in black	☐	Code
Leather interior in black and Lizard Green	☐	Code
Steering wheel rim with top centre marking in Lizard Green	☐	884
Steering wheel rim and gear selector in smooth-finish leather in black	☐	878
Leather interior package <i>Porsche Exclusive Manufaktur</i>	☐	EKC/EKD
Dashboard trim package in leather <i>Porsche Exclusive Manufaktur</i>	☐	CZW
Steering column casing in leather <i>Porsche Exclusive Manufaktur</i>	☐	XNS
Steering column casing in leather with decorative stitching in contrasting colour <i>Porsche Exclusive Manufaktur</i>	☐	XVA
Personalised floor mats with leather edging <i>Porsche Exclusive Manufaktur</i>	☐	CFX
Transmission tunnel in front in leather <i>Porsche Exclusive Manufaktur</i>	☐	XZM
Interior trim package with decorative stitching and embroidery in contrasting colour <i>Porsche Exclusive Manufaktur</i>	☐	XVX

1) Paint finish in exterior colour.

2) Paint finish in exterior colour unless otherwise specified at the time of order.

3) Paint finish in exterior colour and leather in interior colour unless otherwise specified at the time of order.



Air vent slats painted

Porsche Exclusive Manufaktur



Steering wheel rim with top centre marking in Lizard Green



Personalised floor mat with leather edging

Porsche Exclusive Manufaktur



Sun visor in Alcantara®
Porsche Exclusive Manufaktur



Door sill guard in carbon, illuminated
Porsche Exclusive Manufaktur



Personalised floor mat in carbon with leather edging
Porsche Exclusive Manufaktur

Option	911 GT3 RS	I no.
Interior: Alcantara®.		
Door trim package in leather/Alcantara® <i>Porsche Exclusive Manufaktur</i>	☐	CLP
Sun visors in Alcantara® <i>Porsche Exclusive Manufaktur</i>	☐	XLU
Storage compartment lid in Alcantara® with 'PORSCHE' logo <i>Porsche Exclusive Manufaktur</i>	☐	XLG
Storage compartment lid in Alcantara® with Porsche Crest <i>Porsche Exclusive Manufaktur</i>	☐	XLJ
Belt outlet trims in Alcantara® <i>Porsche Exclusive Manufaktur</i>	☐	CLN
Interior: carbon.		
Door sill guards in carbon, illuminated <i>Porsche Exclusive Manufaktur</i>	☐	XXD
Personalised door sill guards in carbon, illuminated <i>Porsche Exclusive Manufaktur</i>	☐	CXE
Floor mats in carbon with leather edging <i>Porsche Exclusive Manufaktur</i>	☐	CHM
Personalised floor mats in carbon with leather edging <i>Porsche Exclusive Manufaktur</i>	☐	CHN
Interior: aluminium.		
Pedals and footrest in aluminium <i>Porsche Exclusive Manufaktur</i>	☐	EFA

— not available ☐ I number/extra-cost option ● standard □ available at no extra cost

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

Option	911 GT3 RS	I no.
Audio and communication.		
Porsche Communication Management (PCM) including online navigation module, voice control system and mobile phone preparation	●	Standard
Connect Plus including online navigation, Apple® CarPlay, LTE telephone module with SIM card reader, smartphone compartment, wireless Internet access ¹⁾ , Porsche Car Connect and comprehensive Porsche Connect services ²⁾	●	Standard
Porsche Track Precision app	●	Standard
Sound Package Plus	●	Standard
BOSE® Surround Sound System	☐	9VL
Digital radio	☐	QV3
Chrono Package and preparation for lap trigger	☐	QR5
Deletion of audio and communication system	☐	P98
Factory collection.		
Factory collection in Zuffenhausen	☐	900
Factory collection in Leipzig including intensive driving induction	☐	S9Y

1) Internet access can be established by means of the integrated Porsche SIM card or a data-enabled SIM card of your own. Use of the hotspot via the in-car integrated SIM card requires a WiFi data package available to purchase from the Porsche Connect Store. Use of the hotspot via a SIM card supplied by you requires a valid subscription to a mobile network provider of your choice (subject to charge).

2) Please visit www.porsche.com/connect for detailed information on everything that Porsche Car Connect has to offer.



BOSE® Surround Sound System



Sport Chrono stopwatch



Deletion of audio and communication system



Technical data

Technical data.

Engine	
Type	Aluminium horizontally opposed and naturally aspirated
Cylinders	6
Displacement	3,996 cm³
Max. power (DIN) at rpm	383 kW (520 hp) 8,250
Maximum torque at rpm	470 Nm 6,000
Maximum engine speed	9,000 rpm
Transmission	
Drive	Rear-wheel drive
Porsche Doppelkupplung (PDK)	7-speed
Chassis	
Front axle	McPherson strut suspension with all mountings ball-jointed
Rear axle	Multi-link suspension with all mountings ball-jointed, rear-axle steering
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m
Brakes	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Brake disc diameter	380 mm front and rear
Vehicle stability system	Porsche Stability Management (PSM)
Standard wheels	Front: 9.5 J × 20 ET 50 Rear: 12.5 J × 21 ET 48
Standard tyres	Front: 265/35 ZR 20 Rear: 325/30 ZR 21

Performance	
Top speed	312 km/h
0–100 km/h	3.2 secs
0–160 km/h	6.9 secs
0–200 km/h	10.6 secs
Overtaking acceleration (80–120 km/h)	1.8 secs
Weights	
Unladen weight (DIN)	1,430 kg
Unladen weight (EC) ¹⁾	1,505 kg
Permissible gross weight	1,793 kg

Dimensions/aerodynamics	
Length	4,557 mm
Width (including exterior mirrors)	1,880 mm (1,978 mm)
Height	1,297 mm
Wheelbase	2,453 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres
Tank capacity (refill volume)	64 litres
Drag coefficient	0.36

Fuel consumption/emissions ²⁾	
Urban in l/100 km	19.2
Extra urban in l/100 km	9.0
Combined in l/100 km	12.8
CO ₂ emissions combined in g/km	291

Energy efficiency data (Germany) ³⁾	
Efficiency class	G

Energy efficiency data (Switzerland) ³⁾	
CO ₂ emissions from fuel production and distribution in g/km	67
Efficiency class	G
The average CO ₂ emissions value of all new vehicles sold in Switzerland is 133 g/km.	

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Sports tyres (S)	265/35 ZR 20	E	E – C	–	71 – 69
Sports tyres (S)	325/30 ZR 21	E	C	–	73 – 72

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
* Quiet rolling noise, Moderate rolling noise, Loud rolling noise.

1) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 75 kg for the driver.
2) Data determined in accordance with the measurement method required by law (Regulation EC 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle.
Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.
3) Valid in the countries listed only.

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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 consult your Porsche Centre.

All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (12/2017).

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GT3RS



