



PORSCHE



The new 911 GT3
From the inner sanctum



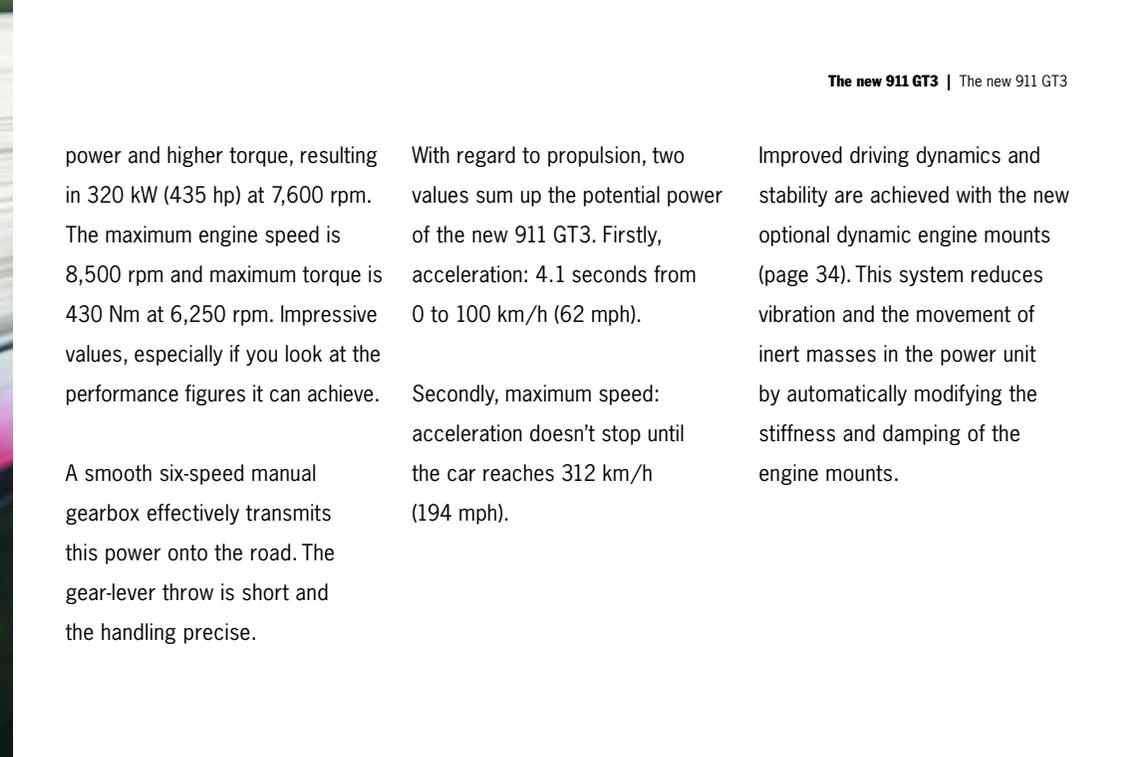
The new 911 GT3

For many motorsport is enjoyable.
For us it is a core value.



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

The new 911 GT3.

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

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

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

power and higher torque, resulting in 320 kW (435 hp) at 7,600 rpm. The maximum engine speed is 8,500 rpm and maximum torque is 430 Nm at 6,250 rpm. Impressive values, especially if you look at the performance figures it can achieve. A smooth six-speed manual gearbox effectively transmits this power onto the road. The gear-lever throw is short and the handling precise.

With regard to propulsion, two values sum up the potential power of the new 911 GT3. Firstly, acceleration: 4.1 seconds from 0 to 100 km/h (62 mph). Secondly, maximum speed: acceleration doesn't stop until the car reaches 312 km/h (194 mph).

Improved driving dynamics and stability are achieved with the new optional dynamic engine mounts (page 34). This system reduces vibration and the movement of inert masses in the power unit by automatically modifying the stiffness and damping of the engine mounts.

Porsche Active Suspension Management (PASM, page 42) ensures a responsive drive and superior handling.

Everything that's crucial for use on the racetrack can be adjusted on the chassis, including the settings for height, camber, toe angle and the anti-roll bars on the front and rear axles.

Also, for the first time, the 911 GT3 has Porsche Stability Management

(PSM, page 40) with two control systems: Stability Control (SC) to provide stabilisation within the limits of driving dynamics and Traction Control (TC) to regulate the longitudinal dynamics and improve acceleration on various road surfaces. Both systems can be disabled completely in two stages – for an active driving experience on the racetrack.

One feature that has come directly from motorsport is the central

locking device for the newly designed 19-inch GT3 wheels (page 38). The road-approved sport tyres are designed to enable higher cornering speeds, as well as precision handling on the road or racetrack. Tyre Pressure Monitoring (TPM) is included as standard.

Everything on the new 911 GT3 is designed to save weight. The doors and front lid are made from aluminium and the new engine



cover is made from a lightweight synthetic material. The result: a weight-to-power ratio of just 3.2 kg per hp.

Even everyday use has been considered, with a new optional ride-height lift system for the front axle (page 37). At low speeds, the front of the vehicle can be raised by 30 mm if there is a risk of it grounding.

Our approach to safety is as uncompromising as usual, in terms of both active and passive safety features. New compound brake discs with aluminium monobloc calipers and a totally reinforced but lighter braking system offer excellent performance, even in extreme conditions. The Porsche Ceramic Composite Brake (PCCB, page 50) is also available as an option.

For additional protection on the racetrack, a Clubsport package (page 54) is available as a no-cost option.

The latest in communication technology is also included with the new standard CDR-30 audio system or the latest optional Porsche Communication Management (PCM, page 63).

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



This provides aerodynamic downforce and greater driving stability, even at the highest speeds. It is made from light-weight synthetic material and the angle of incidence on the upper wing profile can be adjusted for use on the racetrack. Embossed on the side of the rear wing: '3.8'. A reference to the engine size and a clear indication of its power.

As the car's speed increases, two ram-air collector intakes on the engine lid help to force additional air into the intake manifold and engine compartment.

Another distinctive feature of the 911 GT3 is the central, black dual-tube tailpipe of the sports exhaust system.

The combined effect of all of these aerodynamic refinements is a low drag coefficient of just 0.32. The benefits are improved downforce, better aerodynamic balance, excellent road-holding characteristics, better directional stability and improved driving safety.

Our core motorsport values can be both felt and seen in the new 911 GT3.

Along ideal lines.

The aerodynamics and design of the new 911 GT3.

In motorsport there are clear rules. One of these is to push the boundaries of performance. An attribute that is clearly reflected in the exterior of the new 911 GT3 with a design that follows function in every respect.

The newly designed front air vents, ahead of the front lid, channel cooling air to the radiator and, in

combination with the front lip spoiler, provide even more front-end downforce. As is typical in motorsport, all of the cooling air inlets are protected by new air inlet grilles with a dark grey powder-coated finish.

The lights on the new 911 GT3 have also been completely redesigned, with Bi-Xenon head-

lights fitted as standard. Indicators and LED daytime running lights are harmoniously integrated into the separate front light units over the outer air intakes.

At the rear, distinctive LED lights are drawn right into the wing and taper outwards. Unmistakable – just like the new fixed bi-plane wing.





Drive

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

Perhaps the clearest evidence of our core values.

The engine.

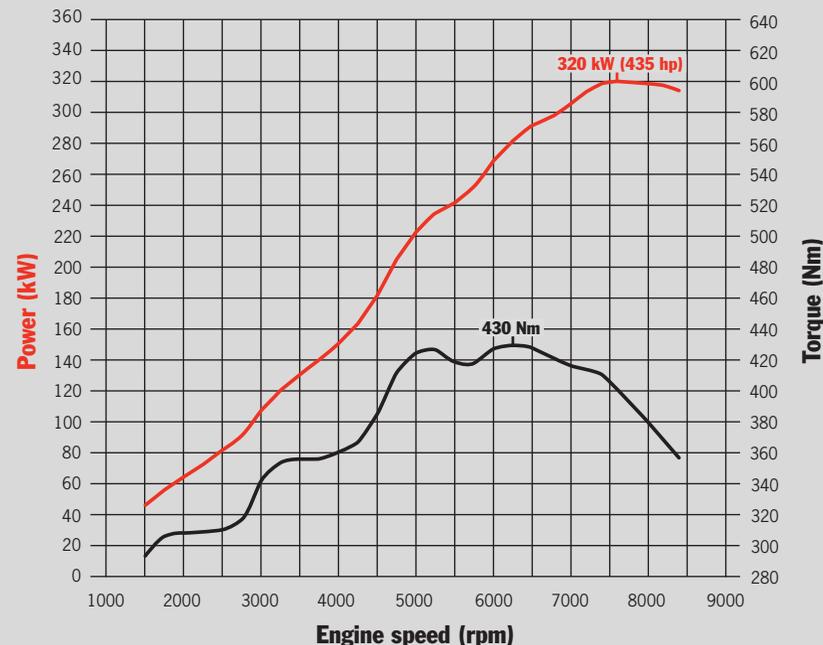
Powering the new 911 GT3 is a water-cooled six-cylinder Boxer engine with four-valve technology and enhanced VarioCam variable valve timing (page 24). It generates 320 kW (435 hp) from a total displacement of 3,797 cm³. The maximum torque is 430 Nm. The maximum engine speed is 8,500 rpm.

The new 911 GT3 reaches 100 km/h (62 mph) in just 4.1 seconds, with a top speed of 312 km/h (194 mph). The weight-to-power ratio is 3.2 kg per hp and the new engine provides an output of 115 hp per litre.

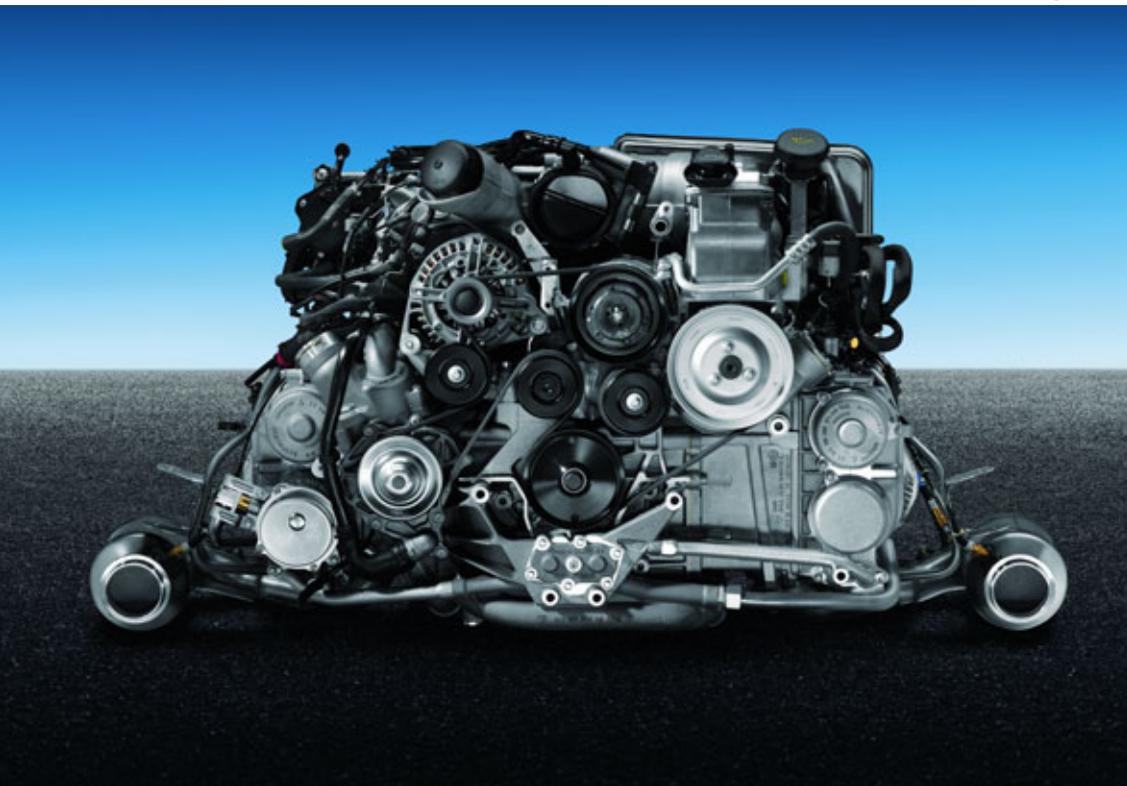
In short: the popularity of the new 911 GT3 is assured due to this increase in power, yet similar fuel consumption.

This efficiency is demonstrated by the vehicle's compliance with the stringent requirements of the Euro 5 emissions standard.

3.8-litre Boxer engine



911 GT3: 430 Nm at 6,250 rpm, 320 kW (435 hp) at 7,600 rpm



A consistent supply of oil to the engine, even at times of high lateral acceleration, is ensured by a dry sump lubrication system (page 24) with an external engine oil reservoir. The oil is cooled by an oil-water heat exchanger. Both of these systems have proven themselves on the racetrack.

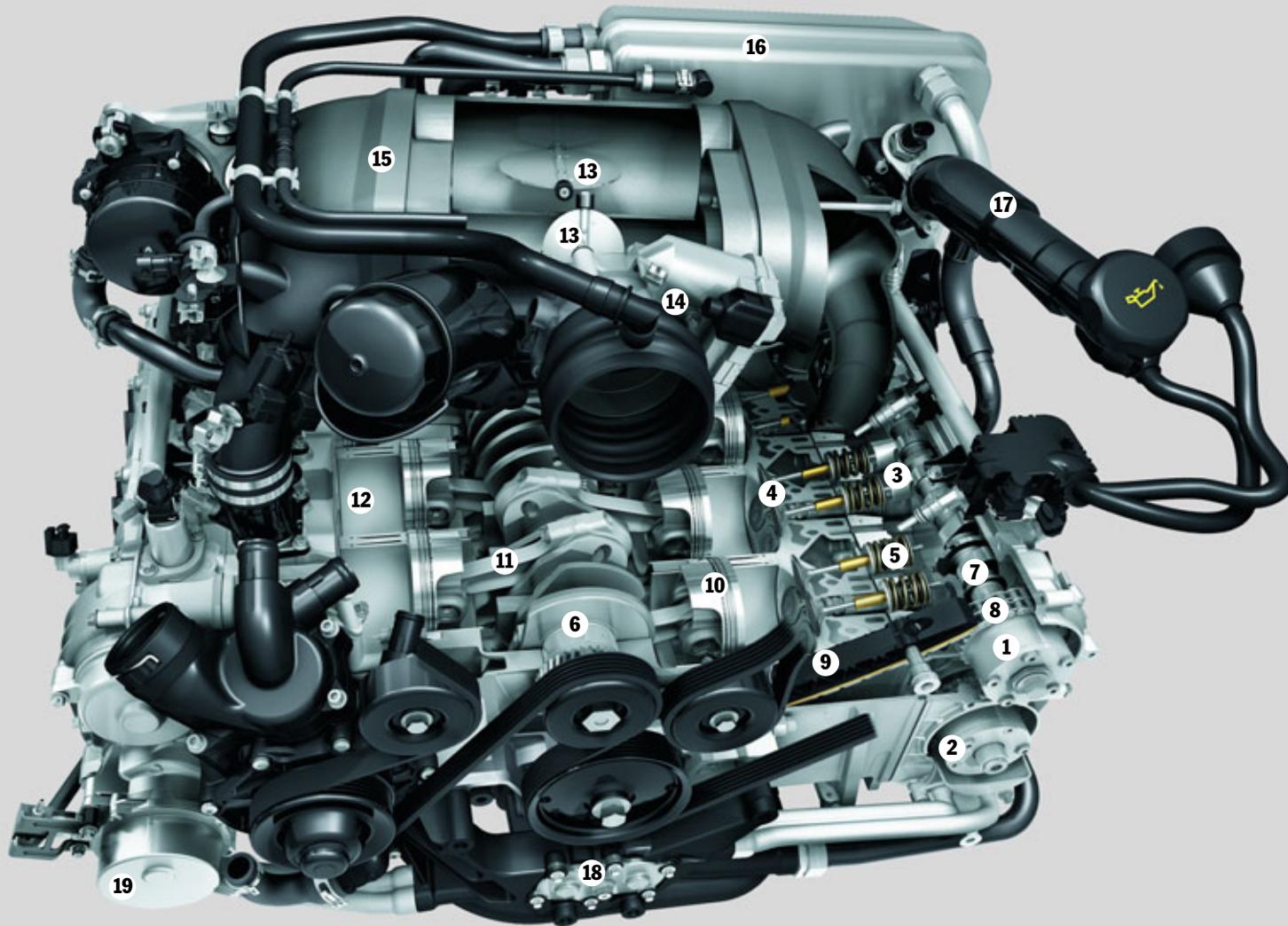
An extremely lightweight titanium intake connecting rod and lighter pistons reduce oscillating masses, thus ensuring dynamic engine speed

development. The inlet and exhaust valves are actuated by extremely lightweight tappets and hydraulic valve clearance adjustment. This enables a maximum engine speed of 8,500 rpm which, together with the short sporty gear ratios, provides plenty of performance potential.

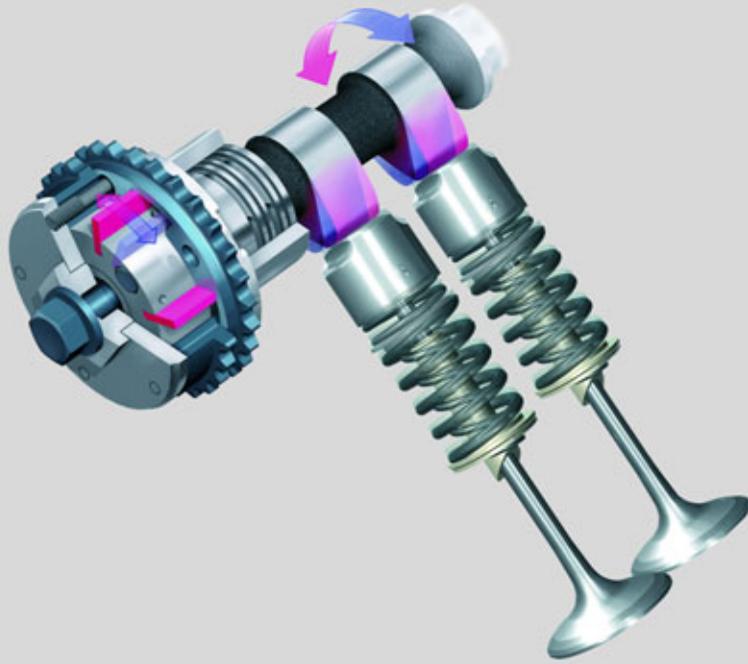
Added to this is a variable intake manifold with two resonance valves (page 26) which work together with the sports exhaust

system to ensure efficient cylinder charging and high throughput rates. The large volume of the exhaust system supplements the low-resistance intake manifold to improve cylinder charging and increase performance.

The development of the new engine. A challenge as always. Which is why it is proof of our core values.



1. VarioCam for inlet valves
2. VarioCam for outlet valves
3. Tappets with hydraulic valve clearance adjustment
4. Inlet valves
5. Valve springs
6. Crankshaft
7. Intake camshaft
8. Camshaft drive chain
9. Tensioner rail
10. Forged aluminium piston
11. Titanium connecting rod
12. Nikasil-coated cylinder bore
13. Resonance valve
14. Throttle valve (electronically actuated)
15. Variable intake manifold
16. Separate engine oil reservoir (dry-sump lubrication)
17. Oil filler pipe
18. Oil scavenge pumps for cylinder heads
19. Vacuum pump



The oil pumps are designed so that there is negative pressure in the crankcase. This reduces resistance to the movement of the pistons to improve power output and efficiency. Another pump in the crankcase supplies the lubricating points in the engine from the external reservoir.

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

The new 911 GT3 is factory-filled with Mobil 1 high-performance fully synthetic oil. Its exceptional lubricating properties ensure reliable starting even in the coldest conditions and, importantly, contribute to the long-term durability of the engine.

VarioCam

VarioCam.

For the first time, the engine in the new 911 GT3 is equipped with enhanced VarioCam. This improved system not only adjusts the camshafts on the inlet side according to engine speed and load, it now also controls the exhaust camshaft – for even more power and torque. The continuous valve timing adjustment is performed by a rotary-type adjuster on each camshaft. VarioCam is an engine

control concept that distinguishes between different load scenarios and adapts to the corresponding power requirement.

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

Dry-sump lubrication.

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

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



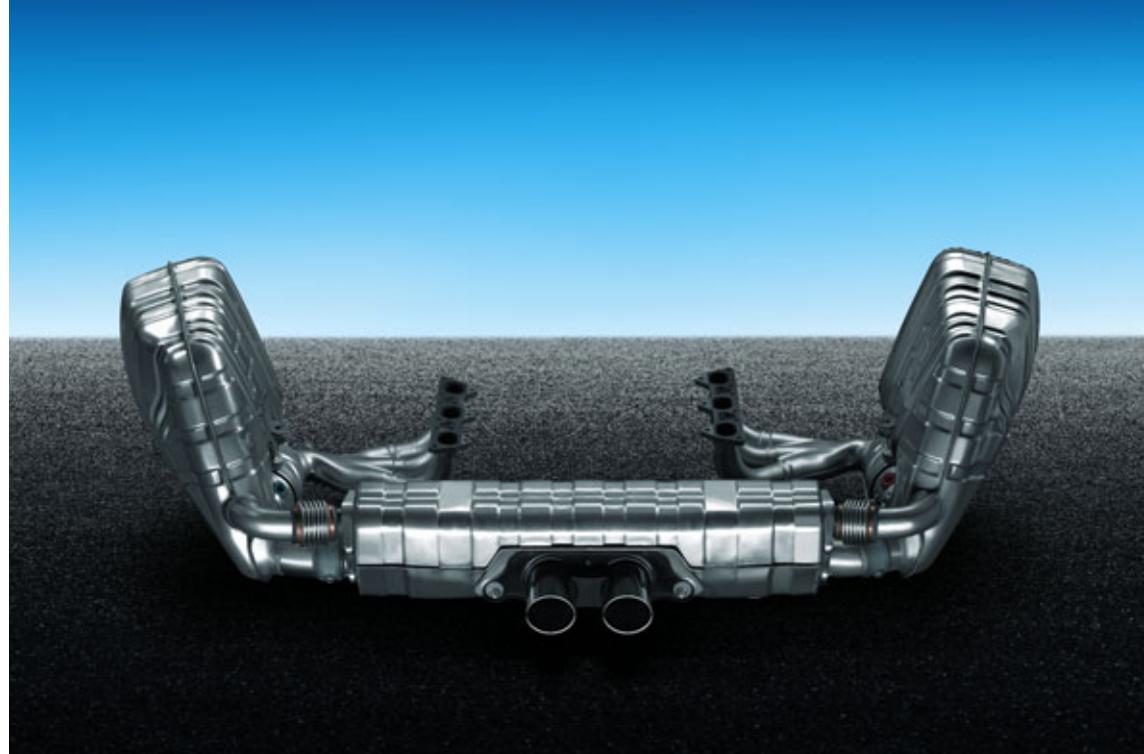
Intake manifold.

The new 911 GT3 is equipped with a variable intake manifold with two resonance valves. This system works in conjunction with the sports exhaust system, featuring two central tailpipes, to achieve optimum cylinder charging and throughput rates.

In addition to a conventional distributor pipe, the new 911 GT3 has two resonance pipes with resonance valves. At low engine speeds both resonance valves are closed. At medium rpm, the first, smaller valve opens. At high rpm, both valves open. The system uses the vibrations in the air caused by the movement of the engine valves to force air into the cylinders.

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

Intake manifold



Sports exhaust system

Sports exhaust system.

The lightweight sports exhaust system in the new 911 GT3 consists of two front silencers, two catalytic converters and one rear silencer. The system's large volume reduces exhaust back pressure to increase power.

Each of the two banks of cylinders has its own separate exhaust tract. The position and design of the catalytic converters enable

rapid warm-up to ensure effective emissions control.

Thanks to its advanced exhaust technology, the new 911 GT3 meets the strict requirements of international emissions standards such as Euro 5 in Europe and LEV II in the USA.

An oxygen sensor system monitors both banks of cylinders separately. Two corresponding oxygen sensors work in conjunction with

the engine management system to adjust the air/fuel mixture individually for each bank of cylinders.

An additional oxygen sensor in each exhaust section monitors the conversion of pollutants in each catalytic converter.*

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

*Not in markets with leaded fuel.



Robust steel heat-resistant baulk rings on gears three to five ensure a precise gearshift action even under extreme loads. Cooling is provided by an additional oil-to-water heat exchanger and spray lubrication. Both of these features are essential for durability in endurance racing conditions.

The standard locking rear differential's lock factors of 28% when cornering under power and 40% when cornering on the overrun are optimally matched to the engine's power and torque characteristics. For better acceleration and handling when exiting a corner.

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

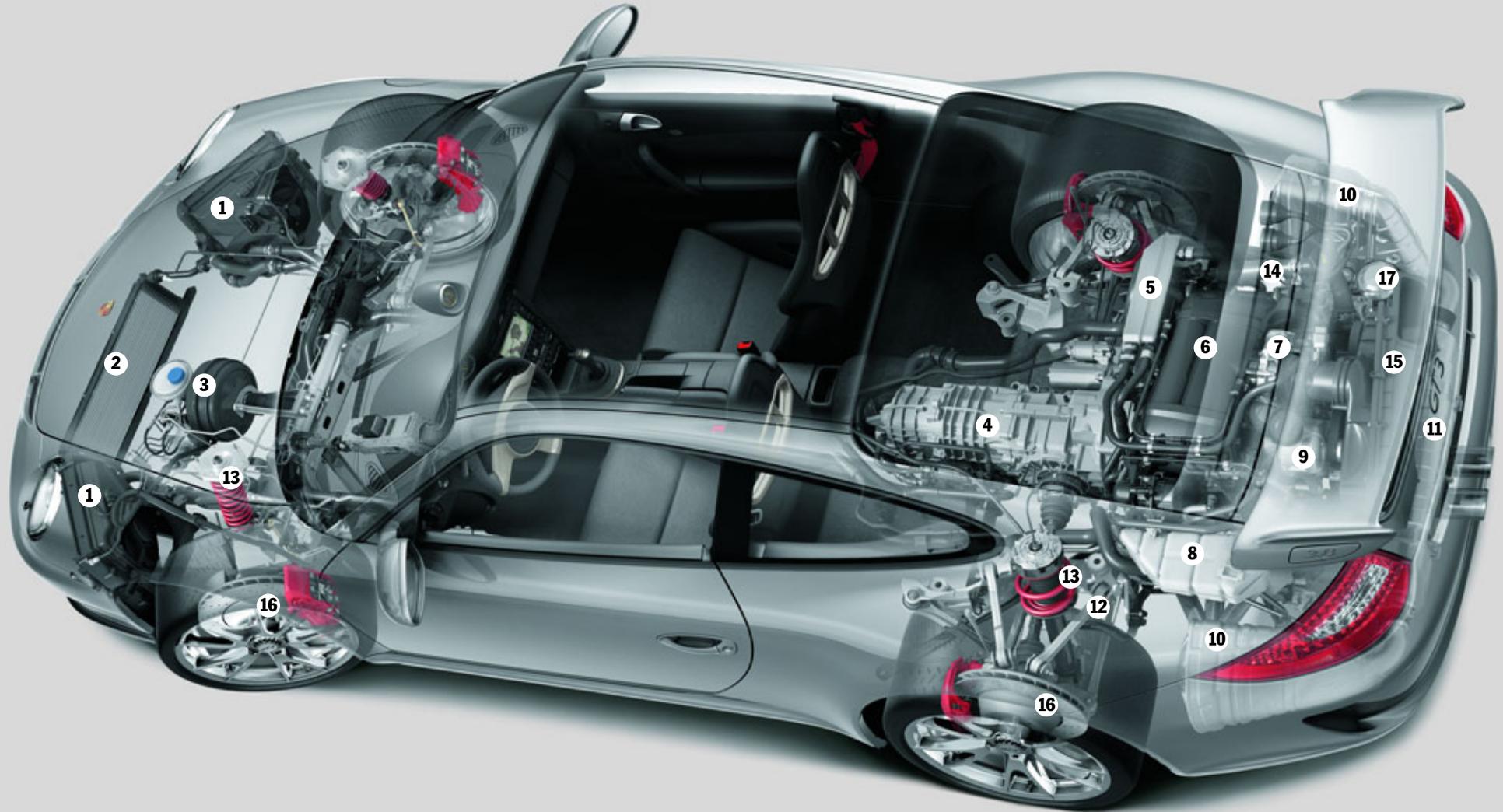
Transmission.

We have certainly kept to that rule, as the six-speed manual gearbox in the new 911 GT3 has been designed especially for the high demands of motorsport. This lightweight gearbox is highly efficient and the gear-lever throw

is short and precise, enabling fast and accurate gearshifts. In conjunction with the friction-optimised and lighter dual-mass fly-wheel, the gearbox provides an extremely high level of precision and capacity.

The gear ratios are perfectly matched to the 3.8-litre engine to enable even more dynamic power development.





1. Radiator module
 2. Central radiator
 3. Tandem brake booster

4. Six-speed manual gearbox
 5. Separate engine oil reservoir
 (dry-sump lubrication)
 6. Variable intake manifold

7. Throttle valve
 (electronically actuated)
 8. Coolant expansion tank

9. Generator
 10. Front silencer
 11. Main silencer on sports
 exhaust system

12. Multi-link rear suspension
 13. PASM damper
 14. Oil filler pipe
 15. Air filter

16. Composite brake discs
 17. Engine mount

Chassis

Exceptional dynamics. Absolute stability. Direct connection with the road.

All other adjustments are up to you.



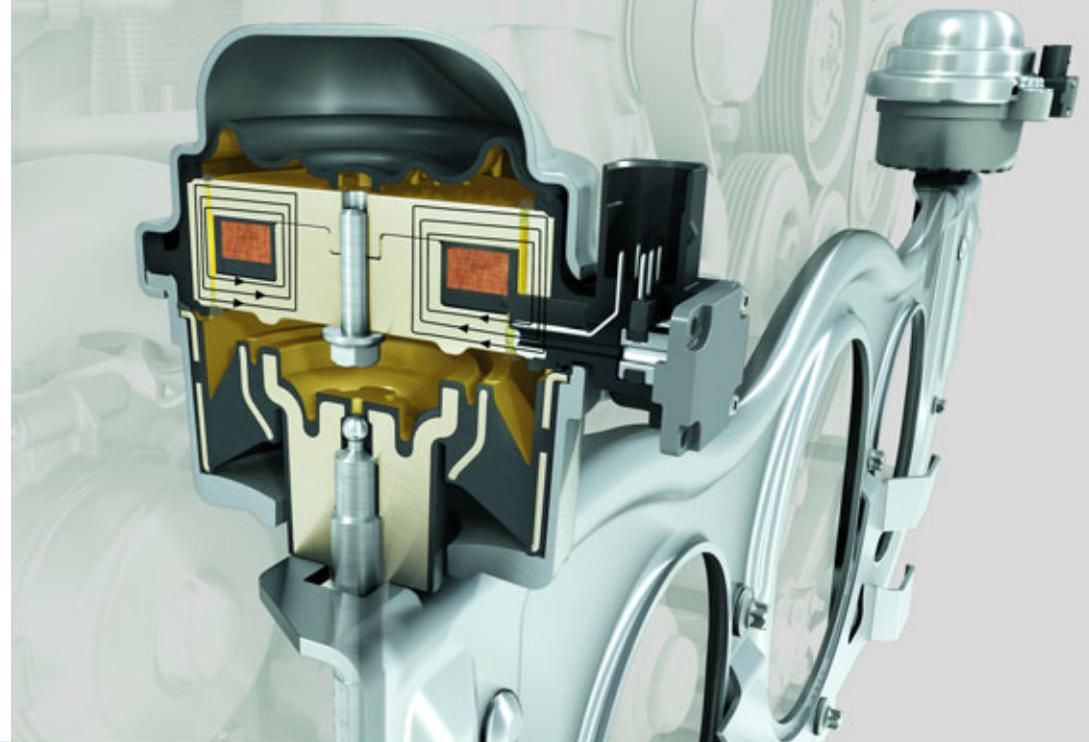
We've always considered the laws of physics a challenge. Thankfully our engineer's haven't.

New dynamic engine mount system.

Newly developed and available as an option is the new dynamic engine mount system*. This electronically controlled system minimises noticeable oscillations and vibrations in the whole drive system, particularly the engine.

The engine is bolted to the body using two mounts. According to Newton's law of inertia, a body will continue to move in a uniform straight line unless it is made to change its direction by a force acting upon it. Put more simply: when you are driving into a bend

in your new 911 GT3, the vehicle will follow your steering but, at first, the mass of the engine won't. This means that the rear of the vehicle is pushed outwards because of the inert forces from the engine's mass acting on it.



Dynamic engine mount system



The new dynamic engine mount system minimises this effect. The steering angle longitudinal and lateral acceleration values are constantly recorded by sensors and the stiffness of the two engine mounts is changed automatically according to the driving style. This is achieved using a magnetisable (magnetorheological) fluid and an electrically generated magnetic field. The magnetisable particles align with each other and the fluid's viscosity changes. This

alters the stiffness and absorption of the engine mounts: softer for greater comfort and less vibration when driving normally, harder for a more direct driving feel when driving more sportily. Similar characteristics to those of the 911 GT3 race cars where the engine is bolted directly to the body.

The dynamic engine mount system also reduces the vertical oscillations of the engine when

accelerating under full load. The result: greater and more uniform force on the rear axle, increased traction and better acceleration.

In everyday driving and on the racetrack, this means more stability in all driving situations.

* Not available until 09/2009.



Front axle with Porsche Ceramic Composite Brake (PCCB)

**The connection between the heart and the mind.
Transferred to the car and the road.**

Chassis.

The new 911 GT3 is approximately 30 mm lower than the standard 911 Carrera. Its lightweight construction offers major weight savings, not least in terms of unsprung mass, for exceptional agility, a high level of safety and inherent stability, especially when cornering.

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

The rear axle has subframe-mounted LSA (Light, Stable, Agile) multi-link suspension, as well as special shock absorber coordination. Ride height, camber, toe angle and anti-roll bar settings can be adapted individually for the racetrack.

Thanks to the very stiff connection between the chassis and body, there is reduced elasticity and more exact wheel location, so better handling and turn-in.

Ride-height lift system*.

Kerbs, ramps and garage entrances used to pose a problem for a sportscar like the new 911 GT3. Not anymore.

Now, our engineers have developed a new ride-height lift system for the front axle. The front of the vehicle can now be lifted by 30 mm if there is a risk of it grounding.

A compressor generates air pressure that lifts the front shock absorbers in PASM (page 42).

The optional lift system is activated and deactivated by a button on the centre console**. It can be

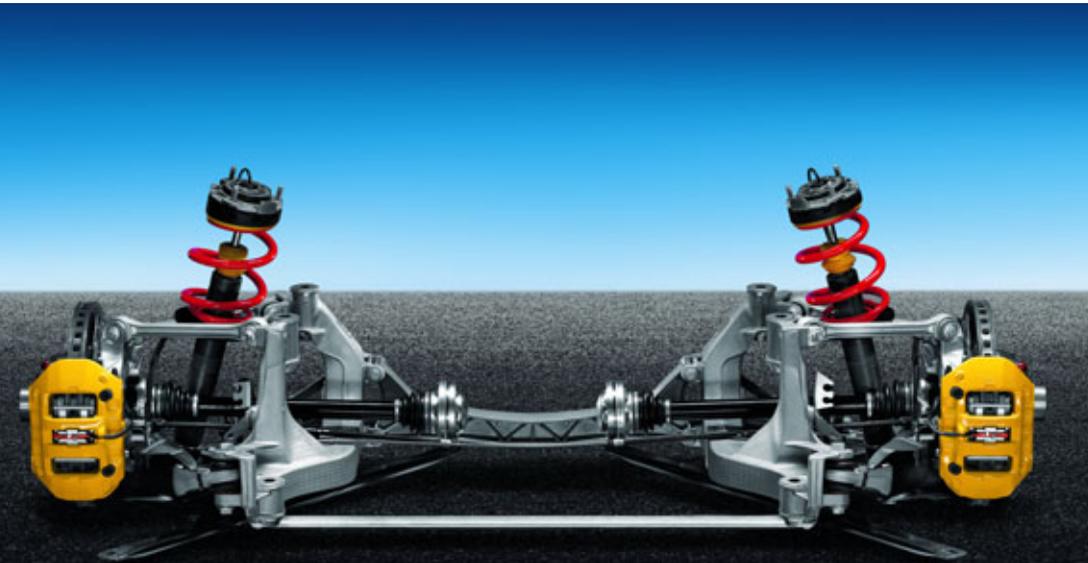
operated either while stationary or while travelling at a speed of up to approximately 50 km/h (31 mph).

This is a good example of how our race engineers still consider everyday use.

* Not available until 09/2009.

** The lift system should be moved to the lower position when the vehicle is parked because the air pressure is only maintained for a certain length of time.

Rear axle with Porsche Ceramic Composite Brake (PCCB)



Steering.

Important for everyday use and essential on the racetrack: a steering system that responds to every steering command directly, with the utmost precision and reliability. Just like the steering in the new 911 GT3 with variable steering ratio. For steering inputs around the straight ahead position, such as when driving on the motorway, the ratio is less direct – although still extremely agile with

excellent feedback. The greater the steering input the more direct – and therefore more agile – the steering ratio. This is particularly beneficial on tight bends.

The new three-spoke GT3 steering wheel features manual height and reach adjustment. It is covered in Alcantara and the spokes have a vulcanised grey trim.

Wheels and tyres.

The new 911 GT3 runs on one-piece, titanium-coloured, 19-inch GT3 wheels. Taken directly from motorsport is the new central locking device with GT3 logo. The advantages over a conventional five-hole screwed fitting include better driving dynamics and performance thanks to fewer rotating masses and, of course, faster wheel changes. A huge advantage – especially when racing.



The wheel dimensions are 8.5J x 19 with 235/35 ZR 19 tyres (front) and 12J x 19 with 305/30 ZR 19 tyres (rear). Road-legal sport tyres provide the necessary grip, although the lower tread profile presents a greater risk of aquaplaning on wet roads.

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



19-inch GT3 wheel with central locking device



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

Porsche Stability Management (PSM).

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

Stability Control (SC) stabilises the lateral dynamics using sensors which constantly monitor the vehicle's speed, yaw velocity and lateral acceleration. From this information it is possible to calculate the actual direction of travel. If the vehicle deviates from its course, Stability Control (SC) might

initiate selective braking on individual wheels to stabilise the vehicle within the limits of its driving dynamics.

Traction Control (TC), with its integrated automatic brake differential (ABD), anti-slip regulation (ASR) and engine drag-torque control

(EDC), regulates the longitudinal dynamics of the car. This sports-oriented traction control improves handling when accelerating on different road surfaces. It also prevents the rear of the car from oversteering if a wheel loses traction under full power. However, the intervention threshold is relatively high, which means that it is rarely employed in normal dry conditions.

A unique feature of PSM on the new 911 GT3 is that the control interventions of both systems are delayed and can be disabled completely in two stages. This enables greater driver involvement, for example, when on the racetrack. Stage 1 disables the Stability Control (SC) via the 'SC OFF' switch in the centre console.

In 'SC OFF' mode, the system does not intervene if the car goes off-course in the lateral direction. In addition to specific steering movements, the vehicle can now also be controlled with the throttle to drive very dynamically around bends. Traction Control (TC) is still active in this mode.

Stage 2 disables Traction Control as well via the separate 'SC+TC OFF' switch. In this mode both lateral dynamic control and the traction control functions are deactivated. The driver now has full command of the vehicle.

In both stage 1 (SC OFF) and stage 2 (SC + TC OFF), the lateral dynamic control is not reactivated again even when there is hard braking within the ABS range. This

strategy enables motorsport-derived dynamics for personalised performance on the racetrack.

The anti-lock braking system integrated in PSM (ABS 8.0) remains active in all of these settings. ABS ensures that the braking distance is as short as possible for greater safety.

Normal mode? A very subjective question.

Porsche Active Suspension Management (PASM).

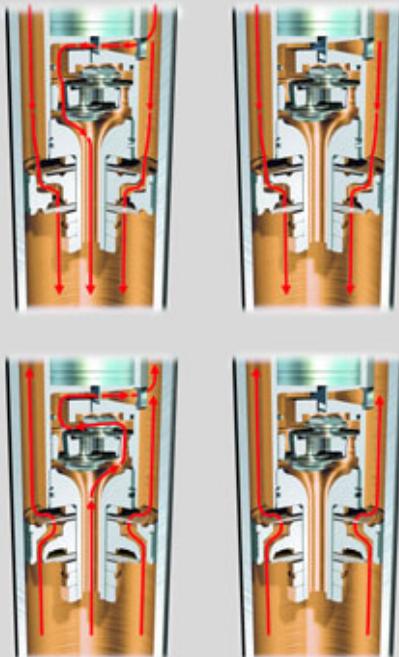
Porsche Active Suspension Management (PASM), an electronic damper adjustment system, is fitted as standard on the new 911 GT3. PASM actively and continuously controls the individual damping forces for each wheel according to current road conditions and driving style. The

911 GT3 is also 30 mm lower than the standard 911 Carrera.

At the press of a button, the driver can choose between two setup modes. 'Normal' mode is designed for sporty driving on general roads and on the racetrack in wet conditions. 'Sport' mode is

especially for maximum lateral acceleration and the best possible traction on the racetrack.

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



Left: Rebound in 'Normal' mode – damper piston and bypass valve

Right: Rebound in 'Sport' mode – damper piston only

Left: Compression in 'Normal' mode – damper piston and bypass valve

Right: Compression in 'Sport' mode – damper piston only

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

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

In 'Normal' mode, if the driving style becomes more dynamic, the system automatically switches to a sports-oriented rating within the normal set-up range. The suspension becomes stiffer so that driving stability and safety are increased.

Safety

A high level of power calls for a high level of safety.
And greater demands call for greater competence.





Bi-Xenon headlights and LED position lights

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

Active safety.

Lighting.

Fitted as standard on the new 911 GT3 are Bi-Xenon headlights with dynamic range control. These are around twice as bright as conventional halogen lights. With dipped or main beam, the lights are stronger and more uniform, helping to minimise driver fatigue.

A headlight cleaning system is built in.

For occasional use on the racetrack, lightweight halogen headlights without integrated cleaning or range control are available as a no-cost option.

The front light units incorporate the direction indicators, the LED daytime running lights and position lights, which provide outstanding visibility and create an imposing look.

LEDs are also used for the rear direction indicators, taillights and brake lights, the additional

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

Dynamic cornering lights.

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

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

LED rear lights and third brake light



Brakes.

Porsche brakes are renowned for their high level of efficiency. They set the benchmark for deceleration and stability and are designed for extreme conditions.

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

The new composite brake discs are larger, with a diameter of 380 mm at the front and 350 mm at the back. Thanks to their two-piece design with newly developed standard brake discs and aluminium monobloc calipers, the weight is reduced and therefore the unsprung and rotating masses.



They are cross-drilled and internally vented for optimum performance in the wet.

Brake spoiler elements on the front axle, plus the new brake ducts on the rear ensure that the braking system is effectively ventilated.

Also designed for high performance is the four-channel anti-lock braking system (ABS 8.0) which is fast and precise, ensuring consistent deceleration and excellent overall brake performance.



Porsche Ceramic Composite Brake (PCCB).

Optional for the new 911 GT3 is brake technology that has already had to withstand the harshest requirements of motorsport: the Porsche Ceramic Composite Brake (PCCB).

To enhance braking performance, the ceramic composite brake discs in PCCB have a diameter of 380 mm at the front and 350 mm at the back. They are made from a specially treated

carbon-fibre compound that is silicated in a high-vacuum process at around 1,700 °C. The resulting brake discs are much harder and more resistant to heat than standard discs.

PCCB is characterised by its low thermal expansion which prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer better noise-damping properties.

The use of six-piston aluminium monobloc brake calipers at the front and four-piston units at the rear ensures extremely high brake forces which, crucially, are exceptionally consistent. The pedal response is fast and precise with only moderate input required.

All the prerequisites are there for a short braking distance, even in the toughest conditions. Moreover, safety when braking from high speeds is increased thanks to PCCB's excellent fade resistance.

The key advantage of PCCB is the extremely low weight of the brake discs which are about 50% lighter than standard discs of similar design and size. In addition, the monobloc calipers for the new 911 GT3 on the front and rear axle are made from aluminium, saving around 4.8 kg per vehicle compared to standard calipers. These factors not only have an impact on performance and fuel consumption, but also reduce unsprung and rotating masses.

The result: better road-holding and increased comfort, especially on uneven roads, as well as greater agility and even better handling.

Please note that circuit racing or other forms of performance driving can significantly reduce the service life of even the most durable brake pads and discs. As with conventional high-performance braking systems, we recommend that all brake

components be professionally inspected and replaced where necessary after every track event.

It is important that the structure is well prepared too.

Passive safety.

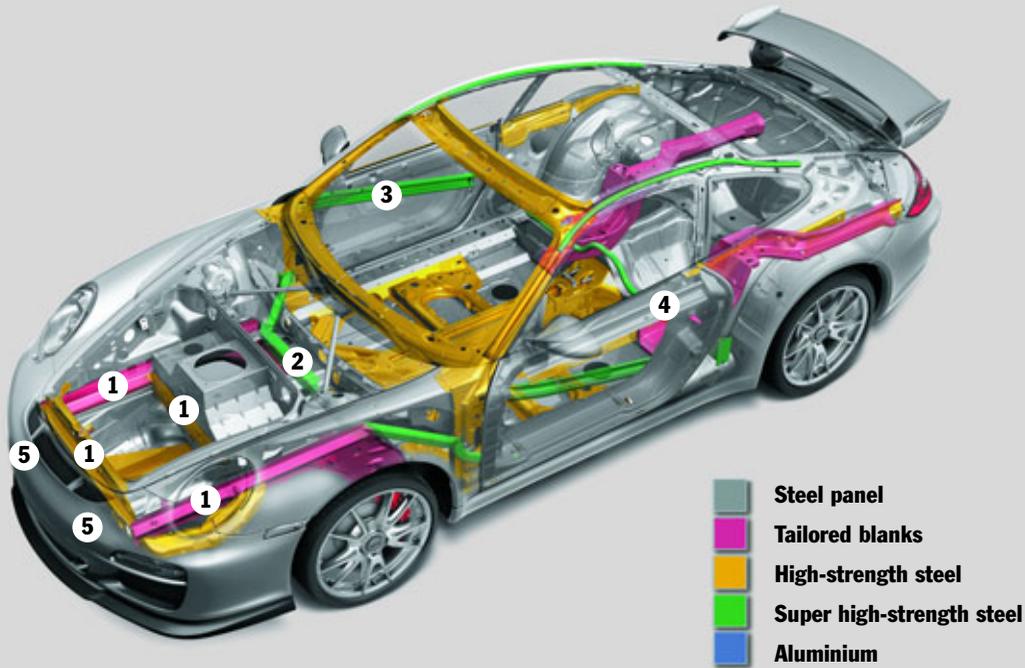
Bodyshell structure.

The reinforced bodyshell structure of the new 911 GT3 offers exceptional crash protection and an extremely resilient passenger cell. This protection is well within the statutory limits required by

legislation for front side and rear impact.

At the front of the car, longitudinal and transverse members (1) distribute the forces from an impact and minimise deformation of the passenger cell. A patented Porsche superstructure with a

highly rigid bulkhead cross-member (2) made from super high-strength steel also absorbs the forces from the front longitudinal members to protect both footwells. The reinforced doors (3) help increase the overall rigidity of the vehicle. In a frontal impact, this upper load path (4) helps to



channel energy into the side structure and thus further protect the passenger cell. In the event of a minor collision, a system of easily replaceable impact absorbers (5) prevents more serious damage.

Driver and passenger airbags.

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

Porsche Side Impact Protection System (POSIP).

POSIP comes as standard and consists of side impact protection beams in each of the doors and side head airbags for each front seat. In addition, thorax airbags are located in the sides of the sports seats and head airbags in the door panels. With a volume of around eight litres each, these provide a high level of protection in side impacts. Additional safety features are the headrests integrated in the backrest, a safety

steering column, three-point seat belts with height adjustment, seat belt pre-tensioners and force limiters and energy-absorbing elements in the dashboard.

High-performance sport requires professional equipment.

Clubsport package.

The demands of motorsport are much higher than those of everyday use, on the materials, the equipment – and especially on the driver. At the racetrack,

low circuit times are what count. This extreme performance requires not only a high level of driver ability but also additional protection.

This protection is provided by the Clubsport package that is available for the new 911 GT3 as a no-cost option.



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

package is available separately from Porsche Motorsport, as is the front roll cage element required for FIA-approved racing events.

The Clubsport package is available only in conjunction with the optional sports bucket or lightweight bucket seats. These are covered in a special flame-retardant fabric for extra safety.



Comfort

Uncompromising on the racetrack.
Forgiving in everyday use.



Interior of the 911 GT3 with PCM, Chrono Package Plus and other optional equipment

**From the very heart.
The same applies to the heart of the car.**

Interior.

Instruments.

The interior of the new 911 GT3 clearly reflects its motorsport origins. Everything is designed around the driver to be within easy reach and clearly visible.

All essential information is displayed quickly and accurately on the five

round instrument dials. The rev counter with GT3 logo and titanium-coloured dial face has a higher rev limit in excess of 8,500 rpm. All instrument needles and dial markings are in yellow for easy visibility. The upshift display in the rev counter shows the latest point to shift up for optimum acceleration.

On-board computer.

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

optional Chrono Package or Chrono Package Plus.

Interior materials.

More than anything else, the new 911 GT3's sporting credentials are reflected in the two high quality materials used in the interior: genuine leather and Alcantara. The benefits of Alcantara include exceptional grip and easy-care properties. It is therefore used wherever hand contact is required,

such as on the steering wheel rim and on the gear and handbrake levers.

All of the seats, except for those in conjunction with the Clubsport package, are trimmed in genuine leather with Alcantara centres. A more extensive leather trim with additional elements in Alcantara is available as an option.

Steering wheel.

The new three-spoke GT3 steering wheel has an Alcantara rim and manual height and reach adjustment. The airbag module has a leather finish and the three spokes have a vulcanised grey trim. A three-spoke sports steering wheel in smooth leather is available as a no-cost option.

Sports seats.

The standard sports seats in the new 911 GT3 feature an integral thorax airbag in the outer backrest side bolster and are firmly upholstered to provide excellent support. The seat centres are in Alcantara, with the sides in leather. The fore/aft position and height are adjusted manually while the backrest angle has electric adjustment.

Adaptive sports seats.

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

Sport bucket seats.*

For sporty driving with high lateral acceleration, you could opt for sport bucket seats with manual adjustment of the fore/aft position, an integral thorax airbag and a folding backrest.

One special feature is that the backrest pivots are positioned high in the side bolsters to provide lateral support, not only in the

backrest and seat, but also in the lumbar area. The backrest shell is made from glass/carbon-fibre-reinforced plastic and has a stylish carbon-weave finish. This provides excellent rigidity while also reducing weight. The seat is also compatible with a six-point racing harness.

The standard trim is black leather with an Alcantara centre. In conjunction with the Clubsport package (page 54) the sport bucket seats are covered in flame-retardant fabric.

Lightweight bucket seats.*

Also available as an option for the new 911 GT3 are lightweight carbon-fibre bucket seats. With manual fore/aft adjustment, they are designed to provide exceptional side support with minimal weight. Together they weigh around 20 kg and are therefore almost 24 kg lighter than the sports seats and approximately 10 kg lighter than the sport bucket

seats. In conjunction with the Clubsport package, the lightweight bucket seats are covered in flame-retardant fabric.

HomeLink®.

This optional garage door opener is freely programmable and integrated into the overhead console. It remotely controls up to three different garage doors, gates, home lighting and/or alarm systems.

Cruise control.

An automatic speed controller for the 30–240 km/h (20–149 mph) speed range is available as an option. It is activated using a separate control stalk on the steering column and can be used even in first gear.

Anti-theft protection.

The new 911 GT3 is equipped with an immobiliser with in-key transponder and an alarm system with contact-sensitive exterior protection and radar-based interior surveillance as standard.

Vehicle tracking system.

The new 911 GT3 can also be equipped with an optional factory-fitted preparation enabling future installation of a vehicle tracking system available from Porsche Tequipment. This system enables a stolen vehicle to be located throughout most of Europe.

90-litre tank.

On request, the standard 67-litre tank can be replaced with a 90-litre fuel tank to allow the car to cover longer distances before refuelling.

Sports seat



Adaptive sports seat



Sport bucket seat folded down



Lightweight bucket seat



* Child seats must not be used in conjunction with the sport bucket seats or lightweight bucket seats.



Porsche Communication Management (PCM)

CDR-30 audio system.

The new 911 GT3 is equipped as standard with the new CDR-30 audio system with a 5-inch display (monochrome) and MP3-compatible CD player. An integrated six-disc CD autochanger is available as an option.

The FM dual tuner with RDS diversity, a total of 30 memory presets, dynamic autostore and speed-sensitive volume control are, as usual, part of the standard package. Just like the high-quality sound, which is delivered by four loudspeakers and an integrated amplifier with 2 x 25-Watt power.

Sound Package Plus.

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

Sound settings can be customised using the CDR-30 audio system or the optional Porsche Communication Management (PCM).

New Porsche Communication Management (PCM) including Sound Package Plus and navigation module.

On request, the new 911 GT3 can be fitted with the latest Porsche Communication Management (PCM). As the central control unit for audio, navigation and communications it is now even more functional and ergonomically operated.

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

Radio functions include up to 48 memory presets and an FM dual-tuner frequency diversity with RDS which constantly scans for the best signal for the selected station. The integrated single CD/DVD drive supports MP3 format. An integrated six-disc CD/DVD autochanger is also available for PCM as an option.

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

When viewing a map it is possible to select either a new 3D perspective or the familiar 2D display, which now also shows height profiles. At motorway exits, graphical turn indications are displayed for better orientation. In splitscreen mode you can choose to display not only the current map overview, but also a list of icons that represent dynamic route guidance.

CDR-30 audio system



Electronic logbook for PCM.

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

Voice control system for PCM.

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

Telephone module for PCM.

The optional quadband GSM telephone module offers convenience and excellent reception. By inserting your SIM card directly into PCM's integrated SIM card reader, calls can be made using either the hands-free facility or the optional Bluetooth® handset. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP).* Once automatic pairing is complete, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card but also to the phone's internal memory. Also, depending on the phone, it can be controlled using PCM or the voice control system, without ever leaving your pocket.

Mobile phone preparation for PCM and CDR-30.

A mobile phone preparation kit is available on request for Bluetooth® connection of mobile phones which only support the Handsfree Profile (HFP)*. For connection by HFP, PCM or CDR-30 acts merely as a hands-free system. Here, too, the mobile phone can remain tucked away. Only the basic phone functions can be operated using PCM or CDR-30. The GSM connection is established via the aerial of the mobile phone**. The mobile phone preparation kit is available with or without cradle.

Universal audio interface for PCM and CDR-30.

In conjunction with PCM, you can have, as an option, up to three connections for your iPod®, a USB stick/MP3 player or any audio source as an AUX interface. The iPod® or a USB stick can be operated conveniently and safely

via PCM. The USB connection can also be used to download data from the performance display of the Chrono Package Plus or the electronic logbook. In conjunction with the standard CDR-30 radio, you can use any audio source via an AUX connection. In this case, you use the controls on the device itself.

Chrono Package for CDR-30.

A useful option when driving the new 911 GT3 on the racetrack, the Chrono Package is available for the CDR-30 audio system and includes a swivelling, dashboard-mounted analogue and digital timer. It is operated via the steering column stalk for the on-board computer. The analogue display shows the elapsed hours, minutes and seconds. Seconds, tenths of seconds and hundredths of seconds appear on one display, while at the same time there is a digital display on the instrument cluster.

Chrono Package Plus for PCM.

The Chrono Package Plus option is only available in conjunction with PCM. The system combines an analogue and digital timer unit with a range of useful functions. Lap or journey times can be viewed, stored and analysed using the performance display in PCM. The driver can use it to find out the time and distance travelled on the current lap, as well as the number of laps completed and their respective times. The fastest lap and remaining range till empty can also be viewed. Any section of road can be recorded, as well as benchmark sections. The Chrono Package Plus personal memory function, also controlled

via PCM, stores personal settings for lights, wipers, air conditioning and door locks.

Chrono timer unit



*/** See information on page 88/90.

Motorsport

At some time everyone goes back to their roots.
Or they never leave them in the first place.





GT racing.

GT (Gran Turismo) vehicles are also pure-bred race cars. However, these must be based on a road-legal sportscar, only parts of which may be modified.

Porsche is represented by the 911 GT3 RSR. Its 4.0-litre Boxer engine delivers 465 hp and a maximum torque of 450 Nm, and it was approved for a minimum weight of 1,225 kg.

Porsche builds the race-ready vehicles and supports customer teams through development and technical service and by supplying works drivers.

With success in the 2008 season including an overall win in the 24 Hours of Nürburgring and the class win in the 12 Hours of Sebring, the 911 GT3 RSR was able to add to the numerous successes of the past.

More information can be found at www.porsche.com/motorsport.

Origins: motorsport.

Where our inner self comes to life.

Prototype racing.

Prototypes are pure-bred race cars that are not based on road-legal production sportscars.

For example, the RS Spyder, built to LMP2 requirements (Le Mans Prototype 2). Its 90-degree V8

racing engine with a 3.4-litre displacement and direct fuel injection (DFI) delivers 503 hp. The total vehicle concept is based on a low centre of gravity, excellent traction and a low weight. The minimum weight allowed is 800 kg in the American Le Mans Series (ALMS) and 825 kg in the Le Mans Series (LMS).

In 2008, Porsche won the drivers, team and constructors LMP2 championships in both the ALMS and the European LMS. In addition to this, Porsche was overall winner of the 12 Hours of Sebring and double class winner in the 24 Hours of Le Mans.





Porsche Mobil 1 Supercup

Porsche Cups.

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

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

For all Porsche Cups, Porsche supplies the customer teams with ready-to-use racing cars, organises the race series and looks after the drivers, teams and sponsors at the events.

Porsche Mobil 1 Supercup.

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

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

Porsche Carrera Cup Deutschland.

The Porsche Carrera Cup Deutschland premiered in 1990 and has developed into one of the fastest national one-make championships in the world.

It is an established part of the German Touring Car Masters (DTM) calendar. This series of races inspires not only the highest sporting performance, but also an extremely attractive programme of events. Each season has nine qualifying rounds in Germany and other neighbouring countries.

For more information, call +49 (0)711 911-84041 or visit www.porsche.com/motorsport.

Porsche Carrera Cup Deutschland



Porsche Sport Driving School.

Training is given by experienced Porsche instructors on a range of courses, from beginner to advanced, including final preparation for a racing licence. Customers can use their own car or a loan vehicle supplied by Porsche. Courses take place on and off-road and are held at

national and international race circuits, as well as Porsche's own track in Leipzig, so that the foundation is laid for the next stage – the Porsche Sports Cup.

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

Porsche Sports Cup.

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

From 2009, Porsche Sports Cup events will be even more exciting with the introduction of a new

Porsche Sport Driving School



Porsche Sports Cup

series: the GT3 Cup Challenge. This will provide a link to the Porsche Carrera Cup and will be the first championship of its kind in Europe.

For more information, call +49 (0)711 911-12384 or visit www.porsche.com/motorsport.

Porsche Clubsport.

The privately run Porsche Club network organises individual competitions and series in which drivers compete in different classes. The first Porsche Club was founded by a small group of enthusiasts back in 1952. Today there are more than 600 clubs in over 60 countries worldwide

with about 120,000 members – and the trend is growing. The Porsche Club organisation is therefore one of the largest and longest-established automotive bodies in the world.

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



Customer service at the racetrack.

We can provide specialist advice on setting up your new 911 GT3 Cup vehicle to suit individual circuits. This includes changes to the gear ratios and aerodynamics and the various suspension setup options. In the event of technical problems during a race, you can count on our advice. At selected endurance events, you can even

request your own dedicated team of Porsche mechanics. We also stock a full range of parts which are not subject to normal wear.

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

Porsche Motorsport customer service.

We want to offer our motorsport customers more than the finest race cars in the world. So you are not only in the best company in our cars, but with us as well. For pure-bred race cars such as the 911 GT3 Cup, Porsche offers specialist customer service that provides specialist support in Weissach as well as trackside anywhere in the world.

Customer service in Weissach.

Your new 911 GT3 can be ordered direct from your Porsche Centre. Race-only cars, such as the 911 GT3 Cup, are exclusively available from the Special and Racing Vehicle Department at the Porsche R&D Centre in Weissach. We can also provide you with specialist technical assistance for both national and international competition. From vehicle setup to your own personal specification to modifications to

your Porsche, our Motorsport department can offer all the technical support that you or your team require.

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

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



Environment

Accepting responsibility and being aware of our obligation.
That is also close to our heart.





It's all about efficiency.

And your relationship with the environment.

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

Porsche has been reducing the CO₂ emissions of its vehicles

annually by an average of around 1.7%. In relation to engine power, Porsche is already among those manufacturers achieving the lowest CO₂ emissions. This has been achieved through a new efficient drive concept, optimum aerodynamics, low rolling resistance and lightweight construction. This high level of environmental responsibility is demonstrated by

our approach to environmental management at the Porsche development centre in Weissach. Here, all technological developments are carried out with environmental protection in mind. The objective is to achieve pure performance, but not at the expense of the environment.

You will find more information in our separate brochure, 'Porsche and the Environment' or at www.porsche.com.

Exhaust emission control.

The new 911 GT3 complies with stringent emissions standards, including Euro 5 in Europe and LEV II in the USA. Porsche vehicles demonstrate that even high-performance sports cars can achieve moderate emission values in their respective category. The 911 GT3 is not only one of the most powerful sports cars, but it is also one of the cleanest.

This is achieved using two catalytic converters and an oxygen-sensor control system. The two banks of cylinders are monitored separately. Two corresponding oxygen sensors control the exhaust gas composition individually for each exhaust section. In addition to this, another sensor for each bank of cylinders monitors the conversion of pollutants in each catalytic converter.*

Fuel.

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

Fuel system.

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

Noise.

The new 911 GT3 complies with all valid noise requirements in the countries where it is sold without any form of engine encapsulation. To achieve this, noises are eliminated at source. It sounds paradoxical, but without any noise there is only one pure sound.

Servicing.

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

*Except in countries with leaded petrol.

Personalisation

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



The bright colours are not just in the grandstands. Colours.

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

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

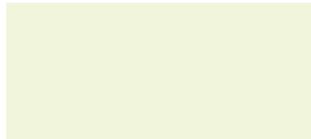
Solid exterior colours.



Black



Guards Red



Carrara White

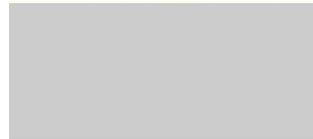


Speed Yellow

Metallic exterior colours.



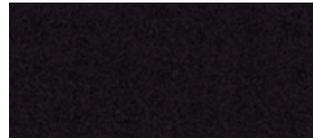
Basalt Black Metallic



Arctic Silver Metallic



Aqua Blue Metallic



Macadamia Metallic

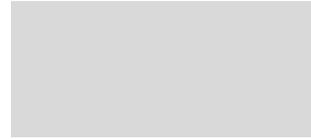


Meteor Grey Metallic

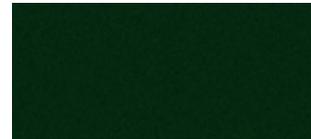
Special exterior colours.



Cream White



GT Silver Metallic



Porsche Racing Green Metallic



Nordic Gold Metallic



Ruby Red Metallic



Malachite Green Metallic

Standard interior colours. Leatherette/leather/ Alcantara.



Black

Natural leather/Alcantara interior.



Dark Grey



Rear lights with clear glass look



Lightweight headlights

Exterior.

Option		I no.	Page
• Metallic paint	o	Code	82
• Special colours	o	Code	83
• 90-litre fuel tank	w	082	
• Dynamic cornering lights	o	603	
• Lightweight headlights	w	600	84
• Rear lights with clear glass look*	o	XXG	84
• Grey top tint on windscreen	o	567	
• Automatically dimming interior/exterior mirrors with integrated rain sensor	o	P12	
• Deletion of model designation	w	498	

Chassis.

Option		I no.	Page
• Porsche Ceramic Composite Brake (PCCB)	o	450	50, 85
• Front axle ride-height lift system**	o	474	37
• Dynamic engine mounts**	o	140	34
• Wheels painted silver	w	346	85

* Introduction planned for 10/2009.

** Introduction planned for 09/2009.

The vehicles pictured in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre.

o extra-cost option • standard equipment W no-cost option

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

Porsche Ceramic Composite Brake (PCCB)



Wheels painted silver





Clubsport package

Interior.

Option		I no.	Page
<ul style="list-style-type: none"> Clubsport package Bolt-in roll-over bar at rear, preparation for battery master switch. Includes six-point racing harness in red for driver's side, fire extinguisher with mounting bracket. Only available in conjunction with sport bucket seats or lightweight seats	w	003	54, 86
<ul style="list-style-type: none"> Six-point racing harness for driver's side, only in conjunction with Clubsport package 	o	579	
<ul style="list-style-type: none"> HomeLink® (garage door opener) 	o	608	61
<ul style="list-style-type: none"> Cruise control 	o	454	61
<ul style="list-style-type: none"> Preparation for vehicle tracking system 	o	674	61

o extra-cost option • standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the separate price list.

Interior.

Option		I no.	Page
<ul style="list-style-type: none"> Adaptive sports seats 	o	P01	60, 86
<ul style="list-style-type: none"> Sport bucket seats 	o	P03	60, 86
<ul style="list-style-type: none"> Lightweight bucket seats 	o	P02	60
<ul style="list-style-type: none"> Heated seats Only in conjunction with sports seats or adaptive sports seats	o	342	
<ul style="list-style-type: none"> Fire extinguisher 	o	509	54, 86
<ul style="list-style-type: none"> Floor mats with Porsche logo, set of two 	o	810	

Adaptive sports seat



Sport bucket seat





Leather interior package in Black

Interior: leather.

Option		I no.	Page
• Leather interior package in Black	o	981	88
• Leather interior package in natural leather (Dark Grey)	o	998	
• Three-spoke sports steering wheel in smooth leather finish	w	841	

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

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

o extra-cost option • standard equipment w no-cost option

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

Audio and communication: CDR-30.

Option		I no.	Page
• CDR-30 audio system	•		62
• Sound Package Plus	o	490	62
• Six-disc CD autochanger	o	692	
• Universal audio interface (AUX)	o	870	64, 89
• Mobile phone preparation ^{*/**}	o	619	64
• Mobile phone preparation with cradle ^{*/**}	o	618	64
• Chrono Package	o	639	65
• External aerial	w	461	

Cordless handset for telephone module



Universal audio interface



Audio and communication: PCM.

Option		I no.	Page
• PCM including Sound Package Plus and navigation module	o	P23	63
• Six-disc CD/DVD autochanger	o	693	
• Universal audio interface (AUX, USB, iPod®)	o	870	64, 89
• Telephone module	o	666	64
• Cordless handset for telephone module	o	669	
• Mobile phone preparation*/**	o	619	64
• Mobile phone preparation with cradle*/**	o	618	64
• Electronic logbook	o	641	64
• Voice control system	o	671	64
• Chrono Package Plus	o	640	65
• External aerial	w	461	

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

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

o extra-cost option • standard equipment W no-cost option

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



Porsche Exclusive

State-of-the-art. And to your specification.

With Porsche Exclusive you have the opportunity to make your Porsche even more special. Direct from the factory.

Individually and exclusively tailored, both aesthetically and technically, inside and out, using fine materials and with customary Porsche quality. The principle is customisation by hand. You will find a wide range of design options in the separate Exclusive 911 catalogue or visit www.porsche.com.

Your Porsche Centre will be pleased to provide you with further information. Alternatively, you can contact the customer centre in Zuffenhausen on +49 (0)711 911-25977. Please note that delivery times may be extended for certain Porsche Exclusive equipment.



Porsche Centres

Your Porsche Centre 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 accessories.

Porsche Assistance

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

Porsche Financial Services

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

Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.

Porsche Tequipment

Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your car, every product is fully guaranteed.

Porsche Design Driver's Selection

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

Service



Porsche Online

For all the latest news and information from Porsche, go to www.porsche.com.

Porsche Used Car Programme

Porsche Approved is the simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com/classic.

Christophorus

Our bi-monthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.

Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 607 with a total of 120,000 members worldwide. To find out more, call +49 (0)711 911-78307 or go to www.porsche.com.

Porsche Driving Experience

1. Porsche Travel Club. Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-78155. E-mail: travel.club@porsche.de

2. Porsche Sport Driving School.

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0)711 911-78683. E-mail: sportdrivingschool@porsche.de



Ask your Porsche Centre for the latest brochures from Porsche Exclusive, Porsche Tequipment, Porsche Design Driver's Selection and the Porsche Driving Experience.

Summary

We must bring our passion to life, with dedication and ambition. Only then will we be able to constantly develop and improve. Without this philosophy, this sports car would not have been possible. Where does it come from?

From the heart. The new 911 GT3.



Technical data

Engine	
Cylinders	6
Displacement	3,797 cm ³
Max. power (DIN) at rpm	320 kW (435 hp) 7,600
Max. torque at rpm	430 Nm 6,250
Compression ratio	12.0:1
Transmission	
Layout	Rear-wheel drive
Manual gearbox	6-speed
Chassis	
Front axle	McPherson strut suspension
Rear axle	LSA multi-link suspension
Steering	Power-assisted (hydraulic), with variable steering ratio
Turning circle	10.9 m
Brakes	Six-piston aluminium monobloc fixed calipers at front and four-piston aluminium monobloc fixed calipers at rear, composite brake discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)
Anti-lock braking system	ABS 8.0 (incorporated in PSM)
Wheels	Front: 8.5J x 19 ET 53 Rear: 12J x 19 ET 63
Tyres	Front: 235/35 ZR 19 (sport tyres) Rear: 305/30 ZR 19 (sport tyres)

Weights*	
Unladen weight (DIN)	1,395 kg
Unladen weight (EC)**	1,470 kg
Permissible gross weight	1,680 kg
Performance*	
Top speed	312 km/h (194 mph)
0–100 km/h (0–62 mph)	4.1 secs
0–160 km/h (0–99 mph)	8.2 secs
0–200 km/h (0–124 mph)	12.3 secs
Flexibility 80–120 km/h (50–75 mph) in 5th gear	5.9 secs
Fuel consumption/emissions***	
Urban in l/100 km (mpg)	19.8 (14.3)
Extra urban in l/100 km (mpg)	8.9 (31.7)
Combined in l/100 km (mpg)	12.8 (22.1)
CO₂ emissions in g/km	303
Dimensions/aerodynamics	
Length*	4,465 mm
Width*	1,808 mm
Height*	1,280 mm
Wheelbase*	2,355 mm
Luggage compartment volume	105 litres
Tank capacity (refill volume)	67 litres
Drag coefficient	0.32
<p>* No officially verified values were available at the time of going to print. ** 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 68 kg for the driver and 7 kg for luggage. *** Data determined for standard specification and in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. 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. Further information on individual vehicles can be obtained from your Porsche Centre.</p>	



Engine

- Water-cooled flat-six naturally aspirated Boxer engine with four-valve technology and 3.8-litre displacement
- Specific output (approx.): 84.2 kW/l (115 hp/l)
- Dry-sump lubrication system ensuring consistent oil pressure under all load conditions
- Maximum engine speed: 8,500 rpm
- VarioCam variable valve timings on inlet and exhaust camshafts (rpm/load-dependent)
- Variable intake manifold with two resonance valves
- Sport exhaust system with two central tailpipes
- Emissions compliance: Euro 5/LEV II

Transmission

- Six-speed manual gearbox with dual-mass fly-wheel and cable linkage
- Short-throw gearshift
- Interchangeable gear ratios for competition use
- Locking rear differential with asymmetrical lock factor

Chassis

- Ride height lowered by approximately 30 mm compared with standard 911 Carrera
- Porsche Stability Management (PSM) including Traction Control (TC) and Stability Control (SC), can be disabled completely in two stages
- Dynamic engine mounts (optional, from 09/2009)
- Front ride-height lift system to raise the front of the vehicle by 30 mm (optional from 09/2009)
- Porsche Active Suspension Management (PASM) offering continuous adjustment of damping forces
- Adjustable anti-roll bars with diameter selected for competition use
- Large braking system with cross-drilled composite brake discs and aluminium monobloc calipers front and rear
- Porsche Ceramic Composite Brake (PCCB) with aluminium monobloc calipers available as an optional extra
- Lightweight 19-inch GT3 wheels with central locking device
- Sport tyres
- Tyre Pressure Monitoring (TPM)

Bodyshell

- Aerodynamically optimised body generating positive downforce
- Front and rear lights mainly fitted with LEDs
- Aluminium doors and front lid
- Rear lid with two ram-air collectors and fixed bi-plane wing
- Fuel tank capacity: 67 litres (optional 90 litres)
- Six airbags: two full size front airbags, two side head airbags, two thorax airbags in seat side bolsters
- Clubsport package available as a no-cost option
- Bi-Xenon headlights

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