



PORSCHE



The new 911 GT3 RS
Limits pushed.





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GT3 RS

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Pole position

**Welcome to the stratosphere
of your driving capability.**

The new 911 GT3 RS.

We all reach a limit eventually. This can be personal, physical or the technically feasible. At that point, we could give up, turn around and admit defeat. Or we could carry on and surpass even ourselves.

The new 911 GT3 RS breaks boundaries – an experience we have no intention of keeping from you.

For that to be possible, nothing less than an explosion of power is required. Plus a tremendous amount of propulsion: the 4.0-liter flat-six engine delivers 500 hp and a torque of 339 lb.-ft.. With a maximum engine speed of 8,800 rpm, it pushes to the extreme – and yet never feels the strain.

Equipped with Porsche Doppelkupplung (PDK) as standard, this thoroughbred athlete blazes through the 60 mph mark after merely 3.1 seconds – that's 0.7 seconds faster than its predecessor. Nevertheless, the new 911 GT3 RS is also capable of slowing the pace down: the PIT SPEED button on the center console activates a safety-oriented speed limiter, cooling the car's temperament at a single stroke.





Engine power is converted into propulsive force by 7-speed Porsche Doppelkupplung (PDK), fitted as standard. Seventh gear is optimized for performance, and gear ratios are tuned for racetrack driving.

The chassis has been engineered for maximum performance. Dynamic engine mounts and Porsche Active Suspension Management (PASM) with sports tuning are all included in the standard specification.

The body of the new 911 GT3 RS has been fleshed out. By comparison with

the predecessor model, it is over 1 inch broader at the rear and over 3 inches at the front. The wheelbase is almost 4 inches longer and with rear-axle steering fitted as standard, the new 911 GT3 RS represents a new dimension in driving and roll stability and promises even better agility and driving performance.

This performance capability is underpinned by wider wheels and tires as well as by the enlarged wheel diameter of 21 inches on the rear axle.

Despite the extra girth, the 911 GT3 RS is strict on weight. To increase its chances of victory and further reduce fuel consumption, many of its components are made from carbon and light alloys, such as magnesium or aluminum.

The potential to push limits has never been so great as it is today. And who knows? The 911 GT3 RS might just show you that the realms of impossibility are much further away than you ever dared imagine.

Aerodynamics and design.

Experience from motorsport has taught us that the limit is not the place for frivolous accessories or superfluous gimmicks.

Here, everything fulfils a particular purpose.

Motorsport technology in its pure form is epitomized by the front wheel arch air outlets of the lightweight carbon fenders. With 12 slats, they provide an efficient exit for the air drawn into the front wheel arches. This reduces the overpressure created by the turning wheels and thereby counters lift. It's an aerodynamic detail with road approval, otherwise found only on racing cars like the RS Spyder.

The result is extra downforce, generated together with the aerodynamically styled front end and the 911 GT3 RS specific front spoiler.

At the limit, the air rapidly thins out. That's why the new 911 GT3 RS has two air intake openings for the engine – on the left and right in the rear side sections.

At the rear, the new 911 GT3 RS is muscular in appearance, aggressively so when seen from the side. The 21-inch wheels on the rear axle not only improve the footprint, traction and lateral dynamics, they also help to provide a

slight forward pitch, which hints at the car's hunger for acceleration.

Another unique characteristic of the new 911 GT3 RS is the surface contouring of its lightweight magnesium roof and carbon luggage compartment lid.

The cooling air intake grilles are coated in titanium color. The carbon rear lid has wing uprights in forged aluminum and a rear wing, also made from carbon.

The indicators, daytime running lights and position lights are designed with LED technology. SportDesign exterior mirrors

embody lightweight construction. The rear silencer in titanium is characteristic.

Each aerodynamic measure works in harmony with the customary Porsche motorsport design to form a functional unit: a high level of downforce and a high degree of driving stability.

The new 911 GT3 RS is ready equipped – to explore the extremes of the limit itself.









**Two hundredths of a second are worlds apart.
What are we waiting for?**

Engine.

The engine of the new 911 GT3 RS sits just above the tarmac. At the rear end, of course. With its low center of gravity, it was predestined for motorsport. Indeed, this water-cooled six-cylinder unit with four valves per cylinder, VarioCam and dry-sump lubrication with a separate engine oil tank could not be more ideally equipped for its role.

The high-revving concept promises exceptional power, offering a maximum speed of 8,800 rpm and delivering one result: the new 911 GT3 RS pushes relentlessly forwards – in pursuit of ever new frontiers.

100% focused on new sporty territory, it generates 339 lb.-ft. at only 6,250 rpm and achieves a maximum power output of 500 hp at 8,250 rpm. Particularly lightweight titanium connecting rods facilitate the engine's impressive speed development.

The engine draws its power from a capacity of 4.0 liters. This equates to a power output per liter of 125 hp and acceleration that simply knows no limits: the sprint from 0 to 60 mph is completed in a mere 3.1 seconds.

So it should hardly come as a surprise that competitors on the racetrack will see little of the new 911 GT3 RS other than the rear. While the top track speed of 193 mph is impressive, it isn't the decisive factor. Motorsport is primarily about the ability to summon powerful

acceleration, endure lateral forces and take advantage of balanced aerodynamics with high downforce.

Delivering such extraordinary power would not be possible without a low weight-to-power ratio. With the new 911 GT3 RS, it's as low as 6.26 lbs/hp.

The short gear ratios of Porsche Doppelkupplung (PDK) also play their part. These increase pulling power and acceleration potential in all seven gears.

Direct fuel injection (DFI) makes a decisive contribution to the efficiency of the engine – and its power output. It does so with millisecond precision and a pressure of up to 2,900 psi, providing optimum mixture formation and combustion in the combustion chamber along with a reduction in consumption and CO₂ emissions.



VarioCam.

The upgraded VarioCam system is fitted as standard. This engine timing concept distinguishes between various engine speeds and load states so that timing can be adapted to suit the current power demand. It regulates not only the adjustment of the intake camshafts but also the exhaust camshafts in order to deliver increased power and torque.

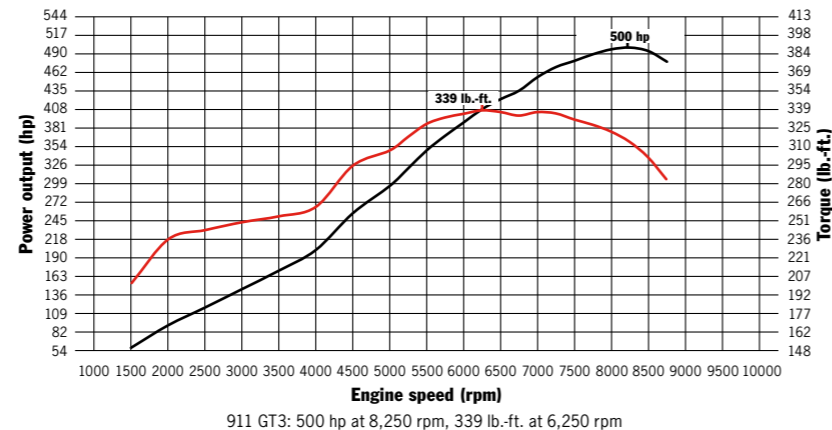
Adjustments are controlled imperceptibly by the electronic engine management system. The results are extremely smooth running, better fuel economy, low emissions and, above all, high power and torque across the entire engine speed range.

Dry-sump lubrication.

The engine oil supply is vital at the limits of sporty performance, especially in the presence of the powerful lateral and longitudinal forces that can be experienced on the racetrack.

Two oil scavenge pumps per cylinder head and two scavenge pumps in the crankcase return the engine oil quickly and efficiently to the external tank. In conjunction with the electronically controlled oil pressure pump, this means that the engine has a reliable supply of oil to the crankshaft drive and both cylinder banks.

The 911 GT3 RS is factory-filled with Mobil 1 fully synthetic high-performance oil. The excellent lubrication properties of this oil ensure a reliable cold start, even at very low temperatures, and contribute not least to the durability of the engine.



Cross section of the flat-six engine

1. Cylinder head
2. Intake camshaft
3. VarioCam intake and exhaust camshaft controller
4. Timing chain
5. Valve spring
6. Intake valves
7. Follower
8. High-pressure injector (direct fuel injection)
9. High-pressure pump (direct fuel injection)
10. Crankshaft
11. Cylinder with Alusil liner surface
12. Forged aluminum piston
13. Forged titanium connecting rod
14. Variable intake manifold
15. Resonance flap
16. Electronically controlled throttle valve
17. Air conditioning compressor
18. Water pump
19. Water thermostat
20. Separate engine oil tank (dry-sump lubrication)



Intake manifold.

The 911 GT3 RS is equipped with a plastic variable intake manifold. In interaction with the sport exhaust system, it helps to ensure efficient gas cycles and high throughput.

To guarantee high torque and power across a broad engine speed range, the conventional distributor pipe in the new

911 GT3 RS is supplemented by a resonance pipe incorporating a flap. The flap opens or closes based on the current engine speed to provide optimum cylinder charge.

This results in an impressive torque curve, a high maximum torque level and considerable power output across a broad engine speed range.

Sport exhaust system.

The sport exhaust system has two front silencers, two catalytic converters and one rear silencer made of lightweight titanium. The large volume of the exhaust system reduces exhaust back pressure and thus increases power output.

The two Lambda sensors of the stereo Lambda control circuitry regulate the

composition of the exhaust gas separately in each exhaust tract, while another pair monitor pollutant conversion in the respective catalytic converters.



**Motorsport history can be written in 60 years.
Or in milliseconds.**

Porsche Doppelkupplung (PDK).

It's the year 1983. In the new 956 Group C racing car, Porsche is putting a double-clutch transmission – Porsche Doppelkupplung (PDK) – through the rigours of motorsport for the first time. PDK offers a crucial advantage: the driver can keep the accelerator pedal depressed and change gears easily by using buttons on the steering wheel, even in the corners. Then, in the successor model 962 C 'PDK', Hans-Joachim Stuck secured the first ever victory with the new transmission in the Supercup just one year later. In 1986,

Stuck and the Porsche 962 C 'PDK' even clinched first place at the world championship in Monza. Today, Porsche Doppelkupplung (PDK) is continuing to set standards – this time on the road, with gearshifts that take place in milliseconds and with no interruption to the flow of power, providing faster acceleration and low fuel consumption.

And yet our engineers still were not satisfied. So they pushed the limits once again. Their goal was to produce a transmission with the short gear ratios of a genuine race car combined with a

50% reduction in shift throw on the even crisper and more dynamic gearshift paddles. The result was a PDK perfectly tuned to match the engine. What's more: in the new 911 GT3 RS, it comes fitted as standard.

With seven performance-oriented gears, PDK promises an unadulterated racing feel. Even seventh gear has a sports ratio engineered for maximum speed. Manual operation is based on the established motorsport principle: back to shift up, forward to shift down.

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. Highly responsive and particularly sporty.

That in itself has consequences, not least for acceleration, for overall performance and for fuel economy. Positive consequences in fact. Driving feels even more dynamic and agility is increased.

What about the gear changes themselves? You'll feel them and you'll hear them. Just like before, or indeed more than ever. The electronic gearbox control logic of the Intelligent Shift Program (ISP) offers

more immediate and faster traction-induced upshifts and throttle-blip downshifts on overrun. In PDK SPORT mode, downshifts under braking are more aggressive while, under acceleration, the shift points are raised even further. So changing up a gear becomes a physical experience – and an emotive one.

Shift fast without a moment's hesitation. Just like the professionals.





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Ideal line

**Being proactive, not reactive. Being there now, not soon.
Instantaneous, not immediate. There is no room for hesitation at the limit.**

Chassis.

The chassis has been engineered to meet the challenging demands of motorsport. 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 and stable handling, particularly in corners.

The independent front suspension combines McPherson-type struts with longitudinal and transverse links.

The rear axle has a multi-link suspension, following the LSA (Lightweight, Stable, Agile) concept. Height, camber, track and the anti-roll bars can be individually adapted for use on the racetrack. Additional ball joints on both axles help to establish a particularly firm connection between the chassis and the body.

An optional lift system raises the front suspension by approximately 1.1 in. Operable up to a speed of approximately 31 mph, it minimizes the risk of grounding on curbs, ramps and car park entrances.

Rear-axle steering.

Fitted as standard, the new 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.

The advantage for day-to-day driving: during low-speed maneuvers, 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. The turning circle is reduced to make it easier to park. The advantage for sporty driving: during high-speed maneuvers, the system steers the rear wheels in the same direction as that of the front wheels. Driving stability is increased by the virtual extension of the wheelbase and agility is enhanced by the simultaneous steering of the front and rear axles, especially during overtaking maneuvers on the racetrack.



Dynamic engine mounts.

Simply responding at the limit means that you've already lost. On sporty drives in particular, it is essential not to underestimate the unforgiving forces of physics. Instead, they should be exploited in the interests of dynamic performance. This is what we do with dynamic engine mounts – fitted as standard.

The electronically controlled system minimizes the 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, minimize 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 engine mounts to adapt their stiffness and damping performance 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.

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 better acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts automatically soften to provide a heightened level of comfort.

Pushing to the limit is one thing. Staying there is another.





Wheels and tires.

20 inches at the front axle, 21 inches at the rear axle. For a wheel size combination, that's a first in the 911 model range. The larger footprint makes another improvement to dynamic performance. The wheels are made from a forged alloy and feature a platinum-colored paint finish.

The central locking device bearing the 'RS' logo is derived from motorsport. Compared with the conventional five-bolt wheel connection, it offers enhanced performance thanks to the reduction in

rotating masses. And, of course, it ensures a faster wheel change, which is vital when you're in the pit and the clock is ticking.

The tire sizes on the new 911 GT3 RS are nothing short of impressive: 265/35 ZR 20 on 9.5 J x 20 at the front, 325/30 ZR 21 on 12.5 J x 21 at the rear.

Road-legal sports tires help to provide the necessary grip. Bear in mind, however, that the reduced tread depth increases the risk of aquaplaning on wet surfaces.

Tire Pressure Monitoring System (TPMS) is fitted as standard. Not only does it send warnings to the on-board computer's display screen in the event of a gradual or sudden loss of pressure, it also features a racetrack mode. This takes into consideration the pressure and temperature characteristics of the tires on the circuit and precisely monitors the pressure set in each individual tire. In other words, TPMS is designed around your sporting passion.

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 racetracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.

Porsche Stability Management (PSM).

PSM is an automatic control system for providing stability 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 911 GT3 RS? The systems intervene at

the limits of dynamic driving performance with exceptional sensitivity and precision. In addition, the systems can be completely deactivated in two stages for deliberately sporty handling.

Porsche Torque Vectoring Plus (PTV Plus).

Porsche Torque Vectoring Plus (PTV Plus) is fitted as standard and has been specially adapted to the 911 GT3 RS. It operates in conjunction with an electronically regulated and fully variable rear differential lock. Numerous driving parameter inputs are the basis for the system's active control outputs. The results are perceptible, particularly at the limits of dynamic performance: greater traction, increased lateral dynamics and a significant improvement

in driving stability under the effects of load changes in corners and when the car changes lane.

On surfaces with less grip, such as in the wet, 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, improving turn-in capability and increasing agility.

In combination, both aspects of PTV Plus offer tangible benefits, giving you unrivalled pleasure at every twist and turn. It's just as well there happens to be so many waiting on the racetrack.





Reserves



**Driving at the limit.
But never beyond.**

Brakes.

At the limit, you need one thing above all: reserves. Not only for power, but for safety, too. This is possible only with a race-proven technology on which the driver can depend at all times. Only this can free up extra room for maneuvering, especially in the red zone.

The new 911 GT3 RS is therefore equipped with a particularly powerful yet lightweight brake system with a specifically matched

brake booster. The red six-piston aluminum brake calipers on the front axle and the four-piston equivalents at the rear are designed as monobloc units. This makes them tougher and enables a more rapid response and release of the brake, even under heavy loads.

That's not all. The brake dimensions have been enlarged to cope with the increase in engine power. The brake discs are 380 mm in diameter, not only at the front

but also at the rear. Thanks to their two-piece construction with cast iron brake discs and aluminum brake rotor hubs, they reduce weight and thus the 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.



Porsche Ceramic Composite Brake (PCCB).

From the start, Porsche has been synonymous with motorsport. Ever since 1948, we have pushed the boundaries of dynamic performance on the racetrack. We have taken the experience we have gained and applied it directly to the road. The optional Porsche Ceramic Composite Brake (PCCB) is a fine example. In numerous race series, including the Porsche Mobil 1 Supercup, it has been proven to withstand the harshest demands of the track.

Nevertheless, resting on our laurels isn't our style. That's why we have also adapted PCCB dimensions to match the

performance capabilities of the car. The cross-drilled ceramic brake discs are 410 mm at the front and 390 mm at the rear for formidable braking performance.

The use of six-piston aluminum 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. Excellent fade resistance ensures greater balance when slowing from racetrack speeds. 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, as well as greater agility and improved handling.

The demands of racetrack use mean that additional maintenance tasks will be required alongside the routine maintenance work scheduled as part of standard maintenance intervals.

Driver and passenger airbags. Advanced airbag technology is integrated as standard in the form of full-size driver and front passenger airbags, which are inflated in two stages depending on the severity and type of accident (e. g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimizing discomfort to the occupants.

Porsche Side Impact Protection System (POSIP). POSIP comes as standard and consists of side impact protection beams in the doors and two side airbags on each side: an integral thorax airbag located in the side bolsters of the full bucket seats

fitted as standard, as well as a head airbag incorporated within each door. Additional safety features include the headrests, which form an integral part of each seat, an energy-absorbing steering column, three-point seat belts with pre-tensioners and force limiters and energy-absorbing elements in the dashboard.



Cockpit





**Designed for high speeds.
Speed of travel and speed of thought.**

Interior.

The sports car environment in the 911 GT3 RS is perfectly adapted to the driver. Man and machine are as one. Which is just as well because, on the racetrack, there is usually only a fraction of a second in which to make the right decision. Accelerate or brake. Pass left or right. Refuel or chance another lap.

Speed is critical in the cockpit, too. The driver needs information that can be accessed quickly and an interior ergonomics concept that enables even

faster use of it. This requirement is fulfilled by the ascending center console with ergonomic gearshift paddles on the steering wheel itself and by controls positioned within easy reach.

Motorsport heritage is apparent the moment you open the doors. The lightweight door trims with fabric opening loops in GT Silver demonstrate that every gram matters – and every second counts. At Porsche, we appreciate that over 30,000 racing victories could not have been achieved on engine power alone.

Instruments.

Precise not fanciful, minimalist not trendy. True to Porsche style, the five round instruments integrated into the cockpit lead the way. The tachometer resides in the middle. Its dial face is titanium-colored and bears the 'GT3 RS' logo. The gear and upshift indicator help you to achieve optimum acceleration.

The instrument cluster is equipped with a high-resolution 4.6-inch color display. It provides you with data from the on-board computer, including average speed and fuel consumption, fuel range

and outside temperature, and allows you to view Tire Pressure Monitoring System (TPMS) information as well as data from the stopwatch of the optional Sport Chrono Package. It also reminds you of your selected communication and audio settings or displays the map of the optional navigation system – but only for the rare occasion when you're not on the racetrack.

Interior materials.

Durability, stability and resilience.

These are the essential ingredients for materials in a sporty environment. It is an environment dominated by Alcantara® and leather and interior parts in Galvano Silver and carbon. Here, first and foremost, materials must be practical, lightweight and top quality. The fact that they also have the motorsport feel is a welcome bonus.

Alcantara® is easy to grip and maintain. For this reason, it is mainly found in places where there is direct contact: on the steering wheel rim and gear selector as well as on the door handles, door armrests and lid of the center console storage compartment. The roof lining and C-pillar trims are also finished in Alcantara®.

Steering wheel.

Change gear like a motorsport professional with the new GT3 RS Sport steering wheel with a diameter of 360 mm. The shift throw of the paddles has been reduced by 50% to make gearshifts even more direct and precise.

The steering wheel offers up to 40 mm of height and reach adjustment. The steering wheel rim in black Alcantara® is easy to grip and remains in firm hands, even on sporty drives. The yellow top center marking is another eye-catching feature.

Full bucket seats.*

Full bucket seats are standard in the new 911 GT3 RS. Made completely of carbon-fiber reinforced plastic (CFRP) and with a carbon-weave finish, they offer particularly good lateral support with a minimum of weight. Fore/aft adjustment is manual,

height adjustment is electric. The seats are upholstered in black leather as standard with seat centers in Alcantara® and feature an embroidered 'GT3 RS' logo on the headrests.

Adaptive Sport Seats Plus.

Available as an alternative, adaptive Sport Seats Plus blend sport with comfort and are suitable for everyday driving or the racetrack. They feature side bolsters in leather, seat centers in black Alcantara® and an embroidered 'GT3 RS' logo on the headrests. 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.

* Child seats are not compatible with these seats.



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1 Full bucket seat
2 Adaptive Sports seat Plus

**Sound Package Plus.**

The optional Sound Package Plus is ideal for your racing soundtrack. Nine loudspeakers and a separate amplifier with a total output of 235 watts create a sound experience that has been perfectly tuned for the car's interior.

Porsche Communication Management (PCM) including navigation module.

Available as an option, Porsche Communication Management (PCM) is your control center for audio, navigation and communication functions. The main feature is the intuitive 7-inch touchscreen.

Radio functions include up to 42 memory presets and an FM twin tuner with RDS diversity. The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible.

With the universal audio interface (USB) in the glove compartment, you can connect your iPod® or any other compatible audio source of your choice. By means of the USB socket, it is also possible to download data from the performance display of the Sport Chrono Package.

The navigation module of PCM with high-speed hard drive allows you to choose between a 2D display and a 3D perspective. In some regions, even terrain can be displayed in 3D.

PIT SPEED button.

The PIT SPEED button on the center console is derived from motorsports and has also been used for the first time. This enables an individually adjustable speed limit to be set at the push of a button, e.g. in the pit lane of a race circuit.



Sport Chrono Package including Porsche Track Precision app and lap trigger preparation.

A precision instrument at the limit: the optional Sport Chrono Package, comprising a stopwatch on the dashboard and the newly developed Porsche Track Precision app for your smartphone. Timings – accurate to one hundredth of a second – are displayed on the Sport Chrono stopwatch and in the instrument cluster. The stopwatch is operated by the control stalk for the on-board computer.

In conjunction with PCM, Sport Chrono Package functionality is enhanced with a

performance display and the ability to display, store and evaluate recorded lap times in PCM.

With the newly developed GPS-enabled Porsche Track Precision app, you can have your lap timer stop automatically the moment you cross the line. Lap times are recorded and managed on your smartphone. On the racetrack, dynamic performance is also visualized on your smartphone and, in addition to sector and lap times, the app is also able to show how your current lap compares with a reference lap of your choice. The app uses highly precise vehicle data

acquired by an on-board control unit. In doing so, graphical analyses of driving data plus a video analysis help the driver to improve driving performance – lap after lap, always edging closer to the limit.

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.





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Pit stop



An outing to the racetrack? More like a homecoming.

Motorsport.

On over 30,000 occasions, a driver teamed with Porsche has occupied the top step of the podium. Yet, the motivating factor behind this success has never been simply the prospect of trophies, fame and glory, but also the search for new discoveries. Testing out technologies that have to prove themselves on the racetrack before they can make the transition to the road. Indeed, the soul of any Porsche originates in our race cars and lives on in our production vehicles. On every journey, on every day, on every single meter.

For us, commitment to motorsport also means a widespread dedication at all levels of racing. With sport driving organizations that offer private teams and drivers both entry-level and advancement opportunities within the Porsche motorsport pyramid: in the Porsche one-make championships, where experienced veterans, semi-professional drivers and up-and-coming pros line up against each other; in professional GT endurance racing, where our factory drivers compete for victory with the 911 RSR; and, at the highest echelons of the sport, prototype racing in the

LMP1 class of the FIA World Endurance Championship and the 24 Hours of Le Mans. Not to steal the limelight, but to honor our heritage. Out of principle, not prestige.

Forever edging one step closer to the ideal race car – our drivers and engineers are keeping Ferry Porsche's dream alive. With new technologies, new goals and new visions. All of which must qualify on the racetrack. Out of responsibility for the race car of today and for the sports car of tomorrow. In short: for the vision of Ferry Porsche.

Visit www.porsche.com/motorsport for further information.



GT racing.

'Gran Turismo' or GT racing cars are exclusively prepared for competition use. However, regulations state that they must be based on road-legal cars, with modifications restricted to a few specific areas. In the early 1990s, Porsche was the driving force behind the renaissance of international GT motorsport. In the meantime, Porsche has established successful collaborations with customer teams. Porsche supplies the race-ready cars and supports private teams with further development, technical services and the provision of factory drivers. Whether it's at the FIA World Endurance Championship, the 24 Hours of Le Mans, the TUDOR United SportsCar Championship or at national GT championships, Porsche private teams are regular race and

championship winners. And, since 2013, Porsche has once again been competing for podium finishes in factory championship races around the world.

Porsche Mobil 1 Supercup.

A one-make championship is an international motorsport event. Since 1993, the Porsche Mobil 1 Supercup has been held as part of the FIA Formula One World Championship – and as the only Gran Turismo race series. All cars are supported by professional racing teams, which use two to three racing cars in the championship. The events take place mainly as part of the European Grand Prix, with a race distance of approximately 70 kilometers. The drivers, which include established personalities alongside promising new talent, give everything

they have from start to finish. After all, an even greater prize might be up for grabs: a career in GT racing, for example.

Porsche Carrera Cups.

From trailblazer to tradition. Porsche Carrera Cups are staged worldwide as part of the highest ranking national motorsport series, such as the German Touring Car Masters (DTM). The tradition of the Porsche Carrera Cup spans over 25 years and since the first Porsche Carrera Cup Germany was staged in 1990, a further seven Porsche Carrera Cups have become established in France, Great Britain, Scandinavia, Italy, Japan, Asia and Australia. Races are held on almost every weekend of the motorsport season. The passion to win fuels the fight for every hundredth of a second: young

upstarts challenge old hands, while amateurs compete with professionals.

GT3 Cup Challenges.

The gateway to semi-professional motorsport. Race locations include Australia, Brazil, Central Europe, Great Britain, Japan, Scandinavia, Switzerland, USA, Canada and the Middle East. Races are governed by the regulations of the Porsche Carrera Cup Germany. The prerequisite to participation is a national licence.

Please visit www.porsche.com/motorsport for further information.



Customer driver support.

Your Porsche race car can be sourced directly from the Porsche Motorsport department either at the development center in Weissach or at Porsche Motorsport North America, Inc. We can also provide you with all the support you need, both at home and overseas, and supply spare parts to teams wherever they are in the world. But that's not all: the Motorsport department is also your source for parts, kits and accessories for your Porsche, as well as advice on vehicle homologation requirements and regulations.

Support at the racetrack.

Each year, Porsche is present at more than 100 races throughout the world. Race engineers can advise you on setting up your car for the specific demands of individual circuits. Options range from gearbox ratios and aerodynamics to the full range of suspension settings. Porsche technicians will also assist you in the unlikely event that you encounter technical problems. On some races, we can even provide you with your own team of Porsche mechanics and, should you need to replace a non-wearing part during a race weekend, you can source it directly from the Porsche service trucks that attend various events.

Hospitality for Porsche Motorsport guests.

Porsche Motorsport guests can always look forward to exceptional hospitality at all Porsche one-make championship events. The Porsche hospitality area provides a relaxing alternative to the adrenalin-fuelled action on the racetrack. Exclusive yet welcoming, it includes an attractive program of Porsche themed activities.

Porsche Sport Driving School.

At Porsche, we are working not only on the evolution of the sports car, but also on the development of the drivers. Safe driving on the road may be second nature, but what about mastering control of a sports car at the limits of sporty performance? We will help you to perfect your driving safety as well as your advanced skills and techniques step by step. Under the supervision of our experienced Porsche instructors in your own car or in one provided by the Porsche Sport Driving School, you can refine your ability on-road or off-road, at national or international training arenas and racetracks, on ice or snow.

We will be by your side from the start and, if it is your aim, we will accompany you through every training level on the way to obtaining your national motorsport licence.

Learn about events at some of the world's most famous racing venues at www.porschedriving.com.

Porsche Sports Cup.

2014 saw the Porsche Sports Cup start its tenth season. Six events on five racetracks, including renowned Formula 1 circuits such as the Nürburgring, Hockenheimring and Circuit de Spa-Francorchamps, deliver exhilarating excitement. Various types of race are

open for entry. From regularity rallies to sprints, you can compete in the Porsche Sports Cup by bringing your own road-approved Porsche or even a Porsche car that has been race-modified.

Please call +49 711 911-12359 or go to www.porschesportscup.de to find out more.

Porsche Clubsport.

Porsche Clubs organize a variety of one-off competitions or full series in which drivers compete in various classes. Founded in 1952, today there are 651 clubs in 80 countries with a total membership of approximately

186,000 and the numbers keep growing. The Porsche Club Organisation is one of the largest and longest established automotive associations in the world.

Please call +49 711 911-23252 or go to www.porsche.de/clubs to find out more.



**The true challenge:
not merely getting faster, but better.**

Environment.

We've already spoken about our contribution to motorsport. To be more precise, about our responsibility for the future of motorsport. We meet this responsibility with intelligent technology, unconventional ideas and optimum performance.

Our approach to environmental protection is no different. In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking itself how it can respond to these issues. Our answer is high power output only if combined with high efficiency.

Emission control.

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate consumption and emission values in their respective category.

This is made possible by an efficient drive concept, lightweight construction, optimized aerodynamics and low rolling resistance. In addition, newly developed catalytic converters with stereo Lambda control circuits help to ensure efficient emission control. The environmental management team at the Porsche Development Center in Weissach aims

to demonstrate a high degree of environmental responsibility. Here, technological developments are carried out with ecological requirements in mind. The goal is to enhance performance – but preferably not at the expense of the environment.

Fuel economy and recycling.

Intelligent lightweight construction is integral to the Porsche identity. This identity is expressed in the form of a high proportion of aluminum, magnesium, plastics and super-high-strength sheet steels. All materials have been strategically selected and the paints used are predominantly environmentally friendly

water-based paints. Each lightweight material is easily recyclable and all plastic components are labelled to facilitate future separation for recycling. In all, the 911 GT3 RS is around 95% recoverable.

Fuel.

All Porsche models – including the 911 GT3 RS – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance, since the plants grown for the production of this biofuel also absorb CO₂ from the atmosphere.





Character

The limit doesn't always have to be red.

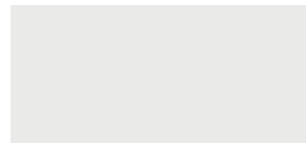
Colors.

With the new 911 GT3 RS, you can decide between the classic motorsport color of solid white or GT Silver Metallic. At extra cost, you could opt for a special color of Lava Orange or Ultraviolet. A leather interior in black or a two-tone combination of Black and Lava Orange or Black and GT Silver is available on request.

With the Porsche Car Configurator at www.porscheusa.com, you can see how your chosen color scheme and other personalized features will look before you have even placed your order.



**Colors: 911 GT3 RS.
Solid exterior colors.**



White

Metallic exterior colors.



GT Silver Metallic

Special exterior colors.



Lava Orange



Ultraviolet



**Standard interior color.
Leather/Alcantara®.**



Black/GT Silver

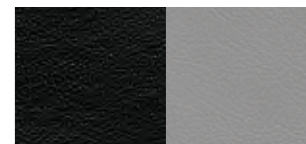
**Special interior color.
Leather/Alcantara®/
Leather/Microfiber.**



Black/GT Silver



Black/Lava Orange



Black/Silver Gray



Taillight in clear glass look



Lightweight battery

| Option | 911 GT3 RS | I no. | Page |
|---|-------------------------------------|-------|------|
| Exterior. | | | |
| Metallic paint (GT Silver Metallic) | <input type="checkbox"/> | Code | 73 |
| Special colors | <input type="checkbox"/> | Code | 73 |
| 90-liter fuel tank | <input type="checkbox"/> | 082 | |
| Lightweight battery (lithium-ion) ¹⁾ | <input type="checkbox"/> | 192 | 74 |
| Porsche Dynamic Light System (PDLS) | <input type="checkbox"/> | 603 | |
| LED main headlights including PDLS | <input type="checkbox"/> | 602 | |
| Taillights in clear glass look | <input type="checkbox"/> | XXG | 74 |
| Windscreen with gray top-tint | <input checked="" type="checkbox"/> | 567 | |
| Automatically dimming mirrors with integrated rain sensor | <input type="checkbox"/> | P13 | |
| Deletion of model designation | <input type="checkbox"/> | 498 | |
| Chassis. | | | |
| Porsche Ceramic Composite Brake (PCCB) | <input type="checkbox"/> | 450 | 44 |
| Front axle lift system | <input type="checkbox"/> | 474 | 32 |
| Wheels painted in silver color | <input type="checkbox"/> | 346 | |

¹⁾ Available from 06/2016 at the earliest.
The vehicles illustrated in the chapter on personalization may include additional options not featured in this catalog. For information on these options, please consult your authorized Porsche dealer.
For more information on the options featured in this catalog, please refer to the separate price list.

| Option | 911 GT3 RS | I no. | Page |
|---|-------------------------------------|-------|------|
| Interior. | | | |
| Deletion of automatic climate control | <input type="checkbox"/> | 574 | |
| HomeLink® (programmable garage door opener) | <input checked="" type="checkbox"/> | 607 | |
| Cruise control | <input checked="" type="checkbox"/> | 454 | |
| Light design package | <input type="checkbox"/> | 630 | |
| Full bucket seats | <input checked="" type="checkbox"/> | P11 | 52 |
| Adaptive Sport Seats Plus | <input type="checkbox"/> | P07 | 52 |

I number/extra-cost option standard equipment available at no extra cost



Porsche Ceramic Composite Brake (PCCB)



Leather interior package in Black and Lava Orange



Leather interior package in Black and Silver Gray

| Option | 911 GT3 RS | I no. | Page |
|--|--------------------------|-------|------|
| Interior. | | | |
| Seat heating ¹⁾ | <input type="radio"/> | 342 | |
| Fire extinguisher | <input type="radio"/> | 509 | 47 |
| Smoking package | <input type="checkbox"/> | 583 | |
| Floor mats | <input type="radio"/> | 810 | |
| Storage net in passenger footwell | <input type="checkbox"/> | 581 | |
| Seat belts in black | <input type="checkbox"/> | 555 | |
| Interior: leather. | | | |
| Leather interior package in black | <input type="radio"/> | Code | |
| Leather interior package in Black and Lava Orange | <input type="radio"/> | Code | 76 |
| Leather interior package in Black and Silver Gray | <input type="radio"/> | Code | 76 |
| Steering wheel rim and gear selector in smooth-finish leather in black | <input type="checkbox"/> | 878 | 52 |

¹⁾ Not compatible with full bucket seats.

| Option | 911 GT3 RS | I no. | Page |
|--|----------------------------------|----------|------|
| Audio and communication. | | | |
| CDR audio system | <input checked="" type="radio"/> | Standard | 55 |
| Sound Package Plus | <input type="radio"/> | 490 | 55 |
| Porsche Communication Management (PCM) including navigation module | <input type="radio"/> | P23 | 55 |
| Mobile phone preparation | <input checked="" type="radio"/> | 619 | |
| Telephone module | <input type="radio"/> | 666 | |
| Online services | <input type="radio"/> | UN1 | |
| Voice control system | <input type="radio"/> | 671 | |
| Six-disc CD autochanger (with CDR) | <input type="radio"/> | 692 | |
| Six-disc CD/DVD autochanger (with PCM) | <input type="radio"/> | 693 | |
| Sport Chrono Package including Porsche Track Precision app and lap trigger preparation | <input type="radio"/> | 643 | 57 |
| Deletion of radio | <input type="checkbox"/> | 609 | 77 |

I number/extra-cost option standard equipment available at no extra cost



Deletion of radio



Sport Chrono Package including Porsche Track Precision app



Porsche Car Configurator.

Define your own limits.

There may be various ways to push to the limit, but there is only one 911 GT3 RS that suits you and your chosen route down to the ground. With the Porsche Car Configurator, you can see your ideas come to life instantly on your computer. Just four steps are all it takes to create the Porsche of your dreams.

It's as simple as selecting or deselecting the options you want. The price is recalculated automatically with each click. It looks stunning, too, because all features are rendered in 3D. So you can view your configuration from any angle, save it and print it off there and then.

To access the Porsche Car Configurator and experience the fascinating world of Porsche, go to www.porscheusa.com

Porsche Exclusive.

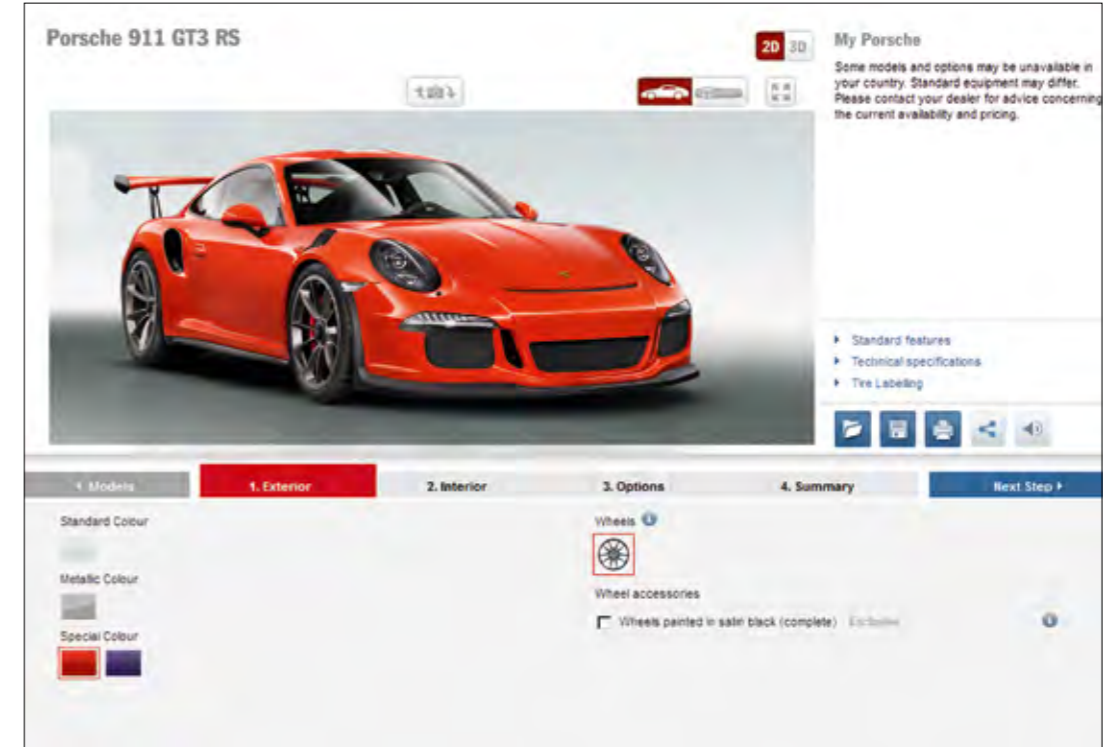
Another area in which there are practically no limits.

With Porsche Exclusive you can make your Porsche even more special. Direct from the factory. A car individually and exclusively tailored to your wishes. Aesthetically and technically, inside

and outside, using fine materials and with customary Porsche quality. Our overriding principle? Uniquely handcrafted to your taste. You will find a wide range of design options at www.porscheusa.com or in the separate Porsche Exclusive 911 catalog.

Your authorized Porsche dealer will be happy to answer any questions about Porsche Exclusive that you may have. Please note that delivery times may be extended for certain items of Porsche Exclusive equipment.

For the truly personal touch, contact our Porsche Exclusive Personal Design Specialists at personaldesign@porsche.us or log onto www.porscheusa.com to find out more.





Authorized Porsche dealer

Your authorized Porsche dealer can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and top-quality accessories.



Porsche Exclusive

Realize your vision of the perfect Porsche with our factory customization program. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalize your Porsche at any time after purchase with our range of aftermarket accessories. You will also find all our available products online at www.porsche.com/tequipment using the Tequipment accessories finder.



Porsche Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality.



Porsche Travel Club

Embark on a thrilling adventure and feel the power of Porsche. Stay in top-class hotels and dine in five-star restaurants. Worldwide. To find out more, contact us by e-mail at travel.club@porsche.us



Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn firsthand from famed Porsche Racing drivers while they teach you at a world-class racing facility. Visit www.porschedriving.com for more information.



Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 651, with a total of 186,000 members worldwide. To find out more, go to www.porscheusa.com or by email at travel.club@porsche.us

Porsche Service

Your expert partner for all current Porsche models as well as old and modern classics, whether your car needs servicing, routine care or special repairs.

Porsche Assistance

Enjoy peace of mind with our exclusive breakdown and accident recovery service. Membership is free when you buy a new Porsche.

Porsche Approved Certified Pre-Owned

So that our vehicles remain reliable and retain their value whether new or previously owned, all Porsche Approved cars meet the most stringent Porsche quality standards across the world. Each car is backed by the Porsche Approved warranty.

Porsche Financial Services

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

Christophorus

Published five times a year, our magazine for Porsche owners offers news, interviews and a variety of features from throughout the world of Porsche. Visit www.porsche.com/christophorus for a selection of online articles.

Porsche Classic

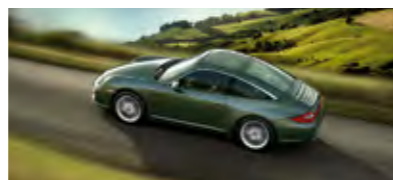
Your specialist source for genuine Porsche parts as well as restoration services for all Porsche classics. Visit www.porsche.com/classic to find out more.

Porsche Museum

More than 80 vehicles at our headquarters in Stuttgart-Zuffenhausen await to take you on a journey through Porsche history. See icons such as the 356, 911 and 917 presented in an atmosphere you can't experience anywhere else.

Porsche Online

Go to www.porscheusa.com for all the latest news and information from Porsche.



You can obtain the latest brochures for Porsche Exclusive, Porsche Tequipment, Porsche Driver's Selection and Porsche Driving Experience from your authorized Porsche dealer.



Limits pushed



You thought your exams were behind you.

Not every corner has been devoured, not every race has been fought – yet. But if you genuinely believe that you've seen and done it all, you should finish this chapter here and now.

The new 911 GT3 RS has an enormous hunger for sporty driving. It offers outstanding performance and extraordinary manageability. Its racetrack heritage is undeniable.

For this reason, boundless possibilities open up wide in front of you. Where before there was only a corner, there is now the ideal line. Where before there was a car in front, there is now the next opportunity to overtake. Where before there was no way forward, there is now the road to completely new horizons.

Driving at the limit. The fastest circuit. Setting a new personal best. The allure of the sports car which overwhelms you when you exceed your own threshold.

The new 911 GT3 RS.

Engine

| | |
|--------------------|-----------------------------|
| Cylinders | 6 |
| Displacement | 3,996 cm ³ |
| Max. power at rpm | 500 hp 8,250 |
| Max. torque at rpm | 339 lb.-ft. 6,250 |
| Fuel induction | Direct fuel injection (DFI) |

Transmission

| | |
|---------|--------------------------------------|
| Layout | Rear-wheel drive |
| Gearbox | 7-speed Porsche Doppelkupplung (PDK) |

Chassis

| | |
|----------------|---|
| Front axle | McPherson spring-strut axle |
| Rear axle | Multi-link rear axle with rear-axle steering |
| Steering | Variable steering ratio, power-assisted (electromechanical) |
| Turning circle | 36.4 ft. |

Chassis

| | |
|--------------------------------|---|
| Brakes F/R | Six/four-piston monobloc aluminum fixed caliper, red brake caliper, composite brake discs internally vented and cross-drilled |
| Vehicle stability system | Porsche Stability Management (PSM), two-stage DEACTIVATION(ESC OFF, ESC+TC OFF) |
| Anti-lock braking system (ABS) | ABS 8.0 (integrated into PSM) |
| Wheels | Front: 9.5 J x 20 Rear: 12.5 J x 21 |
| Tires | Front: 265/35 ZR 20 (Sport tires) Rear: 325/30 ZR 21 (Sport tires) |

Weights

| | |
|--------------------------|------------|
| Unladen weight (DIN) | 3,131 lbs. |
| Permissible gross weight | 3,792 lbs. |

Performance

| | |
|-----------------------|----------|
| Top track speed | 193 mph |
| Acceleration 0–60 mph | 3.1 secs |

Fuel consumption/emissions¹⁾

| | |
|-------------------|------|
| City (in mpg) | 14.0 |
| Highway (in mpg) | 20.0 |
| Combined (in mpg) | 16.0 |

Dimensions/aerodynamics

| | |
|---|-----------------------|
| Length | 178.94 in. |
| Width (including exterior mirrors) | 74.02 in. (77.87 in.) |
| Height | 50.83 in. |
| Wheelbase | 96.69 in. |
| Luggage compartment volume (German Car Manufacturers' Assoc.) | 33 Gallon |
| Tank capacity (refill volume) | 16.9 Gallon |
| Drag coefficient | 0.34 |



¹⁾EPA estimated for city mpg, highway mpg and combined mpg. Use for comparison; your mileage may vary.

| | | | | | | | | | |
|-----------------------------|----|---|-------|---|----|--------------|----|--|----|
| A | | F | | Porsche Communication Management (PCM) | 55 | T | | Technical data | 86 |
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