

# **Technical manual**

911 GT3 Cup (991 II) MY 2017

#### **Preface**

This document should give you the opportunity to look up data, settings, und operating regulations, and to facilitate maintenance or repair of the vehicle.

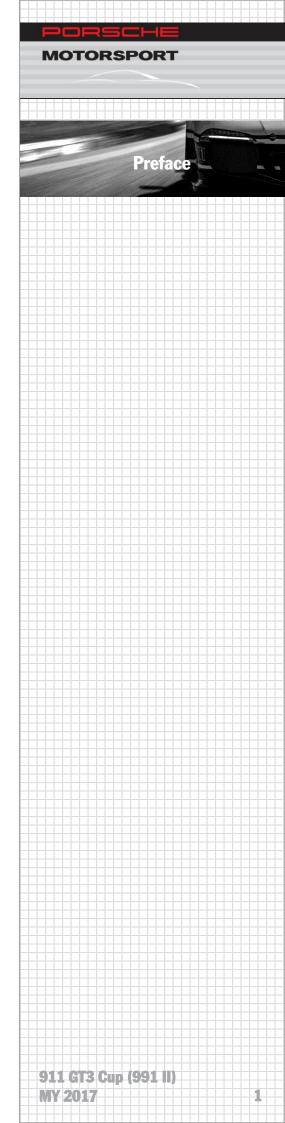
We wish you many sporting successes with your 911 GT3 Cup (991 II).

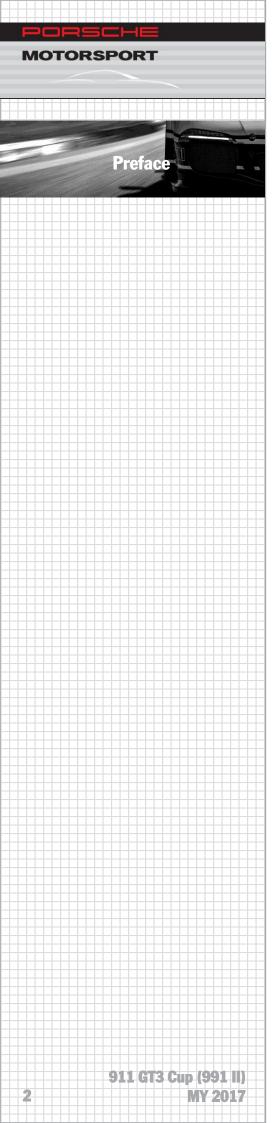
**Customer Sport** 

Dr. Ing. h.c. F. Porsche

Inc.

Motorsport Sales





#### Competition Vehicle 911 GT3 Cup (991 II) Model 2017

The design of this vehicle is specially configured for use in one-make cup competitions.

For understandable reasons, it cannot therefore be assumed that the standards set by our production vehicles are relevant for the car body design.

Porsche assumes no responsibility for compliance with regulations.

The vehicle is not approved for use on public roads and does not comply with the German Road Traffic Licensing Regulations.

Pictures, descriptions, and schematic drawings are used solely for illustrating the text. We assume no responsibility for the completeness and conformity of the contents with the prevailing sporting codes.

Due to the constant improvement of our products and the related documentation at the time of your purchase, a new version of this technical manual could be available. The latest Version is always accessible at the "Porsche Motorsport race car service information" database (PMRSI), and can be downloaded on the following homepage.

https://motorsport.porsche.com

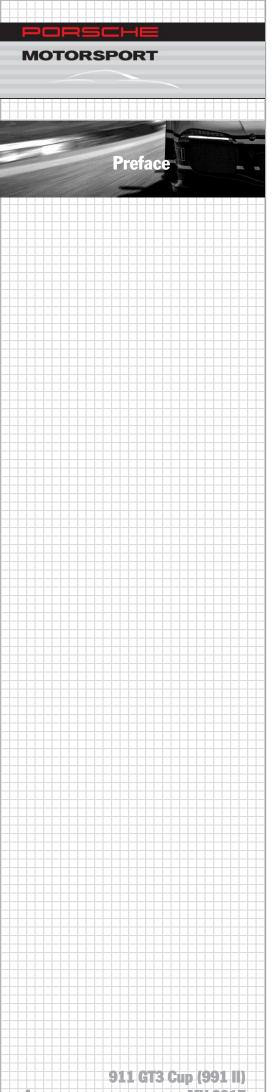
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Preface

911 GT3 Cup (991 II) MY 2017



Warnings and safety instructions

The warning notes and safety instructions are classified by the respective signal word (Danger, Warning, Caution) beside the warning symbol.



Warns against death or very serious injury which will certainly occur if the instructions are ignored.



Warns against death or very serious injury which may occur if the instructions are ignored.



Warns against minor injury if the instructions are ignored.



Warns against damage to property if the instructions are ignored.

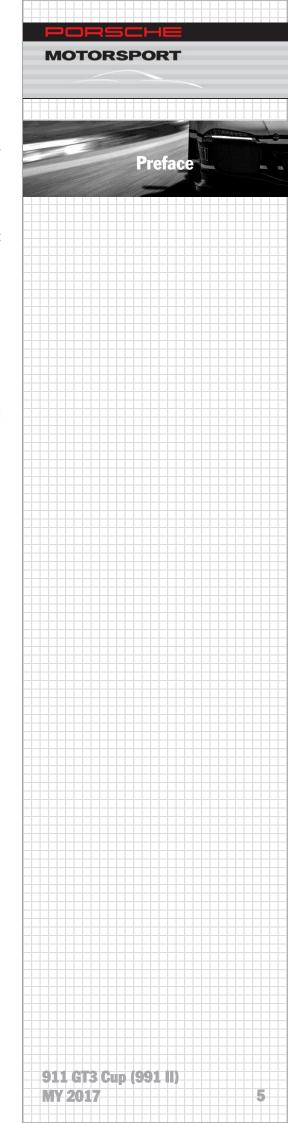


Contains advisory information which makes the work procedure easier.

To prevent injury and adversely affecting the operational and road safety of the vehicle, or damage to the vehicle as a result of improper work, read these warnings and safety instructions carefully and observe them fully.

It is not possible for Dr. Ing. h.c. F. Porsche AG to give a detailed evaluation of all danger situations for the persons carrying out the work. It is therefore imperative that all persons carrying out repair and maintenance work on Porsche vehicles use their specialist knowledge to ensure that their own safety is not put at risk and that the procedure chosen will not have any negative effects on the vehicle - especially with regard to safety.

It is therefore expressly specified that all work involved in the work procedures described should be carried out only in accordance with the valid guidelines and regulations of the local authorities responsible with respect to health, accident prevention and environmental protection, and in compliance with the respective legal provisions in force.

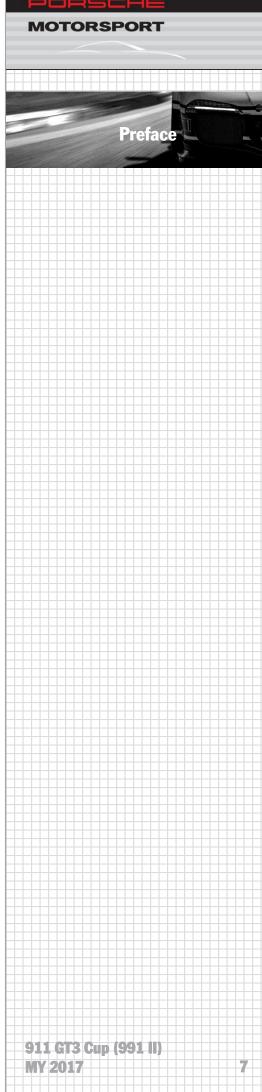




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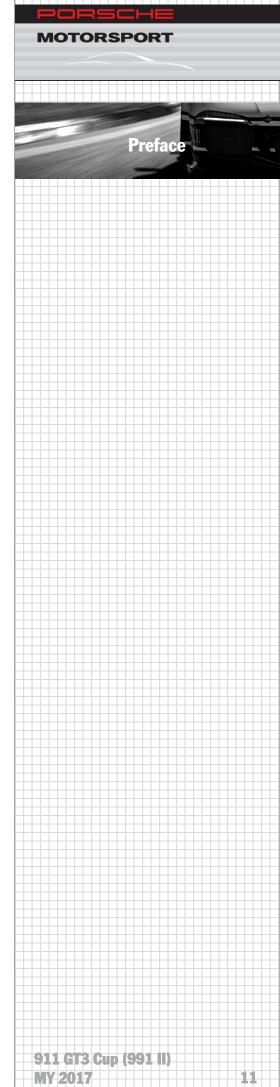
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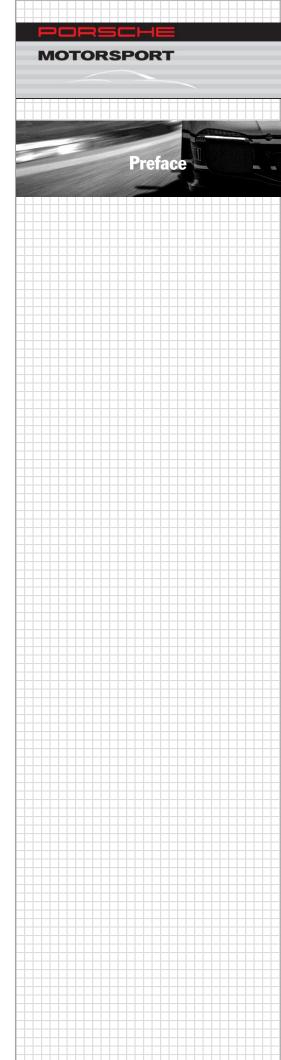




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## 1 Engine

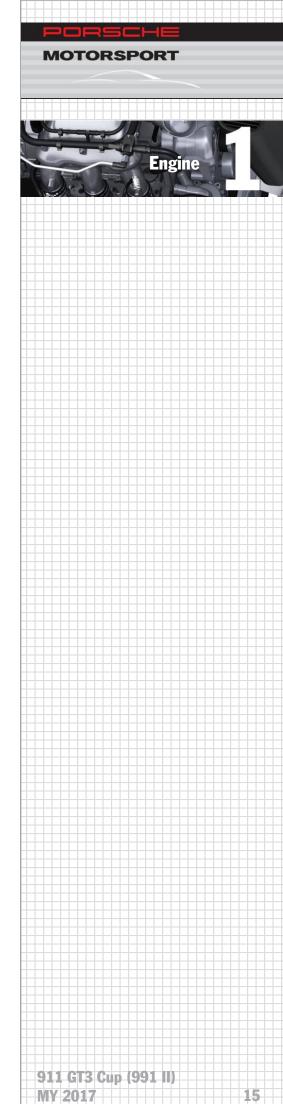
#### 1.1 General information

The engine of the new 911 GT3 Cup (991 II) is an enhancement of the unit in the road-approved 911 GT3 RS with displacement of 3,996 cc. New features compared with the previous Cup engine are the direct fuel injection, camshaft control for the intake and exhaust valves, and rigidly mounted valve levers for valve actuation. The oil supply for the connecting-rod bearings is ensured by the central oil supply to the crankshaft. Also new is the demand-controlled oil pump with integrated centrifuge for oil defoaming. The engine features dry-sump lubrication with an oil tank mounted on the engine side. The oil is cooled by an oil/water heat exchanger integrated into the cooling system.

The Bosch Motronic MS 4.6 NG control unit is used for engine control.



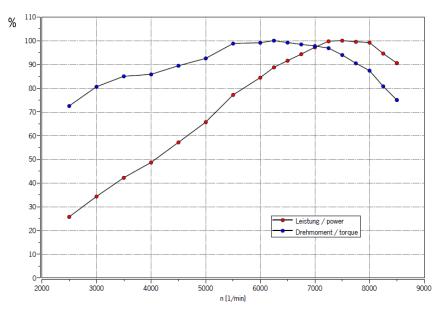
1.1.1





#### 1.2 Technical data

#### **Full load curves**



1.2.1

#### **Technical engine specifications**

Number of cylinders 6

Type Flat-six engine

Valves per cylinder 4

Displacement 3,996 cc

Bore 102.0 mm (4 inches)
Stroke 81.5 mm (3.2 inches)

Compression Approx. 13.3:1

Max. engine speed 8,500 rpm

Cooling Water-cooled

Lubrication Dry-sump lubrication (demand-controlled oil pump)

Oil/water heat exchanger

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#### 1.3 Engine lubrication

The 911 GT3 Cup (991 II) features dry-sump lubrication with a demand-controlled oil pump. This type of lubrication system design ensures a reliable pressure oil supply to the engine components that require lubrication in all driving situations. The oil tank mounted separately on the front of the engine always contains enough oil to supply the oil pump. The crankshaft has a central oil supply to provide the connecting-rod bearings with sufficient lubrication at high engine speeds.

An oil/water heat exchanger has been integrated into the engine's oil/water system for controlling the engine temperature.

#### 1.3.1 Oil level measurement

On the 911 GT3 Cup (991), the oil level is measured electronically by means of a level sensor in the oil tank. There is no dipstick. To ensure a correct measurement, the engine must be at operating temperature (coolant temperature 80°C (176°F)).

See Section 7.1

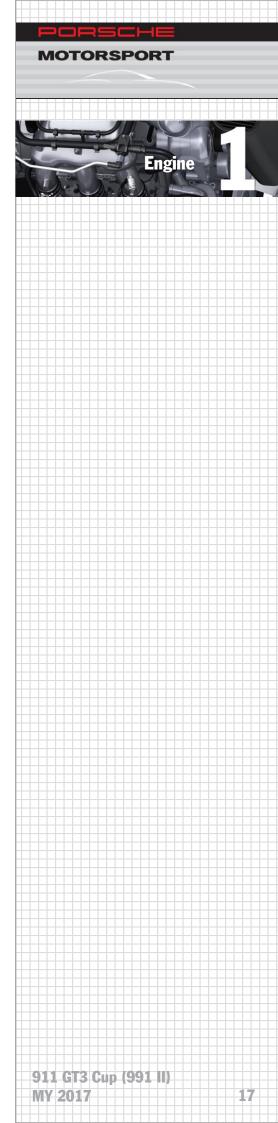
#### 1.3.2 Filling capacities

Engine rebuild: 9.5 liters (10 qts)
 Oil change with change of oil filter: 6.6 liters (7 qts)
 Oil change without change of oil filter: 6.0 liters (6.3 qts)

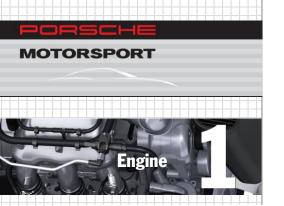
#### 1.3.3 Engine oil

The engine oil is always changed when the engine is overhauled at Porsche AG. The following oil specification is used for this:

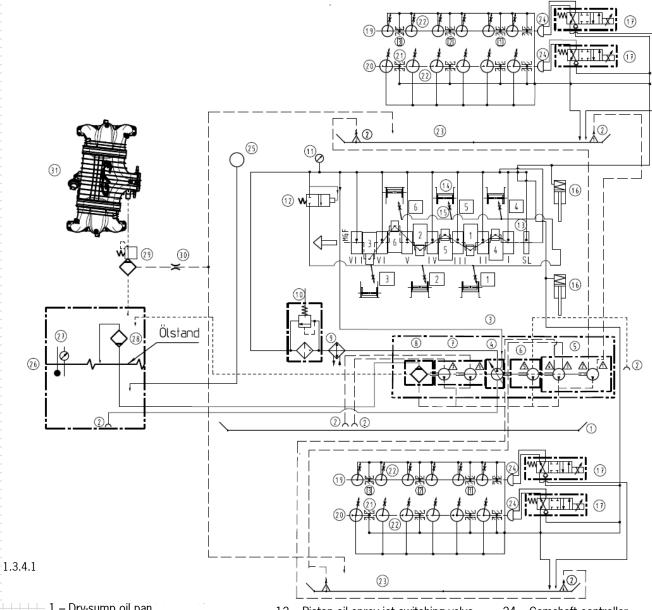
- Mobil 1 FS 0W-40
- Mobil 1 New Life 0W-40



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#### 1.3.4 Engine oil circuit



- 1 Dry-sump oil pan
- 2 Extraction point
- 3 Oil pump
- 4 Oil pump pressure stage
- 5 Head suction stage
- 6 Chain box extraction point
- 7 Crankcase suction stages
- 8 Centrifuge
- 9 Heat exchanger
- 10 Oil filter

18

11 - Pressure/temperature sensor

- 12 Piston oil spray jet switching valve
- 13 Crankshaft
- 14 Piston
- 15 Piston oil spray jets
- 16 Chain tensioner
- 17 Camshaft control valve
- 19 Camshaft, intake
- 20 Camshaft, exhaust
- 21 Camshaft bearing
- 22 Valve lever with oil spray jets
- 23 Oil collection duct

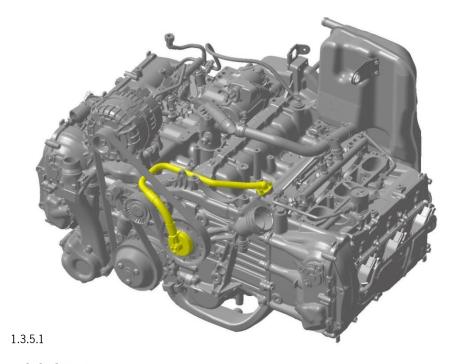
- 24 Camshaft controller
- 25 Oil filler neck
- 26 Oil tank
- 27 Oil-level sensor
- 28 Air/oil separator
- 29 Vacuum limiting valve
- 30 Vent line
- 31 Intake system

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#### 1.3.5 Central oil supply

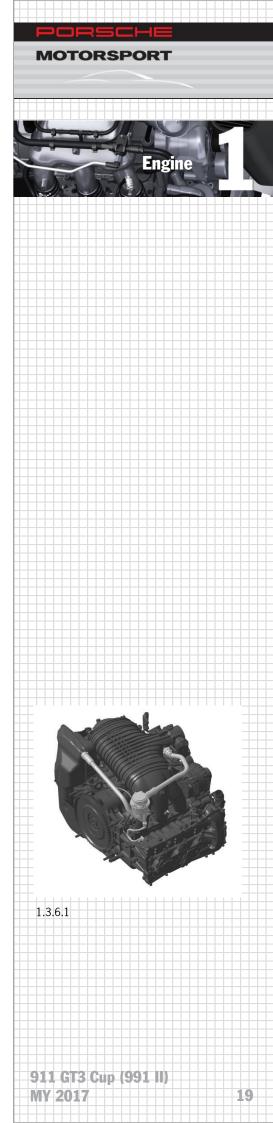
The engine of the 911 GT3 Cup features a central engine oil supply to the crankshaft to ensure lubrication of the connecting-rod bearings all the way up to the highest engine speeds.

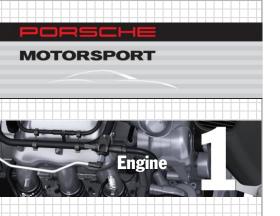
The oil for the connecting-rod bearings is not routed to the connecting rod via the main bearings here in the conventional way, but rather supplied centrally from the main oil gallery to the crankshaft via a line. This achieves a more stable oil supply to the connecting-rod bearings with less loss.



#### 1.3.6 Oil mist separator

The oil tank vent is routed into the intake system through an oil mist separator; the separated oil is returned to the crankcase.



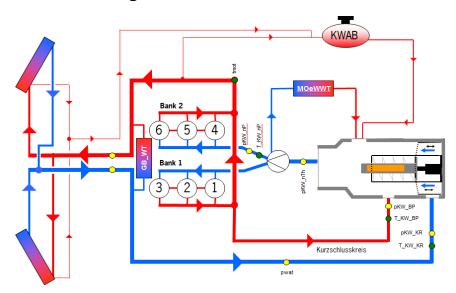


#### 1.4 Engine cooling system

The cooling system is used to control the engine temperature. The heat generated during combustion is dissipated to the environment in a controlled manner via three radiators arranged in the front end, thereby protecting the combustion engine against overheating. The cooling system also has two oil/water heat exchangers. Both the heat exchanger for the engine and the heat exchanger for the transmission bring the oil temperatures of the respective units to operating temperature and maintain them there. There is a pressure relief valve fitted in the cap of the expansion tank that opens above an overpressure of 1.4 bar (203 psi) (max. volume flow 3L/min.) The system must be checked if it is losing coolant or a leak is suspected. Hazet provides a tester for this that pressurizes the cooling system in order to locate any possible leakage. The adapter required for the test, which must be screwed onto the expansion tank, can also be purchased from Hazet.

Adapter: Hazet 4800-12A

#### 1.4.1 Schematic diagram



1.4.1.1

#### 1.4.2 Thermostat

The thermostat installed in the engine opens above a water temperature of 81°C (178°F). The thermostat is fully open above approx. 95°C (203°F).

#### 1.4.3 Coolant

The cooling system is filled with 11 liters (11.6 qts) of water and 11 liters (11.6 qts) of antifreeze on delivery. This provides protection against cold/freezing down to -30°C (-22°F).

Porsche Motorsport recommends replacing the factory-filled coolant with 20 liters (21.1 qts) of water and 2 liters (2.1 qts) of anti-corrosion agent (Porsche spare part no.: 997.106.907.90) for all racing events. The anti-corrosion agent protects the water-carrying parts against corrosion, reduces cavitation, lubricates the water pump, and increases the boiling point of the cooling water.



Information

For races as part of a Formula 1 event, the coolant must be replaced as described below:

Approx. 20 liters (21.1 qts) of water plus at least 2 liters (2.1 qts) of anti-corrosion agent Porsche spare part no.: 997.106.907.90

Filling capacity: 22 liters (23.2 qts)

#### 1.4.4 Filling the cooling system

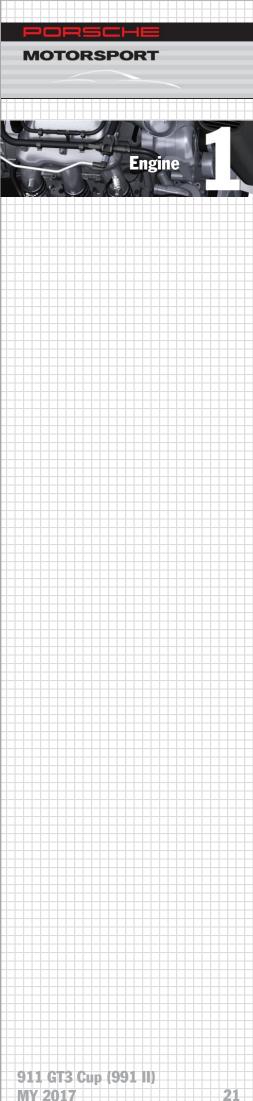
See maintenance instructions in Section 7.1.6 Engine cooling system

#### 1.4.5 Racing at low temperatures



The engine is fully thermostat-controlled, therefore the radiators do not need to be masked.

Information

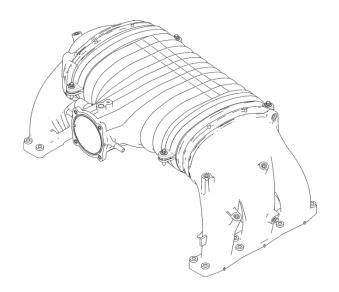


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## 1.5 Intake system



1.5.1

The new intake bridge has been made from plastic to save weight and lower the center of gravity.

#### 1.5.1 Throttle valve

The electronic throttle valve controls the air supply to the engine using an integrated electric motor.



#### 1.5.1.1

- Electronic throttle valve
- Redundant design through the use of two potentiometers

#### Adjusting the throttle valve

There is no mechanical connection between the throttle valve and gas pedal. The electrical signal from the gas pedal is converted into an opening angle by an electrical servo motor in the throttle valve.



Information

The Start button is blocked for 3 seconds after the ignition is switched on to prevent interference with the throttle valve calibration.

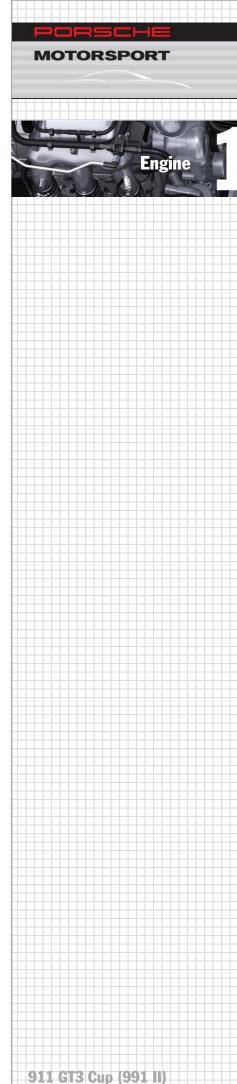
The throttle valve does not need to be adjusted. After the ignition is switched on, the throttle valve opens and closes automatically and in this way determines its end points.

NOTE

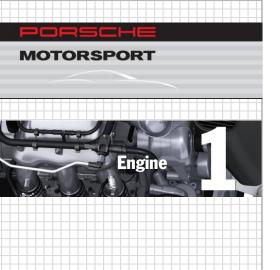
Use of restrictors

The throttle valve projects beyond the housing when fully open.

Make sure that the throttle valve has clearance to move



MY 2017



#### 1.6 Working on the engine

#### 1.6.1 Tightening specification for the flywheel

The following procedure must be observed when installing the flywheel.

- 1. Use new screws
- 2. Tighten the screws in diagonally opposite sequence to 60 Nm (44.3 ft-lb)
- 3. Tighten the screws in diagonally opposite sequence with a 90° angle of rotation.

#### 1.6.2 Valve timing

The valve timing does not need to be adjusted; the position of the camshafts is detected by the engine control and automatically readjusted to the optimum setting.

NOTE

Bad engine start properties

Adjustment of valve timing by car spinning
The engine can turn anticlockwise in case of car
spinning's. The cam shaft positions must be
synchronized by its own.

 To avoid bad engine start properties by car spinning's push clutch immediately

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# **1.6.3** Removing and installing the crankshaft sealing ring (flywheel side)

#### **Special tools**

Porsche Motorsport recommends using the following special tools to install and remove the crankshaft sealing ring on the flywheel side:

Press-in tools for crankshaft sealing ring: Porsche spare part no.: 9699/3

This tool can be ordered in the Porsche Dealership.

#### Removal

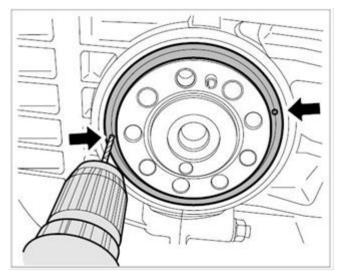
1. Drain the engine oil

NOTE

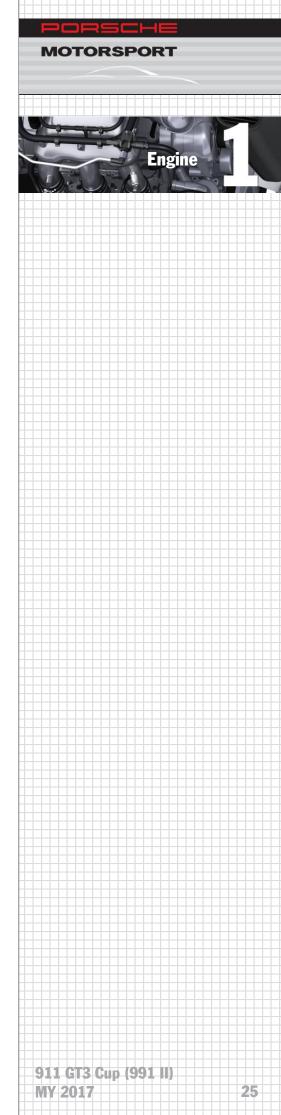
Removal of the sealing ring

Damage to the crankshaft/engine block Leakage in the engine

- Do not lever out the sealing ring.
- The sealing ring must only be removed using an impact pull-off device.
- 2. Prick-punch the sealing ring centrally at two positions offset by 180°.
- 3. Drill holes at the prick-punched positions using a drill bit (Ø 2 mm (0.08 inches)).

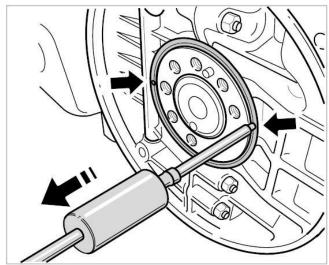


1.6.3.1





4. Screw the threaded tip of a commercially available impact pull-off device alternately into the bore holes and pull the metal ring off evenly



1.6.3.2

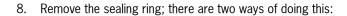
5. Part of the sealing ring remains in the crankcase after the metal ring is pulled off.

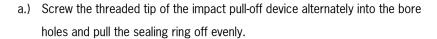
NOTE

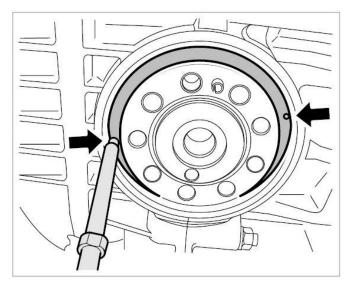
Removal of the remaining sealing ring

Damage to the crankshaft/engine block Leakage in the engine

- Do not lever out the remaining sealing ring.
- The remaining sealing ring must only be removed using an impact pull-off device or tapping screws.
- 6. Carefully remove drilling chips
- 7. Using a (Ø 2 mm (0.08 inches)) bit, carefully drill another two holes (arrows) as far into the corners (metal body) of the sealing ring as possible.

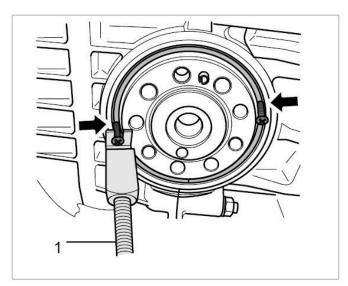






1.6.3.3

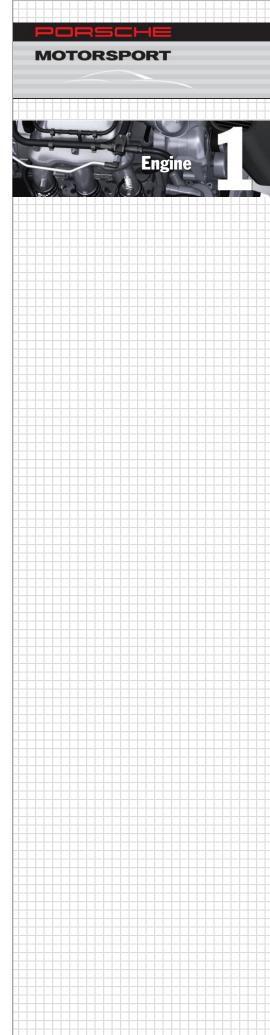
b.) Screw in two tapping screws and pull the sealing ring off evenly using the claw sleeve from a slide hammer kit.



1.6.3.4

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9. Carefully remove chips and oil residue at the crankshaft bore hole



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1.6.3.5



1.6.3.6



1.6.3.7

#### Installing the crankshaft sealing ring

If any small edges or burrs are found on the chamfer of the crankshaft flange, carefully remove them with an oilstone. Then, carefully clean the crankshaft journal and crankcase bore using solvent naphtha or acetone and a clean lint-free cloth.

Never use an abrasive or polishing cloth or brushes with metal bristles on the sealing surface of the crankshaft flange. Only use a special metal-polishing pad to remove corrosion on the crankshaft flange. Then clean the crankshaft flange carefully using acetone or solvent naphtha.

- Unscrew the press-in tool (Porsche spare part no.: 9699/3) (Figure 1.6.3.5).
- Slide the sealing ring with red assembly protection onto the base plate. Grease the outside of the sealing ring (Figure 1.6.3.6 and Figure 1.6.3.7).
- Secure the base plate to the crankshaft using two hexagon socket head bolts a/f 8 (arrows in Figure 1.6.3.7).
- Screw the mounting bell onto the base plate

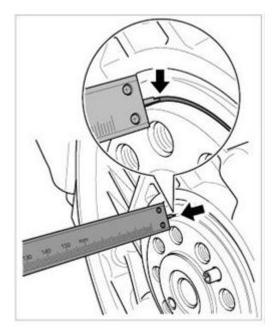
NOTE

Damage to the sealing ring

Leakage in the engine

- Do not unscrew the a/f 19 hexagon-head bolt of the press-in tool past the point of resistance.
- Tighten the a/f 19 hexagon-head bolt until strong resistance is felt.
- Leave the assembly tool in the end position for one to two minutes to allow the sealing ring and sealing lip to settle into their positions
- Undo the a/f 19 hexagon-head bolt and remove the press-in tool.

Check the installation position of the sealing ring by using a caliper gauge to take measurements at four points from the crankcase flange to the flat part of the steel ring (arrows)



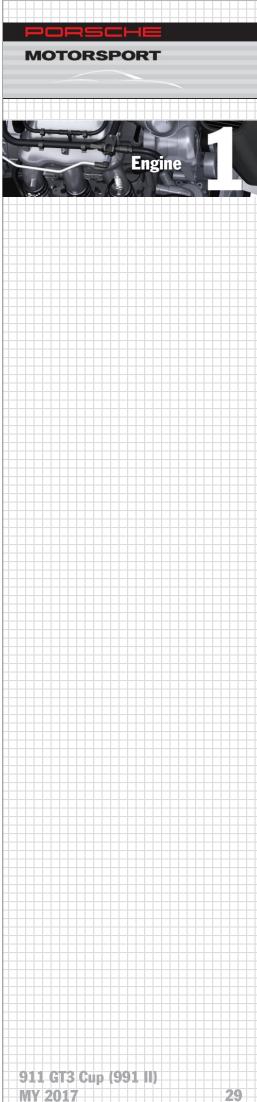
1.6.3.8



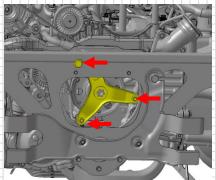
Information

- Measured depth is approx. 4.5 mm (0.18 inches)
- Maximum permissible inclined position is 0.5 mm (0.02 inches)

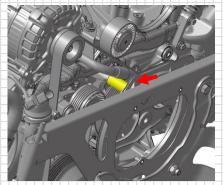
If the comparative values exceed the maximum difference, press the sealing ring on again using the insertion tool



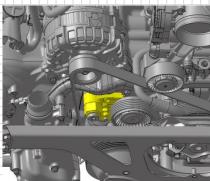
# MOTORSPORT



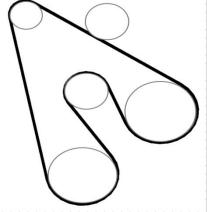
1.6.4.1



1.6.4.2



1.6.4.3



1.6.4.4 **911 GT3 Cup (991** II) **30** MY **2017** 

#### 1.6.4 Changing the poly-V-belt

#### **Preliminary work:**

- Remove the rear apron
- Remove the heat shield

NOTE

Damage to the central oil supply

Major engine damage

- The oil line of the central oil supply must not be dismantled to change the belt.
- Unscrew the retaining bracket (2x M6x16 hexagon round-head bolts, 1x M10x135 hexagon-head bolt) (Figure 1.6.4.1)
- Remove the spacer (Figure 1.6.4.2)

#### Changing the belt:

 Relieve the tension on the belt. To do this, turn the a/f 30 belt tensioner clockwise (arrow in Figure 1.6.4.3).

#### Remove the belt

- Fit the new belt. Figure 1.6.4.4 shows the routing of the belt. Loosen the tensioner to allow the belt to assume the correct tension.
- Install the parts in reverse order.

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#### 1.6.5 Fuel high-pressure line



Installation of the fuel line

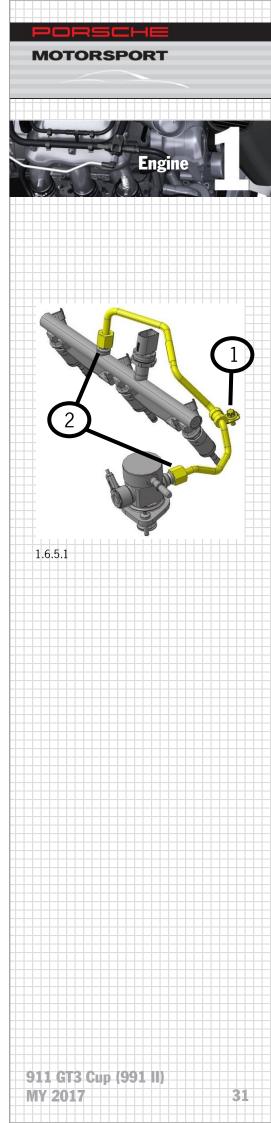
Danger of fire due to leakage

 The high-pressure line must always be replaced following disassembly.

Mounting specification for the high-pressure line:

The assembly specification is the same for both cylinder banks.

- Fit the line (always use a new line)
- Screw on the union nut by 2-3 turns (the line must still be freely movable)
- Tighten the M6 bolt (item 1) to 7 Nm (5.2 ft-lb)
- Tighten the union nut (item 2) to 25 Nm (18.4 ft-lb)

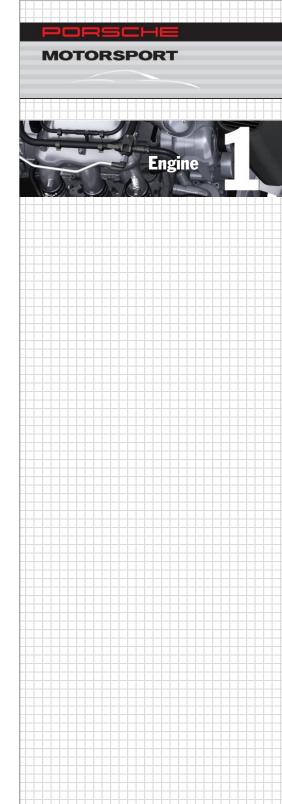




# 1.7 Tightening torques for engine

Component	Screw dimension	Tightening torque [Nm (ft-lb)]			
Engine Control of the					
Retaining bracket at central oil supply line	M6x16	13 Nm (9.6 ft-lb)			
Pulley on crankshaft	M8x1.25	20 Nm (14.8 ft-lb) +90° crossed			
Pulley on alternator	A/F	55 Nm (40.6 ft-lb)			
Oil filter	1"-12 UNF	20 Nm (14.8 ft-lb)			
Oil drain plug on oil modul	M16x1.5	31 Nm (22.9 ft-lb)			
Water drain plug on water pipe	M14x1.5	35 Nm (26 ft-lb)			
Flywheel	M10x1	See 1.5.2			
Service cover on valve cover	M5x20	6.5 Nm (4.8 ft-lb)			
Intake distributor on cylinder head	M6x35	13 Nm (9.6 ft-lb)			
Holder tank drain on intake distributor	M6x12	10 Nm (7.4 ft-lb)			
Holder fuel pipe low prs. on intake distributor	M8x12	20 Nm (14.8 ft-lb)			
Knock sensor	M8x35	23 Nm (17 ft-lb) ± 2 Nm (1.5 ft lb)			
Spark plugs (install max. five times)	M12x1.25	25 Nm (18.4 ft-lb)			
Ignition coil fastening	M6x16	10 Nm (7.4 ft-lb)			
Starter	M10x35	45 Nm (33.2 ft-lb)			
Generator	M8x90	15 Nm (11.1 ft-lb)			
Fuel					
High-pressure lines		See 1.6.5			
		Initial tightening: 6 Nm (4.4 ft-lb)			
High-pressure pumps	M6x25	Final tightening: 13 Nm (9.6 ft-lb)			
Fuel rail	M6x16	13 Nm (9.6 ft-lb)			
Pressure sensor on fuel rail	M10x1	32.5 Nm (24 ft-lb) ± 2.5 Nm (1,8 ft-lb)			

Exhaust system		
Restraining strap on muffler	M8x50	18 Nm (13.3 ft-lb)
Oxygen sensor	M18x1.5	50 Nm (36.9 ft-lb) ± 8 Nn (6 ft-lb)
Muffler ball clamp on manifold	M8x50	18 Nm (13.3 ft-lb)
Engine mount	·	
Engine strut on body	M10x130	60 Nm (44.3 ft-lb)
Engine strut on crankcase	M10	60 Nm (44.3 ft-lb)
Heat protection on engine carrier	M5x12	4.6 Nm (3.3 ft-lb)
Underbody fastening	M6x12	12 Nm (8.8 ft-lb)
Underbody fastening	M8x20	23 Nm (17 ft-lb)
Oil tank		
Oil tank on crankcase	M8x35	23 Nm (17 ft-lb)
Oil tank on intake distributor	M8x30	23 Nm (17 ft-lb)
V-band clamps on oil tank	M6x25	3.5 Nm (2.6 ft-lb)
Oil drain plug on oil tank	M18x1.5	30 Nm (22.1 ft-lb)
Clutch		
Flywheel		See 1.6.1
Clutch to flywheel		Pre 8 NM (6 ft-lb) Final 33 NM (24.4 ft-lb)

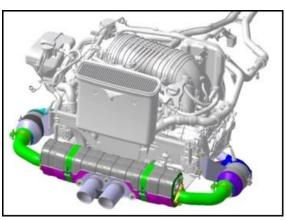




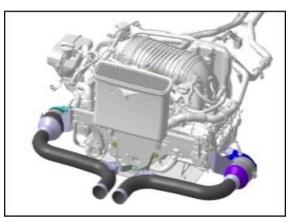
#### 1.8 Exhaust system

The exhaust system was also enhanced as part of the engine redevelopment. Variants with a muffler, with additional front mufflers as well as without any muffler are available. All variants have exhaust manifolds with catalytic converters (each 100 cells). The exhaust system is always mounted on the engine.

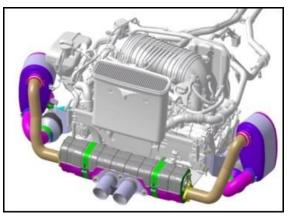
System with rear muffler:



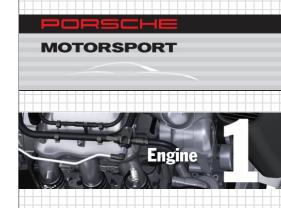
1.8.1 System without muffler (Supercup system):



1.8.2 System with front muffler and rear muffler:



1.8.3



#### **Noise Emission**

The following noise emission values for the Porsche 911 GT3 Cup MY 2017 (type 991 II) are measured by Porsche AG as guide values and are to inform about the different available exhaust configurations. The guide values can differ from the actual values measured by any race track through technical tolerances (wear and tear, deterioration of filling material, etc.) and environmental influences (weather, ambient pressure, structural conditions, etc.). The measurements by any race tracks and their allowance to operate are to be followed and no claim for the compliance with the numbers indicated will be recognized

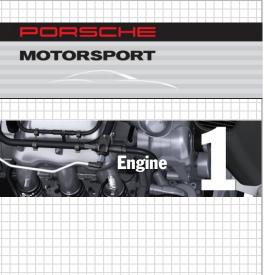
Overview drive-by measurements:

Measurment parameters			Exhaust system configuration			
Measuring height	Distance to exhaust pipe	Angle to exhaust pipe	Engine speed (rpm)	Supercup exhaust	Center silencer	Center silencer + side silencers
				Accoustic power [dB(A)]	Accoustic power [dB(A)]	Accoustic power [dB(A)]
1,2 m	15 m	90°	8500 (full load)	114,2	106,1	99,3
1,2 m	10 – 40 m	90°	8500 (full load)	116,6	107,6	101,9

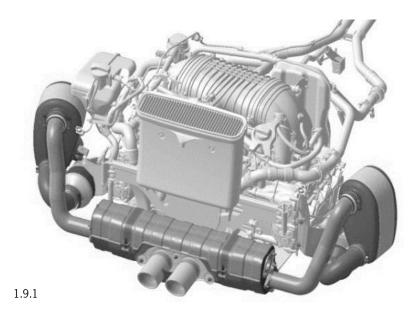
#### Overview stationary measurements:

Measurment parameters			Exhaust system configuration			
				Accoustic power [dB(A)]	Accoustic power [dB(A)]	Accoustic power [dB(A)]
0,53 m (7 ft)	2,13 m (7 ft)	45°	65% nmax (5500)	123,9	102,5	98
0,2 m	0,5 m	45°	4500	-	110,6	100,6
0,5 m	0,5 m	45°	3800	117,2	101,5	96
0,5 m	0,5 m	45°	4500	-	-	98,5
0,5 m	0,5 m	45°	75% nmax (6375)	129,3	110,6	104,7
0,5 m	1 m	45°	75% nmax (6375)	127,3	109,3	100,5
0,5 m	2 m	45°	75% nmax (6375)	123,8	104,2	94,5
0,5 m	3 m	45°	75% nmax (6375)	121,3	103,5	91

911 GT3 Cup (991 II) MY 2017



# 1.9 Mounting front muffler



# Prelimnary work:

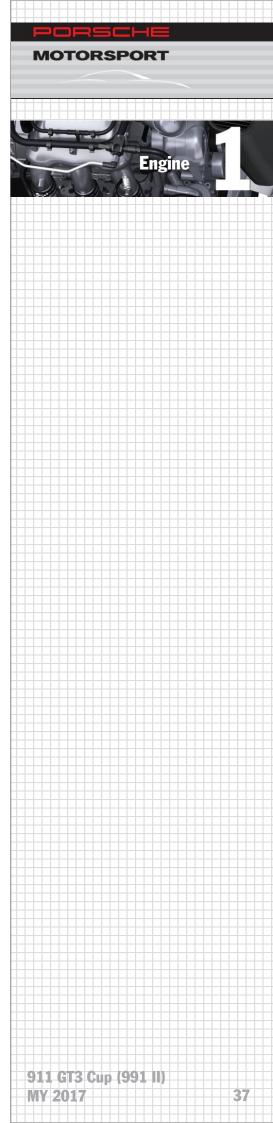
- Remove rear cover
- Let the exhaust system cool down



Hot components

Risk of burns

- Allow hot components to cool down
- Wear protective clothing



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- Pre-mount the holder of the front muffler. Tighten the screw 1 (Figure 1.9.2). Torque: **20 Nm**

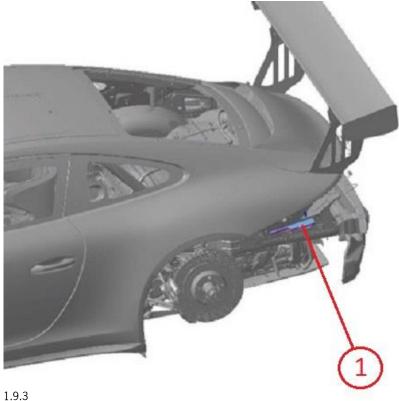


# Installation:

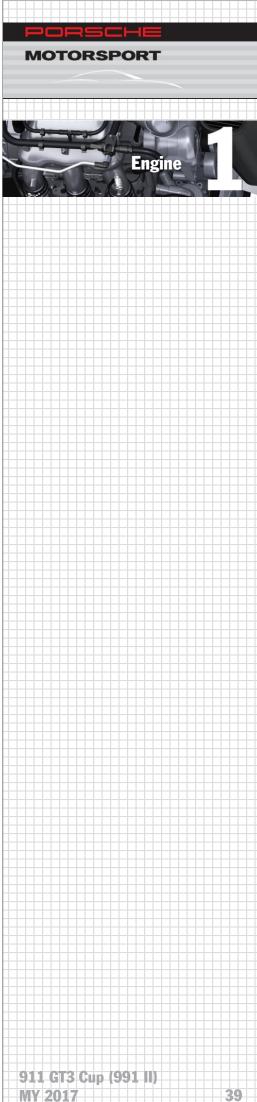


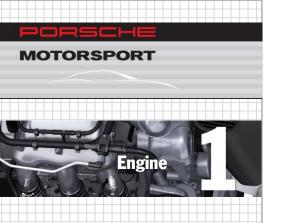
Before fitting the front muffler, an adaption oft he heat shiled below the rearlight is required..

For this purpose, an additional heat shield 1 (Figure 1.9.3) must be attached to the body.

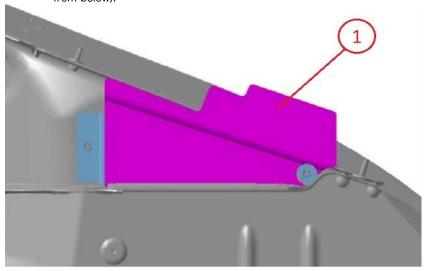


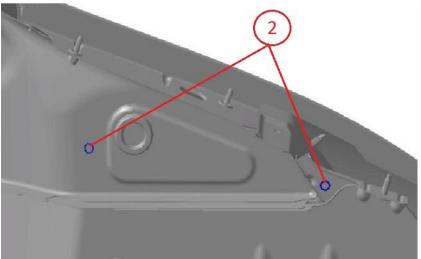
- - Drill the marked points (Figure 1.9.4) with a drill ( $\emptyset$  9 mm/0,358 inch).
  - Insert the blind rivet nuts with the rivet tool..





- Insert the new heat shield 1 and mark the drill points 2 (Figure 1.9.4/View from below).

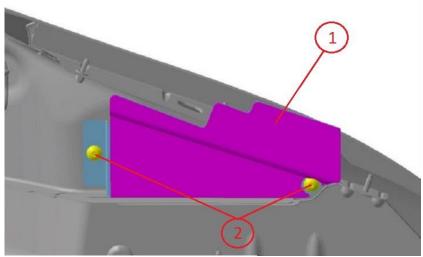




1.9.4

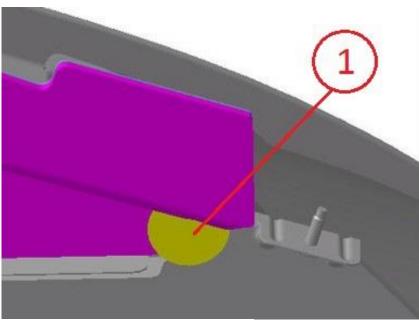
- Drill the marked points (Figure 1.9.4) with a drill (Ø 9 mm/0,35 inch).
- Insert the blind rivet nuts with the rivet tool..

Position the heat shiled 1 to secure with two torx screws 2 (Figure 1.9.5). Torque:  ${f 10~Nm}$ 

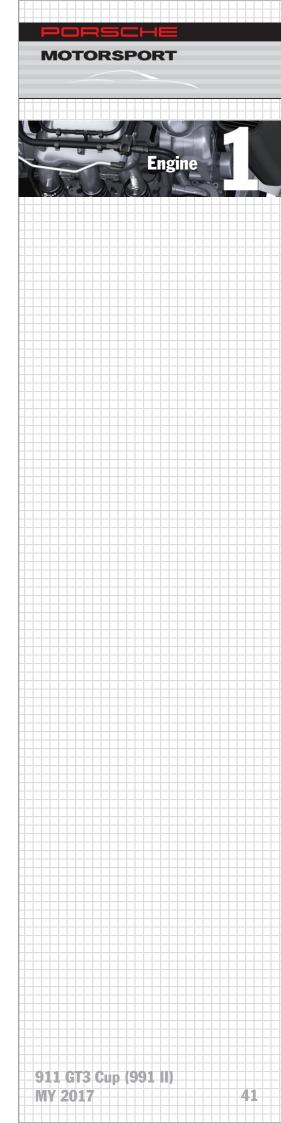


1.9.5

After the screws are tightened, an additional heat protection (yellow marking) must be glued over the screw 1 (Figure 1.9.6)



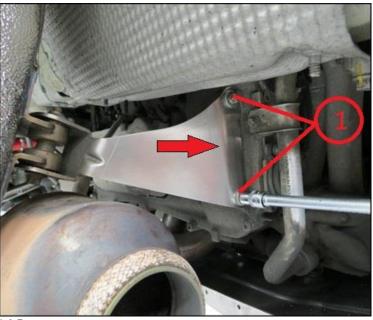
1.9.6



# MOTORSPORT



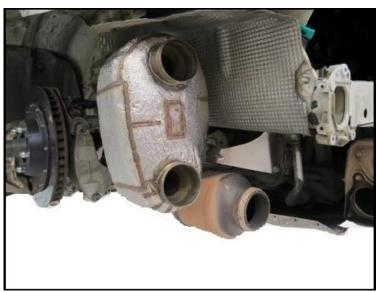
- Position the holder on the cylinder head. Tighten the screws  ${\bf 1}$  by hand. The holder must remain displaceable.
- Pess the holder with slight force in thre direction of the motor (Figure 1.9.7/arrow), so that it rests evenly on both screw shafts. Tighten the two screws 1. Torque: 23 Nm.





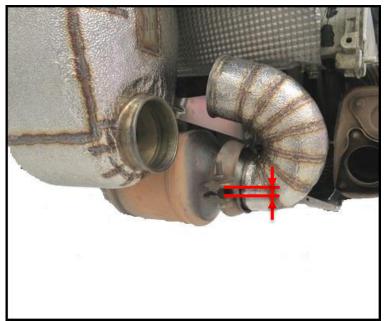
Information

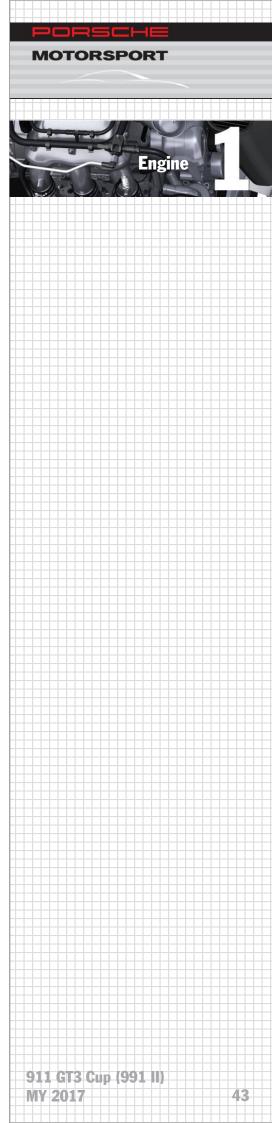
The front silencer is attached to the vehicle and has little freedom of movement due to the decoupling elements.



1.9.8

- Install the lower connecting pipe with the ball clamp on the exhaust
- Attach the ball clamp only hand-tight. The connecting pipe must still move freely (Figure 1.9.9).





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- Attach the connecting pipe cleanly tot he front muffler. Place the v-band clamp on the front and rear. Tigthen both halves evenly (Figure 1.9.10).

NOTE

Observe the orientation oft he v-band clamp.

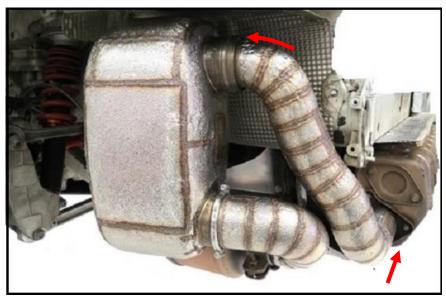


1.9.10

Tigthen the screws oft he v-band clamp. Torque: 5Nm

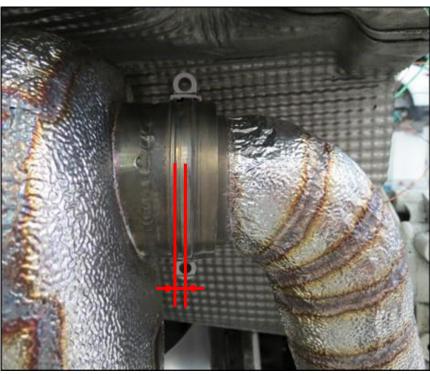


- Insert the upper connecting pipe into the rear muffler. Fit the connecting pipe upper on the front muffler (Figure 1.9.12/arrows).



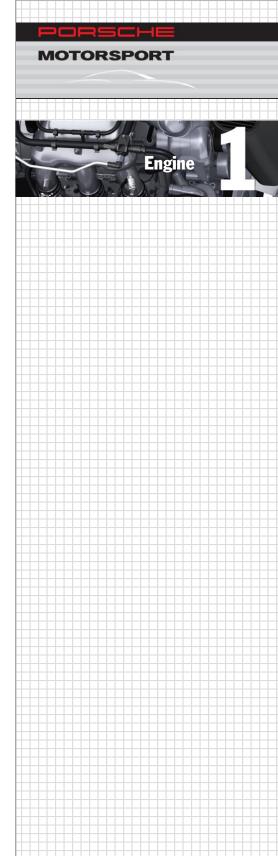
1.9.12

Align the connecting pipe parallel tot he connection oft he front muffler and install the clamp (Figure 1.9.13)



1.9.13

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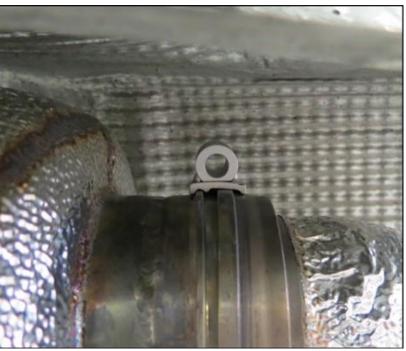






NOTE

Observe the orientation of the ball clamp.



1.9.14

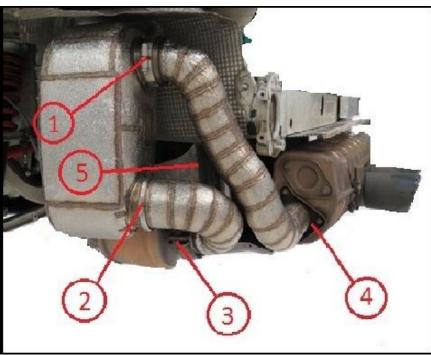
Tighten the two screws oft the ball clamp by hand. The front muffler must be movable (Figure 1.9.15)



# NOTE

Prior to aligning and fixing the front muffler, the conditions of the connections should be observed (Figure 1.9.16)

The rear muffler is firmly connected to the engine bracket..



1.9.16

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# **MOTORSPORT**



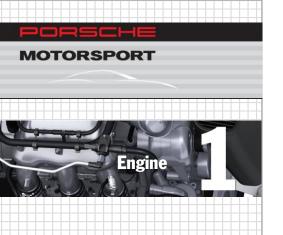
Ball clamp: loose

2. V-band-clamp: fixed

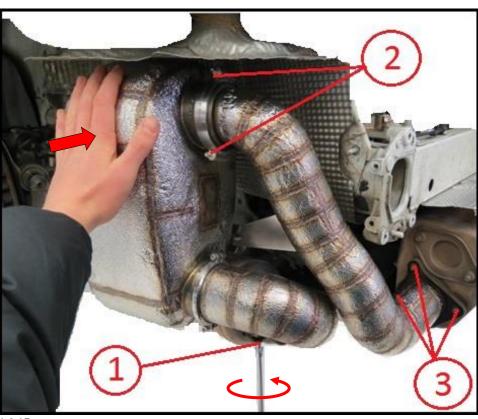
3. Ball clamp: loose

4. Connection: loose

5. Fron muffler bracket: fixed



- Press the front muffler in the upper area with slight force in the direction oft he engine (Figure 1.9.17/arrow).
  - Fully eliminate the freedom of movement and hold the front muffer in position.
- Tighten the screw (1) of the ball clamp, torque: **18 Nm**
- Tighten the screw (2) of the ball clamp, torque: 13 Nm
- Tighten the nuts (3) on the connecting flange, torque: **23 Nm**.



1.9.17

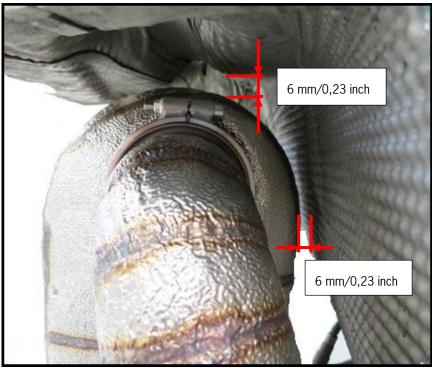
NOTE

Observe the distance to the heat protection parts!

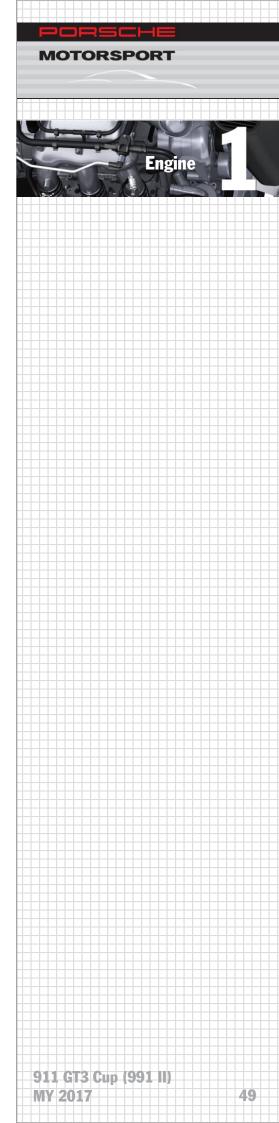
NOTE

The clearance of the front muffler to the heat protection parts must not be less than **6 mm/0,23** inch

If the muffler comes into contact with the heat shield during travel, the insulation can be damaged. The insulation effect is reduced. Thermal overloading of surrounding components may occur.



1.9.18

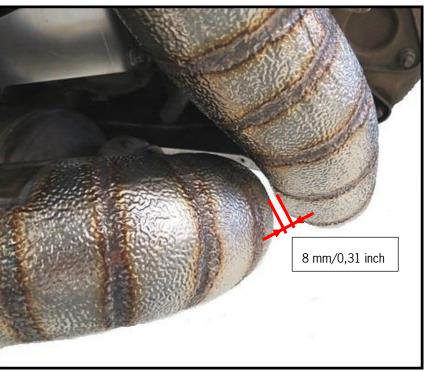




HINWEIS

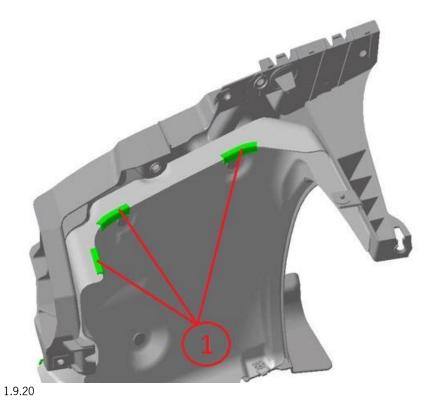
The clearance between the connecting pipes, at the narrowest point, should not be less than **8mm** / **0.31 inch** (Figure 1.9.19).

If the pipes touch during the ride, the insulation may be damaged. The insulation effect is reduced. Thermal overloading of surrounding components may occur.

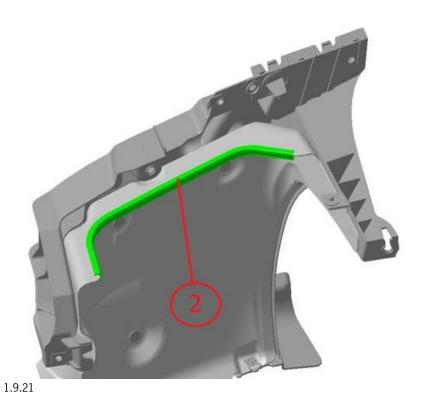


1.9.19

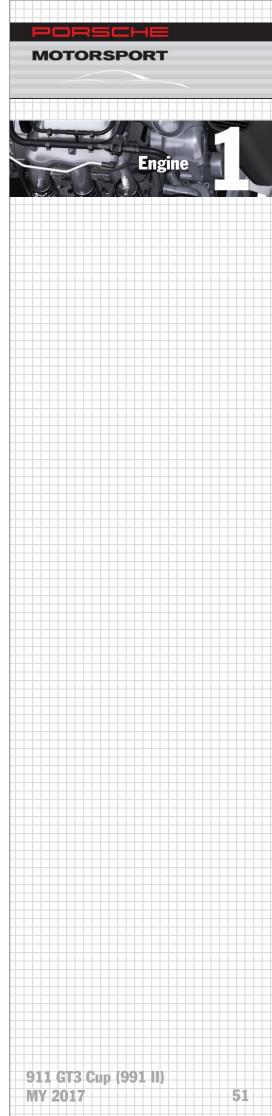
Remove the old seals (1) from the side heat shield (Figure 1.9.20).



- Fit the new seal (2) (Figure 1.9.21).



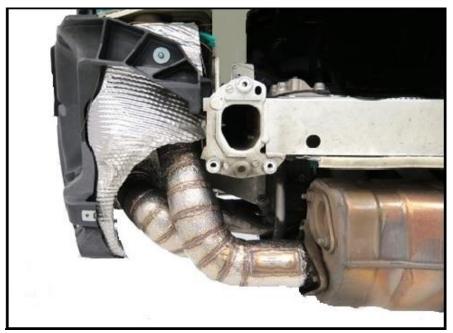
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# MOTORSPORT



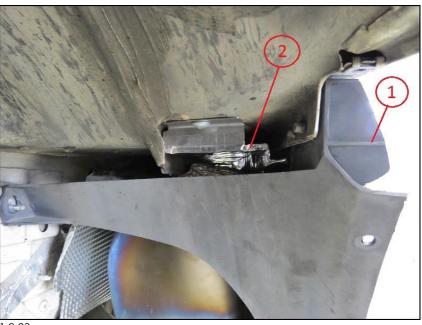
- Mount the side heat protection (Figure 1.9.22 / View from the rear).



1.9.22

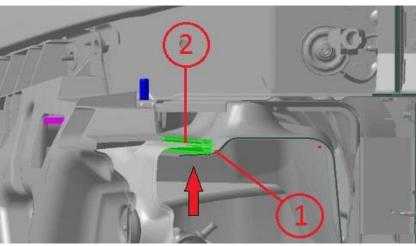
NOTE

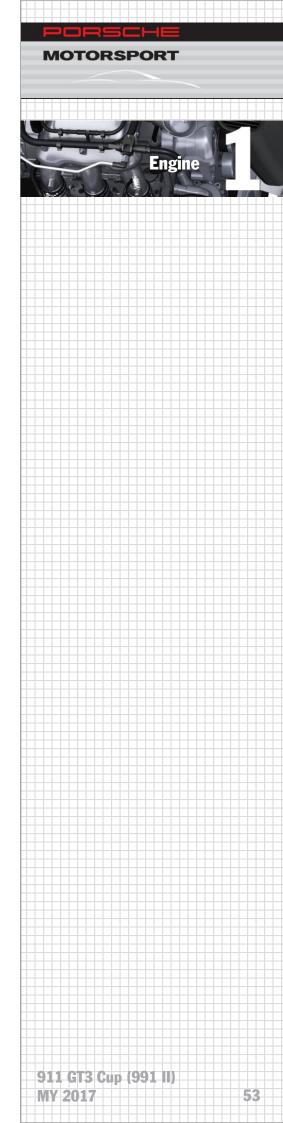
When installing the side heat protection (1), make sure that the edge of the vehicle - safe heat protection (2) is not folded or damaged. The correct fit of the two heat shields is important for the function of the overall system (Fig. 1.9.23 / front view).



1.9.23

# Press the heat shield (1) upwards until it rests against the seal (2) (Figure 1.9.24).



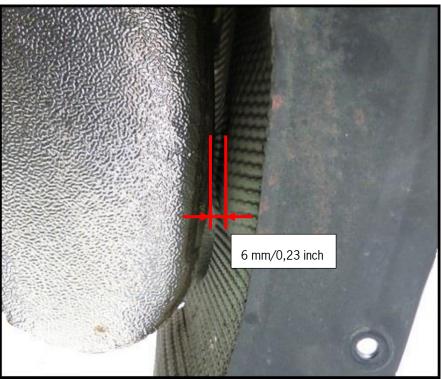




NOTE

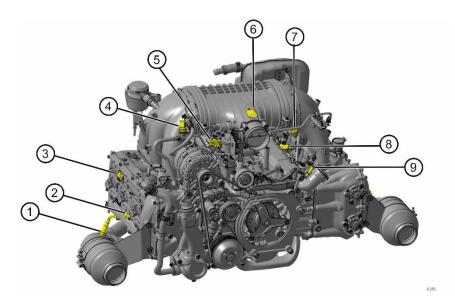
The clearance between the front silencers and the heat protection should not be less than **6 mm/0,23** inch!

If the muffler comes into contact with the heat shield during travel, the insulation can be damaged. The insulation effect is reduced. Thermal overloading of surrounding components may occur.

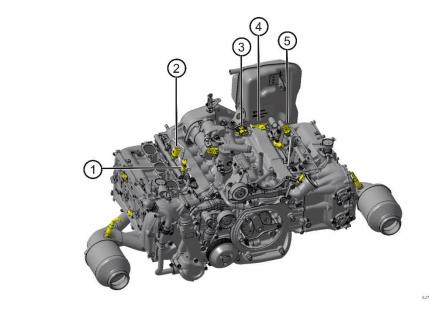


1.9.25

# 1.10 Sensors



1.10.1



1.10.2

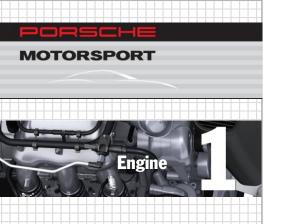
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# **MOTORSPORT**



- Lambda probe
- 2. Phase Sensor outlet
- 3. Phase Sensor intake
- Fuelpress. Sensor
- 5. Crankcasepress.-sensor
- 6. Manifold pressure and temp. Sensor
- 7. Fuel press rail Sensor (high pressure)
- Knock Sensor 8.
- Cooling water temp. Sensor

- Knock Sensor 1.
- 2. Fuel press rail Sensor (high pressure)
- 3. Engine oil temp. and pressure Sensor
- 4. Oil level (tank)
- Fuel press rail Sensor (high pressure)



# 1.11 Running time of engine

NOTE

Engine speed of 8,500 rpm exceeded

Serious damage to the engine Porsche warranty voided

• Do not exceed an engine speed of 8,500 rpm.

The engine of the 911 GT3 Cup (991 II), which is based on the 991 GT3 RS standard-production unit, is designed for a maximum engine speed of 8,500 rpm.

Component	Running time
Stop-choc elements of the exhaust system  (only installed in exhaust systems without muffler or with front mufflers)	60 h
Engine	100 h

# 1.11.1 Behavior if the maximum engine speed is exceeded

The overhaul interval changes in accordance with the table below if the maximum engine speed of 8,500 rpm is exceeded.

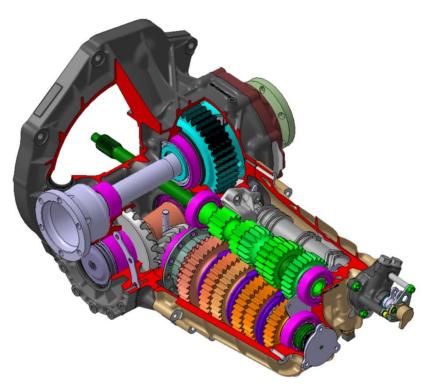
Engine speed	Duration	Overhaul
8,500 – 9,000 rpm	-	After 60 hours
9,000 – 9,500 rpm	More than 6 seconds	Immediate inspection on the test stand
> 9,500 rpm	More than 2 seconds	Immediate engine overhaul
> 10,000 rpm	First time the engine speed is exceeded	Immediate engine overhaul

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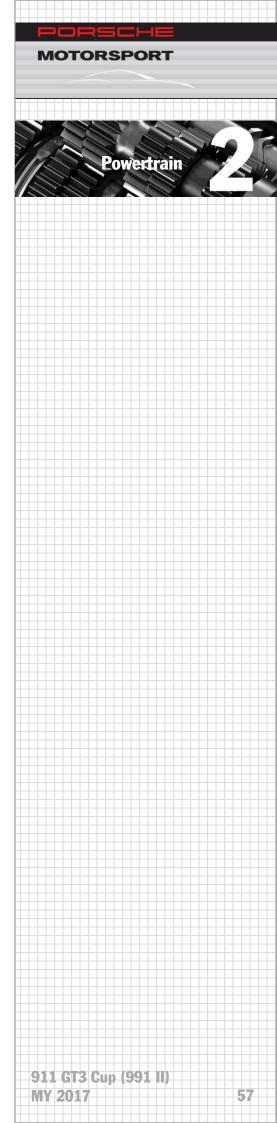
# 2 Powertrain

# 2.1 General

The 911 GT3 Cup (991 II) integrates a sequential six-speed gearbox specially developed for use in motor sports. The shift mechanism has been designed for optimal efficiency, taking into account the pneumatic actuation by means of the compressed air system. To increase the ruggedness and the running time the gearbox is refined. In addition, the gearbox is equipped with a limited-slip differential, an oil filter and an oil/water heat exchanger for cooling. Despite the compact design of the gearbox, accessibility to the individual components has been enhanced. This is a significant improvement, especially, for facilitating any required maintenance work.

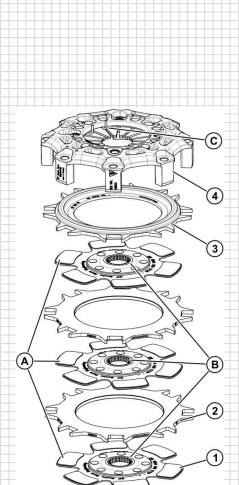


2.1.1





Powertrain



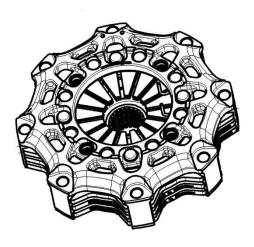
1 Clutch disk

2.2.1.1

- 2 Intermediate plates
- 3 Pressure plate
- 4 Housing
- A Wings of sintered disks
- B Hub gear teeth
- C Clutch housing

# 2.2 Clutch

A Sachs three-disk sintered metal clutch is used in the 911 GT3 Cup (991 II). The clutch has been designed particularly for the loads in motor sports and combines high performance and temperature durability with reduced weight and low moment of inertia.



2.2.1



Information

Do not drive the vehicle with slipping clutch. This will cause excessive wear or overheating (maneuvering, loading and unloading, etc.).

# 2.2.1 Installation instructions

Make sure that the wings of the multiple-disk clutch sintered disks (1) are stacked and aligned (A) if possible. Lightly grease the gear teeth of the hub (B) and move the clutch disks back and forth on the connecting shaft gear teeth until the hub moves smoothly on the shaft. If required, remove excess grease.

NOTE

Contaminated/oily clutch linings

Clutch slips

 Do not allow greases/oils to come into contact with clutch linings.



New sintered lining 3.40 mm (0.13") Replace at 3.00 mm (0.12")

The contact pressure of the cup spring remains constant up to this dimension (3 mm). Use "Racing Fluid-325 °C" from Performance Friction Brakes as clutch fluid. If it falls below the limit above, the clutch disk should be replaced.

# 2.2.3 Fluid for clutch actuation

Racing Brake Fluid-325° from Performance Friction Brakes is used as clutch fluid.

Porsche spare part No.: 991.355.960.8A

Porsche recommends to vent the system after each session and to change the fluid after each race weekend.

### Venting:

▲ Warning

Corrosive fluids

Danger of chemical burns

- Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.
- Depress the clutch pedal 2 to 3 times and keep it depressed
- Shortly open the vent valve rear cross member (illustration 2.2.3.1) the clutch pedal has to be depressed and should not be released
- Close the vent valve again
- Increase pressure again by pumping pedal
- Repeat this procedure 2 to 3 times
- Check the fluid level on the fluid reservoir and replenish fluid, if required

### Replacement:

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- Remove the old fluid from the reservoir and fill with new fluid
- Then proceed as for venting, perform approx. 10 times the steps mentioned above and replenish fluid in the reservoir if required.



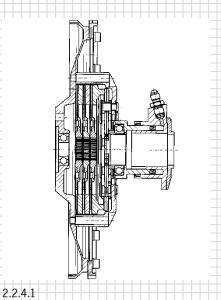




2.2.3.1

# MOTORSPORT





Set external mounting tool: 997.450.037.9A

### 2.2.4 Central release mechanism

The hydraulically actuated piston is controlled by the clutch pedal and the master cylinder. The thrust bearing integrated into the release piston transfers the force to the diaphragm spring of the clutch housing, thereby separating the positive engagement between engine and gearbox.

NOTE

Central clutch release lever seal

Damage to the central clutch release lever

Loss of clutch function

Do not allow the seal to come into contact with engine oil or transmission oil.

• The seal must only be fitted using the special tool from Sachs.

Also make sure to remove oil residues from your hands and the working environment before handling the seal (this also applies to engine oil and other oils).

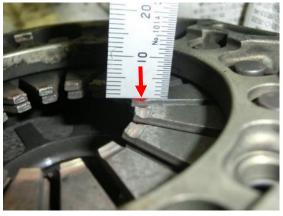
According to the manufacturer, the seal is compatible only with hydraulic fluids with DOT4 and DOT5.1 specifications.

### Cup spring wear



Information

The grinding chamfer on the cup spring (Figure 2.2.4.2) must not exceed a maximum depth of 0.5 mm (0.06 inches).

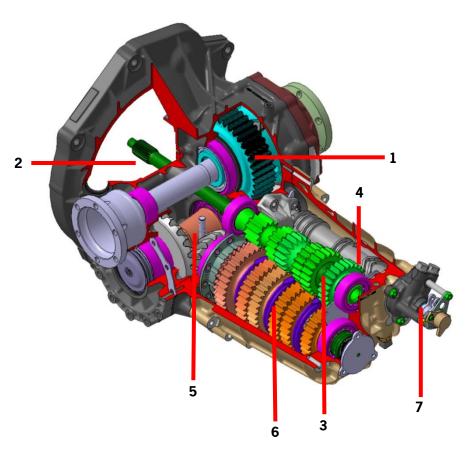


2.2.4.2

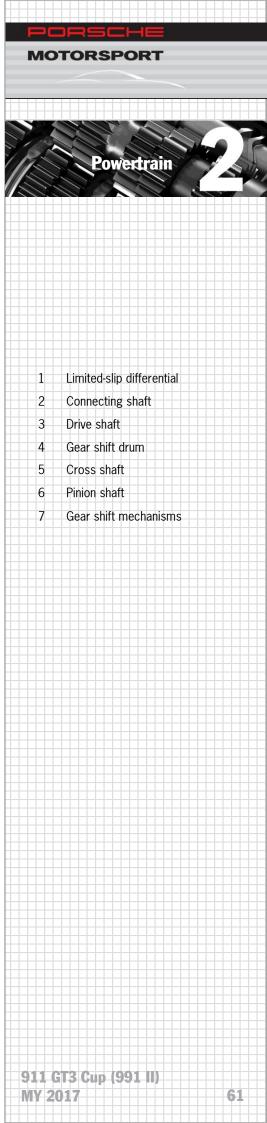
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# 2.3 Sequential six-speed gearbox

# **2.3.1 Overview**



2.3.1.1







# 2.3.2 Technical specifications

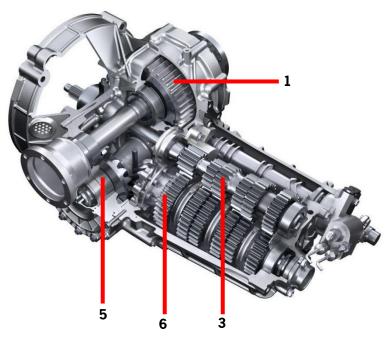
Gearbox type G91/70
Design sequential

Number of forward gears 6

Fill quantity 3.0 I (3.17 qt.)
Weight 70 kg (154 lb.)

Gear	Teeth	i_gear	i_const.	i_bevel/ crown gear	i_total
1	13/41	3.154	2.412	1.571	11.951
2	17/40	2.353	2.412	1.571	8.916
3	19/36	1.895	2.412	1.571	7.181
4	19/29	1.526	2.412	1.571	5.782
5	24/30	1.250	2.412	1.571	4.737
6	34/35	1.029	2.412	1.571	3.899
Reverse	16/37	2.313	2.412	1.571	8.765
Constant	17/41		2.412		3.789
bevel/ crown gear	14/22			1.571	3.789

# 2.3.3 Gear set

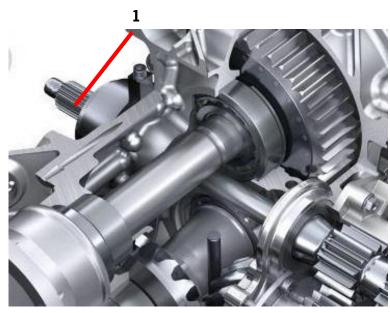


2.3.3.1

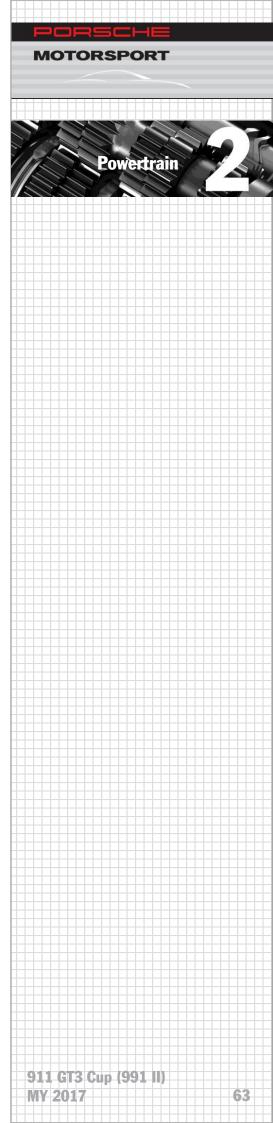
The gear set consists of the drive shaft (3) with fixed gears, the pinion shaft (6) with idlers, a cross shaft with constant ratio (5) and the limited-slip differential (1).

# **Connecting shaft**

The connecting shaft (1) is the element that connects the clutch to the drive shaft. It transfers the torque generated by the engine directly to the fixed gears of the drive shaft.



2.3.3.2



# MOTORSPORT

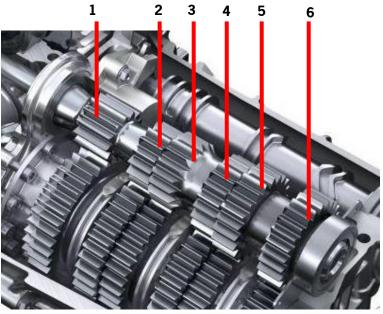


- 1 Fixed gear, 1st gear
- 2 Fixed gear, 2nd gear
- 3 Fixed gear, 3rd gear
- 4 Fixed gear, 4th gear
- 5 Fixed gear, 5th gear
- 6 Fixed gear, 6th gear

- 1 Idler, 1st gear
- 2 Idler, 2nd gear
- 3 Idler, 3rd gear
- 4 Idler, 4th gear
- 5 Idler, 5th gear
- 6 Idler, 6th gear

# Drive shaft design

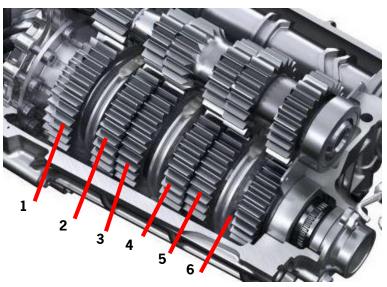
The drive shaft is located above the pinion shaft and is mounted with two bearings in the gearbox housing. As typically found in motor sports, the fixed gears of the gear pairs are all located on this shaft.



2.3.3.3

# Pinion shaft design

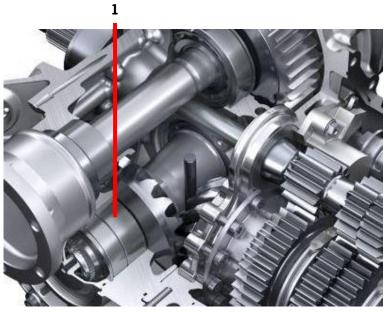
The pinion shaft is located below the drive shaft and is mounted with three bearings in the gearbox housing. A special feature is the combination of cylindrical rollers and angular contact ball bearings directly in front of the bevel gear. This bearing arrangement directs the occurring forces into the housing in the best possible way. The pinion shaft accommodates all idlers of the gear pairs as well as the sliding sleeves, which are responsible for positive engagement.



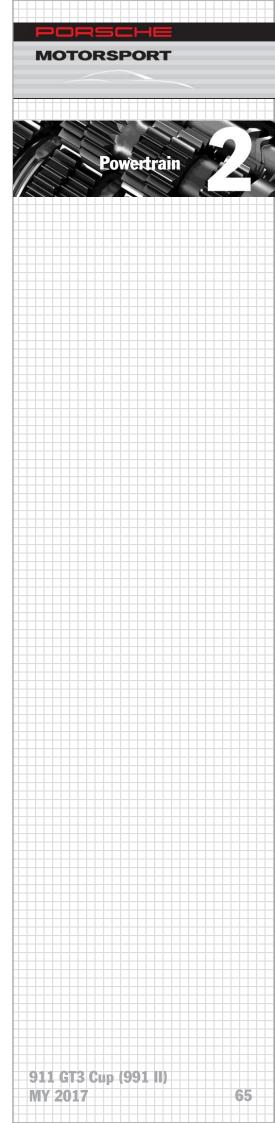
2.3.3.4

# Cross shaft design

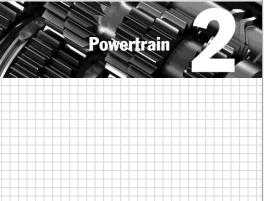
The cross shaft (1), offset by  $90^{\circ}$ , is located behind the pinion shaft and is used for changing the direction of the torque. The crown gear of the cross shaft is driven by the bevel gear of the pinion shaft. The torque is transmitted by means of the opposing spur gear teeth to the limited-slip differential located above it.

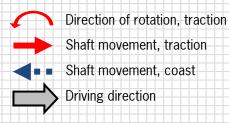


2.3.3.5

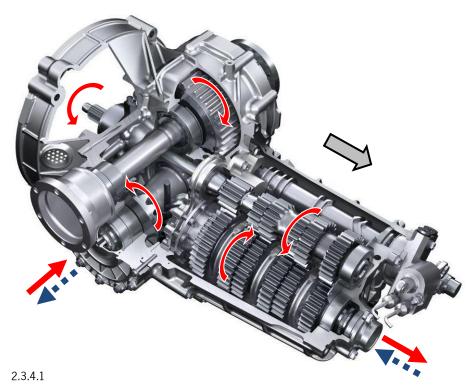








# **2.3.4** Drive



The torque is transmitted from the engine through the connecting shaft and drive shaft to the gearbox and then through the corresponding gear ratio from the drive shaft to the pinion shaft. The direction of the torque/speed is changed from the longitudinal to transverse direction by means of the cross shaft with constant ratio. The final drive ratio transmits the torque through the limited-slip differential to the axle flanges and finally through the axle shafts to the driving wheels.

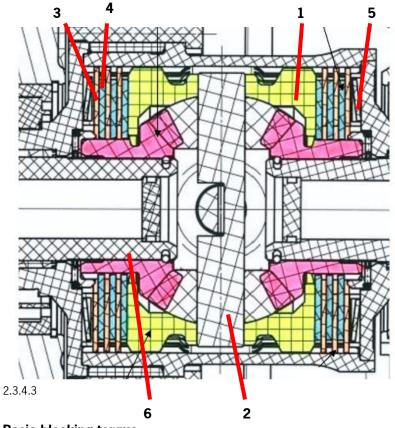
# **Limited-slip differential**

The limited-slip differential is provided with 12 friction disks. The ramp angle of the pressure pieces is 52° on the traction side and 30° on the coast side. When fitting, pay attention to the correct orientation of the pressure pieces (illustration No. 2.3.4.2).

# Operation

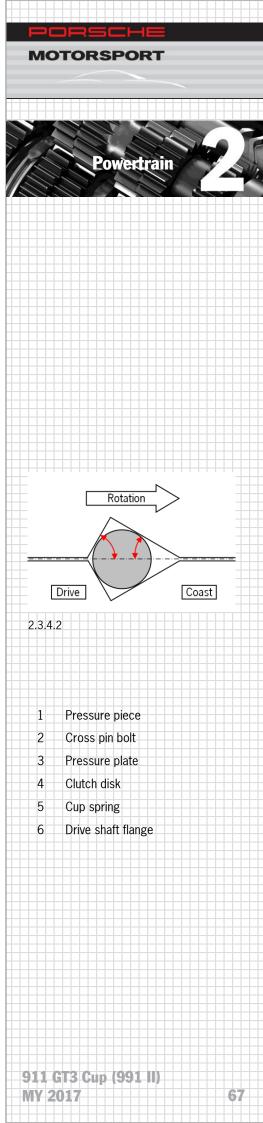
The pressure pieces (1) driven by the differential cage transmit the torque to the two cross pin bolts (2). The differential gears pivoted on these bolts drive the output shaft flanges by means of the lateral bevel gears. Depending on the torque gradient (traction/thrust), the cross pin bolts move the pressure pieces out and press the clutch disks (4), the pressure plates (3) and the cup springs (5) together.

# **Component overview**

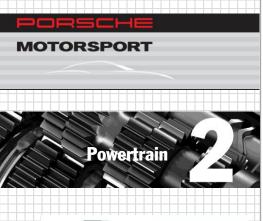


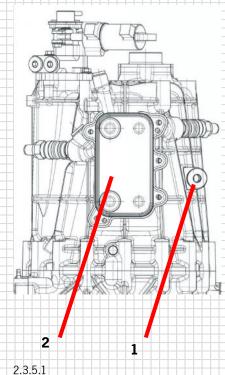
**Basic blocking torque** 

The basic blocking torque of the limited slip differential is approx. 100 Nm (74 ft-lb) when new.



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### 2.3.5 Oil circuit

# Oil grades and fill quantity



Hot fluid

Danger of scalding

- Let the fluid cool down.
- Wear personal protective equipment.

The gearbox fill quantity is 3.0 liters (3,17 qts) of Mobilube 1SHC75W90. When filling, make sure that the gearbox is placed on a flat surface. Viewed in the driving direction, the inclined oil filler neck (1) is located on the right side of the gearbox.

# Oil cooling

The gearbox is provided with a separate oil/water heat exchanger (2) for heating and cooling the gearbox oil.

The heat exchanger is fitted externally on the upper side of the gearbox. The internal oil pump is driven by the idler of the 1st gear on the pinion shaft, the cooling oil supply depends on the engine speed. An oil filter located in the gear housing purifies the oil before it is directed into the supply channels. This filter can be replaced separately and is easily accessible through the left side of the gearbox.

# 2.4 Gear shift mechanism

The G91/70 is a sequential gearbox with six forward gears and one reverse gear. Gear shifting is performed using two shift paddles located on the steering wheel and a pushbutton on the instrument panel connected to the steering wheel. Pull the right paddle to up-shift and the left paddle to down-shift. The reverse gear is engaged by pressing the "Reverse" pushbutton on the steering wheel and release the clutch.



Information

The "Emergency Gearbox" switch is located on the center console. This switch is used to continue operation in case of sensor failure. Refer to chapter 2.4.3.

## Paddle Shift

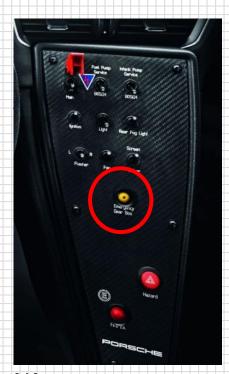
The paddle shift system is used by the driver to change gears and to protect the drive train against incorrect handling. Shift paddles on the steering wheel, pass electrical signals to the Bosch engine control unit when they are actuated. The shift request is evaluated in the Bosch ECU and transferred to the APS control unit. The compressor integrated in the APS unit generates compressed air and stores it in the unit's pressure reservoir. When the shift request from the paddle is transferred to the valve block by the controller, the gear shift cylinder engages the required gears. The system pressure is between 6 and 6.7 bar (87.0 - 97.2 psi). If system pressure falls below 6 bar (87.0 - 97.2 psi), the compressor is switched on automatically.







2.4.1

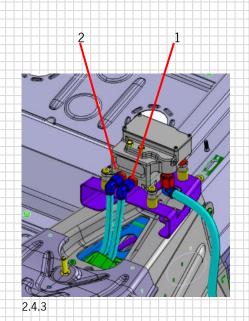


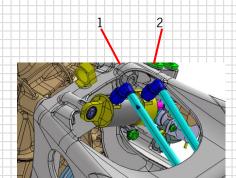
2.4.2

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2.4.4

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# Advantages of the system

- Gear shifting with both hands on the steering wheel
- Automatic double de-clutching when down-shifting
- Focusing on braking and steering
- Over-revving of the engine is less probably\*
- Gearbox protection due to consistent gear shifting
- \*Blocking of the rear wheels during the braking process, may still allow over-revving. Therefore avoid blocked wheels.

## **Connenction of the components**

Valve block (2.4.3):

1 = Upshift

2 = Downshift

Shift cylinder (2.4.4):

1 = Upshift

2 = Downshift

# 2.4.1 Gear shifting

Gear shifting is initiated by the paddles on the steering wheel. Different parameters (e.g. velocity, rpm) are checked by means of the CAN bus to determine whether gear shifting is possible. If this is the case, the pneumatic gear shift cylinder on the gearbox is actuated. The gear shift drum turns, actuates the shift forks and engages the desired gear.

### Gear shift conditions

Observe the following handling conditions to ensure the correct operation of the gearshift system.

	Up-shifting			Down-shifting		
	R -> N	N -> 1	1 -> 6	6 -> 1	1 -> N	N -> R
Paddle/ pushb.	Right	Right	Right	Left	Left	Reverse button
Throttle	Not actuated	Not actuated	>20%	<20%	Not actuated	<17%
Clutch	Actuated	Actuated	-	-	Actuated	Actuated
Double de- clutching	-	-	-	Autom.	-	-
Engine speed	-	-	>3.000 rpm	-	-	<3.000 rpm
v vehicle	-	-	-	-	-	<5 km/h (3 mph)
System pressure	>3,2 bar	>3,2 bar	>3,2 bar	>3,2 bar	>3,2 bar	>3,2 bar

Example of how to read the diagram: Engaging the reverse gear

- Gearbox in neutral position (N)
- No actuation of the shift paddle
- The throttle must be < 17% (neutral position)
- Pressing the clutch pedal is required
- REVERSE pushbutton on the steering wheel
- The reverse gear is engaged

### **Downshifting**

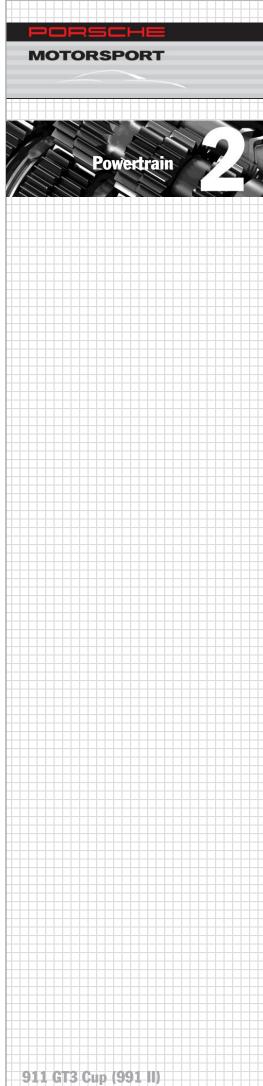
A down shift is possible only in thrust condition. In addition, the following conditions must be met: accelerator pedal = 0% and the throttle position must be less than 20%.

Functional testing at standstill:

When performing a functional test, the following conditions have to be met:

- Engine at standstill (neng = 0)
- Vehicle velocity < 5 km/h (3 mph)</li>

Up-/down-shifting with and without clutch is possible.



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2.4.3.1

#### 2.4.2 Gear recognition

For electronic recognition of the engaged gear, a potentiometer is installed on the gearbox. The potentiometer outputs a defined voltage depending on the gear currently engaged. Gear recognition is necessary for the interruption of the power flow when upshifting.

#### **Basic setting**

The basic setting of the potentiometer must be performed in 6th gear. The corresponding potentiometer voltage at the "Vitals Page" on the display has to be 4.5 volts. Elongated holes at the potentiometer housing allow a fine adjustment.

Note: The cable of the potentiometer has to point to the bottom position, when mounted correctly.

### 2.4.3 "Emergency gearbox" switch

In case of failure of certain sensors that normally ensure the correct operation of the gear shift system, an emergency program may be enabled by pressing the "Emergency Gearbox" switch.

The emergency program is automatically enabled in case of the following malfunctions:

- 1. Clutch pressure sensor defective or incorrect pressure signal
- 2. Gearbox potentiometer defective or incorrect pressure signal
- 3. Speed sensors defective or incorrect signals

NOTE

Activation of the "Emergency Gearbox" switch

Serious damage to the gearbox

Serious damage to the engine

- All safety functions are disabled.
- Shift requests are implemented without being verified.
- It is possible to damage the system or units through improper operation.

# 2.4.4 Maintenance shift system

The maintenance includes the compressor, the valve block and the shift cylinder.

Small Service:

- Once p.a.
- Max. 10.000 km
- Max. 10 h compressor run time

Big Service:

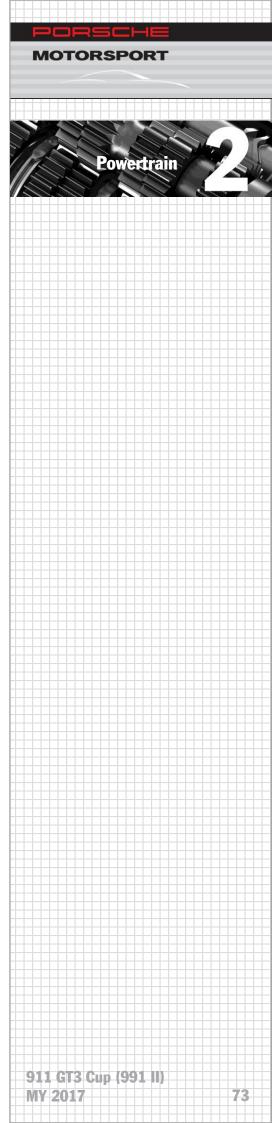
- Every two years
- Max. 20.000 km
- Max. 20 h compressor run time

#### **Contact data**

MEGA-Line Racing ELECTRONIC GmbH Haunersdorf Str. 3 D-93342 Saal a.d. Donau

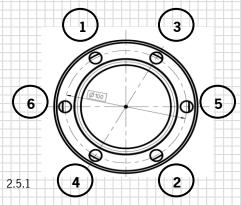
Phone.: +49 9441 6866-0

Fax: +49 9441 6866-11 E-Mail: info@mega-line.de









## 2.5 Drive shafts

It is recommended to run in drive shafts on new vehicles or newly fitted drive shafts for about 50 km (31 miles) with reduced load and at max. 200 km/h (124 mph).

- Only use HT 1 LF grease for lubrication when overhauling the drive shafts
- Do not interchange used drive shafts left-right

Grease quantity for joint on wheel side: 150 g (5.3 ounces)
Grease quantity for joint on gearbox side: 120 g (4.2 ounces)

Service partner addresse: GKN Service International GmbH see chapter 7.9

#### 2.5.1 Tightening instructions

- 1. Tighten all bolts to 30 Nm (22.1 ft-lb) in the specified order (figure 2.5.1)
- 2. Tighten all bolts to 60 Nm (44.3 ft-lb) in the specified order (figure 2.5.1)
- 3. Tighten all bolts to 90 Nm (66.4 ft-lb) in the specified order (figure 2.5.1)

Lightly oil the bolts. Follow these tightening instructions whenever the drive shaft bolt connections have been untightened.



# 2.6 Gearbox run time

The gearbox running time is **60 hours**.

# 2.7 Gearbox tightening torques

Place	Designation	Number per gearbox	Tightening torque/Comment
Coupling on engine/flywheel	ZYL-SHR M8x45	8	pre-tightening8 Nm final tightening 33 Nm
Gearbox on engine	6KT-MU M10	6	85 Nm
Gearbox on body/carrier3/top	6KT-SHR AM10X92	2	65 Nm
Gearbox on lengthwise strut	6KT-MU M12X1,5	1	120 Nm
Gearbox housing cover cross shaft	6KT-MU M8	11	22 Nm
Gearbox housing cover differential	6KT-MU M8	8	22 Nm
Gearbox housing-gear housing	6KT-MU M8	16	22 Nm
Gearbox housing carrier frame 4-point bearing	6KT-MU M8	11	33 Nm
Gearbox housing carrier frame 4-point bearing	Countersunk bolt M8x30	1	33 Nm
Gearbox housing-oil pump	6KT-MU M6	4	9.7 Nm
Gearbox housing-oil suction pipe	6KT-MU M6	1	9.7 Nm
Gearbox housing-gear shift drum	6KT-MU M6	2	9.7 Nm
Gearbox housing-thrust bearing with stop	6KT-MU M8	1	25 Nm
Gearbox housing-thrust bearing with stop	6KT-MU M6	1	9.7 Nm
Gearbox housing-oil bore cap	VSHL-SHR M10x1	3	15 Nm
Gearbox housing-oil bore cap	VSHL-SHR M12x1.5	3	9 Nm
Gearbox housing-central release mechanism	6KT-MU M6	4	9.7 Nm
Gear housing-heat exchanger	6KT-MU M6	5	9.7 Nm
Gear housing-oil filler opening	VSHL-SHR M22x1.5	1	40 Nm
Gear housing-bearing retaining plate	6KT-MU M5	4	5.6 Nm
Gear housing-baffle plate	6KT-MU M5	3	5.6 Nm
Gear housing-Z shift mechanism	6KT-MU M6	3	9.7 Nm
Gear housing-air conditioning compressor cover	6KT-MU M6	3	9.7 Nm
Gear housing-gearbox carrier	6KT-MU M10	4	45 Nm
Gear housing-water bore cap	VSHL-SHR M16x1.5	1	20 Nm
Gear housing-oil bore cap	VSHL-SHR M12x1.5	1	9 Nm
Gear housing-oil drain opening	VSHL-SHR M22x1.5	1	40 Nm

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Place	Designatio	Number per gearbox	Tightening torque/Comment
Pinion shaft-shaft end	lock nut M32x1.25	1	30 Nm +60°, then untighten 30 Nm + 60°
Reverse gear-intermediate gear-thrust bearing with stop	6KT-SHR AM8x75	1	25 Nm
Gear shift drum-shaft end	groove nut M30x1.25	1	60 Nm
Cross shaft-shaft end 4-point bearing	lock nut M32x1.25	1	50 Nm +60°, then untighten 50 Nm + 60°°
Gearbox housing-oil spray pipe	ZYL-SHR M5x10	3	6 Nm
Gearbox housing-oil spray pipe	ZYL-SHR M5x16	3	4 Nm
Gearbox housing-oil spray pipe	ZYL-SHR M5x15	2	6 Nm
Gearbox housing-oil spray pipe	6KT-MU M6	1	10 Nm
Gearbox housing-oil spray pipe	spring support M16x1.5	2	35 Nm
Gearbox housing-oil spray pipe	6KT-MU M6	1	10 Nm
Z differential housing	ZYL-SHR M8x40	20	15 Nm + 70° (max. 3 useable)

6KT-MU = hexagon nut

ZYL-SHR = socket head screw

VSHL-SHR = sealing screw

6KT-SHR = hexagon bolt

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# 2.8 Transmission dismantling

General: After dismantling, the individual components should be cleaned thoroughly and inspected visually for damage. The transmission is generally dismantled in the opposite order to that described for mounting. But some procedures and work steps are different and will be addressed in detail in the following. Any changes to the sequence can lead to component damage.

#### **Preliminary work**

Drain transmission oil

▲ Warning

Hot fluid

Danger of scalding

- Let the fluid cool down.
- Wear personal protective equipment.

#### 2.8.1 Dismantling of hang-on parts

Dismantle axle shaft flanges with panel puller (1) (Figure 2.8.1.1)

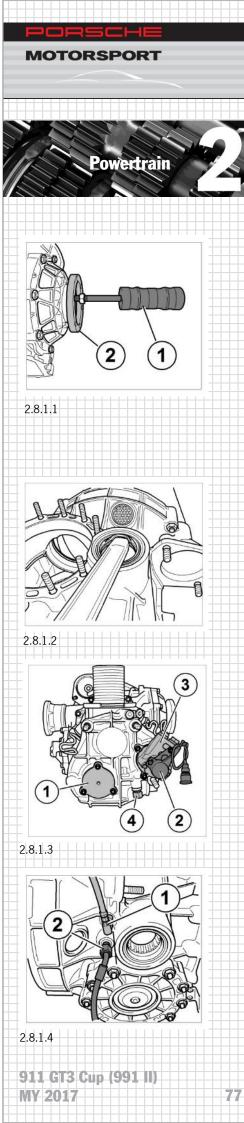
Remove the shaft sealing ring of the input flanges with the assembly lever (Figure 2.8.1.2)

Remove gear potentiometer (2)

Remove shift control (3)

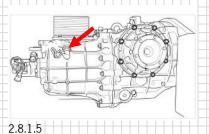
Remove the nuts of the pinion shaft lid and drive out the pinion shaft lid with panel puller and tool no. 38 (M6) (Figure 2.8.1.3)

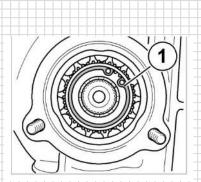
Remove the hydraulic lines of the central clutch operator (Figure 2.8.1.4)



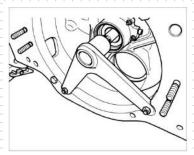
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2.8.1.6



2.8.2.1



2.8.2.2

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Remove the heat exchanger



Releasing pressure

Risk of eye injuries

Danger of scalding

- · Let the fluid cool down.
- Wear personal protective equipment.

Reduce system pressure in a controlled manner via the connecting coupling (arrow).



Corrosive fluids

Danger of chemical burns

- Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.

#### 2.8.2 Gear housing dismantling

Remove the locking ring (1) of pinion shaft and rotation prevention (Figure 2.8.2.1)

By twisting the pinion shaft, engage gear 1 and fix the drive shaft in place with tool no. 19 (Figure 2.8.2.2)

Loosen the pinion shaft nut with socket SW 38 Porsche spare part No.: 9R6.450.304.00 (do not remove the pinion shaft nut)

Loosen the nuts of the gear housing flanging

Remove the gear housing. Use a rubber hammer, if necessary (Figure 2.8.2.4)

#### 2.8.3 Gear set removal

Remove the O ring from the shift rod (Figure 2.8.3.1)

Pull out the shift rod toward the top; ensure that the shift forks do not drop out of the sleeves.

Remove the shift forks

Remove the reverse gear shift fork

Remove the locking ring drive shaft

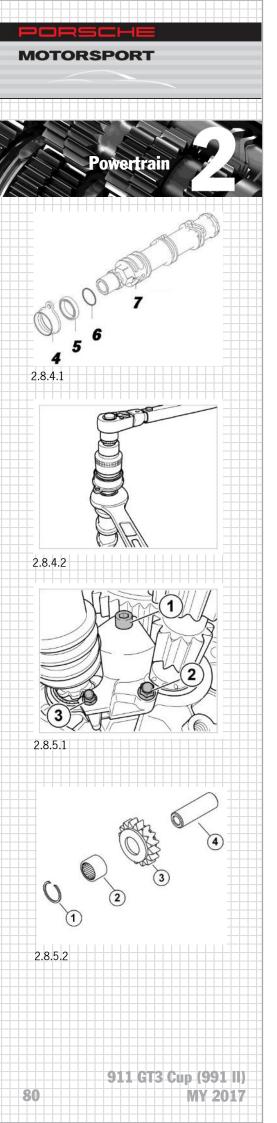
Remove the pinion shaft nut

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Remove gearwheels, needle bearing and guide sleeves, mark the installation position and rotational direction of the gearwheels and sleeves



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# 2.8.4 Dismantling the shift drum

Loosen the fastening nut for the bushing (4)

Remove the shift drum (7) with the bushing (4)

Secure the shift drum against twisting with an open-end wrench and loosen the shift drum nut with socket Porsche spare part No.: 997.450.306.00 (Figure 2.8.4.2)

# 2.8.5 Dismantling the locking sleeve

Loosen the nut (2) and (3) and the screw (1) of the locking sleeve and remove the locking sleeve (Figure 2.8.5.1)

Remove the reverse idler gear (3) with the axle (4) (Figure 2.8.5.2)

# **2.8.6 Oil supply**

#### **Suction tube**

Loosen the nut (1) and remove the suction tube (3) (Figure 2.8.6.1)

#### Injection tube

Loosen the nut (4) and remove the injection tube (2) with the panel puller (M6) (Figure 2.8.6.2)



Information

The injection tube must be removed before taking out the shift module because the shift module cannot be pulled out otherwise

#### Oil pump

Remove the locking ring (1) of the oil pump gearwheel (Figure 2.8.6.3)

Pull off the gearwheel. Keep in mind the insert washers between shaft and gearwheel!

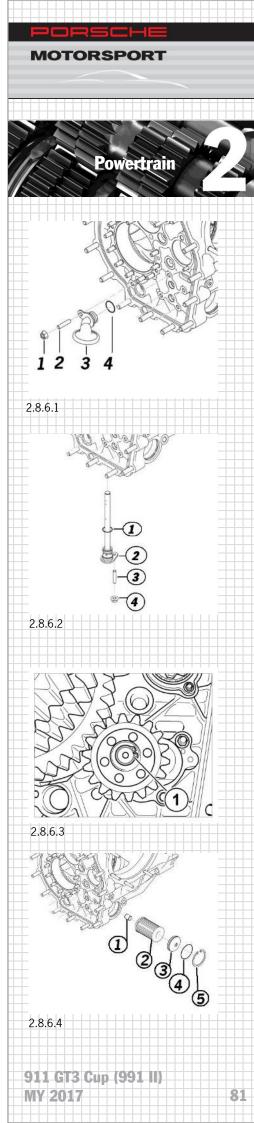
Loosen the fastening nuts of the oil pump and pull off the oil pump

#### Oil filter element

Remove the locking ring (5)

Remove the closure cap (3) with a panel puller

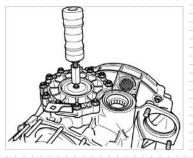
Remove the oil filter element (2)



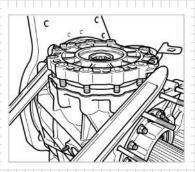
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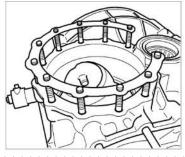




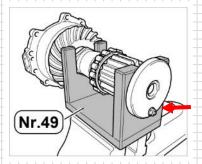
2.8.7.1



2.8.7.2



2.8.7.3



2.8.7.4

# 2.8.7 Cross shaft dismantling

Remove the locking ring of the cross shaft lid (Figure 2.8.7.1)

Pull the closure cap with the panel puller (Figure 2.8.7.1)

Remove the cross shaft lid catch

Open the cross shaft lid with the assembly lever (Figure 2.8.7.2)

Remove adjusting disk P2 of the anti-lash plate (Figure 2.8.7.3)

Clamp tool no. 49 into the vice and insert the cross shaft (Figure 2.8.7.4)

Fix the cross shaft in place with the nut (arrow)

Take out locking ring and rotation prevention (3)

Loosen the nut of the cross shaft with socket Porsche spare part No.: 9R6.450.304.00



Information

Be careful when removing the cross shaft nut. The bearing shell of the four-point bearing is behind it.

Remove the bearing shell of the four-point bearing

Carefully tap out the shaft of the cross shaft lid with a rubber hammer

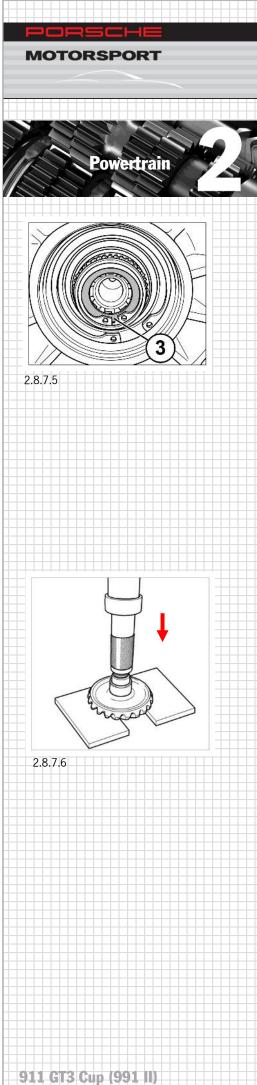


Mechanical, hydraulic or pneumatic press

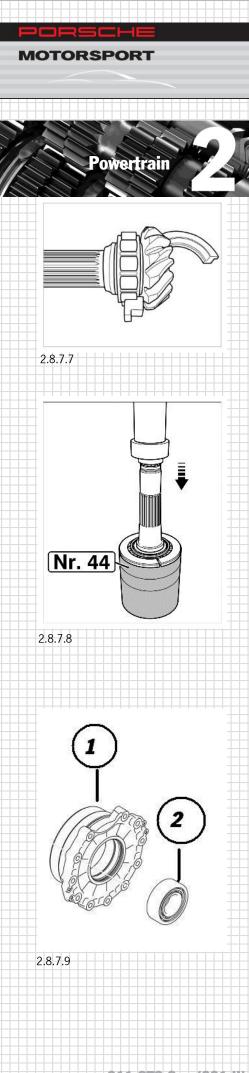
Risk of crush injuries

- Read specific safety information for the press.
- Check that the press is working perfectly before use, particularly the safety components.

Press the ring gear out with the hydraulic press. Put the ring gear on aluminum plates (Figure 2.8.7.6)



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Insert the cross shaft in tool no. 44. Ensure the correct seat of the two insert washers! The insert washers are supported by the cylinder rolls of the bearing (Figure 2.8.7.7)



Mechanical, hydraulic or pneumatic press

Risk of crush injuries

- Read specific safety information for the press.
- Check that the press is working perfectly before use, particularly the safety components.

Push the cage out of the cylinder roll bearing (cross shaft) with tool no. 44 (Figure 2.8.7.8)



Hot components

Danger of burns

Wear personal protective equipment.

Heat the cross shaft lid (1) at 130 °C (266 F) for 30 minutes

Take the outer ring of the cylinder roll bearing (2) out of the cross shaft lid (1) (without applying great force)

# 2.8.8 Pinion shaft dismantling

Remove locking ring and mounting lid (arrow) of the pinion shaft in the transmission shell (Figure 2.8.8.1)

Take out the pinion shaft through the assembly opening



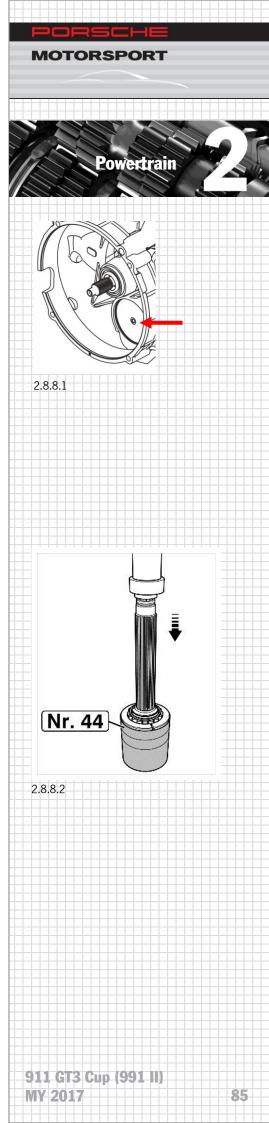
Mechanical, hydraulic or pneumatic press

Risk of crush injuries

- Read specific safety information for the press
- Check that the press is working perfectly before use, particularly the safety components.

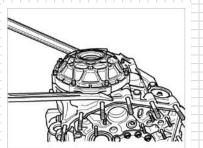
Press out the cylinder roll bearing of the pinion shaft with tool no. 44 (Figure 2.8.8.2)

See 2.8.7 cross shaft dismantling

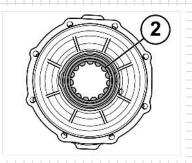


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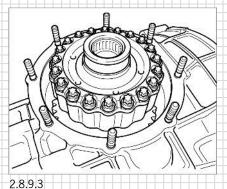




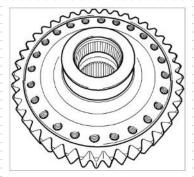
2.8.9.1



2.8.9.2



2.0.5.5

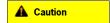


2.8.9.4

#### 2.8.9 Differential removal

Loosen the differential lid catch evenly using a crisscross pattern and remove it Remove the differential lid with the assembly lever (Figure 2.8.9.1)

Remove the locking ring of the cylinder roll bearing differential lid



Hot components

Danger of burns

Wear personal protective equipment.

Heat the differential lid at 130 °C (266 F) for 30 minutes

Remove the bearing (2) without applying great force

Remove the differential from the gearbox housing (Figure 2.8.9.3)

Loosen the differential lid screws evenly using a crisscross pattern

Screw two panel pullers on the differential lid and separate the lid from the housing

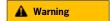


Information

The inner threads in the differential lid must be cut with a die and degreased before the reconstruction.

Remove snap ring and needle cage from the differential housing (Figure 2.8.9.5)

## 2.8.10 Central clutch operator removal



Corrosive fluids

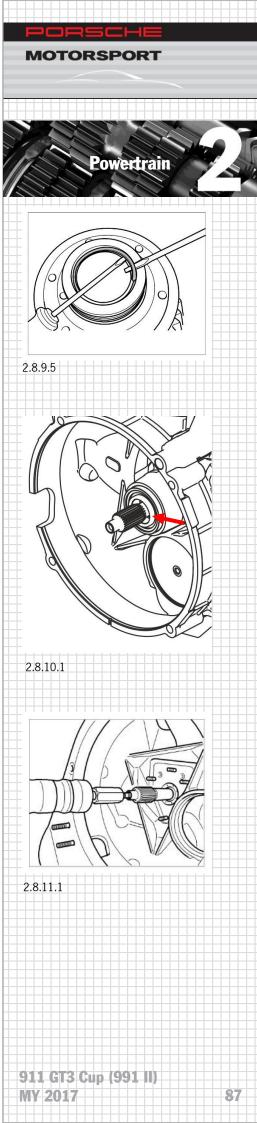
Danger of chemical burns

- Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.

Remove the central clutch operator (Figure 2.8.10.1)

# 2.8.11 Connecting shaft dismantling

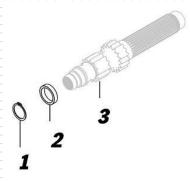
Drive out the connecting shaft with the panel puller (Figure 2.8.11.1)



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2.8.12.1



2.8.12.2

# 2.8.12 Drive shaft dismantling

Take out the drive shaft locking ring (1)

Use the shortened locking ring pliers (Figure 2.8.12.2). The handles of the pliers are shortened so that the pliers can be used inside the gearbox housing.

Take out the thrust plate (2)

Remove the drive shaft (3) from the gearbox housing

# 2.8.13 Bearing dismantling

#### **Gearbox housing**

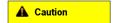
Remove the needle bearing of the cross shaft with puller HAZET 788-37 (Figure 2.8.13.1)



Information

The pulling off motion requires the utmost care. The gearbox housing could be damaged in the process!

Clean the gearbox housing and remove any oil



Hot components

Danger of burns

• Wear personal protective equipment.

Heat the gearbox housing at 130 °C (266 F) for 30 minutes

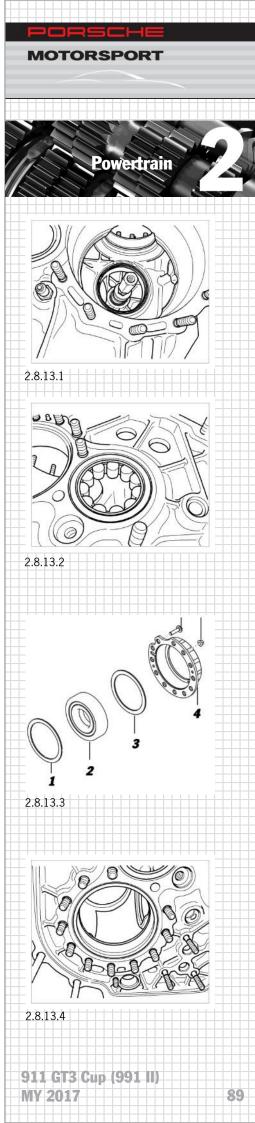
Remove the outer rings of the bearings in the housing. The outer rings of the bearing can be dismantled without applying great force.

Outer ring of the drive shaft bearing (Figure 2.8.13.2)

Screw the pinion shaft retaining frame (4) off the gearbox housing

Take out the four-point bearing (2)

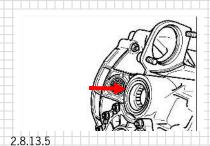
Remove the outer ring of the pinion shaft cylinder roll bearing (Figure 2.8.13.4)



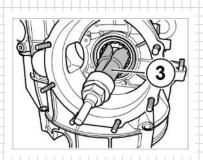




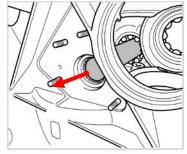
Outer ring of the axle shaft flange needle bearing, left side (arrow)



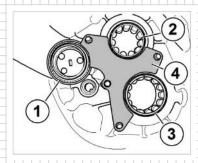
Drive out the differential cylinder roll bearing (Figure 2.8.13.5) with removal tool HAZET 788-70 (3) and panel puller



2.8.13.6



2.8.13.7



2.8.13.8

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Press out the connecting shaft needle bush in the direction of the arrow with tool no. 46 (Figure 2.8.13.7)

#### **Gear housing**

Remove the baffle of the bearings (4)



Hot components

Danger of burns

• Wear personal protective equipment.

Heat the gear housing at 130  $^{\circ}\text{C}$  (266 F) for 30 minutes

Push out the outer ring of the drive shaft (2)

Push out the outer ring of the pinion shaft (3)

Push out the ball bearing of the shift drum (1)

# 2.9 Transmission assembly

#### 2.9.1 Gearbox housing pre-assembly

Before putting together the transmission, all components of the transmission must be cleaned and degreased thoroughly. In addition, a visual inspection must be carried out. Especially the visual check of the oil holes is necessary to ensure perfect function of the transmission. Because some work processes in these instructions are linked with each other, completing individual work processes is possible only keeping the complete assembly instructions in mind.

#### **Mounting studs**

Before mounting the studs, the thread holes must first be cleaned thoroughly with petroleum benzine (brake cleaner) and afterwards with acetone. The gearbox housing and the gear housing must finally be blown out with oil-free compressed air. A special installation tool must be used to screw in the studs. The studs are not tightened with a turning torque. After the studs are inserted, the adhesive connections have to set in an oven at 130°C (266 F) for approx. 40 minutes. The heat of the housing can be used for the next work step (inserting the bearings).

#### Cross shift lid studs

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Dimensions: M8x30

Projection: 30 mm (1.18")

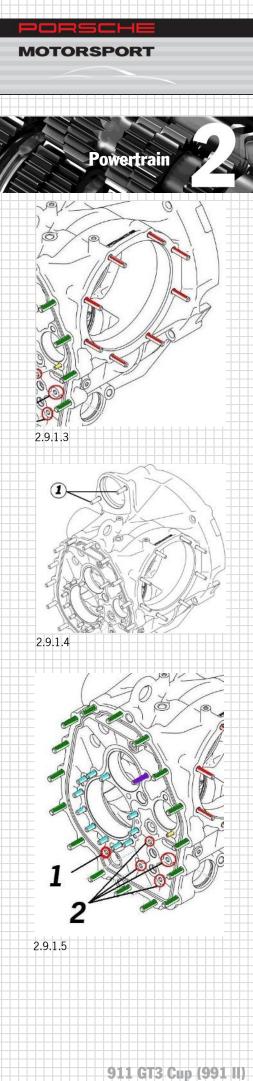
Adhesive: Loctite 2701 green

Thread position: Screw in short thread



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#### Differential lid studs (red)

Dimensions: M8x30

Projection: 30 mm (1.18")

Adhesive: Loctite 2701 green

Thread position: Screw in short thread

# Starter studs (1)

Dimensions: M10x22

Projection: 24 mm (0.94")

Adhesive: Loctite 2701 green

Thread position: Screw in short thread

#### Gear housing connection studs (green)

Dimensions: M8x50

Projection: 50 mm (1.97")

Adhesive: Loctite 2701 green

Thread position: Screw in short thread

#### Retaining frame pinion shaft studs (light blue)

Dimensions: M8x26

Projection: 14.5 mm (5.71")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Oil pump studs (2)

Dimensions: M6x28

Projection: 27 mm (1.06")

Adhesive: Loctite 2701 green

Thread position: Screw in short thread

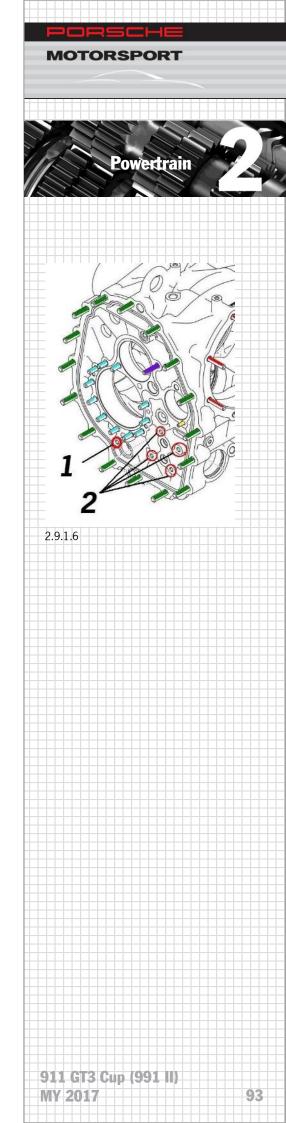
# Screw in suction tube screw stud (1)

Dimensions: M6x10

Projection: 9 mm (0.35")

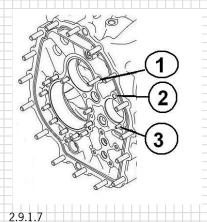
Adhesive: Loctite 2701 green

Thread position: Screw in long thread









#### Shift drum stud (1)

Dimensions: M6x10

Projection: 11 mm (0.43")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Shift drum stud (2)

i

Information

Bushing must first be pressed in.

Dimensions: M6x35

Projection: 29 mm (1.14")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Locking sleeve screw connection stud

Dimensions: M8x30

Projection: 27.5 mm (1.083")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Central clutch operator screw connection stud (arrow)

Dimensions: M6x18

Projection: 19 mm (0.75")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Injection tube stud

Dimensions: M6x10

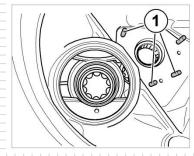
Projection: 10 mm (0.39")

Adhesive: Loctite 2701 green

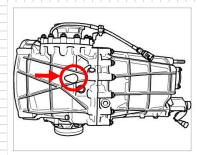
Thread position: Screw in long thread



# Powertrain 2



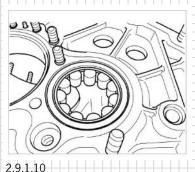
2.9.1.8

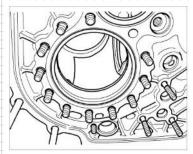


2.9.1.9

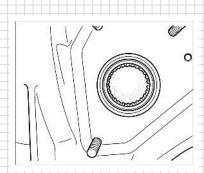








2.9.1.11



2.9.1.12

#### Bearing assembly

Inserting the bearings requires the heating of the gearbox housing analogous to the setting of the adhesive connection (see above). All bearings must be inserted quickly before the housing has cooled off. To ensure the proper seat of the bearings, all bearings must be tapped with an appropriate tool after the housing has cooled off.

▲ Caution
-----------

Hot components

Danger of burns

Wear personal protective equipment.

#### Drive shaft bearing

Dimensions: 34x62x17

Type: Cylinder roll bearing

Tool: No. 1

#### Pinion shaft cylinder roll bearing (outer ring)

Dimensions: 40x90x23

Type: Cylinder roll bearing

Tool: No. 3

#### Input shaft/connecting shaft bearing

Dimensions: 30x37x16

Needle bearing Type:

Tool: No. 14

#### **Cross shaft bearing**

Dimensions: 28x37x30

Type: Needle bearing

Tool: No. 5

Insert locking ring (37x1.5)



Information

Insert locking ring (1) at a  $180^{\circ}$  offset to the opening

(2)!

#### Outer ring of cross shaft bearing

Dimensions: 50x90x20

Type: Cylinder roll bearing

Tool: No. 6

Locking ring (90x2.5)



Information

Insert locking ring at a 90° offset to the opening!

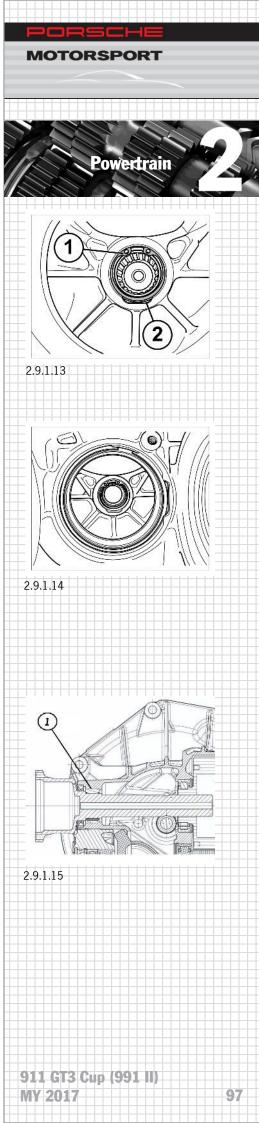
#### Needle bearing for long axle flange (1)

Dimensions: 40x55x22

Type: Needle bearing

Tool: No. 9

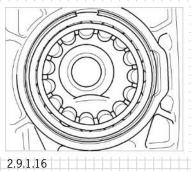
Press in all the way to the stop.



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# Differential cylinder roll bearing in the gearbox housing

Dimensions: 59,5x90x23

Type: Cylinder roll bearing

Tool: No. 8b

With locking ring



Information

Insert locking ring at a 90° offset to the opening!

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#### Pressing in the bushings

▲ Caution

Hot components

Danger of burns

• Wear personal protective equipment.

Pressing in the bushings requires heating the housing (see 2.9.1 Pre-assembly/bearing assembly).

#### Pressing in the bushing for the oil filter (1)

Adhesive:

Loctite 638

Press in up to the limit

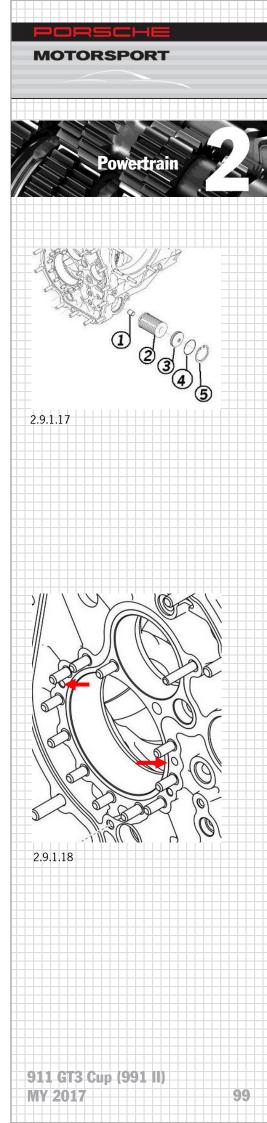
#### Gearbox housing-gear housing screw connection bushing (12x6x16)

Press in fitting sleeve

#### Pinion shaft retaining frame locating pins

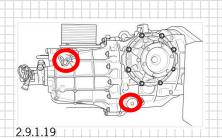
Press in up to the limit

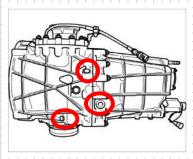
Attach perforated panel of clutch bleeding and secure with locking ring



# MOTORSPORT







2.9.1.20

100

#### Screwing in the sealing plug:

#### General

All sealing plugs must be sealed with surface sealant Loctite 574. Apply sealant thinly on the thread surface for this.

#### Oil hole closure

Dimensions: M12x1.5 alu

Torque: 9 Nm (6.6 ft-lb)

Attach with sealing ring (12x18).

# Plug without pressure sensor

Dimensions: M10x1

Torque: 9 Nm (6.6 ft-lb)

Use sealing ring 10x14x1

# Mounting hydraulic connections for the clutch:



Information

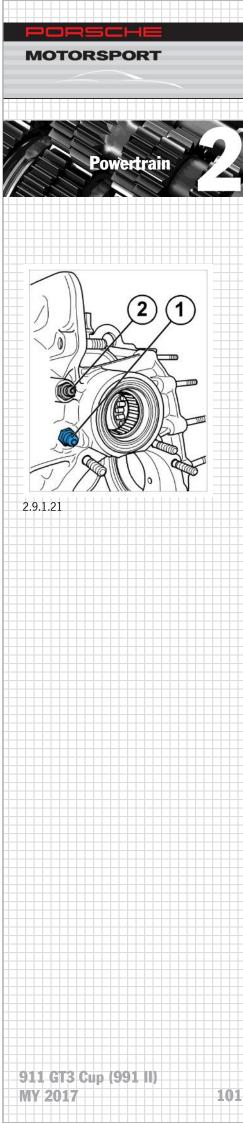
Use Loctite 574 orange.

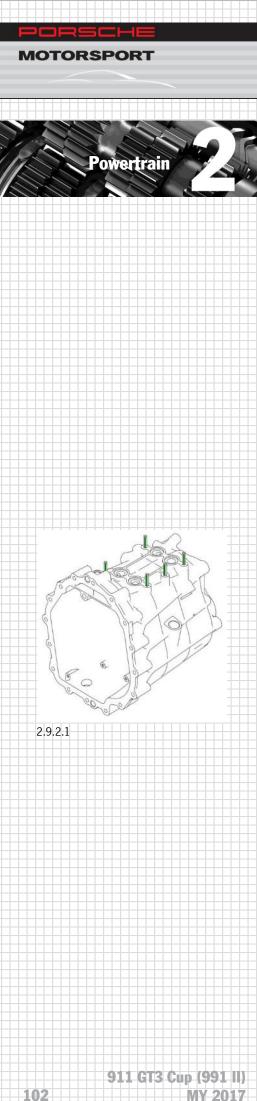
Bleeding (2)

With Sealing ring

Pressure line (1)

With Sealing ring





# **Gear housing pre-assembly**

#### General

Before assembling the gear housing, all components must be cleaned and degreased thoroughly. Furthermore, a visual inspection must be carried out. Especially all oil holes must be checked to ensure the perfect running of the transmission. The gear housing must finally be blown out with compressed air.



Hot components

Danger of burns

Wear personal protective equipment.

The studs must be cleaned thoroughly with petroleum benzine. After the studs are inserted, the gear housing has to set in an oven for approx. 40 minutes at 130°C (266 F).

#### Screwing in the gear housing studs

#### Heat exchanger studs (green)

Dimensions: M6x15

16 mm (0.63") Projection:

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Bearing baffle studs

Dimensions: M5x10

Projection: 10 mm (0.39")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Threaded pin of the baffle

Dimensions: M5x20 12.9

Projection: 7 mm (0.27")

Adhesive: Loctite 2701 green

#### Shift module screw connection stud (26)

Dimensions: M6x18

Projection: 17 mm (0.67")

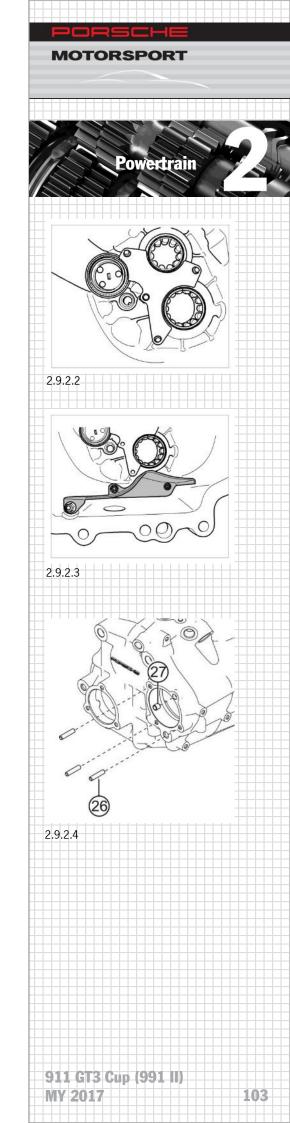
Adhesive: Loctite 2701 green

Thread position: Screw in long thread

i

Information

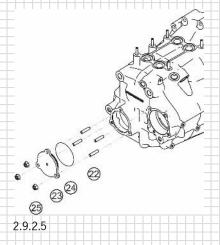
One hole (top right) is left for one bushing (27).

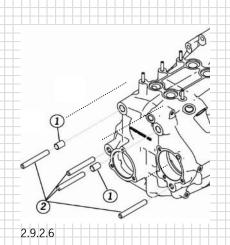


Version: 24.08.2017









#### Closure cap/pinion shaft stud (22)

Dimensions: M6x10

Projection: 11mm (0.433")

Adhesive: Loctite 2701 green

Thread position: Screw in long thread

#### Gearbox bracket stud (2)

Top:

Dimensions: M10x52 10.9

Projection: 45 mm (1.77")

Adhesive: Loctite 2701 green

Thread position: Screw in short thread

i

**Information** Press in fitting sleeve (1) Porsche spare part No.:

991.301.641.9B up to the limit

Bottom:

Dimensions: M10x45 10.9

Projection: 45 mm (1.77")

Adhesive: Loctite 2701 green

Thread position: Screw in short thread

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#### Pressing in gear housing bearings and bushings

▲ Caution
-----------

Hot components

Danger of burns

Wear personal protective equipment.

After the studs are inserted, the gear housing has to set in an oven for approx. 40 minutes at 130°C (266 F). The heat is also required for the next work step (inserting the bearings).

All bearings must be inserted quickly before the housing has cooled off. To ensure the proper seat of the bearings, all bearings must be tapped with an appropriate tool after the housing has cooled off.

Labels of outer and inner bearing rings generally point in the direction of the pressing tools during the pressing in process!

#### Gearbox bleeding bushing

Adhesive: Loctite 638

Press in up to the limit

#### Drive shaft cylinder roll bearing (2)

Dimensions: 34x62x17

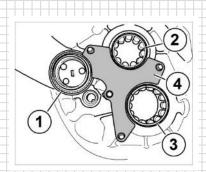
Tool: No. 1



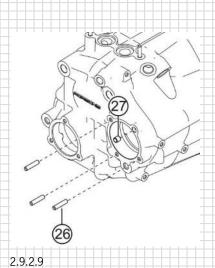
911 GT3 Cup (991 II) MY 2017







2.9.2.8



#### Pinion shaft cylinder roll bearing (3)

Dimensions: 44x72x17

Tool: No. 4

# Grooved ball bearing of the shift drum (1)

Dimensions: 50x65x7

Tool: No. 31

#### Screw connection of baffle M5

Torque: 6 Nm (4.4 ft-lb)

# Shift module bushing (27)

Dimensions: 6x8x8

Press in up to the limit

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#### Gearbox bracket bushing (1)

Dimensions: 13x6x13.5

Press in up to the limit

#### Top sealing plug

Dimensions: M16x1.5

Torque: 20 Nm (14.8 ft-lb)

Adhesive: Loctite 574 orange

Sealing ring

#### Sealing plug

Dimensions: M12x1.5

Torque: 9 Nm (6.6 ft-lb)

Adhesive: Loctite 574 orange

Sealing ring

#### Temperature sensor (arrow)

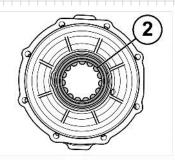
Torque: 15 Nm (11 ft-lb)

Screw in the sealing ring included in the scope of delivery with Loctite 574









2.9.3.1

### 2.9.3 Differential lid pre-assembly



Hot components

Danger of burns

• Wear personal protective equipment.

Heat the lid in the oven to 130°C (266 F) for 40 minutes

### Cylinder roll bearing (2)

Dimensions:

54,5x85x19

Tool:

No.8/8a



Information

Point the label from the bearing to the top and secure with snap ring. Mount the locking ring at a  $180^{\circ}$  offset

to the housing opening.

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### 2.9.4 Pinion shaft bearing assembly

Place spacing washer (1) H1 2 mm on the gearbox housing with the oil grooves; the oil grooves must be on the side of the four-point bearing (2).

HINWEIS

Incorrect installation of spacers

Lack of lubrication

Damage to the gearbox

• The oil grooves on the spacers must touch the bearing.

Put on the four-point bearing (2) with the label in the direction of the retaining frame pinion shaft (4)

Screw the pinion shaft retaining frame in place on the gearbox housing with 4 nuts (5)



Information

The adjusting disk H2 (3) is not inserted yet because its thickness is not determined until the next step.

### Determining adjusting disk H2

The four-point bearing must be fitted with a compression of 0.03 mm in the retaining frame of the pinion shaft. The compression is calculated as follows:

Fix the probe indicator (1) in place on the retaining frame with bracket (3) no. 37.

Apply probe indicator needle (2) to four-point bearing with prestressing through the hole in the retaining frame.

Check the clearance between retaining frame and bearing; move the bearing evenly from the bottom stop to the upper stop (retaining frame) for that (direction of the arrow).

Add the measured free travel to the compression (0.03-0.05) and insert an appropriate adjusting disk H2 (3) between retaining frame and four-point bearing. Base washer H2 has a thickness of 2.18 mm.

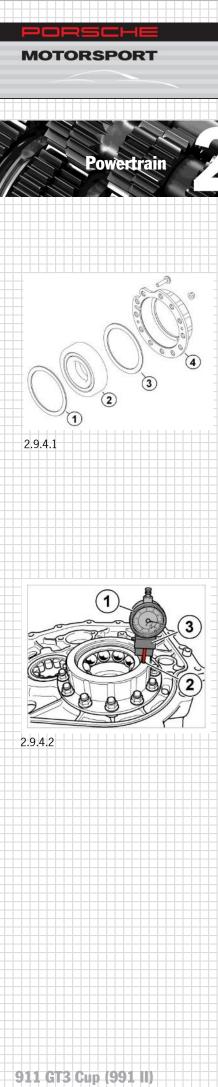
Put on the retaining frame

Loosely put on the nut!



Information

Do not tighten the retaining frame nuts yet. The fourpoint bearing must first be centered (see chapter 2.9.5)!

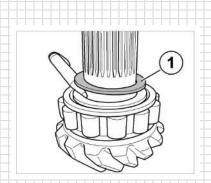


MY 2017

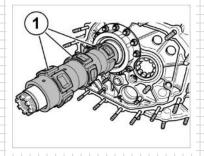
109



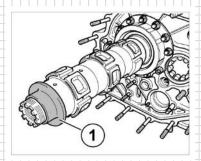




### 2.9.5.1



2.9.5.2



2.9.5.3

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### 2.9.5 Pinion shaft



Hot components

Danger of burns

• Wear personal protective equipment.

Heat the interior of the cylinder roll bearing at 130° C (266 F) for 20 minutes

Press the inner ring on the pinion shaft up to the limit (Figure 2.9.5.1)

Insert the base adjusting disk (1) (2.00 mm P1) (Figure 2.9.5.1)

Put on the bottom inner ring of the four-point bearing

Insert the pinion shaft through the gearbox housing

Put on the top inner ring of the four-point bearing

Put on mounting ring no. 25 (reverse gear replacement)



Information

The mounting ring no. 25 in this case only serves as a substitute and is replaced with the reverse gear wheel (spur gear) during final assembly (2.9.7 Assembly of gear sets).

Put on the three guide sleeves (1), the position of the sleeves is not relevant here (Figure 2.9.5.2)

Use tool no. 27 (counter torque wrench) for the outer guide sleeve

Lubricate the inner ring of the pinion shaft (1) well and put it on (Figure 2.9.5.3)

Lubricate the pinion shaft nut well and put it on loosely (do not tighten yet)

Put on the cutted gear housing and fix it in place with 4 nuts (Figure 2.9.5.5)

Tightening the pinion shaft nut:



Information

The counter torque wrench no. 27 touches the cutted gear housing and thus fixes the pinion shaft in place. (Figure 2.9.5.5)

Tightening instructions:

Use tool no. 20 (Figure 2.9.5.4)

Pre-tightening: 30 Nm (22 ft-lb) +  $60^{\circ}$  angle of rotation

Loosening

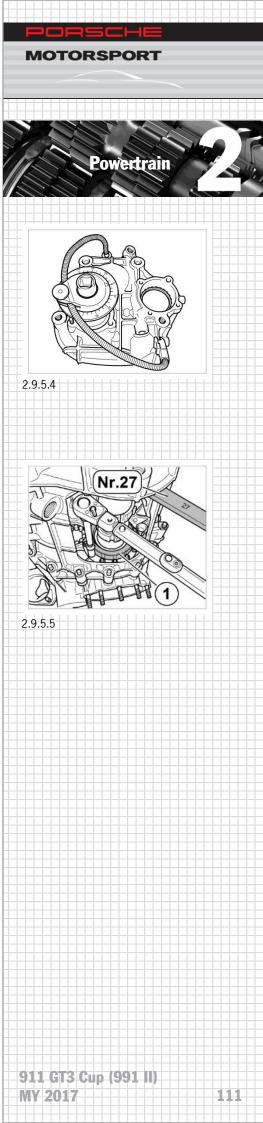
Final tightening: 30 Nm (22 ft-lb) +  $60^{\circ}$  angle of rotation

Tighten the pinion shaft retaining frame with  $11\ \mathrm{nuts}$  using a crisscross pattern

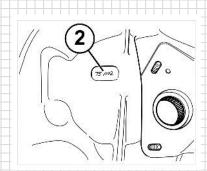
Torque: 33 Nm (24.3 ft-lb)

Adhesive: Loctite 243

The four-point bearing is now centered.







2.9.6.1

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### 2.9.6 Pinion shaft position adjustment

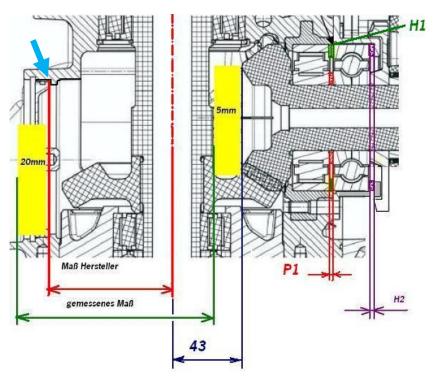
Adjustment is done in two steps. In the first step, the distance between the top of the bevel gear and the projection of the gearbox housing opening (blue arrow) is determined. This is the measurement that the pinion shaft must ultimately be set to.

The actual distance between gearbox housing opening and the top of the bevel gear is measured in the second step. The difference between the two measurements is adjusting measurement P1.

Adjusting disk P1 is used to precisely adjust the position of the bevel gear in relation to the ring gear. There is a manufacturing dimension (2), e.g. 75.002, measured by the manufacturer on the gearbox housing. This measurement is the distance between the gearbox housing opening and the shift module axis (red dotted line). The measurement from the bevel gear top to the shift module axis (red dotted line) is always **43 mm** (no tolerance) which also enters into the calculation. Measurement requires a magnetic disc (thickness = 5mm) and a measuring plate (thickness = 20mm); the resulting thickness of 15 mm also enters into the calculation. (Measuring plate 20mm - magnetic disc 5 mm = 15 mm).

### **Calculation process**

Calculation example: 75.002 + 15 + 43 = 133.002 mm. This calculated measurement of the installation position of the pinion shaft must now be compared with the actual measured distance and then adjusted accordingly.



2.9.6.2

### **Measurement process**

Put the transmission in an upright position

Put magnetic disc (Figure 2.9.5.4) (5 mm) no. 28 on the pinion shaft head (bevel gear). Put measuring plate (1) (20 mm) no. 23 on the gearbox housing. With the depth gauge (2), measure the distance (green arrow in the diagram) e.g. 132.98 mm. This value corresponds to the measurement actually taken and must be compared with the measurement calculated above.

133.002 mm - 132.98 mm = 0.022 mm (difference) i.e. the measurement is not within the tolerance and disk P1 must be exchanged.

Tolerance = 0.00 to +0.02

The adjusting disk P1 is inserted between cylinder roll bearing and four-point bearing (see Figure 2.9.5.3.) Observe the assembly of the pinion shaft in 2.9.5. The basic P1 disk used in chapter 2.9.5 is then replaced with the calculated P1 disk.

Subsequently repeat the measurement process

Loosening the pinion shaft nut

NOTE

Loosening the pinion shaft

Damage to the bearings

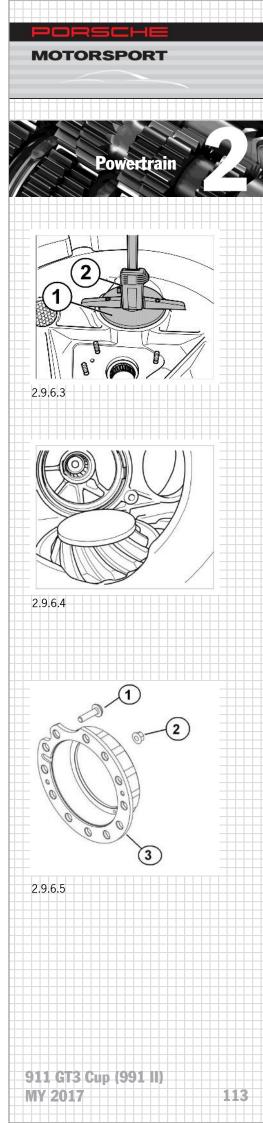
• The auxiliary housing must always be tightened fast.

Remove the cutted gear housing

Remove the pinion shaft

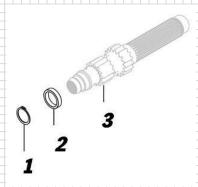
After correctly adjusting the pinion shaft position, the process for the assembly of the retaining frame described in chapter 2.9.4 must be repeated.

Finally tighten the retaining frame of the pinion shaft (3) with nuts (2) and flathead screw (1) with 33 Nm (24.3 ft-lb) and use Loctite 270



### MOTORSPORT

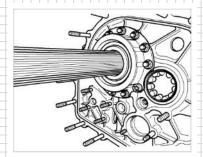








2.9.7.2



2.9.7.3

### 2.9.7 Assembly of gear sets

During the fitting of the gear sets, the gearbox housing is in the position where the upper side of the transmission points to the right.

Lubricate the drive shaft bearing running surfaces (3) well

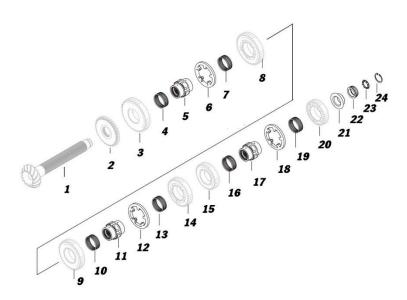
Insert the drive shaft (3) in the gearbox housing

Push on thrust plate (2)

Secure with locking ring (1) (30x1.5); use the shortened snap ring pliers (Figure 2.9.6.2).

Moisten the pinion shaft with oil and insert it with the bottom inner ring of the four-point bearing through the assembly opening in the transmission shell (Figure 2.9.7.3)

Put on the top inner ring of the four-point bearing (arrow)



### 2.9.7.5

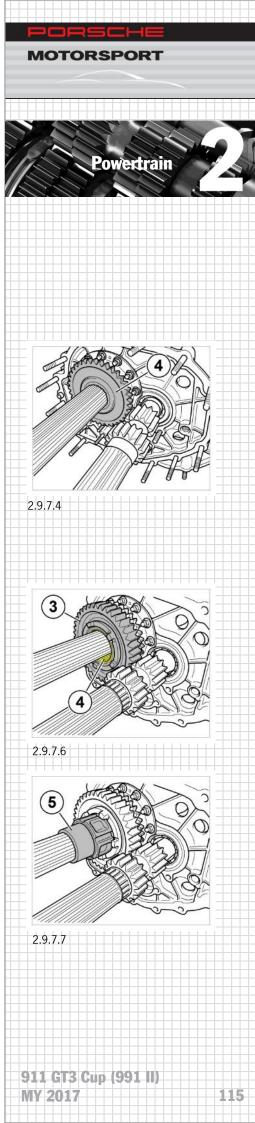
Push the spur gear of the reverse gear (2) on pinion shaft. In doing so, point the labeled side in the direction of idler gear  $1^{st}$  gear, the conically beveled side points in the direction of the gearbox housing (Figure 2.9.7.5)

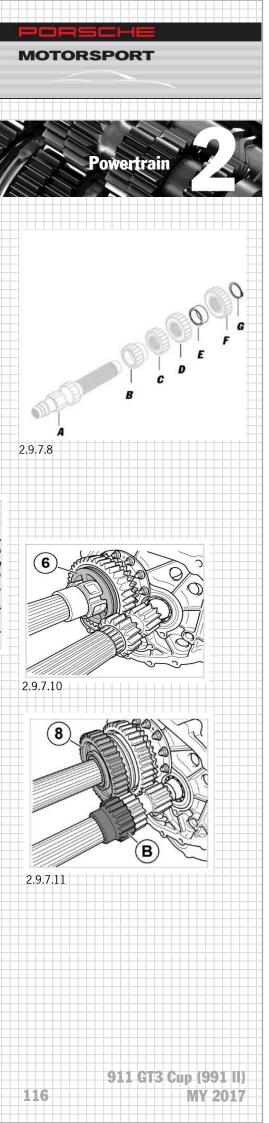
Insert idler gear  $1^{st}$  gear (3) without the bearing, the claws then point away from the pinion head (Figure 2.9.7.5)

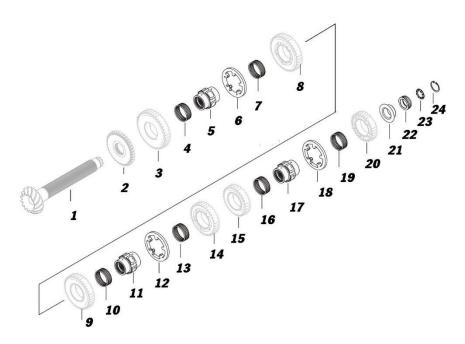
Insert idler gear bearing (needle cage) (4) (Figure 2.9.76)

Moisten the guide sleeve running surface (5) with oil

Insert the guide sleeve (5) (Figure 2.9.7.7) (maintain the rotational direction for reuse). In doing so, please ensure that the oil holes of pinion shaft and guide sleeve are not directly on top of each other (extensive oil supply).





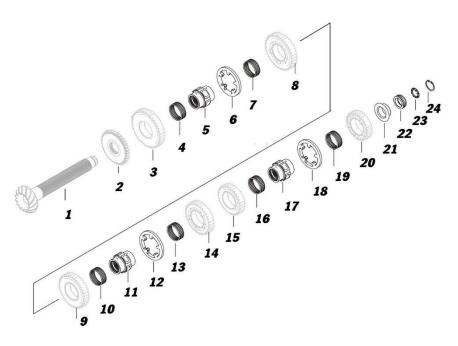


2.9.7.9

Insert selector sleeve (6) with the label facing outward (Figure 2.9.7.10)

Insert the  $2^{nd}$  gear idler gear (8) with the idler gear bearing (7), the claws point toward the selector sleeve (6) here (Figure 2.9.7.11)

Push the fixed gear  $3^{rd}$  gear (B) on the drive shaft (A) (Figure 2.9.7.11)

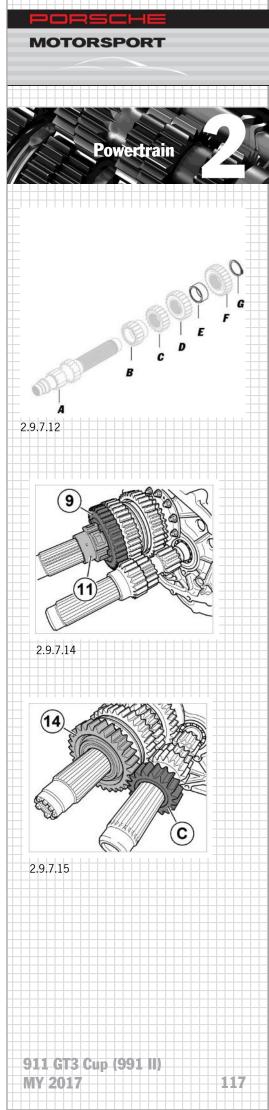


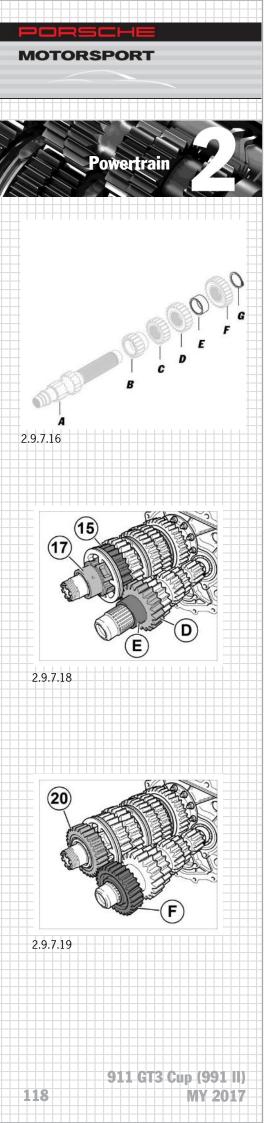
2.9.7.13

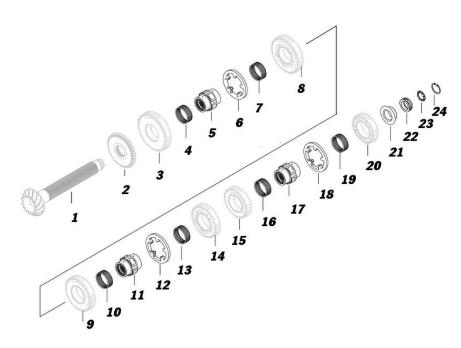
Push the idler gear 3<sup>rd</sup> gear (9) with idler gear bearing (10) on the guide sleeve (11) (claws toward 4<sup>th</sup> gear) and thread onto the pinion shaft (Figure 2.9.7.14). Please ensure in doing so that the oil holes of pinion shaft and guide sleeve are not directly on top of each other (extensive oil supply).

Push on selector sleeve  $3^{rd}/4^{th}$  gear (12) with the label facing outward (Figure 2.9.7.15) Push the idler gear  $4^{th}$  gear (14) with idler gear bearing (13) (claws in the direction of the  $3^{rd}$  gear) onto the guide sleeve (Figure 2.9.7.15)

Push on fixed gear  $4^{th}$  gear (C) (installation direction toward fixed gear: label of fixed gear (C) and label of idler gear (14) on the same side) (Figure 2.9.7.15)







2.9.7.17

Push on guide sleeve  $5^{th}/6^{th}$  gear (17) with idler gear  $5^{th}$  gear (15) and idler gear bearing (16) (claws pointing toward  $6^{th}$  gear) (Figure 2.9.7.18)

Push on fixed gear (D) gear 5 (installation direction: label of fixed gear (D) and idler gear (15) on the same side) (Figure 2.9.7.18). In doing so, please ensure that the oil holes of pinion shaft and guide sleeve are not placed directly on top of each other (extensive oil supply).

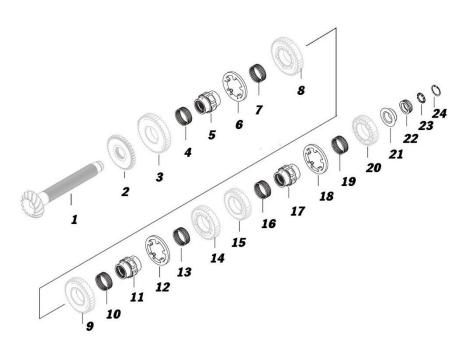
Put on the selector sleeve (18) (Figure 2.9.7.18)

Push the spacer sleeve (E) between 5<sup>th</sup> and 6<sup>th</sup> gear fixed gears (Figure 2.9.7.18)

Push on idler gear  $6^{th}$  gear (20) with idler gear bearing (19) (claws pointing toward  $5^{th}$  gear) (Figure 2.9.7.19)

Push on fixed gear  $6^{th}$  gear (F) (installation direction: label of idler gear (20) and fixed gear (F) on the same side) (Figure 2.9.7.19)

Moisten the pinion shaft end with oil



### 2.9.7.21

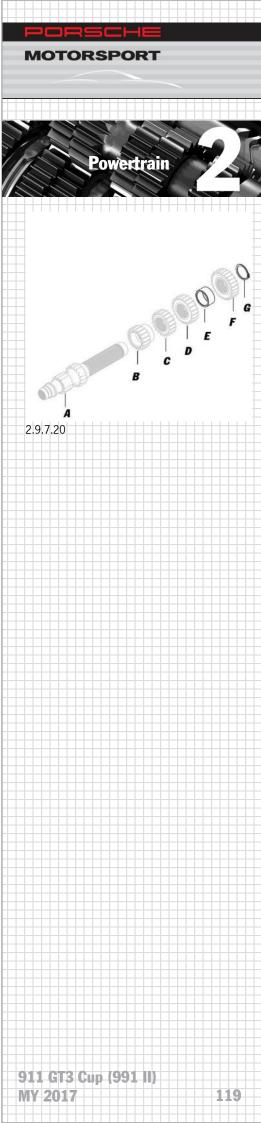
The Secure locking ring (G) of the drive shaft (Figure 2.9.7.20) has a sharp-edged and a rounded edge.

- The sharp edge of the secure locking ring must point outwards (shaft end)
- Fixate secure locking ring by hand and then install it.
- Keep secure locking ring in correct fit
- Turn the drive shaft against the secure locking ring and check the correct fit
- Put on the inner ring of the pinion shaft (21)
- Put the nut (22) loosely on the pinion shaft



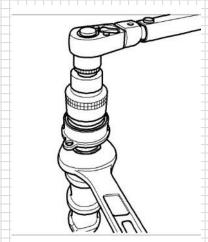
Information

Do not tighten the nut (22), final tightening is not done until step 2.9.20. Putting on the gear housing





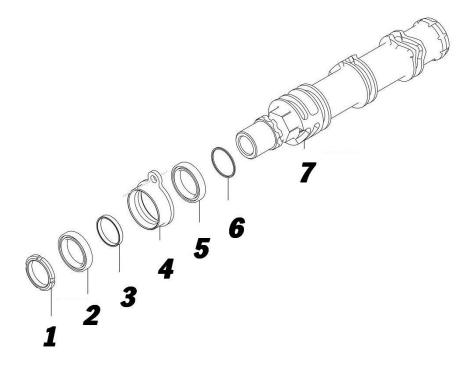




2.9.8.2

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### 2.9.8 Premounting shift drum



2.9.8.1

Put adjusting disk (6) Basic (1.4 mm) on the shift drum (7)

Insert the grooved ball bearing (5)

Put on the bushing (4) (observe installation position)

Insert the gearshift shaft spacing washer (3)

Insert the grooved ball bearing (2)

Screw on the nut (1) (flattened side in the direction of the grooved ball bearing (2)) and tighten with 60 Nm (44.3 ft-lb) with tool no. 21 (Figure 2.9.8.2) Use Loctite 243.

Moisten the bushing (4) with oil

Insert the shift drum (7)

The bushing (4) and locking sleeve are not screwed onto the gearbox housing until chapter 2.9.11 Locking sleeve.

### 2.9.9 Oil pump assembly

Grease O rings (1) and insert them in the oil pump housing

Remove the drive gear

Put on the oil pump and four nuts and then tighten with 4 Nm (3 ft-lb) using a crisscross pattern. Check whether the shaft can be spun smoothly at that.

Final tightening of the oil pump with 10 Nm (7.4 ft-lb)

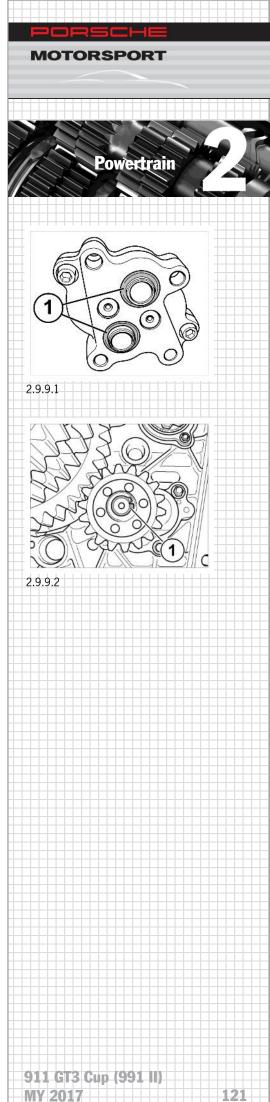
Put on the oil pump gearwheel; ensure that the feather key is inserted in the shaft here



Information

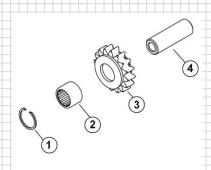
The label the gearwheel must point toward the oil pump because the oil pump gearwheel is not fully covered with idler gear  $1^{\rm st}$  gear otherwise.

Insert locking ring (1) 10x1 (Figure 2.9.9.2)

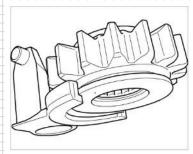








2.9.10.1



2.9.10.2

### 2.9.10 Reverse idler gear



Hot components

Danger of burns

• Wear personal protective equipment.

The needle bearing sleeve (2) must be assembled first during reconstruction. Heat the reverse idler gear (3) to  $130^{\circ}$  (266 F) C for 30 minutes and press in the needle bearing sleeve with tool no. 32

Secure the needle bearing sleeve (2) with the locking ring (1)

Insert reverse idler gear (3) with bearing spindle (4) and shift fork (Figure 2.9.9.2); the gearshift shaft must be in the neutral position to allow sufficient space for inserting

### 2.9.11 Locking sleeve

### Abutment assembly:

Insert the lever (1) into bearing spindle abutment (4)

Press in bushing (2)

Insert the compression spring (3) between housing and lever

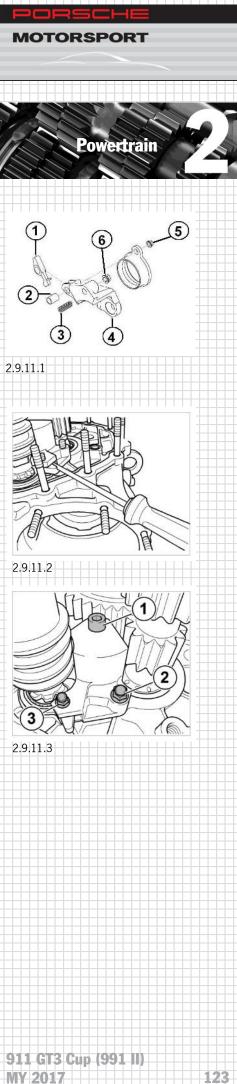
The bushing (2) must be flush with the housing (4)

Tension the lever with a slot screwdriver and insert the locking sleeve in the gearbox housing

Put on Simmonds nuts (3) and tighten with 10 Nm (7.4 ft-lb)

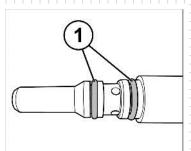
Put on the screw (1) with adhesive Loctite 243 and tighten with 25 Nm (18.4 ft-lb)

Tighten Simmonds nut M8 (2) with 25 Nm (18.4 ft-lb)

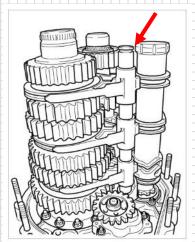








2.9.12.1



2.9.12.2

### 2.9.12 Shift rod and shift forks

Put the shift drum in the neutral position

Insert shift forks

Grease two O rings (1) (11x2) with Optimol Paste MP3 and put on the shift rod (1)

Lubricate the shift rod and put it in all the way to the stop



Information

Do not insert the upper O ring (arrow) of the shift rod until the final assembly. See 2.9.20

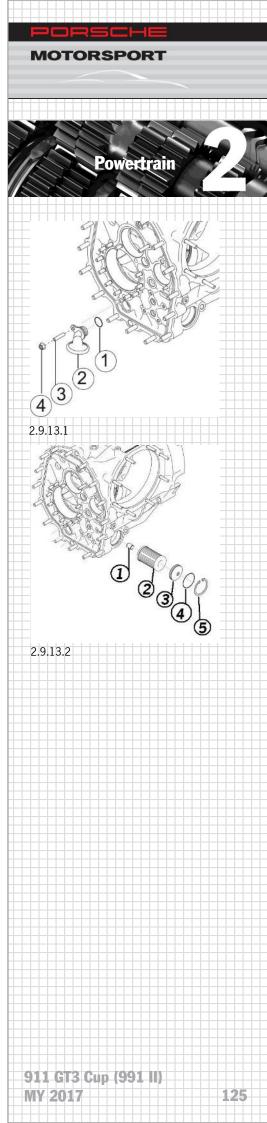
### 2.9.13 Suction tube assembly

Put greased suction tube (2) and O ring (1) (15x2.5) on the gearbox housing

Put on nut (4) and tighten with 10 Nm (7,4 ft-lb)

### Oil filter

Insert the oil filter element (2) in the gear housing (without a specific installation direction), put on closure cap (3) with greased O ring (4) and secure with the locking ring (5)

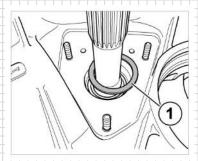


## MOTORSPORT

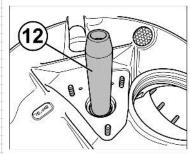




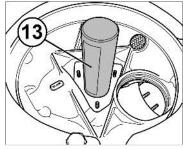
2.9.13.3



2.9.13.4



2.9.13.3



2.9.13.4

### Inserting the connecting shaft

Press snap ring onto the shaft

Center the snap ring (Figure 2.9.13.3) with grease to facilitate shaft assembly Insert the connecting shaft in the drive shaft until it engages clearly

Put guide ring (connecting shaft) on the bearing

Grease shaft sealing ring (connecting shaft) (26x41x6) with Optimol and drive in with tools no. 12 and 13. Tool no. 12 serves as a guide and prevents damage to the shaft sealing ring.

### 2.9.14 Central clutch operator assembly

Put in grease O rings (1)

Tighten the central clutch operator with 10 Nm (7.4 ft-lb) on the gearbox housing, use nut.

### 2.9.15 Cutted gear housing assembly



Information

The cutted gear housing is assembled to check the backlash of bevel gear to ring gear. The gear housing is fitted only after a check and possibly a correction.

Push on the cutted gear housing and fix in place with four nuts

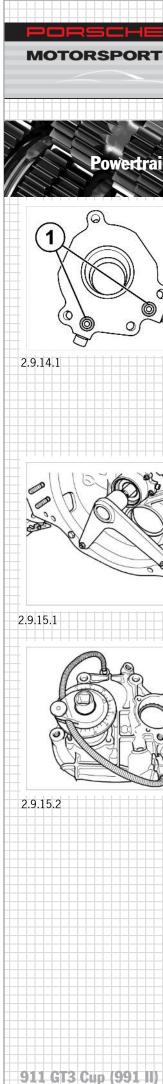
Engage the 1st gear (by turning the shift drum)

Fix drive shaft in place with tool no. 19 (Figure 2.9.15.1)

Pre-tighten the pinion shaft with 30 Nm (22 ft-lb)

Put on the angle disk and rotate the nut (drive shaft)  $60^{\circ}$  (Figure 2.9.15.2)

Loosen the nut and repeat the tightening process (30 Nm (22 ft-lb) +  $60^{\circ}$  angle of rotation)



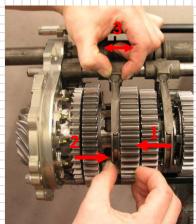
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2.9.15.3

### Check the gearshift clearance

Put the transmission in the installation position

The selector sleeves must be centered and move freely

Check the shifting of all gears while rotating drive shaft/pinion shaft

Check the clearance of the reverse gear shift fork

Check the backlash of the gearwheel pairings

Check the position of the gearwheel pairings

Check the free movement of the shift fork

The necessary consistent axial clearance of the shift forks in all gears can be achieved only with correct adjustment of the shift drum:

Engage any gear and pull the idler gear to the guide sleeve (1)

Press the sliding sleeve on the engaged gearwheel (2) and check the clearance (3) of the shift fork in the groove of the sliding sleeve

Carry out this check for all shift forks in all gears

### 2.9.16 Determining cross shaft bearing adjusting disk Q1

The bearing unit in the cross shaft lid is installed using adjusting disk Q1 with compression. Determining adjusting disk Q1 requires measurement device.

### **Measurement process**

Insert measurement device Porsche spare part No.: 991.450.348.9A in the cross shaft lid. The touching surfaces of the components must be free from dirt.

The measurement device is clamped in with locking ring. The locking ring that is also ultimately used for installation must be used (Figure 2.9.16.1)

Aligning the depth caliper

Carry out the distance measurement (Figure 2.9.16.2) from stamp end to ring disk (1). Carry out three reference measurements (20.10 mm)

Measure the total length of the measurement device (2) (62.09 mm)

Measure the total length of both bearings (Figure 2.9.16.4) (39.95 mm)

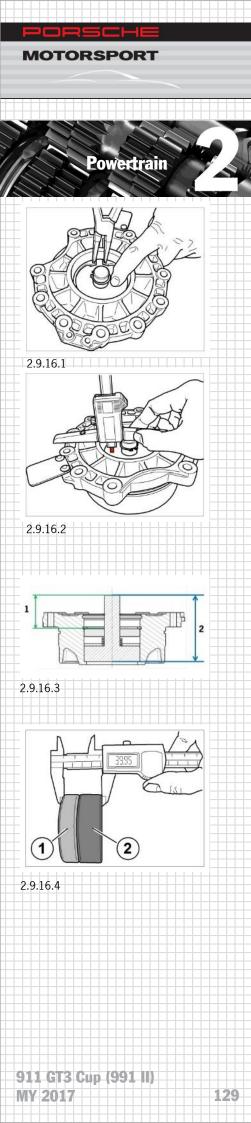
### Calculating the Q1 measurement

Total length of the measurement device – total length of the bearings – distance measurement + compression (0.15 mm) = adjusting disk Q1  $^{\circ}$ 

Example:

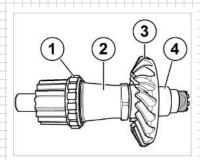
62.09 - 39.95 - 20.10 + 0.15 = 2.19

As a consequence, an adjusting disk with a thickness of 2.19 mm must be inserted.









2.9.17.1

### 2.9.17 Cross shaft setup



Hot components

Danger of burns

• Wear personal protective equipment.

Heat the cylinder roll bearing inner ring on a hot plate for 30 minutes at  $130^{\circ}$  C (266 F)

Lubricate the shaft

Press the heated bearing (1) quickly onto the shaft. It must be possible to mount the bearing without applying great force.

Put the bushing on the shaft (2)

Put on the ring gear (3) (observe installation position)

### 2.9.18 Cross shaft assembly

In the first step, the four-point bearing must be centered in the housing lid. Housing lid and four-point bearing are pre-assembled with an auxiliary shaft (tool no. 36) for that. The four-point bearing is fixed in place with the locking ring. The cross shaft is inserted in the housing lid in the second step.

▲ VORSICHT

Hot components

Danger of burns

Wear personal protective equipment.

Heat the housing lid (1) at 140  $^{\circ}$ C (284 F) for 30 minutes

Insert the cylinder roll bearing (2) in the housing with tool no. 7 (bearing label must face toward the top)

Clamp tool no. 36 (auxiliary shaft) into the vice

Put the housing lid (1) on auxiliary shaft no. 36

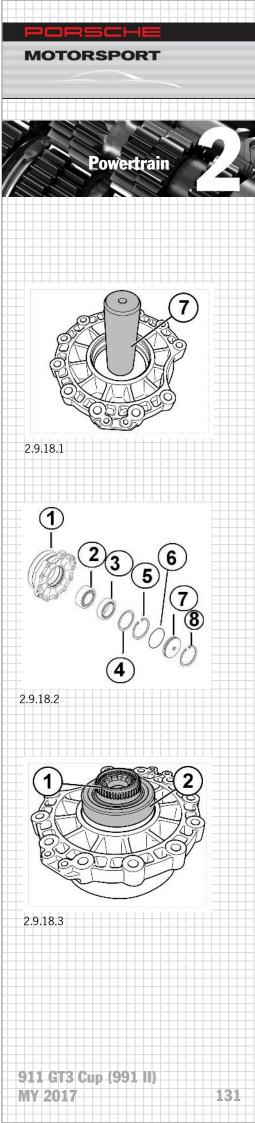
Insert the bottom inner ring of the four-point bearing (3) in the housing lid

Insert the four-point bearing (3) (label toward the top)

Insert the top ring of the four-point bearing (3)

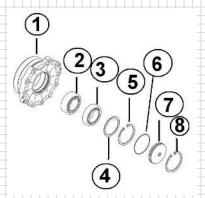
Lubricate and put on the nut (1)

Pre-tighten the shaft by tightening the nut (1)

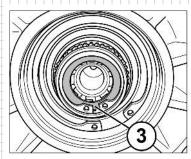


### MOTORSPORT

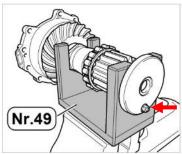




2.9.18.4



2.9.18.5



2.9.18.6

Insert the calculated adjusting disk Q1 (4)

Insert the locking ring (5). The oil hole must stay open (Figure pos.)

Drive in ring with copper drift (four-point bearing is fixed in place)

Use compressed air to blow out any chippings

Loosen the nut and take the housing lid of the centering tool (auxiliary shaft)

Lubricate the inner bearing ring of the cylinder roll bearing

Put the housing lid on the cross shaft

Loosely put on the nut

Clamp tool no. 49 into the vice

Insert shaft with lid in tool no. 49 (Figure 2.9.18.6) and fix in place with the nut (arrow)

Tighten the nut for the cross shaft, 50 Nm (36.9 ft-lb) + 60°, loosen and tighten finally with 50 Nm (36.9 ft-lb) +60°

### Check the ease of movement of the bearing

Attach locking ring (3) for the nut

Attach locking ring

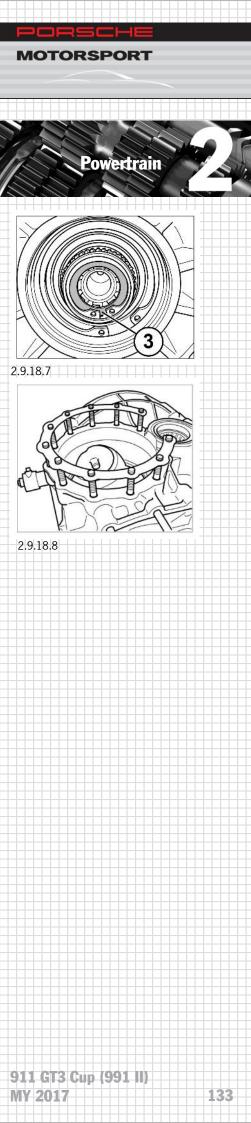
Place the greased O ring (130x2.5) on the lid

Visually check the gearbox housing

Put on the adjusting disk (basic 1.4) P2

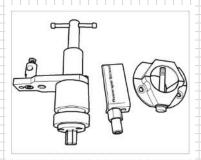
Insert the shaft with the lid (rotate shaft slightly to prevent two teeth of ring gear and bevel gear from touching directly)

Tighten the lid with every second nut using a crisscross pattern (25 Nm (18.4 ft-lb))

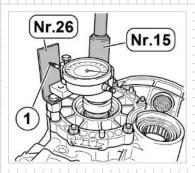


## MOTORSPORT

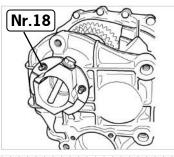




2.9.18.9



2.9.18.10



2.9.18.11

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### Checking the backlash of the angle drive

Clamp tool no. 15 onto the shaft

Screw tool no. 26 onto the housing

Attach the probe indicator; the needle (1) must touch tool no. 26 pre-tightened

Block the pinion shaft in the position "drive" with tool no. 18, fix the tool well in place on the cutted gear housing to allow a precise measurement.

Rotate the cross shaft from stop to stop

Adjustment value: 0.15 to 0.19 mm

Loosen tools and rotate the cross shaft  $90^{\circ}$ ; repeat the measurement process three more times.



Information

If the clearance is too big, a thinner adjusting disk P2 must be inserted. If the clearance is too little, use a thicker adjusting disk.

Block the pinion shaft in the position "coast" with tool no. 18, fix the tool well in place on the cutted gear housing to allow a precise measurement.

Rotate the cross shaft from stop to stop

Adjustment value: 0.10 to 0.14 mm

Loosen tools and rotate the cross shaft  $90^{\circ}$ ; repeat the measurement process three more times.

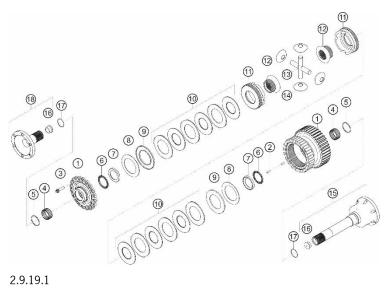


Information

If the clearance is too big, a thinner adjusting disk P2 must be inserted. If the clearance is too little, use a thicker adjusting disk.

### 2.9.19 Differential setup

The differential can be replaced even if the transmission is filled with oil. The oil level should still always be checked after working on the transmission (see 7.3.1). Friction disks, bevel gears, bevel pinions, axial bearings, and ramps must be lubricated well before the assembly. The measure of the assembly of pressure plates (external geared), clutch disks (internal geared), thrust rings, thrust pieces and cross pins has to be within a specified dimension. The actual dimension has to be measured during reassembly and must be corrected to the specified dimension by using a variety of pressure plates in different sizes.



2.9.19.1

Grease the axial needle bearing (6), mount into the ring (7) and assemble into the differential housing (round side of the bearing is pointing to the outside).

Insert disk spring (8) and thrust ring (9) (observe installation position) with the thrust ring label towards the top (Figure 2.9.19.2)

### Disk package (10):



Information

The teeth of the disks must be centered on the housing mark (zero) (3).

Insert outer disk 1

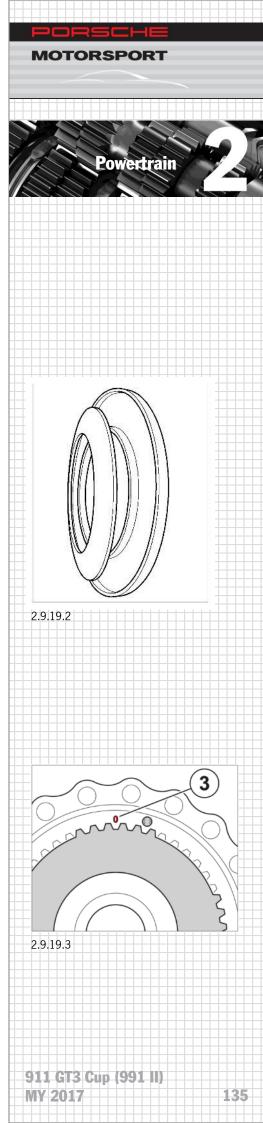
Insert inner disk 1

Insert outer disk 2

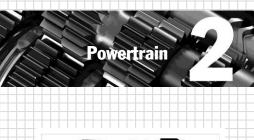
Insert inner disk 2

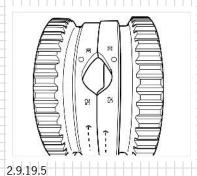
Insert outer disk 3

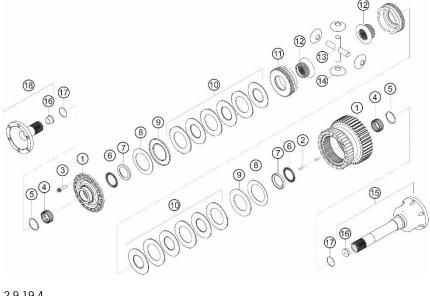
Insert inner disk 3











2.9.19.4

Insert the pressure piece (11); keep in mind rotational direction and 0 mark (Figure 2.9.19.4)

Insert bevel gear (12)

Insert cross pin (13) with bevel pinion (14)

Insert bevel gear (12)

Insert pressure piece (11), keep in mind rotational direction/mark!

### Disk package (10):

Insert inner disk 3

Insert outer disk 3

Insert inner disk 2

Insert outer disk 2

Insert inner disk 1

Insert outer disk 1

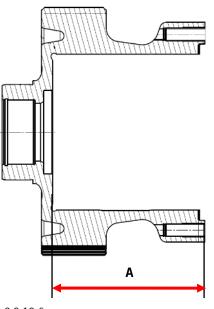
Insert pressure plate (9) + disk spring (8) (observe installation position)

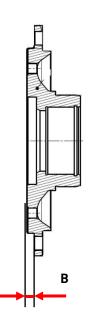
Insert ring (7)

Grease the axial needle bearing (6), mount into the ring and assemble into the differential housing (round side of the bearing is pointing to the outside).

### Measure the friction package

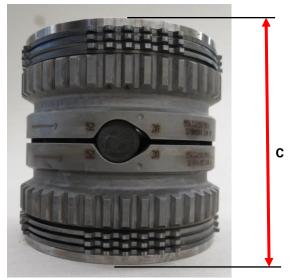
Measurement of the differential housing depth from the bottom surface to the top face of the gearing (A) - measurement of the step within the diff cap (B) = C + tolerance (0.1 - 0.3 mm)





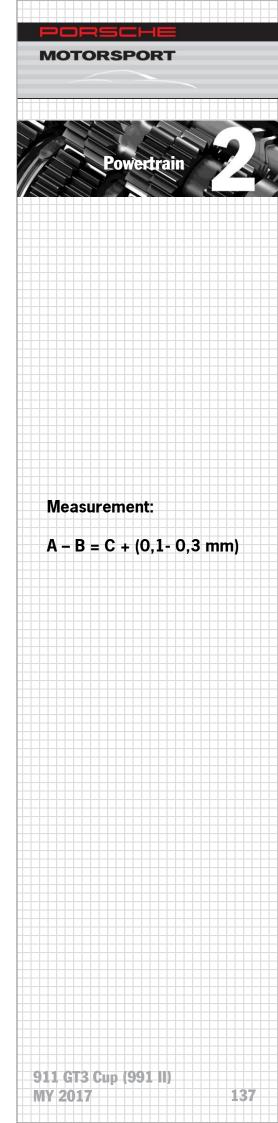
2.9.19.6

### Measurement without springs!



2.9.19.7

The measurement of the friction package has to be 0.1- 0.3 mm less than the measurement (A-B). In case the measurement of the friction package is not within the tolerance it must be corrected by reassembling with pressure plates of different thickness.



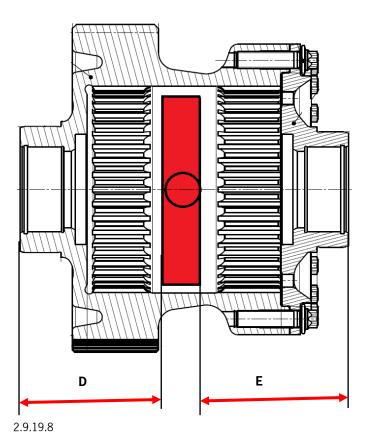




### $D = E \pm 0.2 \text{ mm}$

### Symmetry of the cross pin

During the assembly of the friction package please note, that the cross pin has to be in symmetric position of the friction package as otherwise the axle flanges might be pushed out of their latching position within the thrust pieces. Therefore the layered arrangement of the friction package has to be measured from the differential housing face/the differential housing cap face to the cross pin (marked red) and the difference between the sides may not exceed 0.2 mm. In case the difference is bigger, the friction package must be reassembled with a different arrangement of the clutch disks and pressure plates (thickness).



Check the differential lid/differential housing pairing!

Lubricate the edge and put on the lid (2)

The inner threads must be free from residue of the screw locking device agent. All screws (1) and threads must be degreased.

Bolting differential lid (2):

• Tighten lid with 4 assembly bolts with 15 Nm Sequence 1, 11, 6, 16

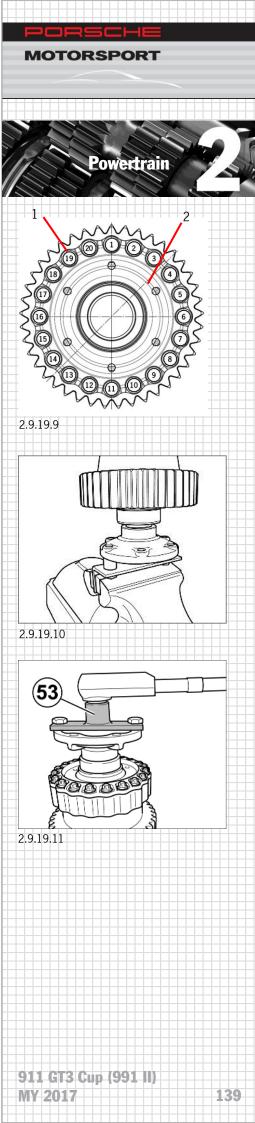
### Check the basic locking action

Clamp tool no. 52 into the vice (Figure 2.9.19.10)

Put on tool no. 53

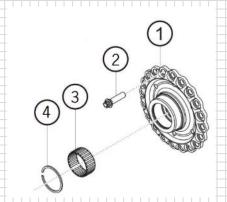
Check the locking action with drag torque wrench no. 59

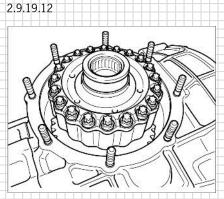
- Tighten 16 bolts with torque 15Nm+70° (apply Loctite 262 on thread) Sequence 2, 12, 7, 17, 3, 13, 8, 18, 4, 14, 9, 19, 5, 15, 10, 20
- Remove assembly bolts
- Tighten 4 bolts with torque 15Nm+70° (apply Loctite 262 on thread) Sequence 1, 11, 6, 16



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2.9.19.13

### **Differential installation**

Insert needle cage (3)

Dimensions: 35x40x17

Put on snap ring (4)

Insert the differential in the gearbox housing (Figure 2.9.19.13)

Put on differential lid with greased O ring and tighten with 25 Nm (18.4 ft-lb)

### Checking the backlash of cross shaft/differential

The backlash of cross shaft/differential cannot be adjusted due to the design. It must still be checked though whether the clearance is within the specified measurement value.

Attach tool no. 16 on the lateral differential lid

Attach the probe indicator

Attach stop no. 26 on the differential lid catch (Figure 2.9.19.14)

Block the cross shaft with tool no. 15 (Figure 2.9.19.15)

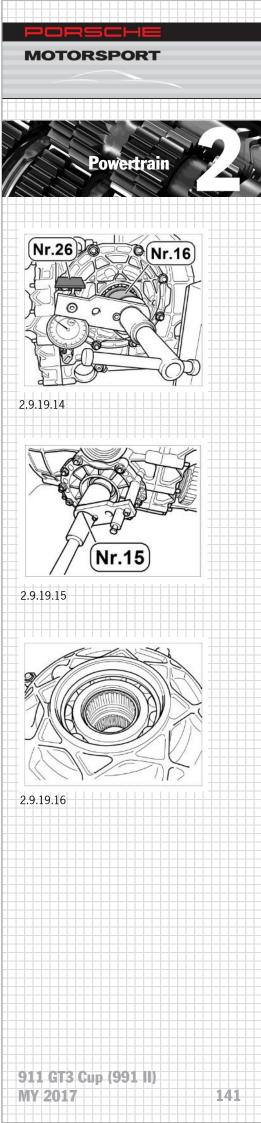
Check the measured value by rotating the differential (measured value: 0.10 - 0.20 mm)

Check the test device on four points at an offset of  $90^{\circ}$ 

Put the needle cage into the differential (Figure 2.9.19.16)

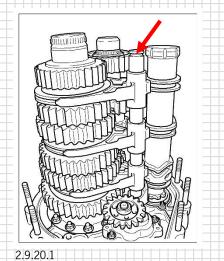
Insert the snap ring

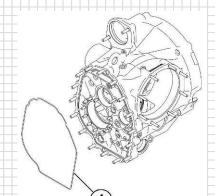
Insert the shaft sealing ring into the differential lid



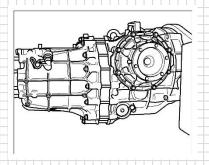
# MOTORSPORT







2.9.20.2



2.9.20.3

### 2.9.20 Mounting gearhousing

Insert the upper O-ring of the shift rod into the notch (Bild 2.9.20.1)

O-ring (1) and insert into gearbox housing (Bild 2.9.20.2)

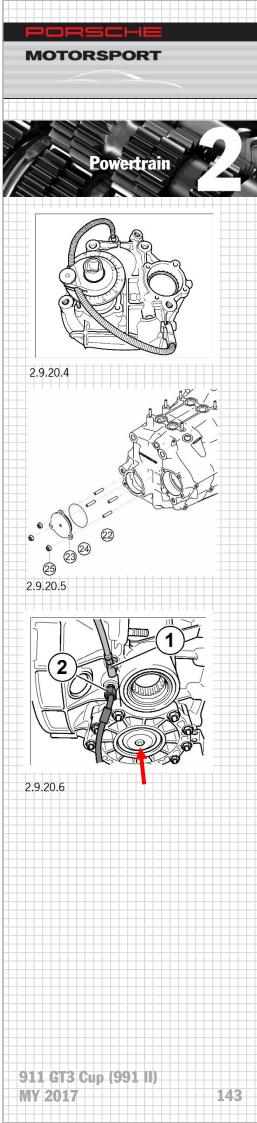
Once all adjustments have been made, the cut housing can be replaced by the wheel housing. Drive and pinion shaft are already equipped with this section.

Attach housing and tighten evenly (25 Nm)

Tighten pinion shaft nut with 30 Nm + 60 °, then loosen and tighten again with 30 Nm + 60 ° (Bild 2.9.20.4)

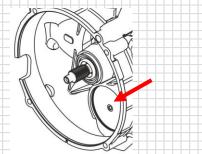
Fit cover pinion shaft (23) with greased sealing ring (24) and tighten nuts (25) to 10 Nm (Bild 2.9.20.5)

Cover Install the cross shaft cover with a greased O-ring and fix it with the retaining ring (Bild 2.9.20.6)

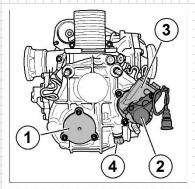




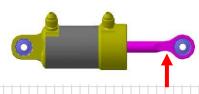




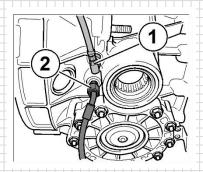
2.9.20.7



2.9.20.8



2.9.20.9



2.9.20.10

Cover Installation opening Insert the coupling housing (arrow) with a greased O-ring and fix it with a securing ring

Connect switch actuator (3) and tighten with 10 Nm

Connect switching actuator potentiometer (2) to switching actuator

Calibrate potentiometer operation (6th gear 4.5 V)

Gearbox holder to gearbox screw 45 Nm

Shift cylinder on gearbox holder and shift actuation screws 12 Nm



Information

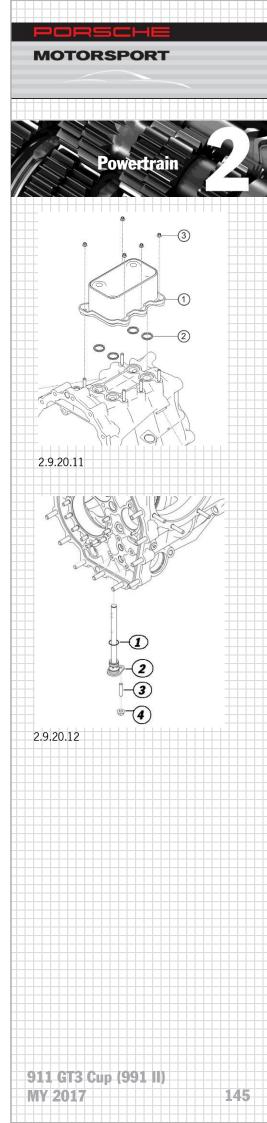
Pay attention to the installation position of the shift cylinder on shifting operation (Fig. 2.9.20.9) The round indentation on the shift cylinder points to the Rolex shaft.

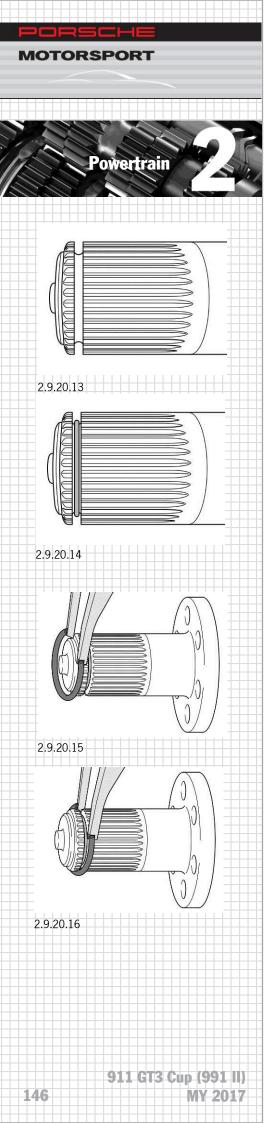
Install the hydraulic lines (4 and 6) of the central dumper.

Seal rings (2) Place oil / water heat exchanger greasy, place heat exchanger (1)
Apply heat exchanger to 10 Nm

Insert the oil injection pipe (2) for the pinion shaft with a greased sealing ring (1) into the gearbox housing and tighten the nut (4) to 10 Nm tightening torque and Loctite 2701

Fill the gearbox with 3 liters of oil (see chapter 2.3.5 Oil circuit)





Porsche Motorsport points out that the mounting of the sprengren on the articulated flange has to be carried out by the following procedure. The assembly is carried out with the support of an O-ring in the sprengren groove, the instruction applies to both joint flanges.

Clean the joint flange as well as the sprengren groove

Grease the O-ring, push it onto the articulated flange and insert it into the cutting groove groove

NOTE

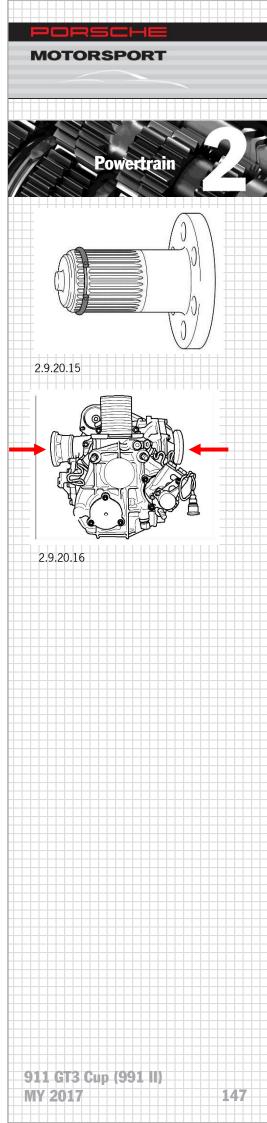
Make sure the sprengring fits securely. O-ring must not be damaged during assembly

Insert the Sprengring with the Sprengring pliers in the Sprengring groove.

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Sprengring is centered by O-ring, grease axle flange teeth.

Insert drive shaft flanges (arrow)







# 2.10 Rolex assembly

These old stock parts are for reuse in Rolex-Status 4.0:Gehäuse (Deckel):

Rolex-Housing (Cap):

- 2\* Sliding Sleeve
- 2\* Compression Spring
- 2\* Spring Mount
- 1\* Bracket (Potentiometer)
- 1\* Potentiometer
- 1\* Connecting Tube
- 2\* Fillister Screw Potentiometer
- 2\* Spring Lock Washer Potentiometer
- 2\* Fillister Screw Bracket
- 2\* Spring Lock Washer Bracket
- 4\* Hexagon Nut

Clutch parts:

- 2\* Washer
- 1\* Control Lever
- 1\* Stop Disk
- 1\* Coupling Part
- 1\* Driver Potentiometer
- 1\* O-Ring Driver Potentiometer

#### Shifting Element:

1\* Washer

#### **Required new parts**

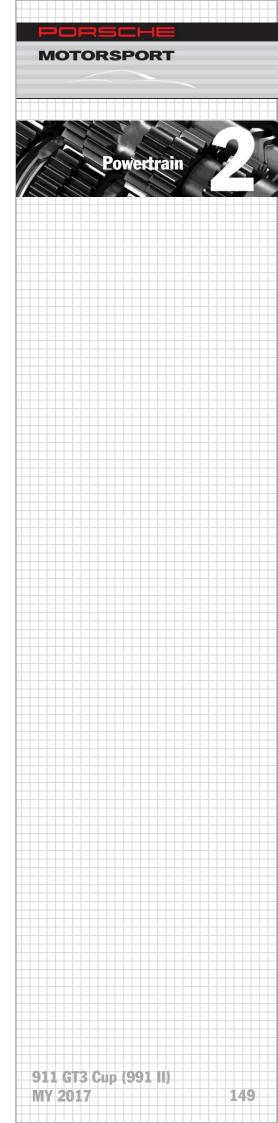
Following new parts must be present and replaced:

Rolex Housing (Cap):

- 1\* Rolex Housing
- 1\* Shaft Sealing Ring
- 1\* Stud Holder (Potentiometer)
- 2\* Sealing Ring Spring Mount
- 1\* Needle Bush for Coupling Part
- 2\* Pin
- 1\* O-Ring for Rolex Housing
- 1\* Bearing Sleeve

#### Clutch parts:

- 1\* Stop Guide Plate
- 3\* Torx Screw
- 2\* Compression Spring Driver
- 2\* Driver
- 2\* Locking Ring







Shifting Element:

- 1\* Shifting Element
- 1\* Grooved Ball Bearing
- 1\* Locking Ring
- 1\* Additional Grooved Ball Bearing
- 1\* Locking Ring Driver Potentiometer1
- 3\* Fillister Screw

#### **Assembly**

Technical aids to use: Loctite 574; Loctite 243 blue; Loctite 2701 green; Optimol-MP3-Grease; Gearbox Oil; Porsche Special-Tools; Standard Tools as shown in Picture; Heating Plate; Torque-Wrench

Clean all components with benzine and arrange the old and new parts as follows. Important: All screws must be cleaned with acetone!

#### Overview



2.10.1

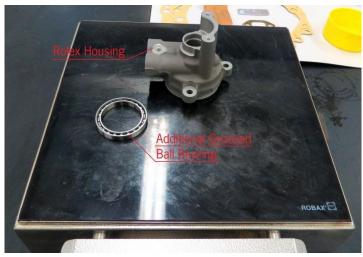
150



Hot components

Danger of burns

- Wear personal protective equipment.
- Heat up the rolex housing and the additional grooved ball bearing with the heating plate to  $100^{\circ}\text{C} 120^{\circ}\text{C}$  (212-248 °F).

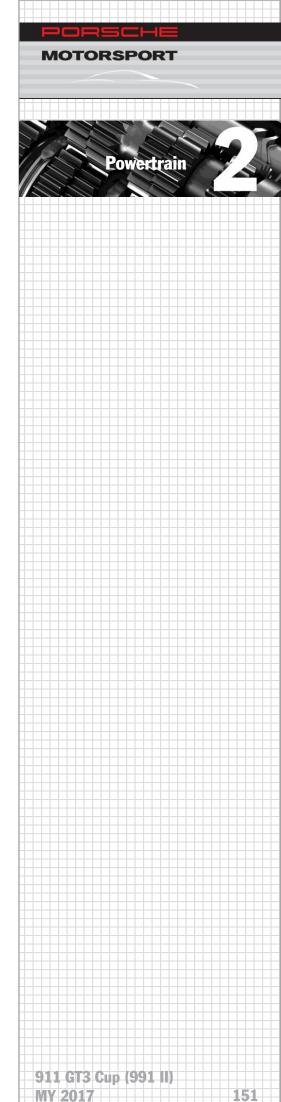


#### 2.10.2

- As these parts are heating up, install the grooved ball bearing for the
  coupling part in the shifting element. Secure the bearing with the locking
  ring. Important: The sharp edge of the secure ring must face up and the
  bearing has to be checked on free movement.
- Take the additional grooved ball bearing from the heating plate and fit it on the shaft of the shifting element. Important: Bearing must be placed without high force actions!



2.10.3







• Take the rolex housing from the heating plate, lay the needle bush for the coupling part into the housing and fix it with the special tool no. 30 and the rubber hammer.

Important: Do not use the hammer directly on the bearing!



2.10.4



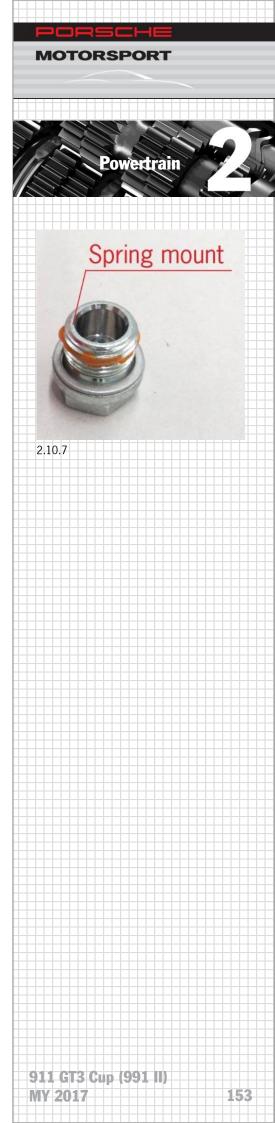
2.10.5

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- Countersink the pins into the rolex housing.
- Let the housing cool down.
- Coat the sliding sleeve and the compression spring with oil and put it into the housing. Important: The oil should not contact the thread of the housing. Place the shaft sealing ring and the spring mount on the housing, secure it with Loctite 574 and screw it into the housing. 35Nm (25,8 ft-lb)
- Lay following parts into the rolex housing Washer Control lever Washer. Coat them with oil.



2.10.6



# MOTORSPORT

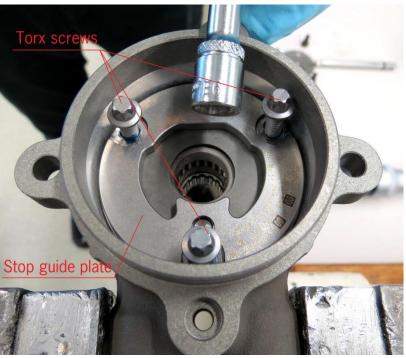


• Insert the stop disk with the writing face down into the housing as shown in the picture.



2.10.8

Lay in the stop guide plate with the sinkings facing up into the housing. Use
the three torx screws and Loctite 243 to secure and fix the stop guid plate.
Torque: 4 Nm (3 ft-lb). To make assembly easier use the special tool TorxE6.



2.10.9



Hot components

Danger of burns

- Wear personal protective equipment.
- Heat up the rolex housing again to 100°C 120°C (212-248 °F) and insert the bearing sleeve for the additional grooved ball bearing.

Important: Ensure that the bearings sleeve is seated correctly.

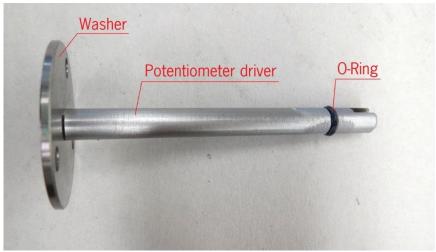
Let the housing cool down.



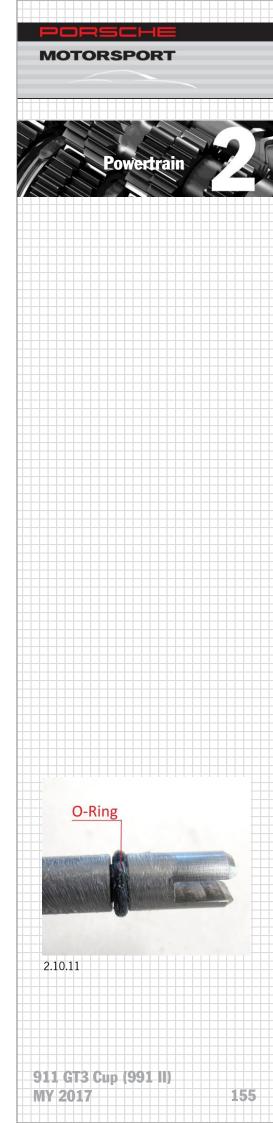
2.10.10

• Put the potentiometer driver, the washer and the O-Ring together.

Important: The O-Ring has to be coated with grease.



2.10.12

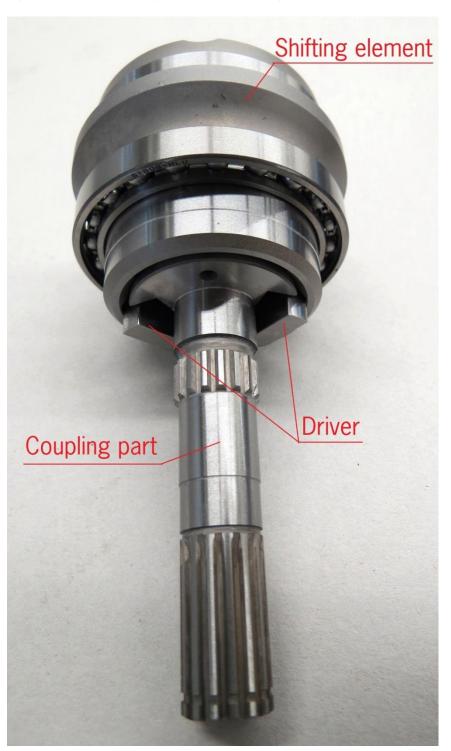






• Put together the coupling part, the compression springs and the drivers and carefully guide the parts into the shifting element. Secure the coupling part immediately with the securing ring and check on free movement.

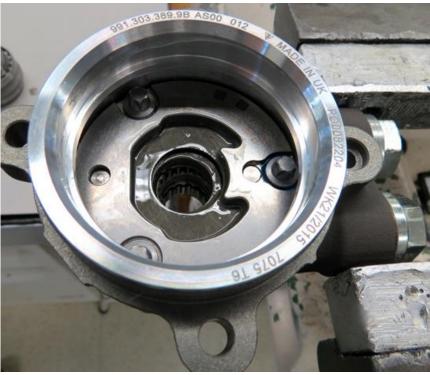
Important: Check the neutral position as shown in the picture!



2.10.13

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• The additional grooved ball bearing and all the moving parts in the housing have to be coated with oil and checked on free movement.



#### 2.10.14

• The next step is, to put the potentiometer driver and the washer into the coupling part and subsequently into the shifting element.

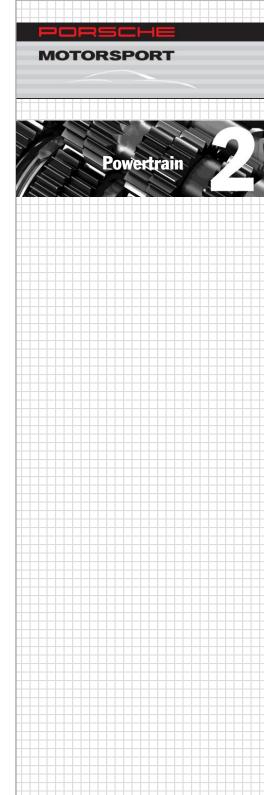
Important: Pay attention to the O-Ring.

- Use the screws (M5x10) and Loctite 243 to secure and fix these parts.
- Important: Tighten the screws in several steps clockwise torque: 6 Nm (4,4 ft-lb). After that insert all these components in the housing.



2.10.15

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- Turn over the rolex housing and make sure that the coupling parts don't fall out.
- Important: Check the neutral position as shown in the picture!



#### 2.10.16

 Check the function and free movement. Rotate the coupling part once to the right and once to the left side. Important: Spring tension must be the same in both directions! • Use the special tools (sleeve and mandrel no. 29) to mount the shaft sealing ring. Important: Use only the rubber hammer!



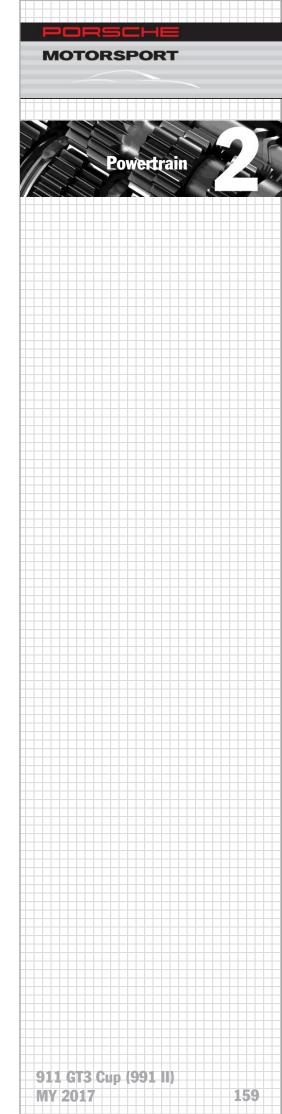
#### 2.10.17

• Secure the coupling part and the shaft sealing ring with the locking ring as shown in the picture.

Important: Ensure that the locking ring is seated correctly!



2.10.18







 Mount the paddle shift control lever as shown in the picture and secure it with the locking ring. Important: Ensure that the locking ring seats correctly!



#### 2.10.19

- Perform a shifting test. Important: Shifting operations must be easy to carry out and the control lever has to return automatically to its neutral position.
- Assembly the hexagon nut, the fillister screw, the bracket and the connecting tube and mount it with Loctite 2701 into the rolex housing. 10 Nm (7,4 ft-lb).

Important: The long thread has to be mounted into the rolex housing.



2.10.20

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- Mount the bracket fillister screws (M5x15) and the spring lock washers with Loctite 243 into the rolex housing. Torque: 6 Nm (4,4 ft-lb).
- Potentiometer fillister screws (M4x10) and the related spring lock washers also has to be mounted as shown in the picture below. Torque: 4 Nm (3 ftlb).



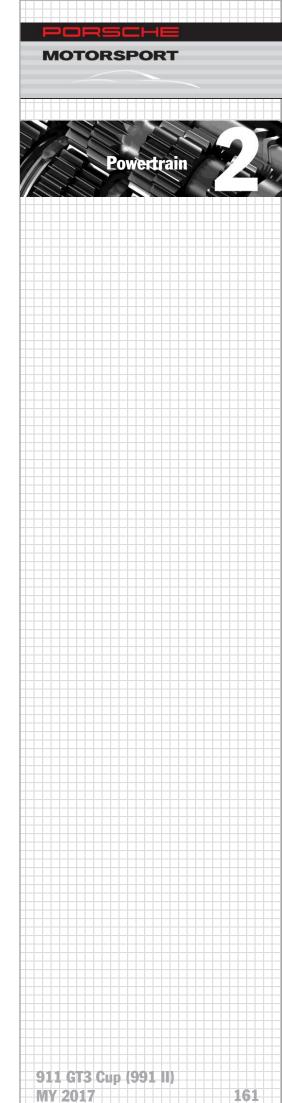
#### 2.10.21

• Mount the O-Ring on the rolex housing and coat it with Optimol-MP3 grease. Important: Ensure that the O-Ring is seated correctly!



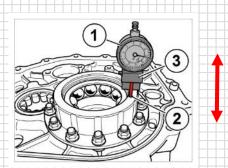
#### 2.10.22

- For the Rolex assembly into the gearbox, the shifting element and all the moving parts in the housing have to be coated with oil and checked on free movement.
- Finally the pneumatic cylinder has to be mounted.

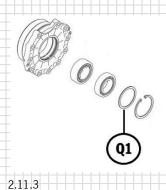


# MOTORSPORT



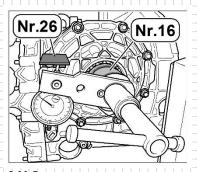


2.11.1





2.11.4



2.11.5

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## 2.11 Overview gearbox settings

#### Pinion shaft

Preload 4-point-bearing

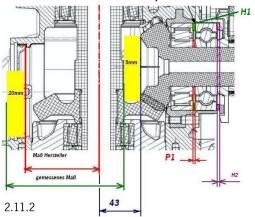
Set valve: 0.03 - 0.05 mm (Figure 2.11.1) via adjustment disk H1

Axial backlash 4-point-bearing

Set valve: 0.02 - 0.05 mm via adjustment disk H2

Pinion shaft position

Offset: 0.00 - 0.02 mm via adjustment disk P1



#### **Cross shaft**

Preload 4-point-bearing

Set valve (Pressung): 0.15mm via adjustment disk Q1 (Figure 2.11.3)

Backlash pinion/crownwheel "drive"

Set valve: 0.15 - 0.19 mm via adjustment disk P2 (Figure 2.11.4)

Backlash pinion/crownwheel "coast"

Set value: 0.10 – 0.14 mm (Figure 2.11.4)

#### **Differential**

Backlash shift cross shaft/diff

Set valve: 0.10 - 0.20 mm (not adjustable) (Figure 2.11.5)

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# 3 Chassis

#### 3.1 General

The front and rear axles have been overhauled to suit the requirements of competition and to allow for easy and accurate setting of camber, toe, and vehicle height. Compared to the previous model, the shock absorber and spring characteristics have been unchanged. This adjustment results in a more neutral handling.

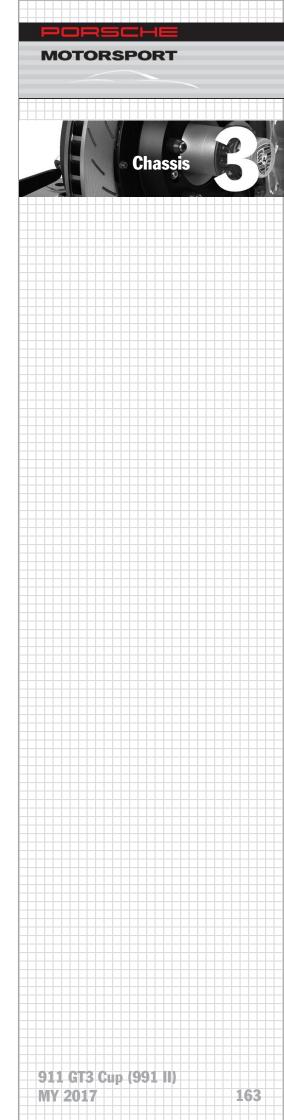
The front axle design is a MacPherson strut-type axle with aluminum transverse control arms. The rear axle is a multi-link axle.



3.1.1

Based on the previous model, the following major development objectives were set and implemented in the chassis for the 911 GT3 Cup (991 II):

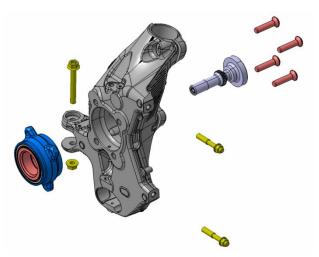
- Improved drive shaft cooling
- Improved rang support
- Improved space between rim and front axle





## 3.1.1 Wheel bearing

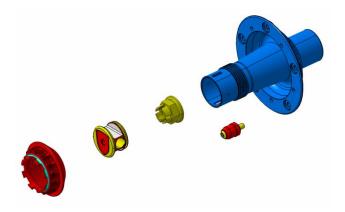
The wheel bearing is attached separately on the wheel mount using four bolts. Compared to the pressed-in variant, this advanced bearing integration has the advantage that the bearing can be replaced faster and easier on the vehicle. Moreover, the wheel bearing is insensitive to temperature changes.



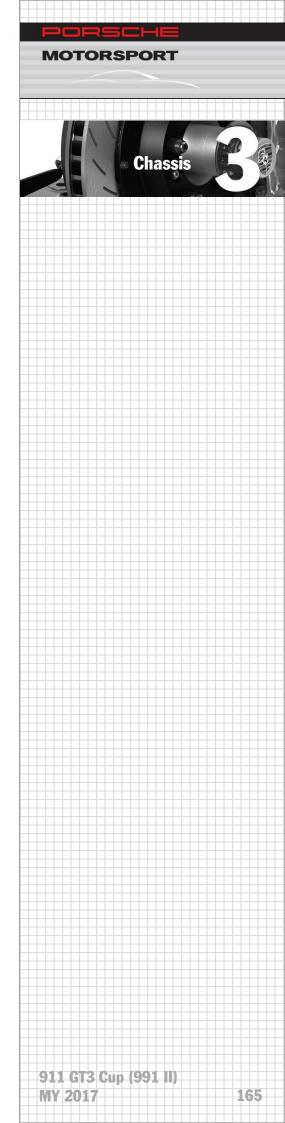
3.1.1.1

#### 3.1.2 Wheel hub

The wheel hub is a reinforced racing wheel hub with central lock. The central lock nut is protected by a locking mechanism integrated in the hub to prevent it from accidental loosening. The correct functioning of the retaining keys has to be checked regularly.



3.1.2.1





#### 3.1.3 Wheel nut

The left aluminum wheel nuts are different to the right wheel nuts and can be distinguished as follows:

Right vehicle side = left-hand thread, blue color

Left vehicle side = right-hand thread, red color

**▲** Warning

Wheel nuts/wheel bolts

Loss of wheels

Loss of control over the vehicle

- The wheel nuts must be replaced following 6 hours of use.
- The wheel bolts must be checked and regenerated after 6 hours of use.

Porsche Motorsport recommends also replacing the wheel nuts during a long-distance race (after approx. 6 hours running time) to verify and regenerate them. Clean the threads, judge them by visual inspection.

To ensure the correct wheel nut tightening torque and corresponding clamping load is achieved the wheel nut or wheel cone MUST be lubricated with Optimol TA grease EVERY time the wheels are changed.

Also, if wheel guns are used, the manometer on the compressed air bottles should be calibrated to ensure that the tightening torque of 500-520 NM (368.8 - 383.5 lb-ft) is correct.

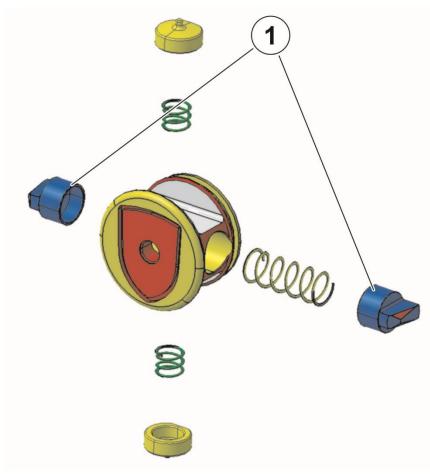
Proceed as follows in order to prevent the wheel nuts from settling:

Tighten the new part 3 to 4 times using an impact wrench (500 - 520 Nm) (369-384 ft-lb), then loosen and re-grease it.

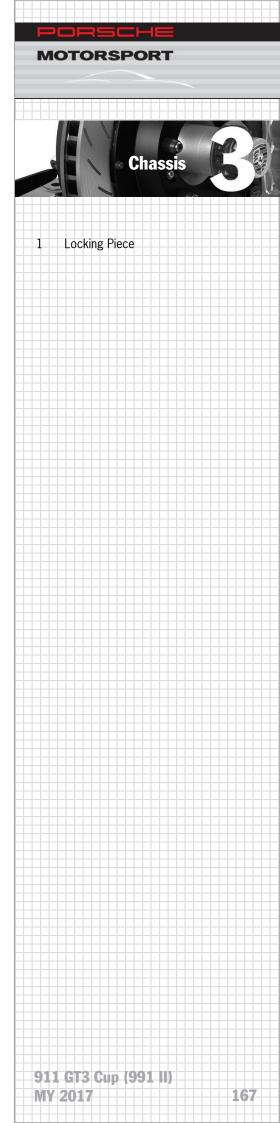
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# 3.1.4 Locking piece

The locking pieces are used as wheel nut locking mechanism and to prevent the wheel from loosening.



3.1.4.1



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#### 3.2 Front axle



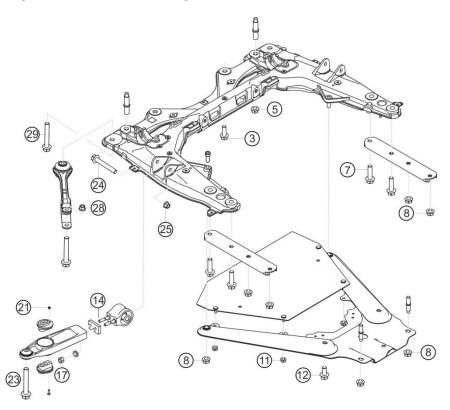
3.2.1

A MacPherson strut with gas pressure shock absorbers is installed on the front axle and attached to the body by a Uniball joint in the strut bearing. A blade-type anti-roll bar that is adjustable on both ends has a controlled impact on the vehicle's rolling behavior. The double shear connection of the control arm and tie rod to the wheel mount as well as a stiffer shock absorber clamp increase the wheel mount's overall stiffness. The use of high performance joint bearings in all control arms minimizes play, and unwanted elastokinematic effects are greatly reduced.

The spring assembly, arranged concentrically on the MacPherson strut, consists of a main spring and a helper spring. The vehicle height can be adjusted continuously using the thread adjustment of the lower spring seat.

#### 3.2.1 Front axle cross member

The cross member made of cast aluminum is used as connecting element between the transverse control arms and the body. Transverse control arm, anti-roll bar bearing, longitudinal control arm and steering unit are attached to the cross member.

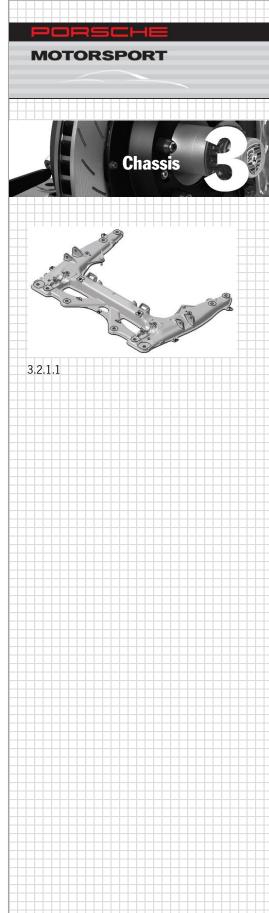


3.2.1.2

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#### List of tightening torques for front axle cross member

Item	Dimensions	Tightening torque in Nm/Comments
3	M12 x 1,5 x 50	120 Nm (88.5 ft-lb)
5	M12 x 1,5	120 Nm (88.5 ft-lb)
7	M12 x 1,5 x 60	120 Nm (88.5 ft-lb)
8	M10	65 Nm (48 ft-lb)
11	M6	10 Nm (7.4 ft-lb)
14		Stud 10 Nm (7.4 ft-lb) + Loctite 276
17	M8	25 ± 2 Nm (18.4 ± 1.5 ft-lb)
21	M5	5 Nm (3.7 ft-lb)
23	M12 x 1,5 x 90	120 Nm (88,5 ft-lb)
25	M12 x 1,5	120 Nm (88.5 ft-lb)
28	M14 x 1,5	160 Nm (118 ft-lb)
29	M14 x 1,5 x 105	Initial installation: 140 Nm (103 ft-lb) then180 ° loosening then 140 Nm. Otherwise 140 Nm





#### 3.2.2 Front axle transverse control arm

The two-piece forged aluminum transverse control arm of the front axle allows for continuous camber adjustment.

Camber adjustment can be done in two different places: The rough initial adjustment is achieved with different spacers in the transverse control arm. For fine adjustment of the camber, slots in the front axle dome allow displacement of the strut mount.

The following adjustment washers can be purchased at Porsche Motorsport:

 0.30 mm
 2.00 mm

 0.60 mm
 7.00 mm

 0.80 mm
 10.0 mm

1.00 mm

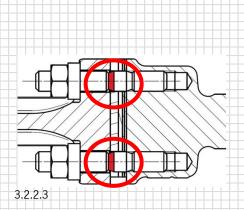
The maximum permitted spacer width that can be achieved by combining individual spacers (2) is 18 mm on the front axle. The transverse control arm must be installed in such a way that the screw connection of the camber adjustment washer is accessible from below. The longitudinal control arm has to be screwed to the inner hole of the strut bearing. The mounting screw of the transverse control arm and longitudinal control arm has to be inserted from above (1).



Information

When inserting the spacers it's important to use as less spacers as possible to get to the desired length. This prevents potential clamping force loss caused by settling process.

Thinner shims have to be mounted on the inside of the wishbone (side of the fixed bearing). This will avoid a clamping of the shims on the tapered area of the stud (see red colour, picture 3.2.2.3). The picture shows a section of the left wishbone assembly.



3.2.2.2

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Screw-in depth of tie rod thread

Tie rod breaks off

Loss of control over the vehicle

To ensure the tie rod thread is screwed in to a sufficient depth in the case of high camber values (>4.5 degrees), the supporting mount must be adjusted inwards.

The maximum tie rod length is 430 mm (16.9 inches).

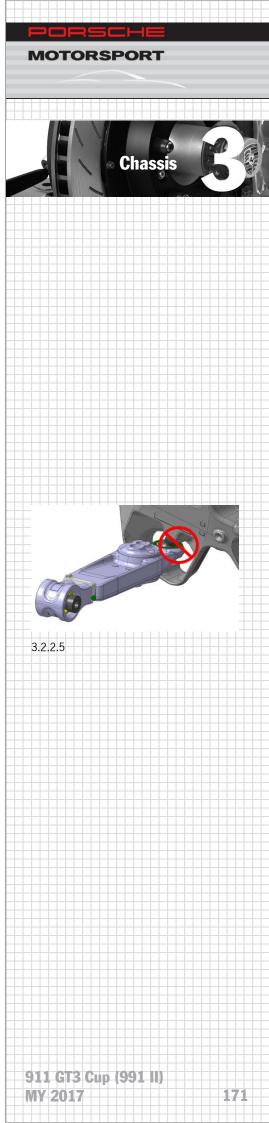


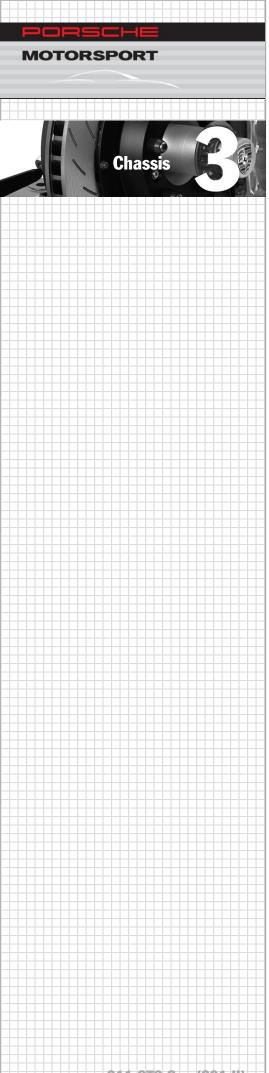
3.2.2.4

#### NOTE

Damage to the joint

When working on the suspension, care must be taken to see that the wheel mount is not inclined when abutting the transverse control arm joint, as this might damage the joint.





# 3.2.3 Longitudinal control arm

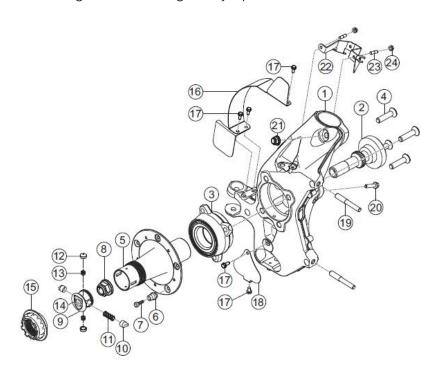
The longitudinal control arms are stiffness-optimized forged control arms.

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#### 3.2.4 Front axle wheel mount

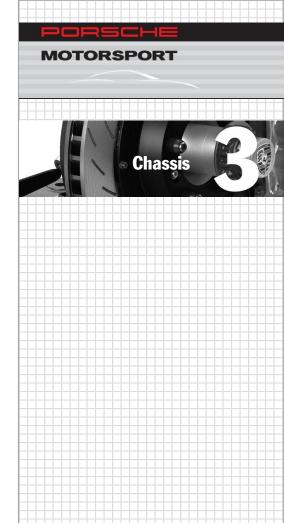
The aluminum wheel mount is still made of torsion-proof and bending-resistant hollow casting. To optimize the cooling air supply to the brake, the geometry in the area of the "steering arms" has been significantly improved.



3.2.4.1

#### List of tightening torques front axle wheel mount

Item	Dimensions	Tightening torque in Nm/Comments
2		lubricate winding with Optimol HT-paste
4	M12 x 1,25 x 45	80 Nm (60 ft-lb) + 120°
7	M8 x 32	35 Nm (26 ft-lb)
8	M22 x 1,5	470 Nm (347 ft-lb) then free (ca.90°) then 470 Nm (347 ft-lb)
15		500-525 Nm (369/387 ft-lb) (lubricate with Alupaste)
17	M6 x 16	10 Nm (7 ft-lb)
19	M12 x 1,5 + M10 x 1,5	After demounting replace, microencapsulation! 21 Nm (15 ft-lb)
20	M8 x 35	23 Nm (17 ft-lb)
21	M12	85 Nm (63 ft-lb)
24	M6	10 Nm (7 ft_lb)





**▲** Warning

Incorrect handling of safety-relevant bolts

Injuries

Loss of torque

- Always use new fastening bolts and nuts following removal.
- Observe specified tightening torques.
- Carry out a visual inspection of all re-used parts.



Mechanical, hydraulic or pneumatic press

Risk of crush injuries

- Read specific safety information for the press.
- Check that the press is working perfectly before use, particularly the safety components.

The air blade of the side radiator exhaust air duct as well as the brake air deflectors fitted on the longitudinal control arm ensure that the radiator air is transported almost without any flow losses to the brake disc.

#### 3.2.5 Front axle shock absorber

**▲** Warning

Preloaded or pressurized components

Risk of crush injuries or contusions

- Do not reach into the danger area.
- Relieve the tension on components before starting work.
- Secure components to prevent them from loosening suddenly.

**▲** Warning

Installation of incorrect or damaged coil springs

Changed vehicle handling

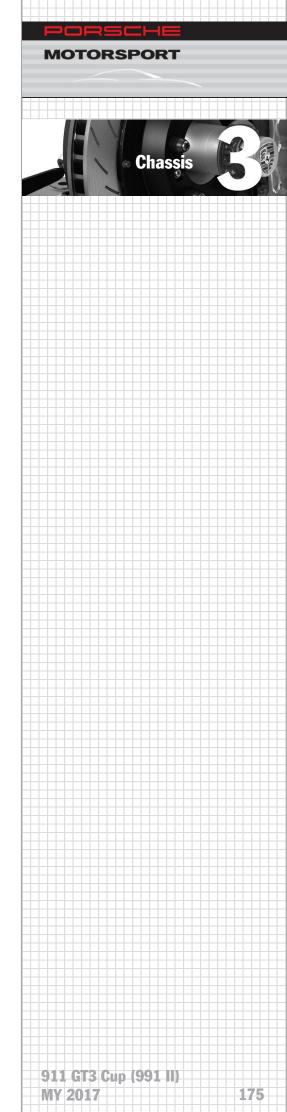
Fracture of coil springs

Examine the components visually before installation.

- When installing new coil springs/spring struts, make sure they are assigned correctly.
- Only use a suitable tool for removing and installing coil springs.
- Do not weld or grind, or use a hammer close to the spring struts.
- Do not apply color identification to the coil springs.

The lightweight strut consists of a high performance gas pressure racing shock absorber in two-tube design. Compared to the previous model, it is provided with an additional bottom valve.

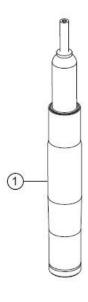
A coil spring assembly consisting of a main and a helper spring is arranged concentrically on the shock absorber. For stroke limitation and protection of the shock absorber, the latter is equipped with an integrated bump stop.

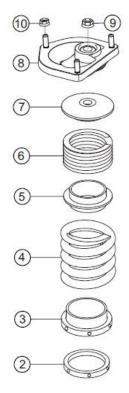


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3.2.5.1

Note

Damage to the intermediate ring (item 5)

The ends of main springs and helper springs should not lie opposite one another.

Arrange so they are offset

#### List of tightening torques for front axle shock absorber

Item	Dimensions	Tightening torque in Nm/Comments
9	M14 x 1,5	75 Nm (55 ft-lb)
10	M8	33 Nm (24 ft-lb)

Spring characteristic values (spring rate/diameter/length):

Helper spring 75/60/43
Main spring 240/60/120



Information

If the coil spring is replaced: always replace coil

springs in pairs only.

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#### 3.2.6 Front axle anti-roll bar

**▲** Warning

Warning about components falling down when the vehicle is raised

Risk of personal injury, particularly head injuries, if the front-axle cross member or steering gear falls down.

- Never loosen the front-axle cross member completely and also support it with a hydraulic lift.
- Secure the loose steering gear to prevent it from falling down and always get another mechanic to help you to remove it.

**▲** Warning

Adjusting the anti-roll bar

Changed vehicle handling

 The anti-roll bar must only be adjusted symmetrically.

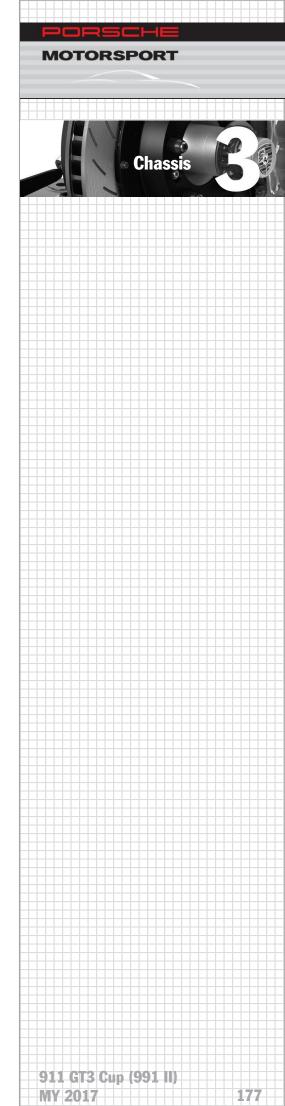
**A** CAUTION

Hot coolant hoses/coolant pipes in the powersteering gear area

Risk of injury from burns as a result of touching hot coolant hoses/pipes

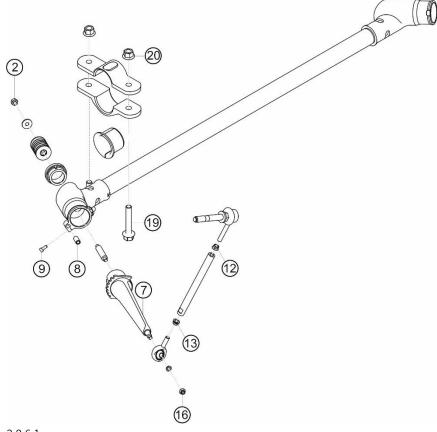
 Let the vehicle cool down before carrying out repairs.

The adjustable double blade-type anti-roll bar on the front axle can be adjusted in seven positions each on both ends, any position resulting in a  $15^{\circ}$  change of the bending lever. Maximum stiffness is achieved when the bending lever is arranged parallel to the anti-roll bar link. Minimum stiffness is achieved when the bending lever is at a  $90^{\circ}$  angle to the anti-roll bar link.









3.2.6.1

NOTE

Damage to the bending lever (item 7)

Fracture of the bending lever

- Do not cause notches or other damage.
- Use a suitable tool only.

#### List of tightening torques front axle anti roll bar

Item	Dimensions	Tightening torque in Nm/Comments
2	M6	10 Nm (7 ft-lb)
8	M8 x 18	Set 0.25mm (0.0098 inch) gap
9	M4 x 10	3 Nm (2,2 ft-lb)
12	M8	10 Nm (7 ft-lb)
13	M8	10 Nm (7 ft-lb)
16	M6	20 Nm (14.8 ft-lb)
20	M10	65 Nm (48 ft-lb)

The following chart shows the wheel-related stiffness of the anti-roll bar depending on the blade position. The left and the right blade are always in the same position:

#### Overall stiffness related to blade angle, front axle

# Gesamtsteifigkeit über Schwertwinkel Vorderachse 70 60 **5**8 50 49 Steifigkeit [N/mm] 40 34 30 24 20 19 16 15 10 0 45 Schwertwinkel [°]

3.2.6.3 Coupling rod setting

NOTE

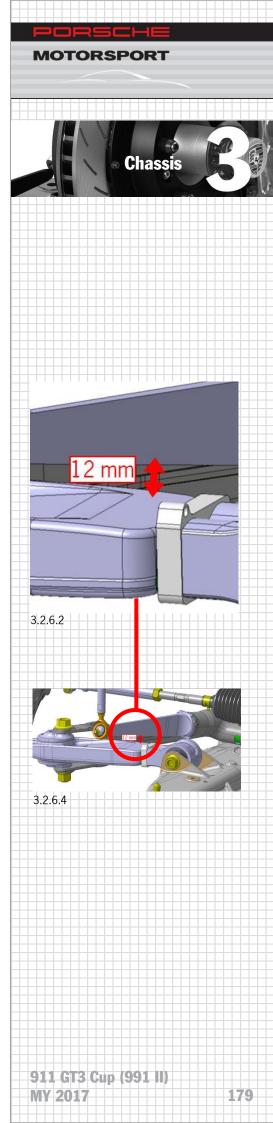
Adjusting the coupling rod

Collision with wishbone

Collision with tie rod

 Observe a distance of at least 12 mm (0.47 inches) to the control arm in decompressed condition.

When adjusting the coupling rods, make sure to exclude any collision between the antiroll bar and other components over the entire suspension travel. On the front axle, there is a risk of collision with the transverse control arm or the tie rod if the setting is incorrect. A distance of 12 mm (0.47 inches) towards the control arm is recommended when the axle is decompressed (figure 3.2.6.2).



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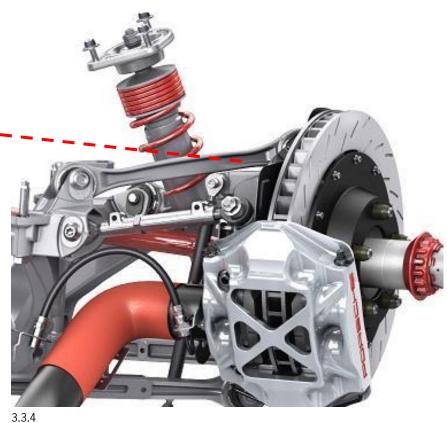
# **MOTORSPORT** Chassis

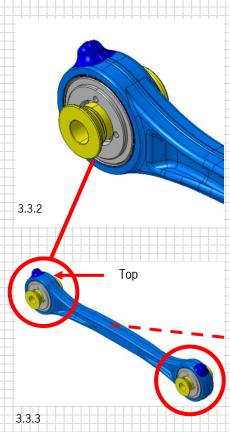
### 3.3 Rear axle



3.3.1

The longitudinal and transverse control arms of the multi-link rear axle are attached separately to the wheel mount. The beads attached to the mounting points of the upper transverse control arm identify the correct mounting position. When installed, they should be facing upwards. The upper and lower transverse control arm are screwed to the body by means of the side part. The lower longitudinal control arm is connected to the body by means of a forged bracket. A blade-type anti-roll bar that is adjustable on both sides has a controlled impact on the vehicle's rolling behavior. Separate cooling air channels, which are supplied with air through a NACA duct in the underbody, are provided on the left and on the right for cooling the inner drive shaft.

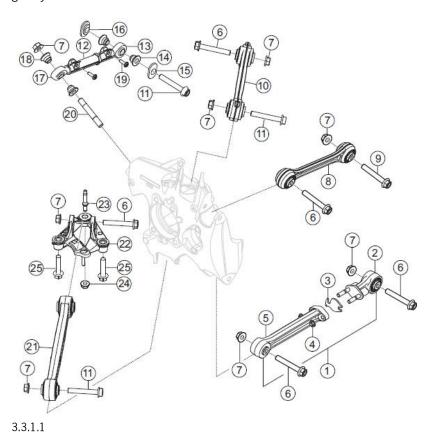




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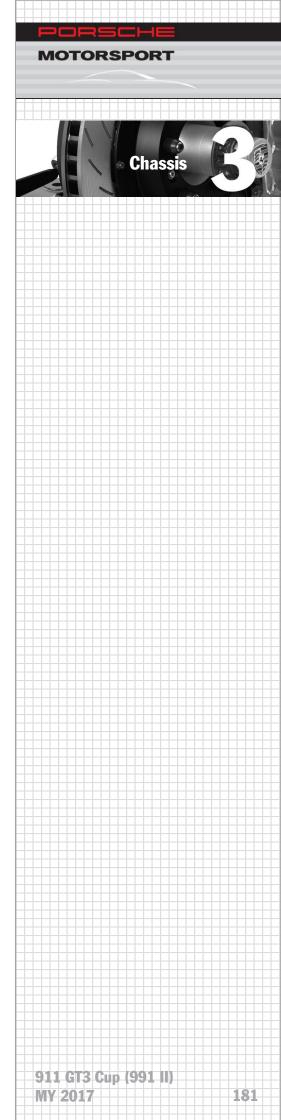
### 3.3.1 Rear axle control arm and tie rod

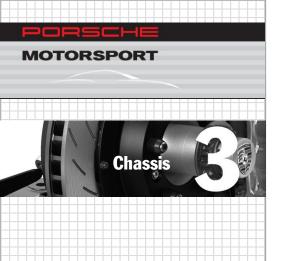
The use of high-performance joint bearings in all control arms minimizes play and greatly reduces unwanted elastokinematic effects.



### List of tightening torques and tie rod

Item	Dimensions	Tightening torque in Nm/Comments	
2		Stud: 10 Nm + Loctite 276	
7	M12	120 Nm (88.5 ft-lb)	
19	M6 x 20	13 Nm (9.6 ft-lb)	
20	M12 x 75	16 Nm (11.8 ft-lb)	
24	M10	65 Nm (48 ft-lb)	
25	M10 x 50	65 Nm (48 ft-lb)	
4	M10	65 Nm (48 ft-il)	

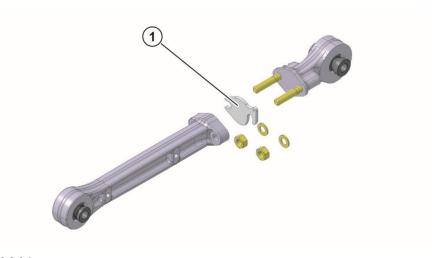




### 3.3.2 Rear axle transverse control arm

The two-piece, forged aluminum rear axle transverse control arm allows for camber adjustment.

The camber is adjusted on the transverse control arm (1) using spacers. The maximum permitted spacer width is 15 mm (0.59 inches) on the rear axle.



3.3.2.1

The following adjustment washers can be purchased at Porsche Motorsport:

- 0.50 mm
- 1.00 mm
- 2.00 mm
- 4.00 mm
- 8.00 mm

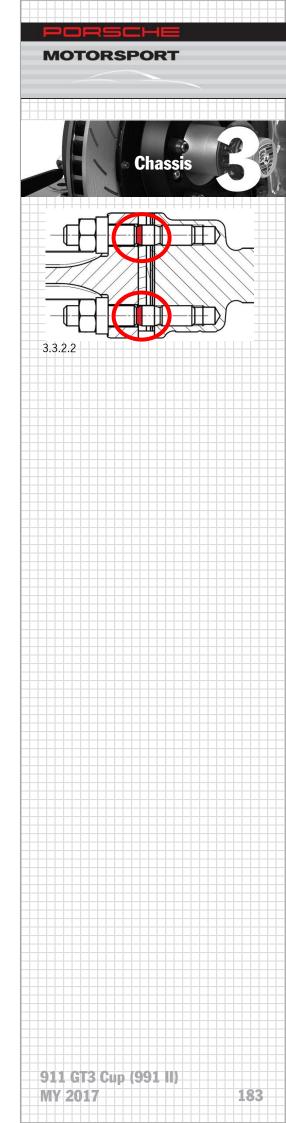
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The maximum permissible adjustment washer width to be achieved by combining the individual washers (1) is 15 mm on the rear axle.

NOTE

When inserting the spacers it's important to use as less spacers as possible to get to the desired length. This prevents potential clamping force loss caused by settling process.

Thinner shims have to be mounted on the inside of the wishbone (side of the fixed bearing). This will avoid a clamping of the shims on the tapered area of the stud (see red colour, picture 3.3.2.2). The picture shows a section of the left wishbone assembly.





### 3.3.3 Rear axle wheel mount



Incorrect handling of safety-relevant bolts

Injuries

Loss of torque

- Always use new fastening bolts and nuts following removal.
- Observe specified tightening torques.
- Carry out a visual inspection of all re-used parts.

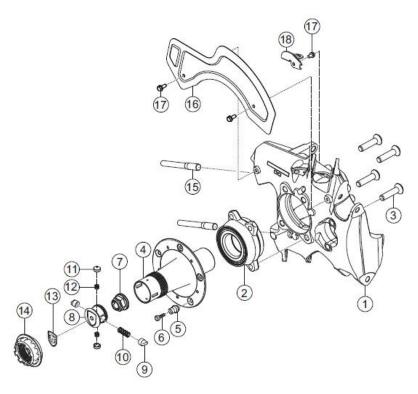


Mechanical, hydraulic or pneumatic press

Risk of crush injuries

- Read specific safety information for the press.
- before use, particularly the safety components.

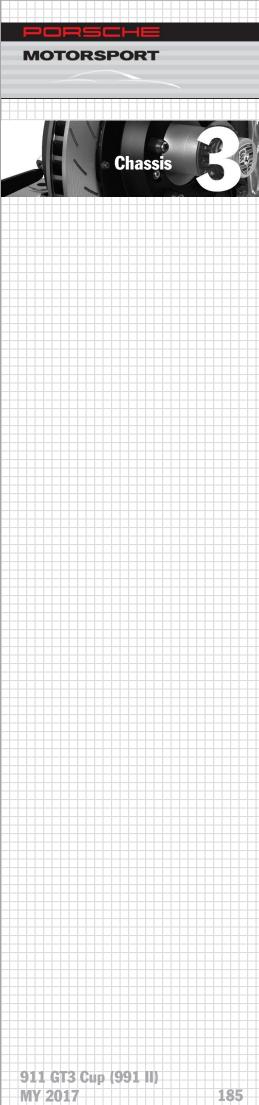
The aluminum rear axle wheel mount is still made as a torsion-proof and bendingresistant hollow casting part.



3.3.3.1

### List of tightening torques rear axle wheel mount

Item	Dimensions	Tightening torque in Nm/Comments		
3	M12 x 1,25 x 45	80 Nm (60 ft-lb) + 120°		
6	M8 x 32	35 Nm (26 ft-lb)		
7	M22 v 1 E	470 Nm (347 ft-lb) then free (ca.90°) then		
/	M22 x 1,5	470 Nm (347 ft-lb)		
14		500-525 Nm (369/387 ft-lb ft-lb) (lubricate with		
		Alupaste)		
17	M6 x 16	10 Nm (7 ft-lb)		
15	M10 x 1,5	After demounting replace, microencapsulation! 21 Nm (15 ft-lb)		



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### 3.3.4 Rear axle shock absorber

**⚠** Warning

Preloaded or pressurized components

Risk of crush injuries or contusions

- Do not reach into the danger area.
- Relieve the tension on components before starting work.
- Secure components to prevent them from loosening suddenly.

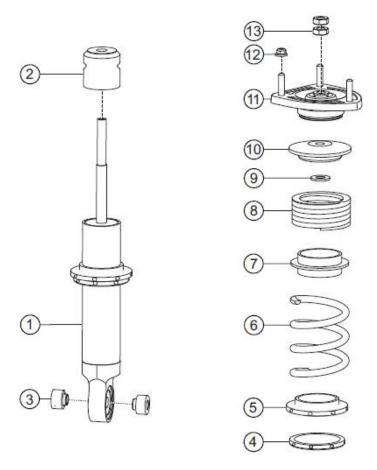
**▲** Warning

Installation of incorrect or damaged coil springs

Changed vehicle handling Fracture of coil springs

- Examine the components visually before installation.
- When installing new coil springs/spring struts, make sure they are assigned correctly.
- Only use a suitable tool for removing and installing coil springs.
- Do not weld or grind, or use a hammer close to the spring struts.
- Do not apply color identification to the coil springs.

The rear axle shock absorber is a high performance gas pressure racing shock absorber in two-tube design that is provided with an additional bottom valve. A coil spring assembly consisting of a main and a helper spring is arranged concentrically on the damper. For stroke limitation and protection of the shock absorber, the latter is equipped with an integrated bump stop.



### 3.3.4.1

NOTE

Damage to the intermediate ring (item 7)

The ends of main springs and helper springs should not lie opposite one another.

Arrange so they are offset

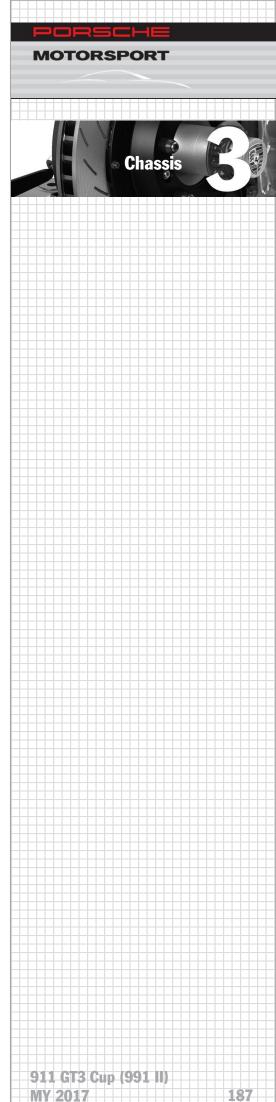
### List of tightening torques for rear axle shock absorber

Item	Dimensions	Tightening torque in Nm/Comments	
12	M8	33 Nm (24.3 ft-lb)	
13	M12	Lower nut 40 Nm/upper nut 35 Nm (29.5/25.8 ft-lb)	

When tightening the upper nut (13), the lower nut (13) should be locked.

Spring characteristic values (spring rate/diameter/length):

Helper spring 80/60/60 Main spring 260/60/130







If the coil spring is replaced: always replace coil springs in pairs only.

### 3.3.5 Rear axle anti-roll bar

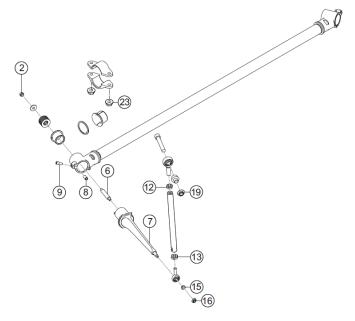
**▲** Warning

Adjusting the anti-roll bar

Changed vehicle handling

• The anti-roll bar must only be adjusted symmetrically.

Like the front anti-roll bar, the rear anti-roll bar can be adjusted in seven positions, each position resulting in a  $15^{\circ}$  change of the bending lever. Maximum stiffness of the anti-roll bar is achieved when the bending lever is arranged parallel to the anti-roll bar link. Minimum stiffness is achieved when the bending lever is at a  $90^{\circ}$  angle to the anti-roll bar link.



3.3.5.1

### List of tightening torques rear axle anti-roll bar

Item	Dimensions	Tightening torque in Nm / Comment
2	M6	10 Nm (7.4 ft-lb)
8	M8 x 18	Set 0.25mm (0.0098 inch) gap
9	M4 x 10	3 Nm (2.2 ft-lb)
12	M8	10 Nm (7.4 ft-lb)
13	M8	10 Nm (7.4 ft-lb)
16	M6	20 Nm (14.8 ft-lb)
19	M8	23 Nm (17 ft-lb)
23	M8	25 Nm (18.4 ft-lb)

NOTE

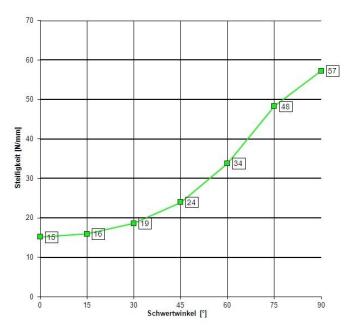
Damage to the bending lever (Figure 3.3.5.1, item 7)

Fracture of the bending lever

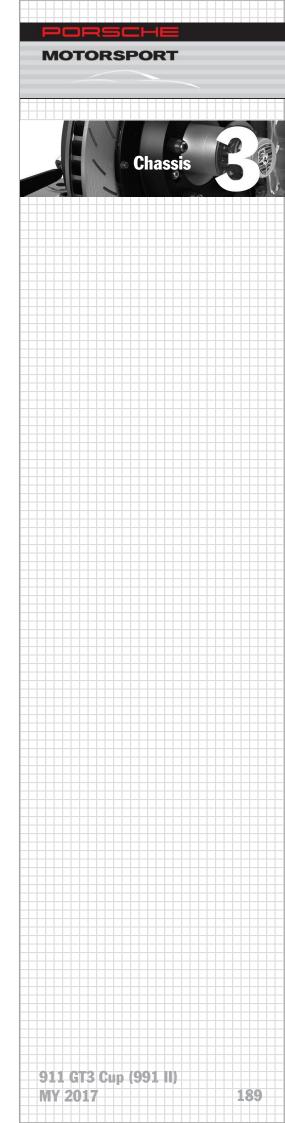
- Do not cause notches or other damage.
- Use a suitable tool only.

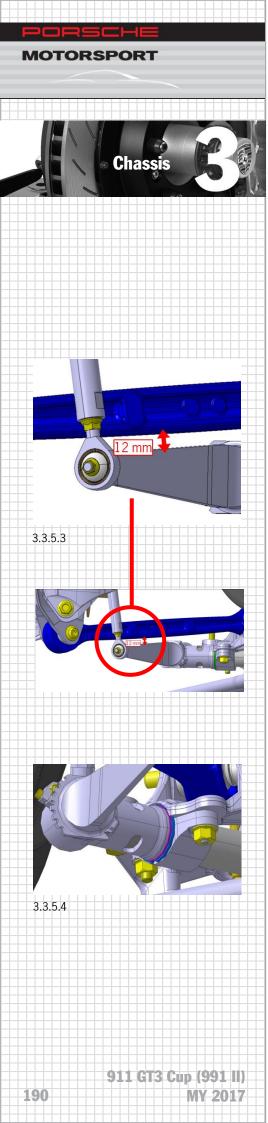
The following chart shows the wheel-related component stiffness of the anti-roll bar depending on the blade position. The left and the right blade are always in the same position:

### Overall stiffness related to sword angle, rear axle



3.3.5.2





### **Coupling rod setting**

NOTE

- 1 Adjusting the coupling rod
- 2 Collision with trailing link

Collision with rim

Observe a distance of at least 12 mm (0.47 inches) to the control arm in decompressed condition.

When adjusting the coupling rods, make sure to exclude any collision between the antiroll bar and other components over the entire suspension travel. On the rear axle, there is a risk of collision with the longitudinal control arm or the rim if the setting is incorrect. A distance of 12 mm (0.47 inches) towards the control arm is recommended when the axle is decompressed (figure 3.3.5.3).

### **Axial clearance compensation**

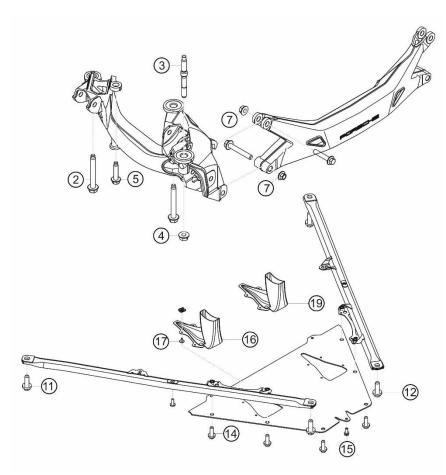
In order to counteract a possible backlash of the stabilizer, Porsche Motorsport offer two different spacers (pink).

Spacer 1mm

Spacer 2 mm

### 3.3.6 Rear axle side part

The side parts made of cast aluminum are used as connecting elements between control arms and body.



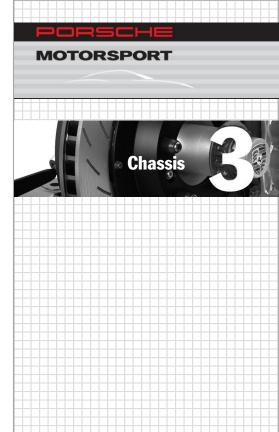
3.3.6.1

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### List of tightening torques for rear axle side part

Item	Dimensions	Tightening torque in Nm/Comments
2	M12 x 1.5 x 95	120 Nm (88.5 ft-lb)
4	M12	120 Nm (88.5 ft-lb)
5	M10 x 45	65 Nm (48 ft-lb)
7	M12 x 1.5	120 Nm (88.5 ft-lb)
11	M12 x 45	120 Nm (88.5 ft-lb
12	M12 x 45	120 Nm (88.5 ft-lb)
14	M8 x 25	23 Nm (17 ft-lb)
15	M6 x 16	10 Nm (7.4 ft-lb)
17	4.8 x 13	3.2 Nm (2.3 ft-lb)

Items 16 and 19 are cooling air ducts that lead to the drive shafts.





Chassis

### 3.4 Wheel alignment



Modifying the chassis setup

Changed vehicle handling

- Adjust the setting to the weather conditions
- Adjust the settings to the vehicle setup (See 3.10 Performance setup)

Precise wheel alignment is essential for achieving the optimum vehicle performance. Porsche Motorsport recommends proceeding as described below.

### 3.4.1 Preparatory measures

The conditions prevailing while driving have to be produced as far as possible under static conditions. Porsche Motorsport recommends using the set up wheels mentioned below for the 911 GT3 Cup (991).

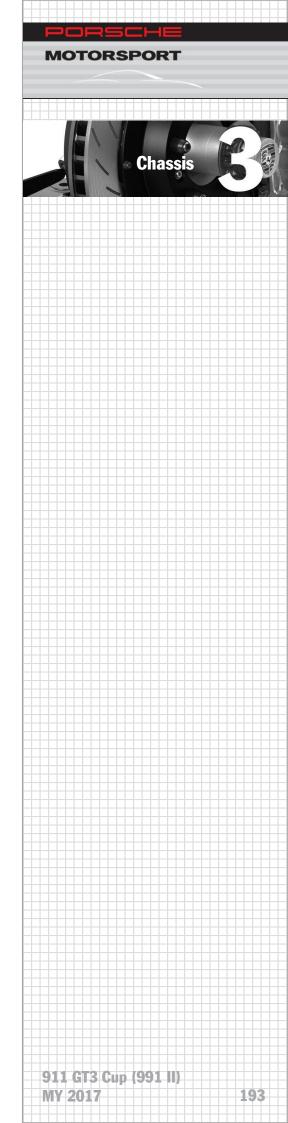
Pos	Part number	Description	Pcs per car
1	997.450.230.91	set up wheel (rolling wheel)	2
2	997.450.229.91	set up wheel (fixed wheel)	2
3	997.450.335.9A	adapter for set up wheel	4

For this purpose, the following measures have proven to be extremely helpful:

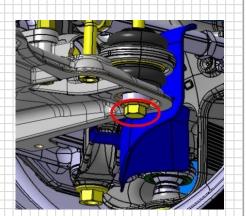
- Place driver's compensation weight on the driver's seat
- Set air pressure to 2.0 bar (29 psi)
- Fill the tank with 50 % of the fuel quantity necessary for the race/practice

The following work order is recommended when performing a complete vehicle alignment:

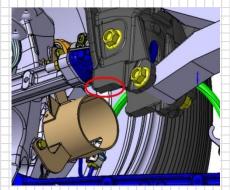
- 1. Unhook the anti-roll bars
- 2. Preset vehicle height
- 3. Rear axle: set the camber first, then the toe
- 4. Front axle: set the camber first, then the toe
- 5. Set vehicle height and wheel loads
- 6. Wheel loads are set by changing the vehicle height; you should try to reach the lowest possible wheel load deviation per axle (left to right)
- 7. Hook up the anti-roll bars without tension



## MOTORSPORT Chassis



### 3.4.2.1



3.4.2.3

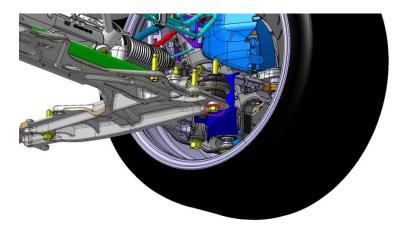
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### 3.4.2 Vehicle ride height measuring points

For ride height measuring, the vehicle should be on a flat surface (setup plate). Front and rear axle have to be compressed and decompressed several times.

Measuring point, front axle:

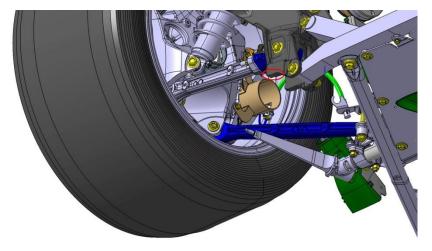
The vehicle front ride height is measured on the front mounting screw of the front axle cross member.



3.4.2.2

Measuring point, rear axle:

The vehicle rear ride hight is measured at a surface specially milled for this purpose on the rear axle side part.



3.4.2.4

### 3.5 Steering system

**▲** Warning

Screw-in depth of tie rod thread

Tie rod breaks off
Loss of control over the vehicle

- To ensure the tie rod thread is screwed in to a sufficient depth in the case of high camber values (>4.5 degrees), the supporting mount must be adjusted inwards.
- The maximum tie rod length is 430 mm (16.9 inches).



3.5.2



When adjusting the tie rod on the front axle, make sure to maintain a sufficient screwing depth. It is recommended to perform first a rough adjustment on the inner axial joint and then to set the precise value by means of the outer ball joint with fine threads. The maximum thread projection is 20 mm (0.79 inches) on the inside and 18 mm (0.71 inches) on the outside. Adjust the strut mount inwardly in order to ensure a sufficient screwing depth of the tie rod

Refer to illustration 3.5.2

threads for high camber values (>4.5°).

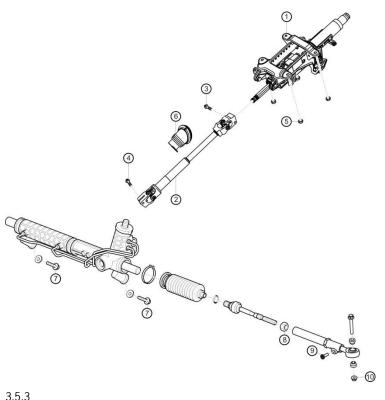
3.5.1

911 GT3 Cup (991 II) MY 2017



The hydraulic power steering is derived from the 911 GT3 Cup (997 II) while the power steering pump has its origins in the 911 GT3 R (997 II). The power steering pump unit is located in the front-end and consists of an electrically driven pressure pump and an integrated hydraulic oil tank installed on top of it.

Hydraulic oil filling quantity: 0.65 liters (0.69 qts) 96 bar (1,392 psi) System pressure:

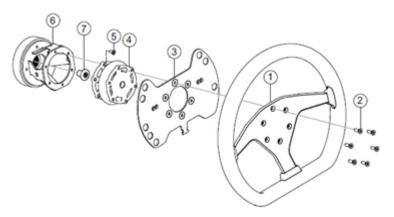


3.5.3

### List of tightening torques for steering system

Item	Dimensions	Tightening torque in Nm/Comments
3	M8 x 30	20 Nm (14.75 ft-lb) + 90°
4	M8	23 Nm (17 ft-lb)
6	M8	23 Nm (17 ft-lb)
7	M10 x 65	70 Nm (51.6 ft-lb)
8	M14 x 1.5	50 Nm (37 ft-lb) (hold tie rod)
9	M6 x 20	13 Nm (9.6 ft-lb)
10	12 x 1,5	120 Nm (88.5 ft-lb)

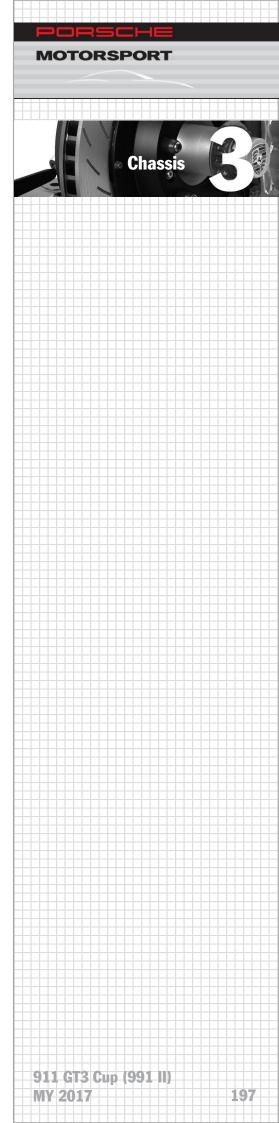
The components and the assembly sequence of the steering wheel quick release are shown in the illustration below.



3.5.4

### List of tightening torques

Item Dimensions		Tightening torque in Nm/Comments	
2	M5 x 16	6 Nm (4.4 ft-lb)	
5	M5 x 35	6 Nm (4.4 ft-lb)	
7	M18 x 26	50 ±5 Nm (37 ± 3.7 ft-lb)	





NOTE

Under no circumstances should the rack and pinion steering and the power steering pump be repaired or dismantled. Damage to the steering system can occur due to a lack of oil in the circuit of the hydraulic system. Even small oil leaks may cause damage to the power steering pump due to the high system pressure.

### 3.5.1 Bleeding the steering system

Bleeding should be performed by two persons.

For filling the entire system, e.g. after replacing the steering system or lines or after a high loss of fluid, the engine has to be started briefly and stopped again right afterwards. The fluid level in the container drops rapidly and it must be ensured that "Pentosin" is continuously replenished while the engine is running. During this procedure, the reservoir should never run dry.

The electric hydraulic pump operates only while the engine is running. The compensating tank must be filled before starting the engine to vent the system. The fluid level in the tank has to be checked immediately after starting the engine.

Turn the steering wheel quickly from one stop to the other, allowing the air in the cylinders to escape. Do not turn the steering wheel with increased force against the end stop to prevent unnecessary pressure peaks in the system.

The fluid level must be constantly monitored during venting. If the fluid level drops, "Pentosin" has to be replenished until the level no longer changes and no air bubbles are visible on the surface of the fluid when setting the steering.

The fluid level is checked with the dipstick located in the container lid, while the pump is running.

By a short press (<0,75 seconds) of the mark button (ignition switched off) the power steering pump will be activated for 30 seconds. The function can be used to ease the maneuvering of the car around in the paddock.



Information

The function is only available with the battery voltage higher than 12,2 V

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### 3.6 Rims and tire



Risk of accidents if the air pressure in the tires falls below the minimum, if the tread depth is insufficient or if there are foreign bodies, cuts, cracks, and bulges in the sidewall (ply breakage).

Modified handling behavior can cause accidents and major material damage.

- The air pressure must never fall below the values specified (these are minimum pressures).
- The tread depth must never fall below the minimum value.
- A visual inspection of the tires (for cracks, cuts, bulges in the sidewall and/or foreign bodies) must be carried out.

**▲** Warning

Incorrect wheel size fitted

Incorrect braking and engine interventions
Changed vehicle handling

 Fit wheels of permissible size/circumference

**Marning** 

High tire seating pressure

Risk of crush injuries or contusions

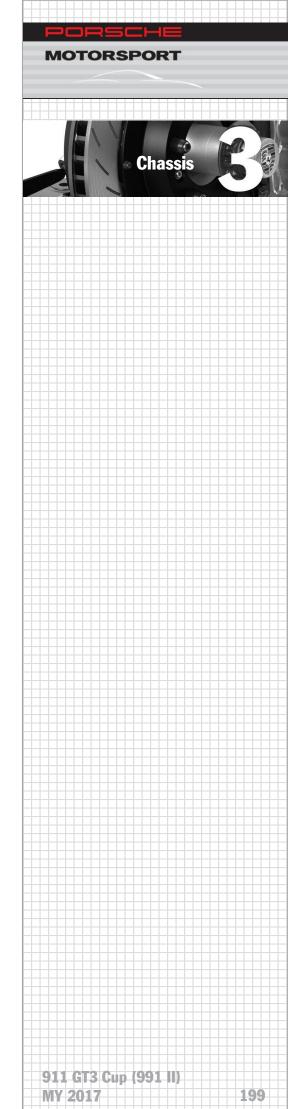
• Use a tire filling cage.

NOTE

Removing/fitting wheels

Damage to the brake discs

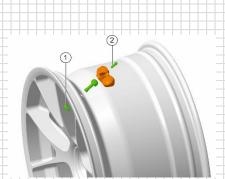
Carefully guide the wheel towards the wheel hub, thereby preventing any heavy impacts to the brake disc



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3.6.1.2

### Caution

The tyres mounted at the time of the delivery of this car are meant for car transportation purpose only.

They must not be used for testing or racing.

### Achtung

Die bei Auslieferung montierten Reifen sind ausschließlich für den Fahrzeugtransport zu nutzen. Sie sind <u>nicht</u> im Test- oder Rennbetrieb einzusetzen.

3.6.2.1

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### 3.6.1 Rim

Dimensions of the stiffness-optimized, one-piece forged aluminum rim in Porsche design:

Front axle: 10.5''x18'' (one piece) Tire size: 27/65-18

Rear axle: 12''x18'' (one piece) Tire size: 31/71-18

Tightening torque for TPM valve (1) and bolting sensor (2): 4 Nm (3 ft-lb)



3.6.1.1

### 3.6.2 Tires

The new 911 GT3 Cup (991 II) is delivered by Porsche Motorsport only with rain tires. A sticker provided on the windshield (figure 3.6.2.1) will indicate this restriction in use of the tires upon delivery of the vehicle. Furthermore the transport tires are marked by the manufacturer.

### Tire dimensions:

Tire dimensions on the front axle: 27/65-18
Tire dimensions on the rear axle: 31/71-18



Tires used for transport

Loss of control over the vehicle

 The transport tires fitted on delivery must not be used for test runs or racing.

### 3.7 Brake system



Brake system not at operating temperature

Changed vehicle handling Increased braking distance

 The brake system must have been brought to normal operating temperature

### 3.7.1 General information



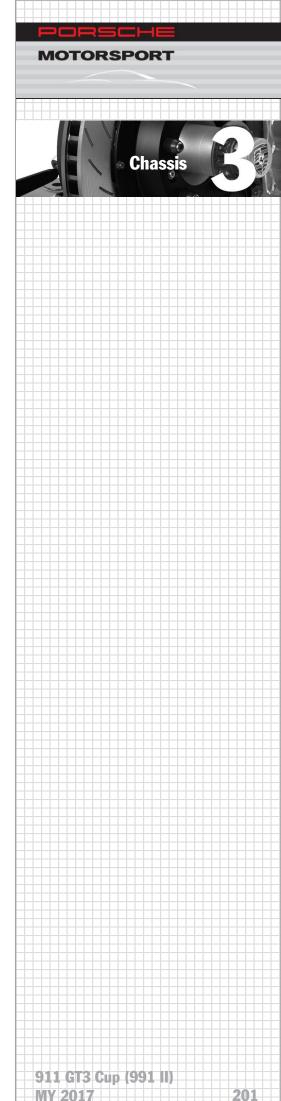
### 3.7.1.1

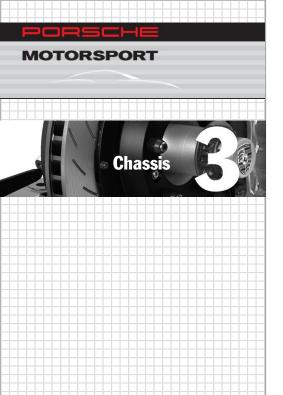
The 911 GT3 Cup (991 II) is equipped with a dual-circuit brake system with two separate master cylinders. Brake balance between front and rear axle can be adjusted with the help of a balance beam using a knob in the vehicle's interior.

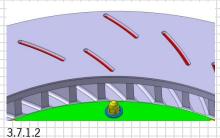
The brake is a racing brake by "Performance Friction Brakes" (caliper, internally vented discs and pad) which is suitable for long-distance driving and was developed by Porsche Motorsport. Six piston fixed calipers are provided on the front axle, four piston fixed calipers in monoblock design on the rear axle. Brake pistons of different sizes are in use on the brake caliper, which prevent diagonal wear of the brake pads. The brake discs are vented and slotted steel brake discs.

### **Dimensions**

Front axle: 380x32 mm (14.96 x 1.26 inches) Rear axle: 380x30 mm (14.96 x 1.18 inches)







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### Repair instructions

NOTE

Cleaning Brake system

Damage of piston seal and brake fluid reservoir

Do not use brake cleaner, cleaning benzene, cleaning solvents, all spray oils (e.g. WD 40).

Use isopropanol or ethanol for cleaning

A repair kit with seals and pistons is available, as well as a repair kit containing only seals. Pistons have to be replaced only if they are mechanically damaged. The service life of the seals is 60 hours before they have to be replaced. Under extreme temperature load, they may have to be replaced even earlier. This is indicated by sluggishly moving wheels or stuck pistons. Repair kits can be purchased at Porsche Motorsport. Refer to the maintenance section, chapter 7.4.7 "Replacing the piston seal rings"

### Brake disc wear limit

**⚠** Warning

Installation of brake pads with the wrong brake pad quality

Increased braking distance Increased wear of brake pads

- · Only use the type-specific brake pads listed in the Porsche spare parts catalog.
- Replace the brake discs on each axle upon reaching the wear limits.

**⚠** Warning

Old mounting parts fitted on the brake caliper

Reduced braking effect Damage to the brake caliper

- Fit new pad retaining springs.
- Fit new fastening screws.

NOTE

Removing brake piston

Damage of piston seal

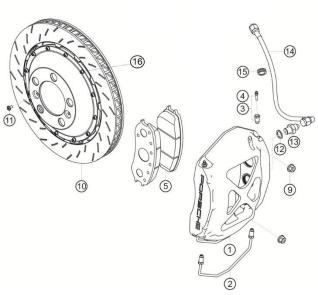
Clean the piston before they move back

The wear limit is reached when the disc has been worn down to the bottom of the slot (figure 3.7.1.2). The disc should also be replaced if there are cracks up to the edge of the disc that are caused by increased thermal stress.

### Brake pad wear limit

The wear limit is reached when the brake pad has been worn down to the bottom of the slot (figure 3.7.1.3). In addition, the pads should also be replaced if excessive diagonal wear is detected. In this case, the brake pistons of the caliper have to be checked immediately to find out the cause.

### 3.7.2 Front axle brake



3.7.2.2

### List of tightening torques for front axle brake

Item	Dimensions	Tightening torque in Nm/Comments
2		16 Nm (11.8 ft-lb)
3		16 Nm (11.8 ft-lb)
4		5 Nm (3.7 ft-lb)
14		16 Nm (11.8 ft-lb)
9	M10	65 Nm (48 ft-lb)
11	M6X12	10 Nm (7.4ft-lb) + Loctite 243
16		6 Nm (4.4 ft-lb)



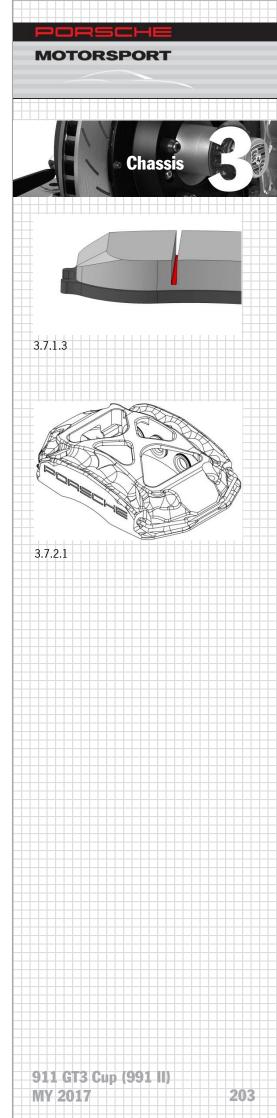
Installation of brake pads with the wrong brake pad quality

Longer braking distance

More wear on brake pads

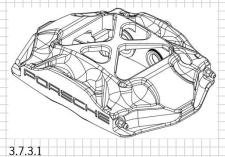
Only use the type-specific brake pads listed in the Porsche spare parts catalog.

 Replace the brake pads on each axle upon reaching the wear limits.

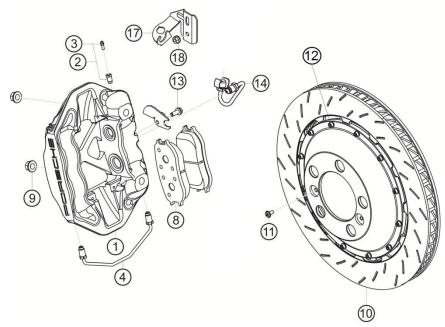








### 3.7.3 Rear axle brake



3.7.3.2

### List of tightening torques for rear axle brake

Item	Dimensions	Tightening torque in Nm/Comments
4		16 Nm (11.8 ft-lb)
2		16 Nm (11.8 ft-lb)
3		5 Nm (3.7 ft-lb)
14		16 Nm (11.8 ft-lb)
9	M10	65 Nm (48 ft-lb)
11	M6 x 12	10 Nm (7.4 ft-lb) + Loctite 243
12		6 Nm (4.4 ft-lb)

**▲** Warning

Installation of brake pads with the wrong brake pad quality

Increased braking distance
Increased wear of brake pads

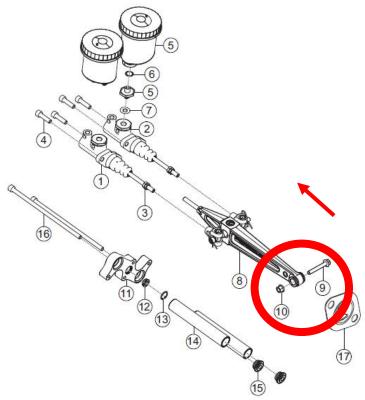
- Only use the type-specific brake pads listed in the Porsche spare parts catalog.
- Replace the brake pads on each axle upon reaching the wear limits.

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### 3.7.4 Master cylinders

Both master cylinders supplied by AP Racing have a diameter of 17.8 mm (0.7 inches). An AP Racing ID-Number on the master cylinder can be used to designate the cylinder.

Lifetime master cylinder: 5000 km (3106 mi) or 30 hours



3.7.4.1

### List of tightening torques for master cylinders

Item	Dimensions Tightening torque in Nm/Comments	
4	M8 x 30	23 Nm (17 ft-lb)
9		Insert the bolt from the right!
10	M8	23 Nm (17 ft-lb)
16	M8 x 200	23 Nm (17 ft-lb)

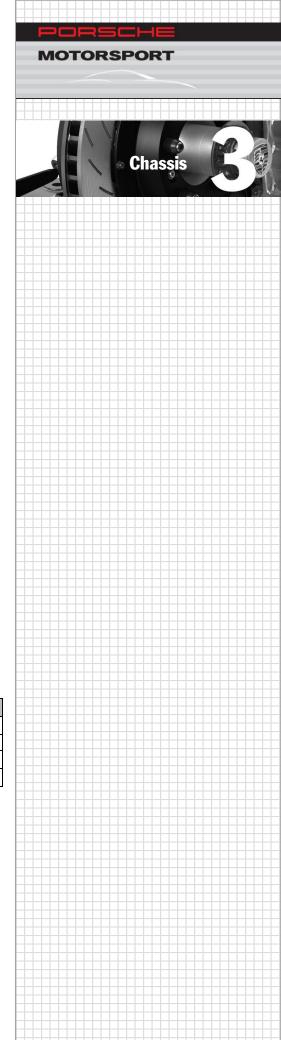


Insertion direction of bolt (item 9)

Failure of brakes

Loss of control over the vehicle

 The bolt shown as item 9 must be inserted from the right, as otherwise there is a risk of collision.
 The arrow shows the direction of travel.



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### 3.7.5 Changing the brake fluid



Corrosive fluids

Danger of chemical burns

- · Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.

Racing Brake Fluid-325° (DOT 4) supplied by Performance Friction Brakes should be used. Proceed as follows when changing the brake fluid.

- Remove the brake fluid from the brake fluid reservoir of the two master cylinders using a syringe.
- Replenish new brake fluid.

### Flushing/Bleeding

- 1. Build up pressure with the brake pedal
- 2. Open the front axle and rear axle brake bleeder valves simultaneously and close them again
- 3. Only release the brake pedal when the bleeder valves have been closed. Build up new pressure with the brake pedal.
- 4. Repeat the process and make sure that there is enough fluid in the reservoir.
- 5. Perform flushing operation on both valves of a caliper (Order: inside then outside and inside again )

It is recommended to bleed the system after every session and to change the brake fluid after every race.

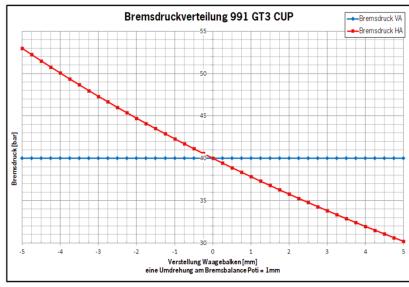
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### 3.8 Brake pressure distribution

The brake pressure distribution between front and rear axle is set by means of a balance beam adjustment. Turning the dial below the dashboard changes the balance beam lever ratio. The rotations of the knob are recorded using a potentiometer and stored in the display.

Turning the brake power adjustment dial in the "R" direction increases the rear axle brake pressure in relation to the front axle. In the "F" direction, the situation is correspondingly reversed.

### Brake Pressure Distribution 911 GT3 CUP (991)



3.8.2

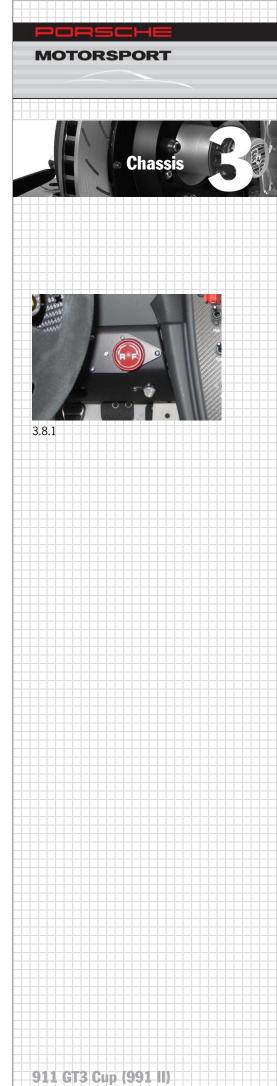
Bremsdruckverteilung = brake pressure distribution

Bremsdruck = brake pressure

Bremsdruck VA = brake pressure front axle

Bremsdruck HA = brake pressure rear axle

Balance beam adjustment [mm] one turn on brake balance potentiometer = 1 mm =



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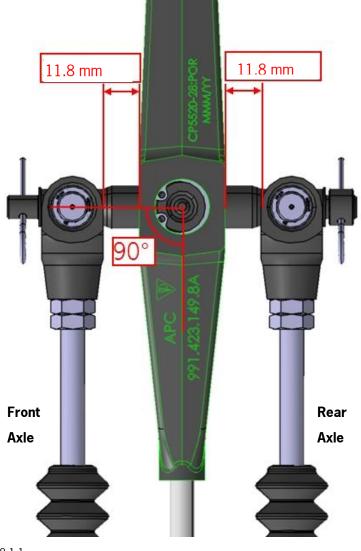
MY 2017



### 3.8.1 Balance beam basic setting

In the basic position, the potentiometer should be in position "zero". The distance between the push rod and master cylinders is symmetrical and amounts to 11.8 mm (0.465 inches). In the default setting, the balance beam should be perpendicular to the push rod at a **pedal load of 40 bar (580 psi)**.

If the adjusting wheel potentiometer is in "zero" position, a voltage of 2.5 V can be measured. When setting the balance beam, a calibration should also be carried out in the display; i.e. with the balance beam in "zero" position, the display should also be calibrated so that "zero" appears in the display.

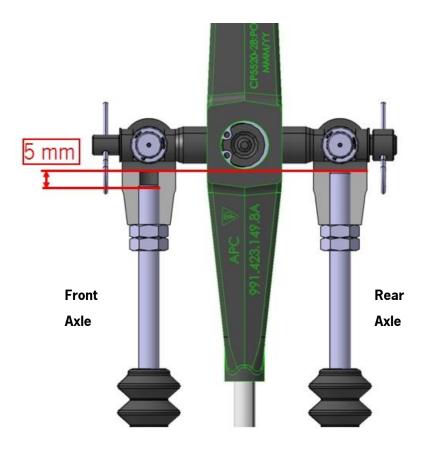


3.8.1.1

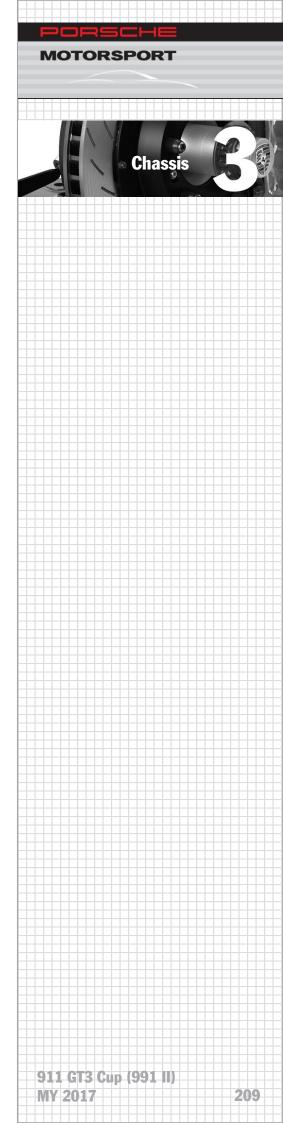


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Set a clearance of approx. 5 mm between joint thread base and master cylinder threaded rod at the connection of the balance beam to the front axle master cylinder. This ensures that the balance beam is perpendicular to the push rod under load. The thread length to the lock nut can be between 56 mm and 64 mm.



3.8.1.2



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Key:

Pedalkraft = pedal force,

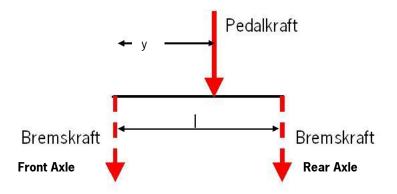
Bremskraft = brake power

HA = rear axle

VA = front axle

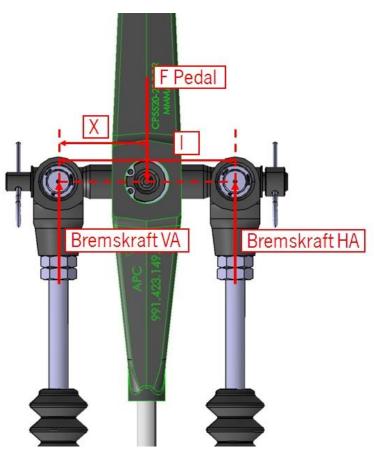
### 3.8.2 Calculating the brake power

The braking power of the front axle brake and the rear axle brake can be calculated as follows:



3.8.2.1

$$Bremskraft\_HA = \frac{Pedalkraft \bullet^{y}}{l}$$
 $Bremskraft\_VA = Pedalkraft - Bremskraft\_HA$ 
3.8.2.2



### 3.9 Balance bar replacement kit

### 3.9.1 Replacing the trunnion

- Remove balance bar see chapter 3.9.2
- Remove both circlipses from either end
- Remove the trunnion and both bearings by using a light press
- Clean the bore of any dirt
- Replace the lower circlip
- Push the lower bearing down the bore
- Drop the trunnion into the bearing
- Push the bearing and the circlip down until the circlip pops into the groove, the trunnions should have axial clearance and should not be tight

### 3.9.2 Replacing the balance bar

- Remove the R-clips, spacers, circlips and clevises from the balance bar
- Remove the balance bar

⚠ Danger

Retaining rings and snap rings

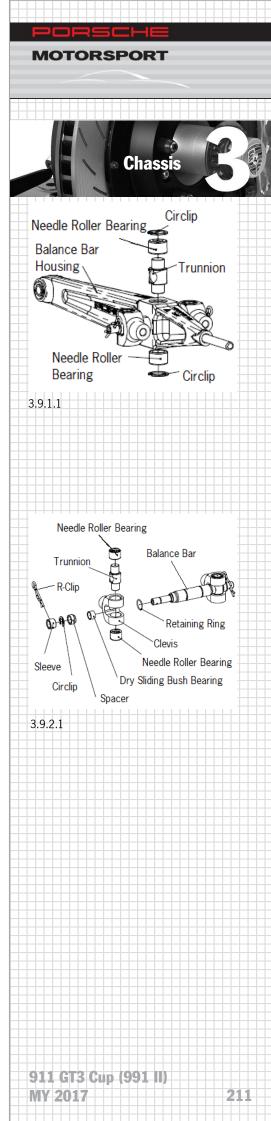
Snap ring or retaining ring drops out Failure of brake system Loss of control over the vehicle

- Always replace the snap rings or retaining rings with new ones after removal.
- Screw the new balance bar fully into the trunnion in the housing
- Push a new retaining ring on the balance bar

NOTE

Do not over stress the retaining ring, if it deforms it will not perform correctly

- Set the balance bar back to center (see chapter "balance bar setup" 3.8.1)
- The installation is carried out in reverse order



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NOTE

After each race or training to prevent from dirt the needle bearing should be covered with a doughy fat

### **3.10 Performance setup**

Fuel	50 liters (13.2 gal)			
	ar more (2012 gam)			
Tires	Slick			
Air pressure	Front axle left	1.85 bar (26.8 psi)	Front axle right	1.85 bar
	Rear axle left	1.9 bar (27.6 psi)	Rear axle right	1.9 bar
Lip	GT3			
·				
Height in	Front axle left	78 mm (3,07")	Front axle right	78 mm
	Rear axle left	100 mm (3.93")	Rear axle right	100 mm
Anti-roll bar pos.	Front axle	3		
	Rear axle	6		
Camber	Front axle left	4°50	Front axle right	4°50
	Rear axle left	4°	Rear axle right	4°
Toe	Front axle left	-5'	Front axle right	-5'
	Rear axle left	17'	Rear axle right	17'
Brake balance	Cyl. front axle	17.8 mm	Cyl. Rear axle	17.8 mm
	Balance beam			
	Display	50/55		
Spring	Front axle main	240-60-120	Front axle help	75/60-43
	Rear axle main	260-60-130	Rear axle help	80/60-60
Wheel base	Left	2,463 mm (8'1")	Right	2,463 mm
				(8'1")
Overhang	Front	1,043 mm (3'5")	Rear	1,045 mm
Overnang	TTOIL	1,045 11111 (5.5.)	iteai	(3'5")
Vehicle width	Front	1,848 mm (6'1")	Rear	1,862 mm
				(6'1")
			_	
Wing	Depth	296 mm (11.65")	Width	1,802 mm
	Height	1,228 mm (4')	Position	(5'11") P9
	Height	1,220 111111 (4 )	I OSITIOII	וֹ טֹ
Tires (Slick)	Front axle	27/65-18	S8H	
THES (SHUK)	Rear axle	31/71-18	S8G	
	ווכמו מאוכ	21/ / 1-10	J0G	

### 4 Bodywork

### 4.1 General

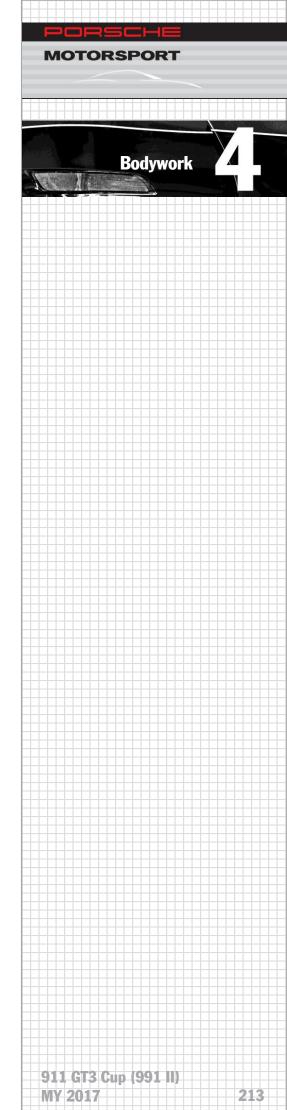
The exterior of the 911 GT3 Cup (991 II) is characterized by a clear distinction from the previous models, taking into account the typical 911 design. As its predecessor to reduce weight, the 911 GT3 Cup (991 II) is provided with a reduced sealing and sound insulation package.

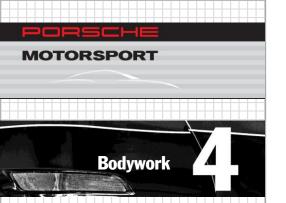
The fundamental changes compared to the 997 based racecar are:

- New front- rear bumper design
- New LED front lights
- Doorhandle in new design
- Narrow tinted LED tail lights
- Fully integrated rain light



4.1.1





### 4.2 Front and side view

### Front bumper

The lateral air intakes of the front bumper have been redesigned. The newly developed daytime running lights are integrated and include LED direction indicators. The front bumper is made of PUR CF3/GK 10 (polyurethane).

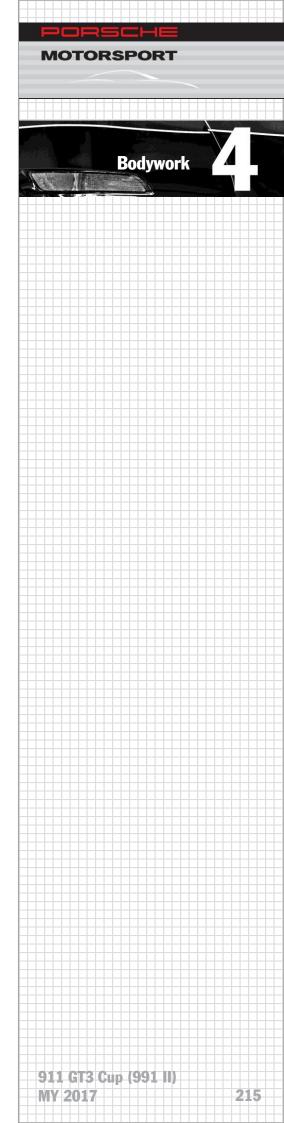


4.2.1

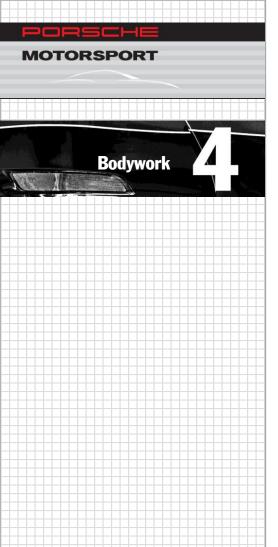
### Side view



4.2.2



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## 4.3 Rear view

The rear end cover has been redesigned, taking into account the aerodynamic and thermodynamic requirements:

- The tail lights are completely designed in LED technology
- The narrower shape integrates perfectly in the rear panel

The rear end cover is made of PUR CF3/GK 10 (polyurethane).



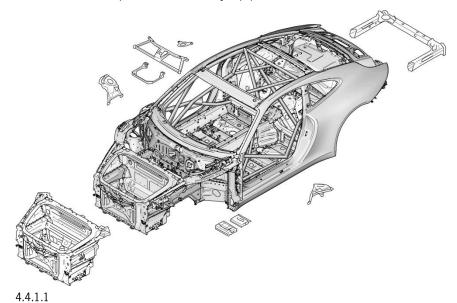
4.3.1

### 4.4 **Body shell**

### 4.4.1 General

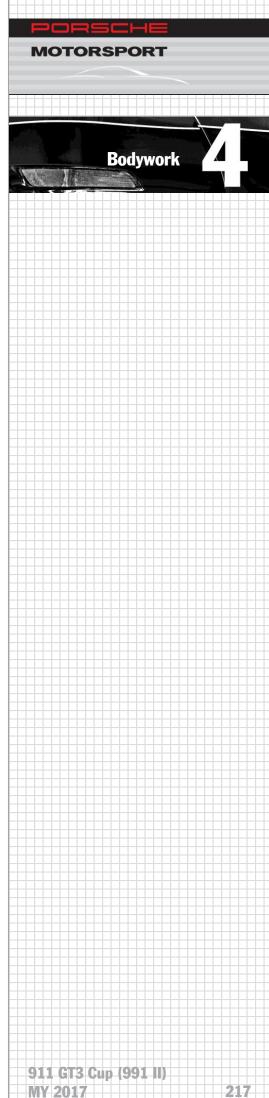
In the development of the body of the new 911 GT3 Cup (991 II), the following objectives were pursued, in order to further enhance the safety and performance:

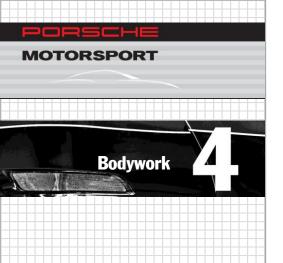
- Weight retention combined with improved strength/stiffness
- Intelligent multi-material selection
- State-of-the-art joining technologies
- Aluminum-steel hybrid construction
- Further improvements to safety equipment



The new 911 GT3 Cup (991 II) has a body in aluminum-steel hybrid construction. The idea behind this concept of intelligent lightweight construction is to use the "right material in the right place". This means:

- Large-scale use of aluminum to reduce the vehicle weight
- Use of ultra-high strength steel to increase body stiffness and to optimize occupant safety
- Improved weight distribution
- Well-adjusted balance





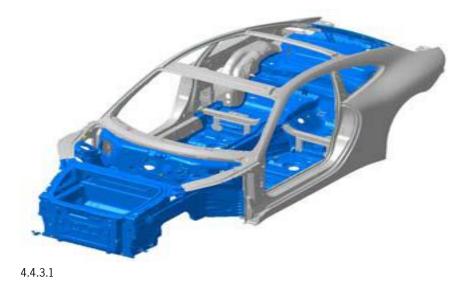
When looking in detail at the body of the 911 GT3 Cup (991 II), the following material mix can be found:

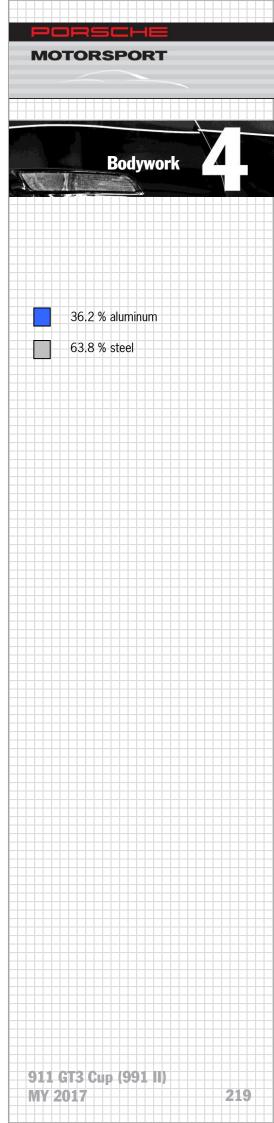
Material	Scope
Aluminum	Trunk lid and fender, roof, front section, floor assembly, rear section
Steel	Rear side panels and side wall structure Front and rear roof cross members Reinforced dash panel cross member Reinforcements in the side skirts High-strength A-/B-pillars Reinforcements on front and rear section Roll cage
CFRP (carbon fiber reinforced plastic)	Doors Trunk lid Rescue opening in the roof
PC (polycarbonate)	Door windows Rear side windows Rear window

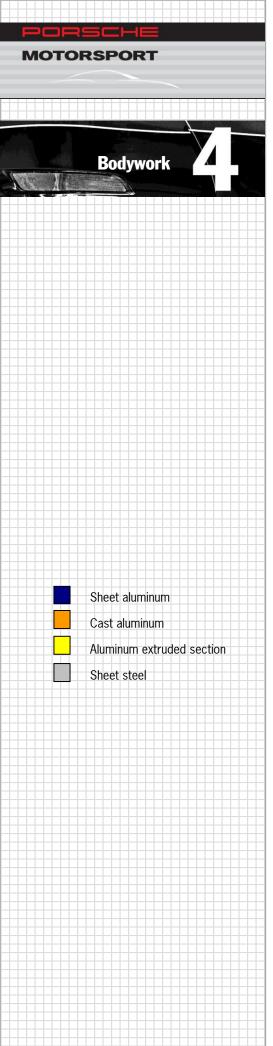
## 4.4.2 Weight distribution

The body shell is divided into the body-in-white and the attachment parts. The following chart illustrate the respective percentages of weight of the individual components.

## 4.4.3 Weight percentage of the Body -in-White



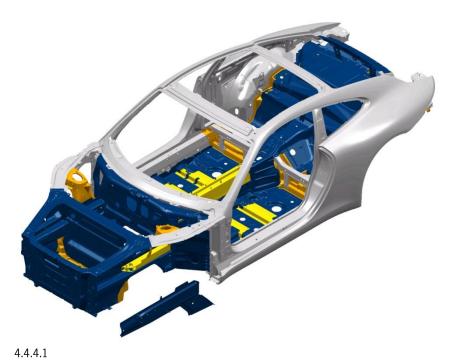


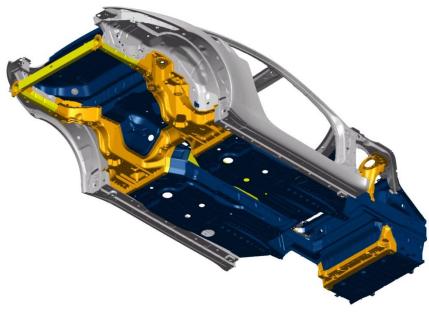


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## 4.4.4 Body aluminum parts

In addition to the extensive use of aluminum sheet parts in the assemblies of the platform (front section, floor center, rear section), more cast aluminum parts and extruded sections are specifically used.



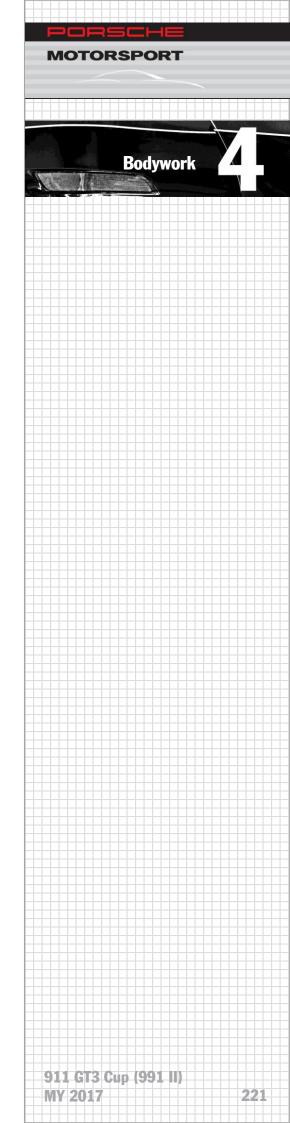


4.4.4.2

## 4.4.5 Body features

In addition to a very good power to weight ratio, the body stiffness also contributes significantly to the driving performance. Increased stiffness usually means more weight and is consequently in conflict with the goal of reducing weight. The intelligent lightweight construction in multi-material design is the solution to this problem:

- Increased torsional stiffness
- Increased torsional and bending natural frequencies
- Additional body stiffness due to the welded roll cage





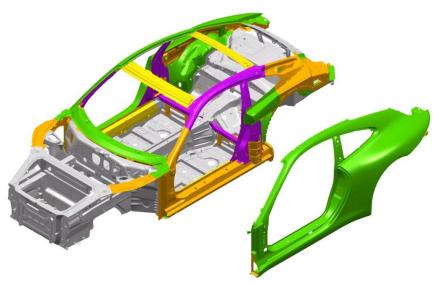
## Bodywork

- Deep drawing steel (soft grade)
- High-strength steel (micro-alloyed steel)
- Higher-strength steel (multi-phase steel)
- Ultra-high strength steel
  (hot formed, boron-alloyed)

## 4.4.6 Body steel parts

A further challenge in the body development of the new 911 GT3 Cup (991) consisted in connecting the floor assembly largely made up of aluminum parts to the steel assemblies of the body. Bonded joints are used in addition to pierce-riveted, clinch and flow drill connections. The benefit of bonded joints is the force transmission over the entire surface, increasing the strength of the joint.

Further developments in steel processing allow using ultra-high strength and extremely thin-walled steels that are tailored to the individual field of application of the body. They provide very high stiffness values and safety while reducing material usage to the maximum.



4.4.6.1

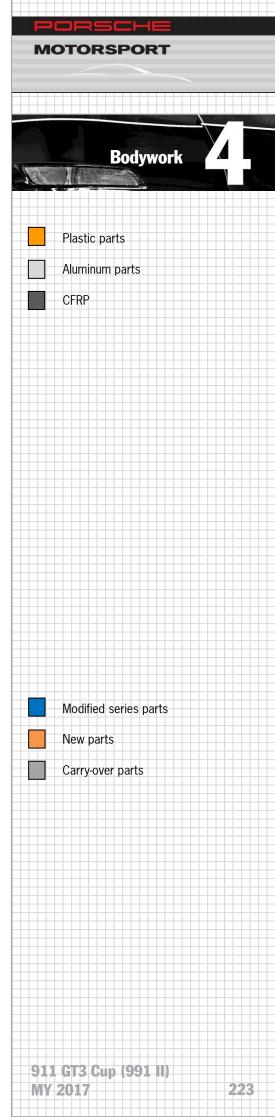
## 4.4.7 Materials overview

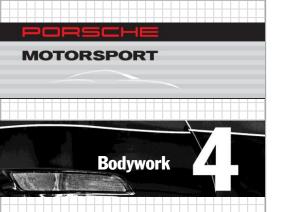


4.4.7.1



4.4.7.2





## 4.4.8 Roll cage



Damaged safety cell

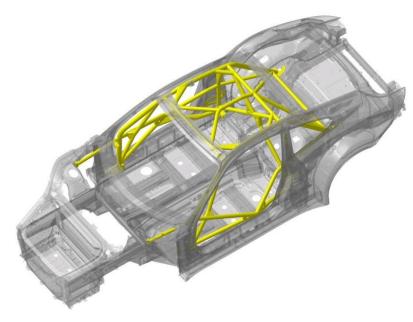
Reduced occupant protection

 After an accident, the safety cell must be inspected by an independent expert.



Information

The roll cage is permanently welded in the body. Any modifications to the roll cage will result in non-approval or disqualification of the vehicle. Inspection of the roll cage and approval by a Technical Scrutineer (TS) are mandatory in the event of an accident.



4.4.8.1

## 4.4.9 Recovery device

**A** Warning

Floating load

Injury due falling parts

- Use oley intact recovery bar/ ball locking bolts
- Ball locking pin must audibly engage, make sure he is locked

Note

Towing using a towing hook (Figures 4.4.9.1 and 4.4.9.2)

Damage to the body

Always avoid jerky movements when towing your vehicle.

Two connections for attaching recovery eyebolts (4.4.9.3) are provided on the top of the rollcage. The vehicle may then be lifted using a special frame (recovery bar). The recovery eyebolts are clipped into the connections by pushing the red button on top. Four lock balls in the shaft securing the connection as soon as the eyebolt are complete engaged. Press the red push-buttons to remove the eyebolts. To do so, the eyebolts are not allowed to be under tension.



4.4.9.4

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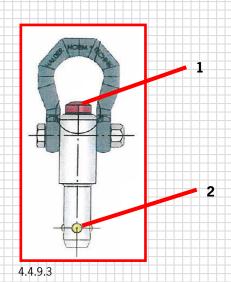




4.4.9.1



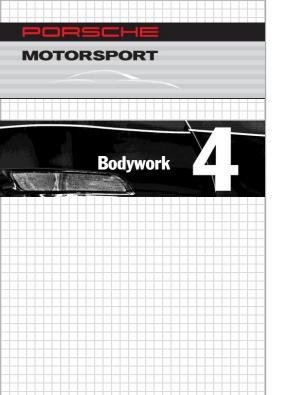
4.4.9.2



1. Push-button

Lock ball

911 GT3 Cup (991 II) MY 2017



## 4.5 Aerodynamics

## 4.5.1 General

Compared to the previous models, the new 911 GT3 Cup (991 II) use the same significantly improved in terms of its aerodynamic performance. The aerodynamic of the front cover were further improved.

## 4.5.2 Rear wing



Damaged, worn or missing aerodynamic components.

Changed vehicle handling

• Check components for damage regularly.



Rear wing position changed

Changed vehicle handling

The rear wing is 1,800 mm (5'11") wide and adjustable in nine steps; its support brackets are directly attached to the body.

## 4.5.3 Additional aerodynamic improvements

Further aerodynamic improvements were made by implementing the following measures:

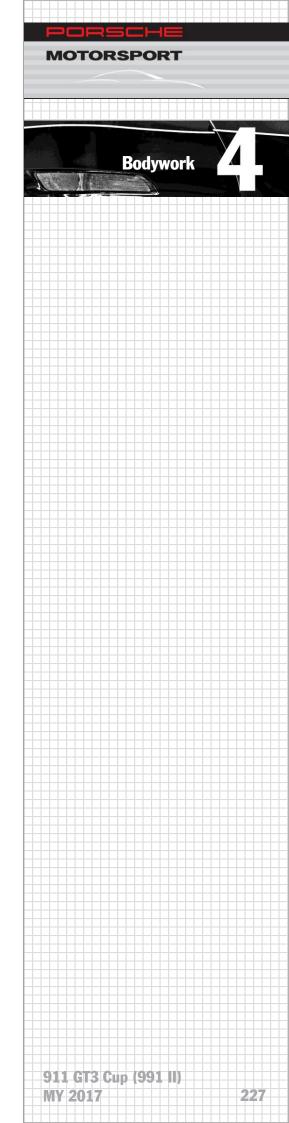
- Improved cooling air circulation by optimizing air intake and outlet cross sections
- Improved brake cooling due to optimized brake air spoiler
- Aerodynamically optimized exterior mirrors
- Optimized underbody paneling (fully closed)
- Improved flow performance at the front wheels due to optimized inflow frames

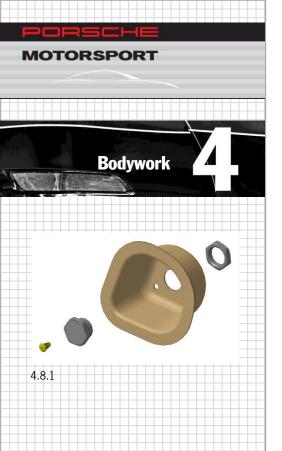
## 4.6 Exterior mirrors

The streamlined design of the exterior mirrors benefit the aerodynamics. Electric mirror adjustment and mirror heating are not installed.

## **4.7** Roof

The roof skin is made of aluminum sheet and connected to the body via a bonded joint. A rescue opening made of CFRP that may be released by camlock bolts is provided above the driver's seat. It is much easier to insert the KED system for stabilizing the driver using the rescue opening as well as the removal of the driver's helmet. In addition, the roof hatch facilitates access to the driver by rescue workers.





## 4.8 Air jack system

The air jack system is made by Krontec. The vehicle has three lifting jacks, one in the middle of the front section and two in the area of the B-pillars, firmly attached to the body. The lifting jacks are not adjustable for height and must not be adjusted to a ride height change. The compressed air supply valve is installed in the area of the passenger's B-pillar (rear side window). The position of the compressed-air connection can be changed from the right to the left depending on the track layout. The handle liner is secured using a plug on the opposite side (Figure 4.8.1) Torque: 20 Nm (14.8 ft-lb)

The maximum working pressure is about 35-38 bar (508-551 psi).

## Important notes



Vehicle raised using air jack

Pinching or crushing



- · Secure vehicle against unintentional lowering.
- Never work under an unsecured vehicle.



Pressurized air jack



Risk of eye injuries Risk of injuries

 Never open the air jack. The system is pressurized even when retracted.

NOTE

Use of the air jack

Damage to the end stops of the lifting cylinders

 Never extend the air jack when unloaded (i.e. no vehicle load).

## **Further notes**

- While driving, the drain valve (4.8.1) should be open (pulled out) to ensure that the air jacks are completely retracted.
- A separate vent is accessible via a tappet in the drain valve for slowly lowering a lifted vehicle. By pressing this tappet, the pneumatic system can be vented in a controlled manner.
- Never use mineral oil-based cleaning agents.
- Porsche Motorsport recommends having an overhaul carried out by Krontec after two years or 2,000 lifts.
- Check the tightening torque of the grooved nut (air jack tightness) during normal vehicle checks.

Tightening torque grooved nut, rear  $45 \pm 5$  Nm (33  $\pm$  3.7 ft-lb) Tightening torque grooved nut, front  $45 \pm 5$  Nm (33  $\pm$  3.7 ft-lb)

Position of the rear air jack in the mounting tube (4.8.2)

If a loose or improperly mounted air jack is detected, it must be replaced immediately as internal damage cannot be excluded.

For further safety regulations, please refer to the manufacturer's product description (Krontec) addition 6.

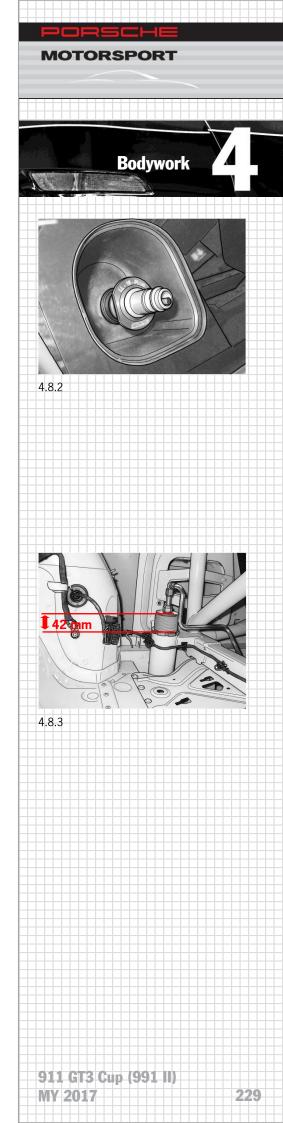
**KRONTEC** 

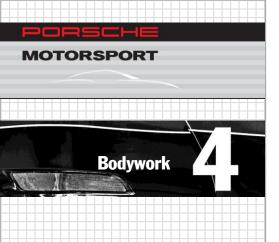
Maschinenbau GmbH

Pommernstraße 33

93073 Neutraubling

www.krontec.de





## 4.9 Doors

To further reduce vehicle weight, the doors are made of CFRP.

## 4.10 Trunk and engine lid



Trunk or hood lid opening while driving

Trunk lid bangs against the windshield Visual obstruction for the driver

 Push lid pins fully through and carefully close quick-connecting locks (Figure 4.10.2.1).

Gas pressure springs are mounted on trunk and engine lids.

## **4.10.1** Trunk lid



Fogged windshield

visual impairment

 Never cover the right Naca (driving direction) he supplies the heating box with fresh air

The trunk lid is made of aluminum sheet and optimized for the special motorsport requirements. It is provided with NACA intakes on the left and right providing air supply to the interior. The lid is closed by two lid pins.

## **4.10.2** Engine lid

The engine lid is made of carbon fiber reinforced plastic (CFRP) and is connected by two hinges to the body. Opening is supported by a gas pressure spring so that work can be carried out with the lid open without requiring additional support. As with the front trunk lid, two lid pins are used as a lock.

## 4.11 Windows

The front window is made of laminated safety glass and glued to the body; the rear side windows and rear windows are made of PC (polycarbonate). The rear side windows are removable and are clipped into the frame by means of ball heads. The rear window is glued and screwed. When replacing the rear window, the new part's adhesive surface should be roughened.

## 4.11.1 Installing and removing the windshield

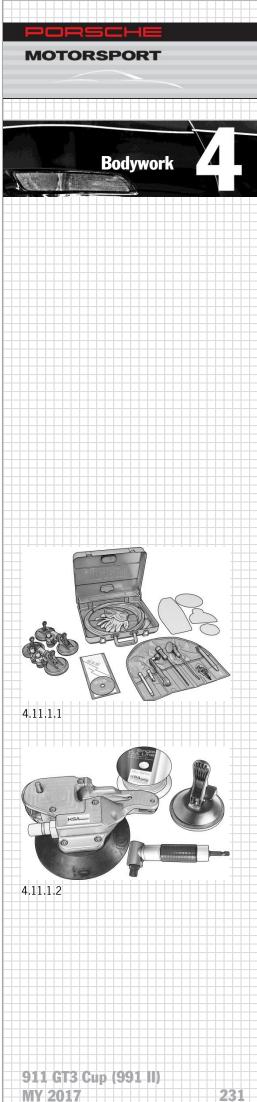
## **Tools**

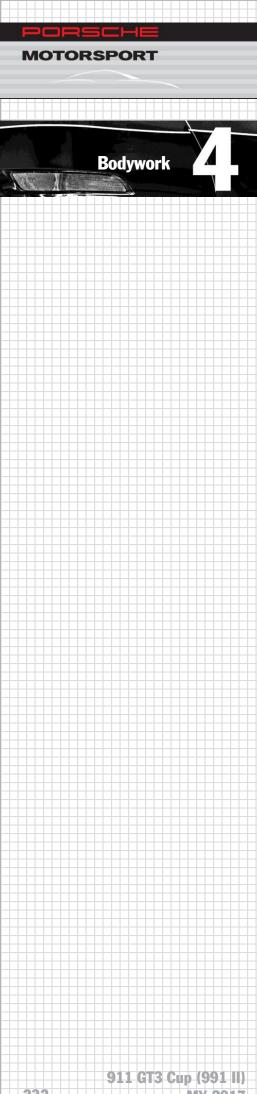
Designation	Item No.
Electric special cutter – Fein	ASE 481 202 00 000
Suction lifter – Stahlwille	ASE 481 161 00 000
Double cartridge gun VAS 5237	ASE 416 161 00 000
Cut system for glued panes - VAS 6452	ASE 481 261 01 000

The tools can be ordered at your Porsche Center. As an alternative for the cut system VAS 6452 (4.11.1.1), KSA Toolsystems offer a cutting device "Single Cut System" (4.11.1.2). The two systems differ. VAS 5237 uses a wire for cutting, the Single Cut System a polyethylene cord. The manual describes cutting with the VAS 6452, but the procedure with the KSA system is identical.

## **Consumables**

Designation	Item No.
Gluing set	000 043 303 19
Cord	000 043 300 96
Wire for (VAS)	000 043 303 32





## **Preparation**

- Remove the windshield wiper arm
- Remove the interior rear-view mirror



Removal and installation of vehicle windows

Risk of eye injuries

Risk of cuts

- Wear personal protective equipment.
- Cutting blades must only be changed with the power supply turned off.



Information

Wetting the suction cup increases the fixing force.

- Install the Stahlwille WE1140 suction lifter on the outside of the windshield
- Unwind the cutting wire and cut it with a side cutter, length 6 m (19.7')

NOTE

The cutting cord has to be below the window edge, as otherwise the seal will be damaged.

- 5. Insert the cutting wire into the window gap, WE1480 cutting system for glued windows VAS 6452.
  - Wet the windshield sealing (1) with soapy water on the entire circumference.
  - Pull the cutting wire (2) into the gap between windshield and body (note the arrows) on the entire circumference.
  - Clamp the free end of the cutting wire to the wiper mechanics. Introduce the cutting wire.

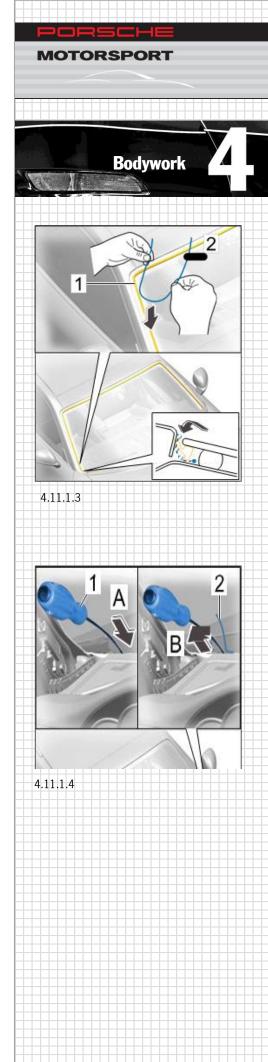
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- 6. Pull the cutting wire through to the inside.
  - Cut adhesive bead from the inside to the outside using piercing awl (1) arrow A
  - Insert cutting wire (2) into the piercing awl and pull it into the interior arrow
     B.
  - Pull the cutting wire through to the inside. Length: Insert 1 m (3'3.4") cutting wire.



Information

It is recommended to clean the windshield before installation in order to ensure optimum adhesion of the suction cups.

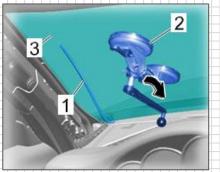


911 GT3 Cup (991 II)

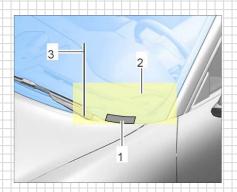
MY 2017

## MOTORSPORT





4.11.1.5



4.11.1.6

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- 7. Cut out the windshield.
  - Introduce the cutting wire (1) in the hole of the rewinding device (2).
  - Align the rewinding device (2) in the window center and press the suction lifter firmly against the windshield (3).
  - Fix the suction lifter on the windshield by moving the operating lever.

NOTE

To avoid damage, insert the protective film (2) supplied with the cutting system between windshield and vehicle ID-number (1).

When cutting, lead the cutting wire (3) over the protective film.

## Removing the windshield

8. Cut out the windshield by winding up the cutting wire on the rewinding device in the direction of the arrow.

Move the rewinding device to reduce the cutting wire traction force during glass removal.

9. Remove the windshield.

## 4.11.2 Preparing the window cutout for installation

- 1. Remove glue on the body.
  - Remove residual glue (1) with (electric special cutter) WE1137 electric special cutter Fein and scraper (U shape 639.031.130.22) on the body so that a glue residue remains on the entire area (2).

 $oxed{i}$ 

Information

The area-wide glue residue serves as primer for the new glue material. Keep cut surfaces clean and free of grease and do not clean with cleaning solution.

•

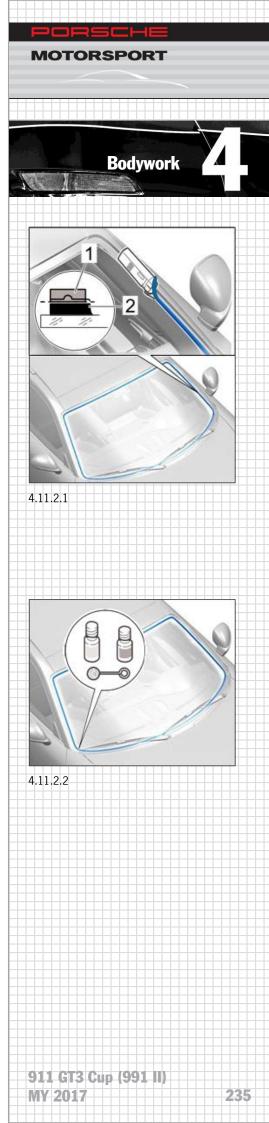
2. Clean and prime paint damages resp. newly built-up paint surfaces in the window cutout of the body.



Information

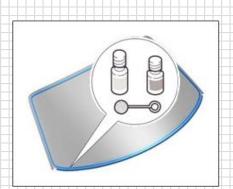
A flash-off time of at least 10 minutes should be observed between cleaning of the gluing surface and application of the primer! The body must be free of any cleaning solution residues.

Clean and activate the gluing surface of the window cutout.





**Bodywork** 



4.11.3.1

## 4.11.3 Preparing the windshield for installation

(new windshield)



Toxic substances

Poisoning or suffocation

Burns to the eyes and skin

- Ventilate the work area well.
- Never ingest or inhale.
- Read specific information on the Hazard Sheet.
- Do not smoke, eat, or drink in the work area.
- 3. Clean and prime the gluing surface.
  - Clean the window with cleaning solution.
  - Apply primer on the window flange around the marking.



Information

A flash-off time of at least 10 minutes should be observed between cleaning the window and application of the primer! The window must be free of any cleaning solution residues.

## 4.11.4 Installing the windshield

Note

Application of adhesive

Poor adhesive bond

Window becomes detached

- Fixing time: Approx. 1 hour.
- The vehicle must not be used until a curing time of 2 hours has elapsed.
- Processing temperature at least 10°C (50°F).



Information

The glue material has an open time of 15 minutes. This means that the glue should be applied and the part be joined within this time.

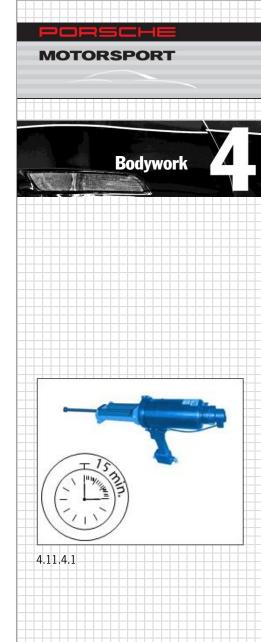
To ensure complete mixing, squeeze an approx. 30 mm (1.2") long adhesive bead of fresh material on a piece of cardboard.



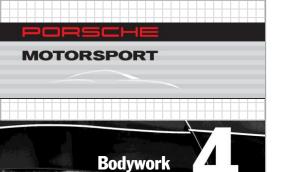
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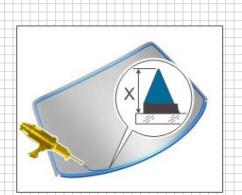
Information

- Check the depth stops.
- Replace damaged or missing depth stops.
- 4. Prepare two-component glue for processing.

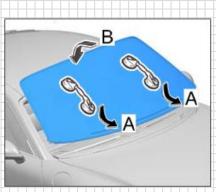


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4.11.4.2



4.11.4.3

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## Information

When applying the glue material, make sure that the adhesive bead overlaps by approx. 30 mm (1.2) at the beginning and end.

- 5. Apply glue on the windshield using the double cartridge gun VAS 5237.
  - Use the glue gun and apply two-component glue on the windshield along the pre-coating or on the primer in form of a triangular adhesive bead with dimension (X) application height: 15 mm (0.6").



## Information

Two persons are required to insert position and fix the windshield!

- 6. Install the windshield in the body.
  - Place the suction lifter on the windshield.
  - Insert the windshield into the window cutout.
  - Position the windshield at the bottom edge (arrows A) and tilt it down into the frame (arrow B)

- 7. Set the windshield gap dimension.
  - Move the windshield to set gap dimension (X). Gap dimension: 3.0 mm
     (0.12") on the entire circumference.
  - Remove the suction lifter.

Secure the windshield with adhesive tape (1) to prevent it from slipping.

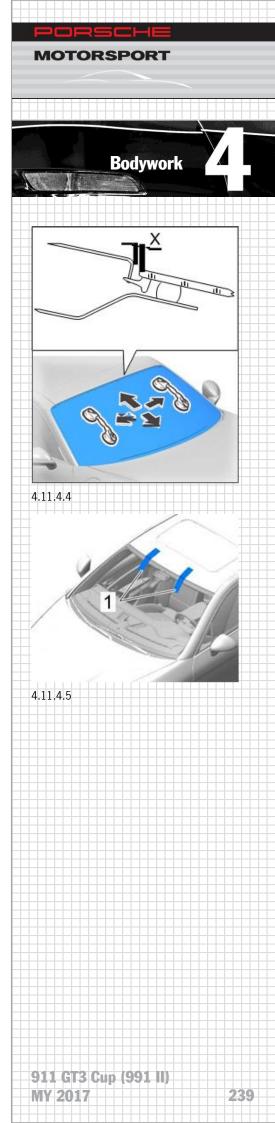
- 8. Clean the vision areas.
  - Immediately remove the glue that has oozed out and clean the respective vision areas with cleaning solution.
- 9. Mount the interior rear-view mirror.

## 4.12 Fenders

The fenders are made of aluminum sheet and screwed on with bolted connections to the body. The wheel arch liner integrates a stone guard, protecting the side radiators against possible damage by stones and rubber abrasions. Removable separation edges are mounted at the wheel arch.

## 4.13 Wheel cover

The wheel covers are made of PU (polyurethane). They are bolted and glued to the body and can be replaced.



# MOTORSPORT **Bodywork** 4.14.2 4.14.1 911 GT3 Cup (991 II) 240 MY 2017

## 4.14 Fuel system

A FT3 safety fuel tank (100 liters (26.4 gal) with return-free fuel system is used in the 911 GT3 Cup (991 II). The tank consists of a fuel cell which provides maximum safety and meets the current FIA standard, and a protective shell made of carbon. The tank integrates two fuel pumps. The main pump is surrounded by fuel baffles with one-way valves, witch collect the fuel around the main pump. The pumps supply the fuel via a pressure regulator (5 bar/72.5 psi) to the fuel gallery on the engine side. From there, the fuel is delivered via the main pump to the high press pump. The high pressure pump is driven by an additional cam on the camshaft. The high pressure pump injects the fuel via the fuel gallery and the fuel injectors directly into the combustion chamber. Defueling takes place via a defueling coupling. Optionally, the fuel cell may be equipped with two Stäubli dry couplings, which allow the fueling and defueling procedure within an enclosed system. Underneath the tank, there is an underride guard that protects the tank against impacts from the bottom. The fueling system (4.14.1) can be obtained at the company Sobek. Contact address, see chapter 7.9.

## The following components are installed:

- 1 Level indicator
- 2 Roll-over valve
- 3 Defueling coupling
- 4 Fuel pressure regulator
- 5 Fuel pump
- 6 Fuel cut off valve
- 7 Pre fuel pump
- 8 Catch tank

Function of the FIA Roll Over Valve

The valve is allocated in the breather line. It fulfills three functions:

Closing of the breather line in case of a roll-over.

Over pressure safety function; in case of a roll over, the valve opens at a over pressure of 200 mbar (E.g. by heating and expansion) compared to ambient pressure to prevent the fuel cell from damage caused by too high over pressure.

Float valve to close the valve when gasoline exits through the breather line.

Function of the fuel cut off valve

The fuel cut off valve is a safety valve to protect from gasoline leakage with damaged gasoline lines. The valve closes the gasoline support line in case of a leakage.

## 4.14.1 Fuel

Superplus unleaded (at least 98 ROZ)

The ethanol content in the fuel may not exceed 26 % (E26).

## 4.14.2 Defueling

A defueling valve is installed to empty the fuel tank. To start the procedure, the fuel pump switch located in the central console must be in position "Intank Pump Service". The fuel pump is then activated for 120 seconds. If this time is not sufficient to completely drain the fuel tank, the switch has to be set again from the center position (fuel pump off) to "Service". Keep the fuel only in suitable containers!



Flammable or explosive materials

Fire or explosion

- Avoid contact with hot parts or sources of ignition.
- Use extractor to remove ignitable vapors.
- Attach warning sign in a clearly visible position.

Switching logic of the fuel pump switches (center console):

Switch position up Defueling mode

Switch position center Off

Switch position down Normal mode

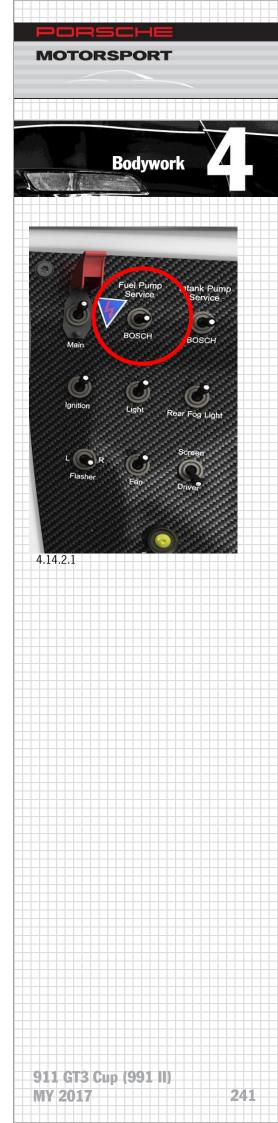
NOTE

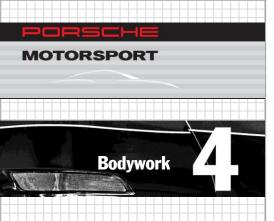
Fuel pumps running dry during drainage

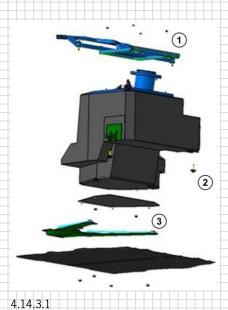
Damage to the fuel pumps

The fuel pumps must not be allowed to run dry.

The optional dry couplings allow a fueling and defueling without using the vehicles own fuel pumps (exemption: fuel volume of the catch tank).







## 4.14.3 Tank installation

A steel underride protection is provided beneath the tank, protecting it against external impacts.

Part	Item	Dimensions	Tightening torque in Nm
Hexagon nut	1	M6	6 Nm (4.4 ft-lb)
Combi SHR	2	M8X40	23 Nm (17 ft-lb)
Hexagon nut	3	M6	6 Nm (4.4 ft-lb)

## 4.15 Repairing the body

Because of its hybrid design, it is absolutely essential to check the body in case of an accident. The body of the 911 GT3 Cup (991 II) is an aluminum steel hybrid construction. This design allows extensive repair work within a defined amount of time. For this purpose, a special tool kit, suitable body spare parts as well as tools and consumables are available.



Risk of damage to the bodyshell structure as a result of reshaping during accident repairs.

- Reshaping can cause irreparable damage to the joints in the bodyshell structure.
- Reshaping can change the crash properties of the bodyshell structure.

Note

Removing stoppers

Risk of corrosion

Uncontrolled water leakage

 Body apertures that are sealed with stoppers at the factory must be re-sealed with the stoppers provided following disassembly or repair work.

## 4.15.1 Repairing the front section

## Safety measures

The protective equipment listed must always be worn to prevent injuries caused by heat or flying parts.

- Safety glasses
- Safety shoes
- Protective gloves
- Ear protectors

**Marning** 

Airborne foreign bodies during grinding, drilling, and milling

Risk of eye injuries

Wear safety glasses.

**Marning** 

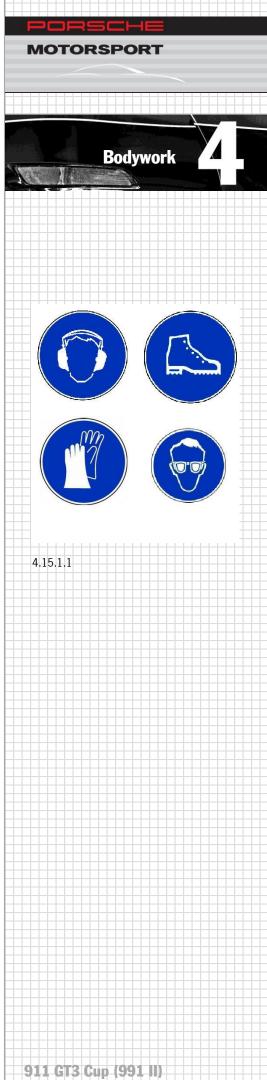
Grinding and welding work

Fire or explosion

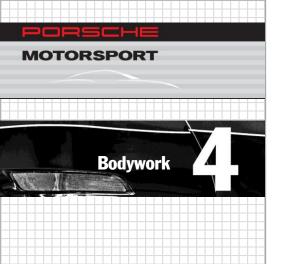
Avoid working in an area with flammable or explosive materials.

Cover flammable or explosive areas.

Remove flammable or explosive parts.



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**▲** Caution

**A** Caution

Pointed or sharp objects

Risk of lacerations, puncture wounds, or cuts

Wear personal protective equipment.

Hot components

Danger of burns

Let hot components cool down.

Wear personal protective equipment.

NOTE

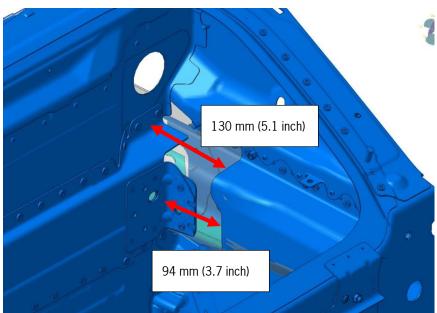
Voltage peaks

Damage to the control unit

- The control unit must be disconnected from the wiring harness before welding work is carried out.
- The battery must be disconnected before the control unit is removed.

## Damage assessment

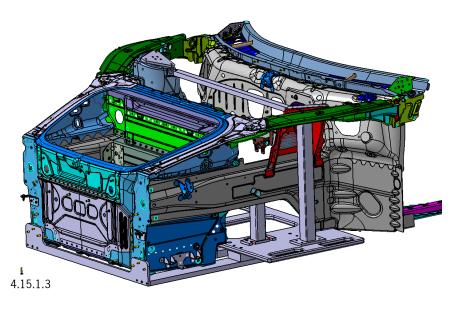
A specialist assessor or body repair expert must decide whether a repair can be made to the body front section. The area (Figure 4.15.1.1) of the support must not be damaged, otherwise a repair is not possible.



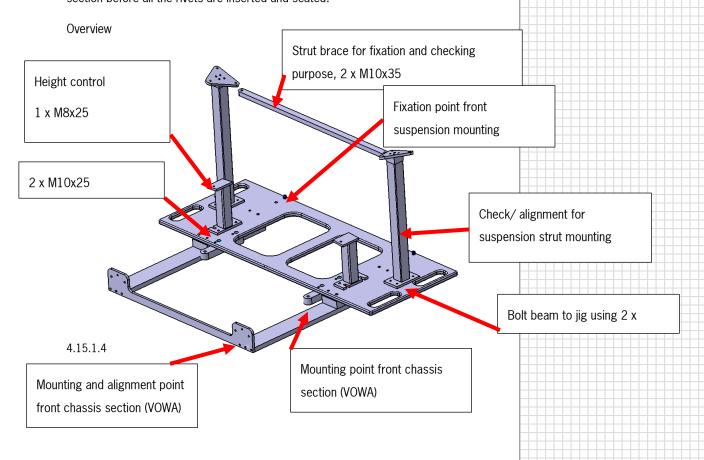
4.15.1.2

## MOTORSPORT

## Chassis jig

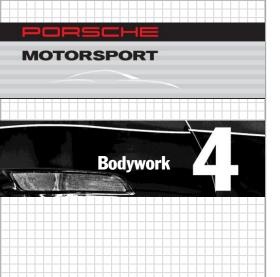


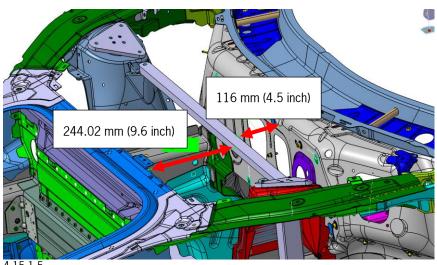
The chassis jig is required to check the mounting points for dimensional accuracy and tolerance. This jig is also required to adjust and fix in position a new front chassis section before all the rivets are inserted and seated.



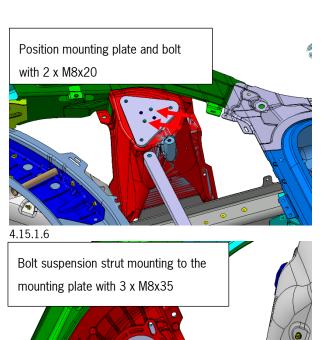
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**Bodywork** 





4.15.1.5



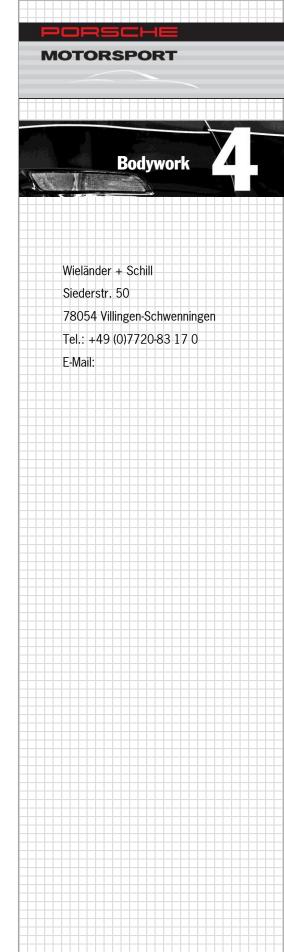
4.15.1.7

This tool kit has been assembled specially for repair work on aluminum components. The tool kit must only be used on aluminum components.

## Required tools by Wieländer+Schill

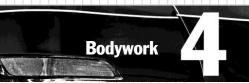
Version: 24.08.2017

Description	Item No.	Qty
Body saw WPS 2010 230V	120020	1
W+S special central punch F2 (for self-pierce rivets)	628006	2
Slide hammer with hook 5 kg	511300	1
Dead blow bumping hammer	511029	1
Separating chisel incl. handle, body	512001	1
Anvil dolly, half-round	511113	1
File with grip, medium cut 1	521201	1
Manual deburrer	541030	1
Spare blade for manual deburrer	547030	1
Teroson spatula	541010	1
Circular brush, stainless steel ø 75 mm knotted	541202	2
Wire brush, V-shape INOX	541212	1
Mity-Bite clip, large	511312	1
Grip pliers 145 U-format 12"	561151	2
Grip pliers 144	561152	2
Fastener ø 6.35mm 20 pcs	577107	1
Cartridge gun 3M EPX for 50 ml.	831101	1
Blind riveting tool Taurus 4	571110	1
Pressure reduction valve PLF80/90/PS1/Taurus4	194000	1
Reduction nipple long: G 1/8" axG 1/4" i	194001	1



911 GT3 Cup (991 II) MY 2017





HAZET-WERK
Postfach 100461
42804 Remscheid

Tel.: +49 (0)2191-79 23 75

E-Mail: info@hazet.de

Consumables		
Solid carbide drill ø 6.7 mm	627010	
3M 2K glue DP 490 (Porsche)		
Blind rivet (long) 5.0-8.5 (Porsche)		
Blind rivet (short) 3.0-6.5 (Porsche)		

## **HAZET**

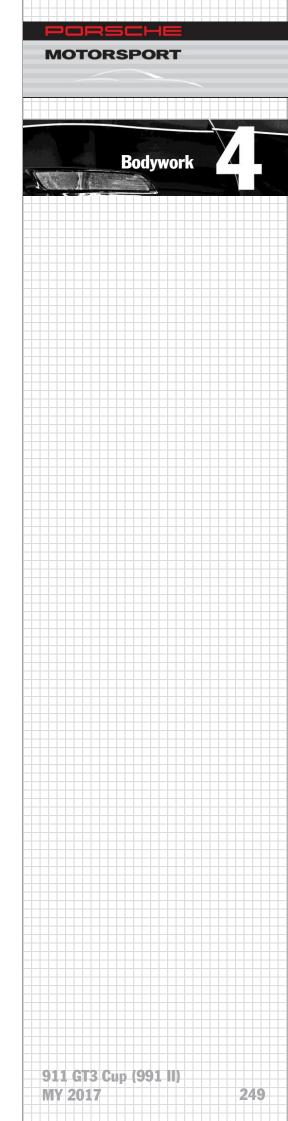
Designation	Item No.	Qty
Tool trolley	179-6-RAL 4000896148851	1
Door RAL 9006	179-21 4000896146246	1
Can holder	179-35 4000896141074	2
Attachable box	179-28 400089141234	1
Paper roll holder	180-34 4000896120840	1
Set of separating plates	173-31/5 4000896090150	2
Set of separating plates	173-32/5 400089120796	2
Cable drum	161-3D 4000896048878	1
Anti-slip mat	180-38 400089120819	6
Flat scraper	824 4000896033881	1
Heat gun	1990-2/6 4000896141586	1
Wire brush	2130-1 4000896012527	2
Ball-peen hammer	2140-5 4000896012695	1
Magnetic finder	1976-1 4000896009749	1
Replacement heads	1953-050 4000896008612	1
Drill	9030-1 4000896109470	1
Angle drill	9030-5 4000896132379	1
Keyhole saw	9034-1 4000896132362	1
Grinder, straight	9032-1 4000896117055	1
Grinder, bent	9032-5 4000896117062	1

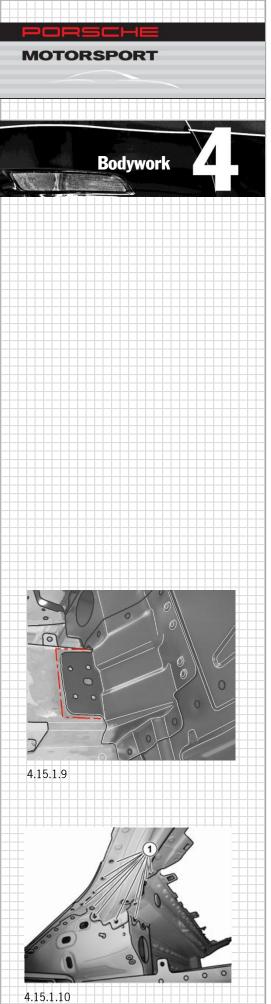
## Preparation for repairing the front section

These instructions describe how to repair the front section. Individual operations are shown on one side and have to be carried out inversely on the other side. In case of deviations, the steps are described separately. The estimated time for the described repair is approximately five hours.

## Remove the following parts:

- Fender left/right
- Headlights left/right
- Wheel arch liners left/right
- Underbody, front
- Chassis left/right
- Front apron
- Front bumper
- Fuel tank
- Brake lines left
- Draining the coolant, front
- Water cooler and cooling hoses left/right
- Steering gear
- Air jack, front and cross member
- Master cylinder, remove if required





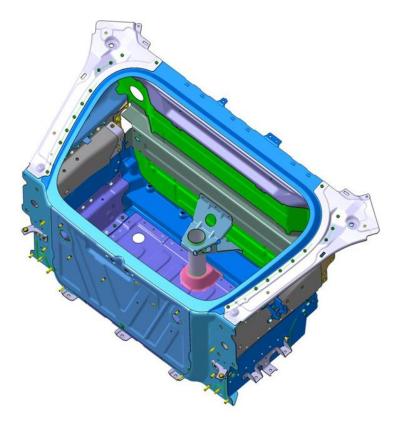
## Removing the front section



Information

An Stellen wo sich Klebverbindungen befanden, haftet keine Schweißnaht mehr.

The front section (Z front section Cup) is available as spare part.



4.15.1.8

Together with the front section are consumables such as glue and blind rivets.

Mark the carrier (Picture 4.15.1. 9 red dot line) this reference point is required for the later alignment of the new part.



Do not damage metal sheets that are not replaced

Deep-punch the punch rivets (1) and spot drill with a solid carbide drill (dia. 6.7 mm (0.26 inch) from the rear (if accessible) until they can be knocked out with a drift punch (dia. 6.0 mm (0.24 inch)).

Heat the bonded joint (2) with the hot air gun and lever the plate apart in an upwards direction using a cutting chisel.

Support the body front section in order to avoid stresses due to bending down of the front section upon sawing.

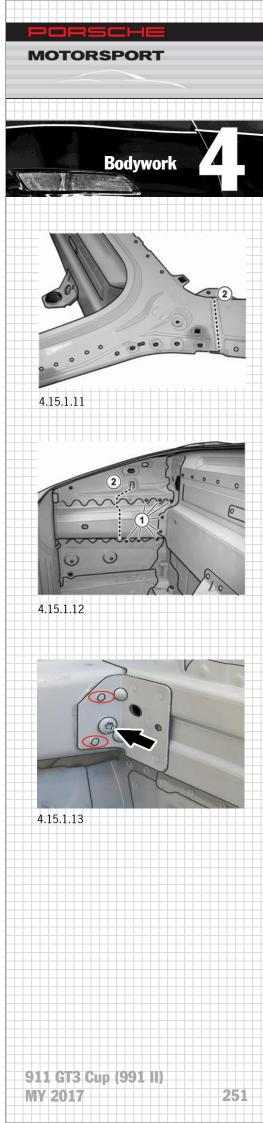
Only drill the marked rivets (1) through the first plate. The support frame contains extruded aluminum profiles. The aluminum profile is located behind the saw line (2), Figure 4.15.1.12. The cut is made in order to remove the body front section. A more precise cut is made later.

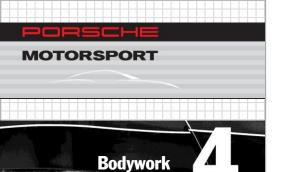
Do not drill through the support frame. The support frame is not replaced in this area. If the support behind the cutting line (2) is damaged, the repair work cannot be performed.

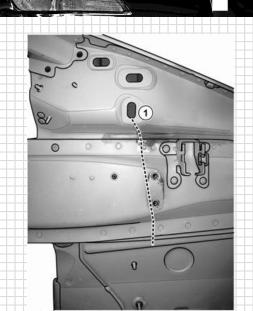
Grind off and drill out rivets, Figure 4.15.1.13

Remove Torx screw connection, arrow, Figure 4.15.1.13

Separate bonded connection of bracket/support







4.15.1.14



4.15.1.15



4.15.1.16

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The figure shows the saw line on the outer right side.

Cut the support frame using the power saw (saw blade 14) along the line (1). Starting from the center of the oval cut-out, the cut must be made immediately behind the two threads shown.

Use a hot air gun to heat up the bonding points that run along the areas where the rivets have been drilled through.

The left side is shown in the figure, rear side of front section/support.

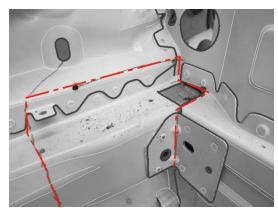
Drill out the five rivets (Figure 4.15.1.15).

Do not drill into the support.

Remove weld seam of support/front section (arrow).

Use a cutting chisel to separate the bonded joints of the sheets. If necessary, heat up the bonded areas with a hot-air gun.

Remove weld seam of support/front section (Figure 4.15.1.16).

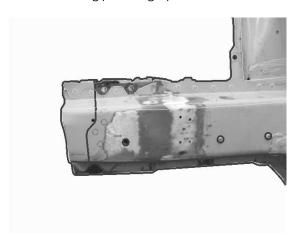


4.15.1.17 Cut of body front section, red dashed line, do not damage support in rear area.

Remove the body front section forwards with the help of another person. Use the sliding hammer with hook if necessary.

Figure 4.15.1.18 shows the separated body front section from the right-hand side.

Remove any unevenness, adhesive residue or weld seam residue of the support, remove remaining piece (angle plate).



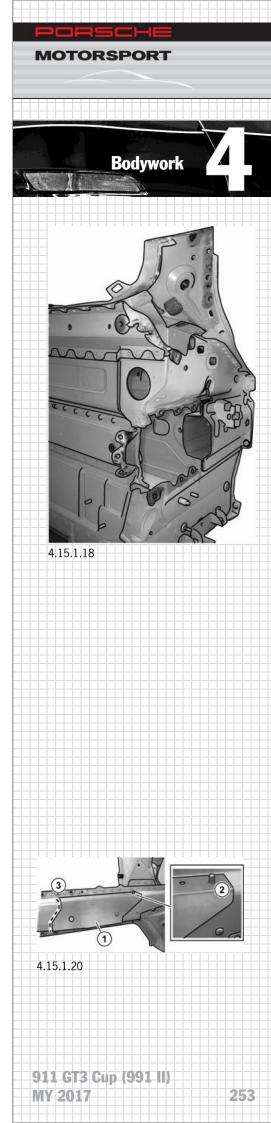
4.15.1.19

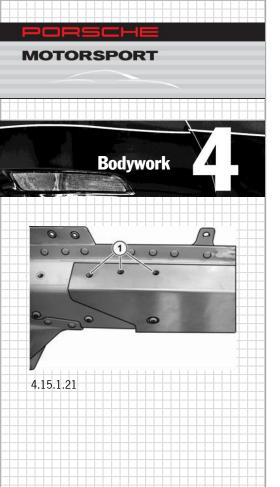
#### Adapting the support frame new part

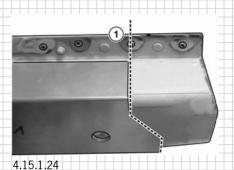
Carry out grinding work using a stainless steel wire brush. Always use special grinding discs when grinding aluminum. Use grinding discs with P80 to P200 grain. Corrosion protection measures must be observed.

#### Saw template for right side

Place the saw template (1) on the support frame. The threaded bolt (2) is used to fix it in position. Transfer the saw line (3) at the front end of the template onto the support from the top to the bottom.







4.15.1.25

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504 mm

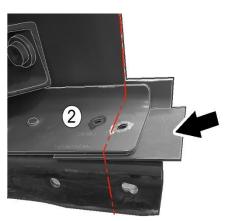
#### Saw template for left side

The three threaded bores (1) are used as a fixing point.



4.15.1.22

The inner reinforcement plate (2) must not be damaged when cutting.



4.15.1.23

Clamp a plate (arrow) between the support and reinforcement plate to protect the reinforcement plate (2). Transfer the saw line (1 Figure 4.15.1.24) at the front end of the template onto the support from the top to the bottom and align it centrally to the rivet bore.

The saw cut for the right support frame is shown.

The distance from the rear end to the saw line is 504 mm (19.84 inch) (measured from the inside of the support).



Information

The outer saw cut only goes through the outer panel.

Heat the upper section (hatched) of the two carrier sheets and open with the separating chisel.

Carry out the inner saw cut (hatched)

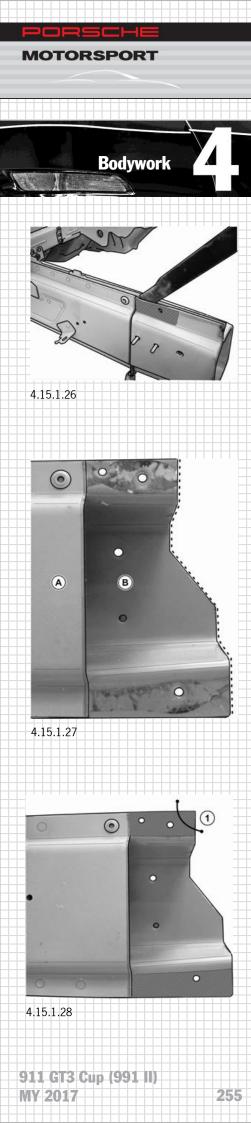
A = outer sheet

B = inner sheet

Saw the carrier upper section (1).

Remove glue residues in the hatched area.

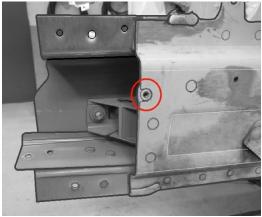
Remove the burr on the saw line.







Drill out and remove rivet nut, Figure 4.15.1.29

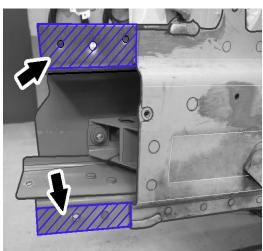


4.15.1.29
Grind off and drill through rivet points

The reinforcement plate (1) must not be damaged

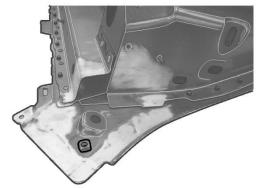


4.15.1.30 Remove adhesive residue from support (blue hatched area)



4.15.1.31

Remove paint at the bonding points on body front section new part



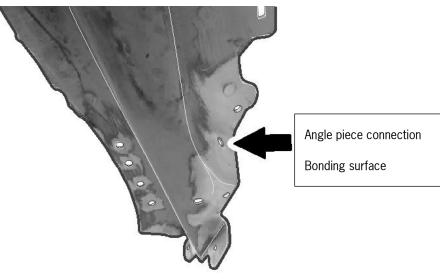
4.15.1.32

Body front section outer side connection to support



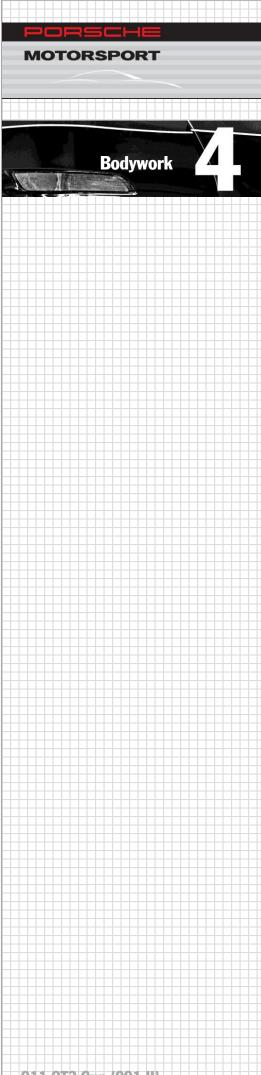
4.15.1.33

Filler plate in the area of the spring-strut dome/body front section



4.15.1.34

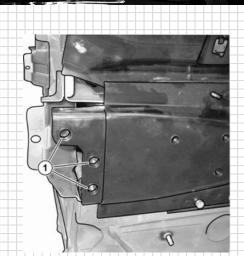
Version: 24.08.2017



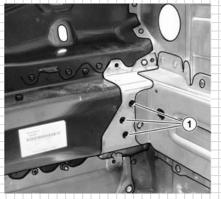
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**Bodywork** 



4.15.1.36



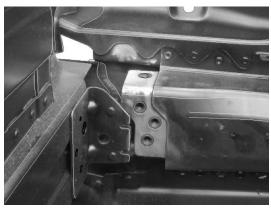
4.15.1.37



4.15.1.38

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#### Body front section inner side



4.15.1.35

Figure 4.15.1.36 shows the outer right side of the new part.

The new part is riveted to the old support frame. Position (1) shows where the bores for the rivets should be made.

The figure shows the right support from the inside.

Transfer the three bores onto the old support stub (1). Diameter 6.7 mm (0.26 inch).

The figure shows the right side.

Saw into the upper section (1) of the new body front section (hatched) on the left and right (2).

This makes it easier to insert it into the body.

#### Fitting the new part

The lower cross member and the rivet points at the upper end near the spring-strut domes are used for positioning.

All surfaces that are riveted or bolted must also be bonded using two-component adhesive.

Position and rivet the blind rivets that connect the new part to the body.



Information

Please note that there are two different rivet lengths.

Riveted joints through two plates:

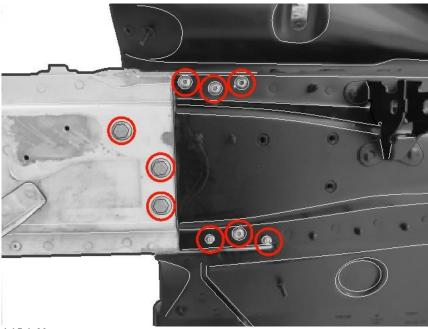
short rivets 3.0-6.5 mm (0.12-0.26 inch)

Riveted joints through three plates:

long rivets 5.0-8.5 mm (0.2-0.33 inch)

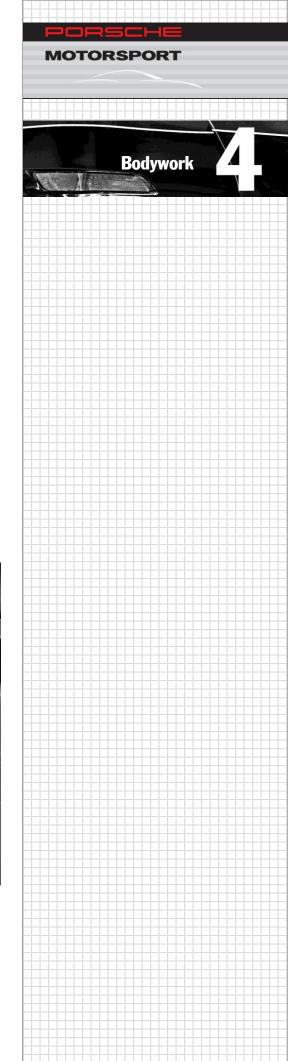
The rivet points and screw joints are shown below

3 screws: FL-KPF-SHR M8x16 torque: 15 Nm (11 ft-lb)



4.15.1.39

The figure shows the new body front section and the old support stub

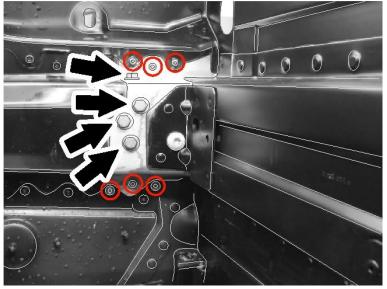


911 GT3 Cup (991 II)

MY 2017



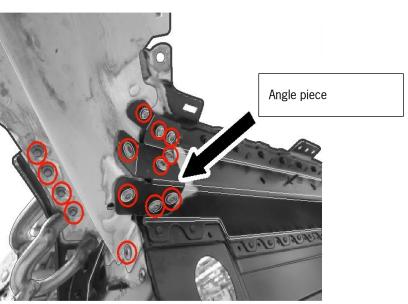




4.15.1.40

The figure shows the right inner body front section

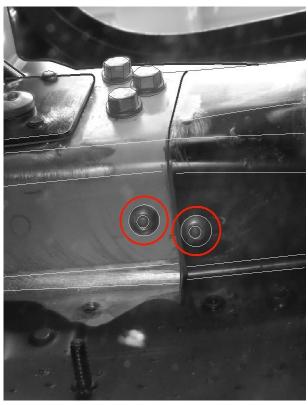
4 screws: FL-KPF-SHR M8x16 torque: 15 Nm (11 ft-lb) (arrow, Figure 4.15.1.40)



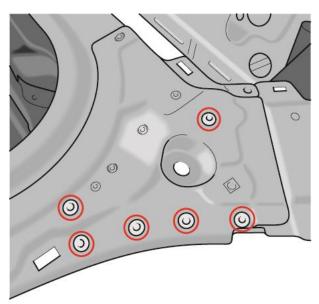
4.15.1.41

The figure shows the body front section on the left side

Upward view of left inner side of body front section, underside of support An angle attachment must be used for the riveting tool in order to set the bottom rivets (Figure 4.15.1.42)

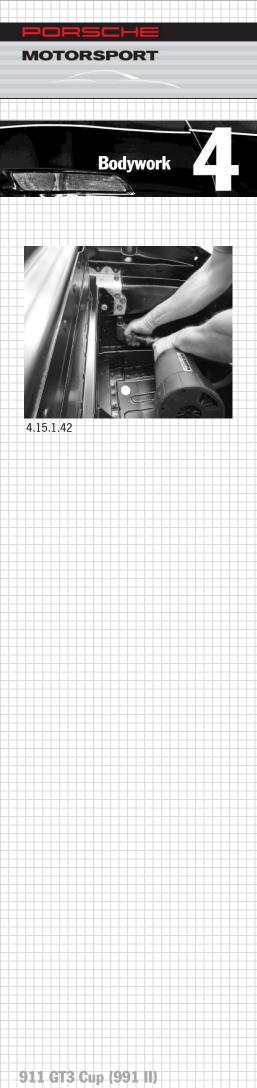


4.15.1.43



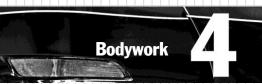
4.15.1.44

The figure shows the left body front section from above, near the spring-strut dome  $\,$ 



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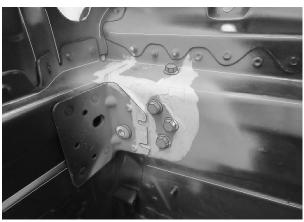
4.15.1.45

The figure shows the rear panel of the body front section from below

#### Sealing measures:

Coat unpainted surfaces with primer, apply sealing compound along the plate ends.

Body front section inner pan



4.15.1.46 Front side



4.15.1.47

#### Body front section rear side



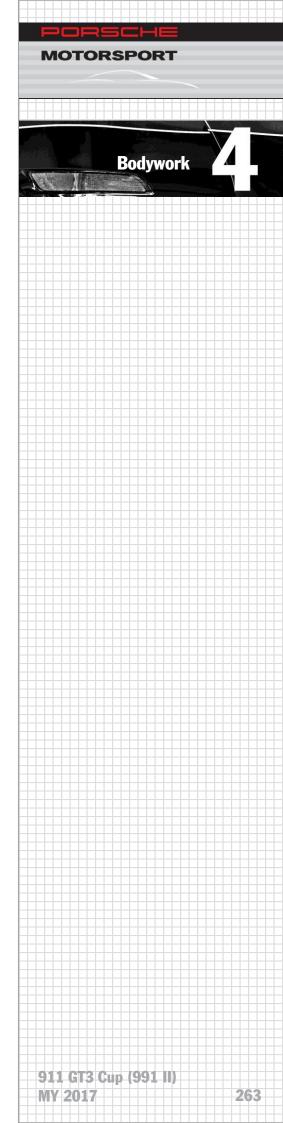
4.15.1.48

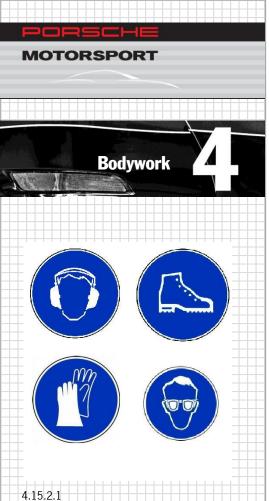


4.15.1.49 Side view



4.15.1.50





#### 4.15.2 Replacing the front strut mount

#### Safety measures

Always wear the indicated protective equipment to prevent injuries caused by heat or flying debris.

- Goggles
- Safety shoes
- Protective gloves
- Hearing protection



Airborne foreign bodies during grinding, drilling and milling

Risk of eye injuries

Wear safety glasses.

**Marning** 

Grinding and welding work

Fire or explosion

- Avoid working in an area with flammable or explosive materials.
- · Cover flammable or explosive areas.
- Remove flammable or explosive parts.

**A** Caution

Pointed or sharp objects

Risk of lacerations, puncture wounds, or cuts

Wear personal protective equipment.

**A** Caution

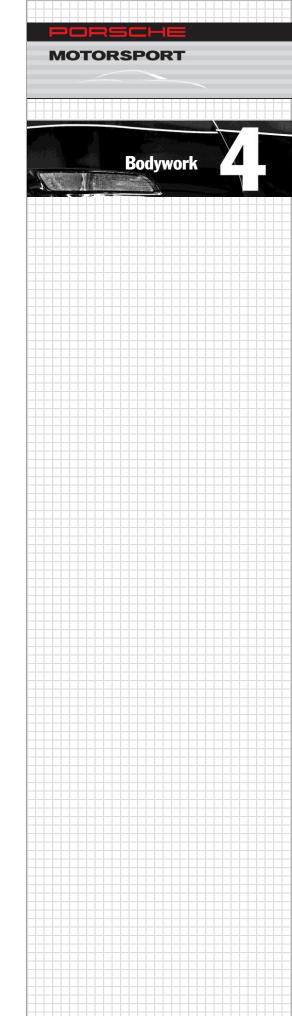
Hot components

Danger of burns

- Let hot components cool down.
- Wear personal protective equipment.

# Required tools by Wieländer+Schill

Designation	Item No.	Qty
Body saw WPS 2010 230 V	120020	1
W+S special central punch F2 (for self-pierce rivets)	628006	2
Slide hammer with hook 5 kg	511300	1
Dead blow bumping hammer	511029	1
Separating chisel incl. handle, body	512001	1
Anvil dolly, half-round	511113	1
File with grip, medium cut 1	521201	1
Manual deburrer	541030	1
Spare blade for manual deburrer	547030	1
Teroson spatula	541010	1
Circular brush, stainless steel ø 75 mm knotted	541202	2
Wire brush, V-shape INOX	541212	1
Mity-Bite clip, large	511312	1
Grip pliers 145 U-format 12"	561151	2
Grip pliers 144	561152	2
Fastener ø 6.35 mm 20 pcs	577107	1
Cartridge gun 3M EPX for 50 ml.	831101	1
Blind riveting tool Taurus 4	571110	1
Pressure reduction valve PLF80/90/PS1/Taurus4	194000	1
Reduction nipple long: G 1/8" axG 1/4" i	194001	1

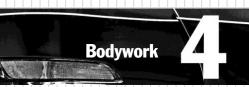


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Consumables	Item No.	Qty
Solid carbide drill ø 6.7 mm	627010	
3M 2K glue DP 490 (Porsche)		
Blind rivet (long) 5.0-8.5 (Porsche)		20

#### **HAZET**

Designation	Item No.	Qty
Tool trolley	179-6-RAL 4000896148851	1
Door RAL 9006	179-21 4000896146246	1
Can holder	179-35 4000896141074	2
Attachable box	179-28 400089141234	1
Paper roll holder	180-34 4000896120840	1
Set of separating plates	173-31/5 4000896090150	2
Set of separating plates	173-32/5 400089120796	2
Cable drum	161-3D 4000896048878	1
Anti-slip mat	180-38 400089120819	6
Flat scraper	824 4000896033881	1
Heat gun	1990-2/6 4000896141586	1
Wire brush	2130-1 4000896012527	2
Ball-peen hammer	2140-5 4000896012695	1
Magnetic finder	1976-1 4000896009749	1
Replacement heads	1953-050 4000896008612	1
Drill	9030-1 4000896109470	1
Angle drill	9030-5 4000896132379	1
Keyhole saw	9034-1 4000896132362	1
Grinder, straight	9032-1 4000896117055	1
Grinder, bent	9032-5 4000896117062	1

#### Preparation for replacing the strut dome

These instructions describe how to remove the left front strut dome. Perform the operations on the right side inversely. The estimated time for the described repair is approximately three hours.

Remove the following parts:

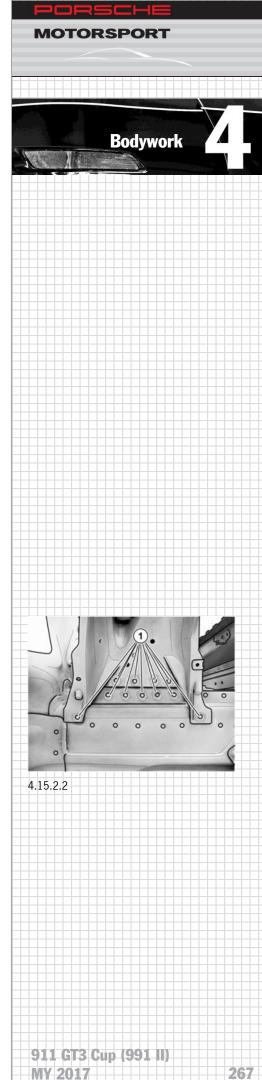
- Fender left
- Headlight left
- Wheel arch liners left
- Underbody, front
- Chassis left
- Front bumper
- Fuel tank
- Brake lines left
- Draining the coolant, front
- Water cooler and cooling hoses left
- Steering gear
- Air jack, front and cross member
- Master cylinder, remove if required

#### Removing/drilling out the strut dome

Drill the rivets using a solid carbide drill (Ø 6.7 mm (0.26 inches)) from behind (if accessible) until they can be knocked out using a drift punch (Ø 6.0 mm (0.24 inches)).

The service life of a drill is about 14 to 20 rivets.

Use drilling fluid to prolong the drill's service life.





Drill the marked rivets using a solid carbide drill (Ø 6.7 mm (0.26 inches)) from behind (if accessible) until they can be knocked out using a drift punch ( $\emptyset$  6.0 mm (0.24 inches)).

- Saw the defective dome using an air saw (2)
- Pierce the rivet in the direction of the arrow
- Heat the glued joints between dome and body using a hot air blower Remove the damaged dome.

#### Preparation for the installation

Carry out grinding operations using a stainless steel wire brush. Always use special grinding wheels for grinding aluminum. Use grinding wheels with grain size P80 to P200. Observe corrosion protection measures.

Thoroughly remove paint from the glued joints (hatched) using an angle grinder.

Do not remove the beads on the carrier inside; they are part of the body!

Debur the bore holes on both sides of the body.

#### Creating a drilling template

Only a drilling template ensures exact positioning of the holes.

Make a drilling template from the defective strut mount. A body air saw is suitable for sawing. Align the drilling template exactly and drill the 7 marked rivet holes.

Then deburr the holes.

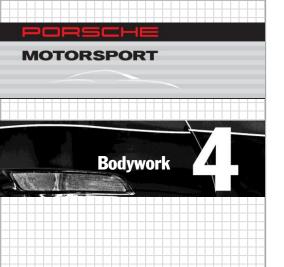
#### Aligning the new part

Grind the gluing surfaces on the new part and on the body down to the bare metal using P100 sandpaper and grease with acetone.

- Apply evenly two-component glue on the new part
- Curing time 2-3 hours at 60 °C (140 °F)
- Install the new part with caution and fix it using fasteners.
- Fit all rivets.

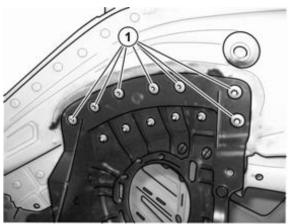
Pay attention to the correct rivet length!





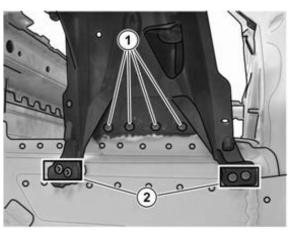
#### Riveting the new part

The hidden row of rivets (1) should be riveted from the bottom, as the row is hidden by the body.



4.15.2.9

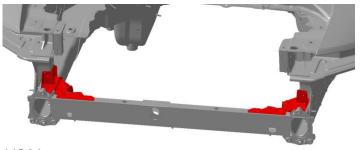
Rivet the first row of rivets (1).



4.15.2.10

Drill the holes for the rivets using a solid carbide drill ( $\emptyset$  6,7 mm). On the bottom part of the dome, another rivet is fitted in addition to the existing one.

## 4.15.3 Repairing the rear end Protective measures



#### 4.15.3.1

The protective equipment listed must always be worn to prevent injuries caused by heat or flying parts.

- Safety glasses
- Safety shoes
- Protective gloves
- Ear protectors



Airborne foreign bodies during grinding, drilling, and milling

Risk of eye injuries

Wear safety glasses.



Grinding and welding work

Fire or explosion

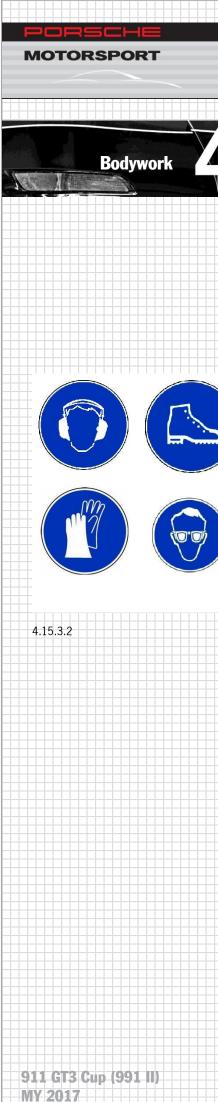
- Avoid working in an area with flammable or explosive materials.
- Cover flammable or explosive areas.
- Remove flammable or explosive parts.

**A** Caution

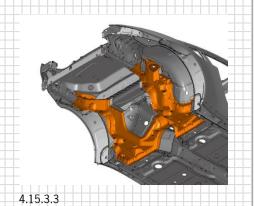
Pointed or sharp objects

Risk of lacerations, puncture wounds, or cuts

• Wear personal protective equipment.







**▲** Caution

Hot components

Danger of burns

- Let hot components cool down.
- · Wear personal protective equipment.

▲ Caution

Hot components

Danger of burns

- Let hot components cool down.
- Wear personal protective equipment.

Damage evaluation:

If a rear damage is repairable must be evaluated by a consultant or expert of chassis technology.

In general, the structure of the cross member (Figure 4.15.3.2)) must be completely intact to be repairable.

#### Required tools (Wieländer & Schill)

DL drill	Item No. 999960			
Solid carbide drill, 6.7 mm diameter	Item No. 627010			
Ball-peen hammer heavy, 600 gr.	Item No. 999950			
Slide hammer with hook 5 Kg	Item No. 511300			
Separating chisel incl. handle for body	Item No. 512001			
W+S special central punch 2F for self-pierce rivets	Item No. 628006			
Taurus 4 blind riveting tool (pneumatic)	Item No. 571110			
Cut-off grinder/angle grinder (pneumatic)				
cartridge gun 3M ltem No. 831101				
Manual deburrer	Item No. 541030			
4 parallel clamps body grip pliers				
Body saw WPS 2010 220V	Item No. 120020			
Hot air blower 3000 W	Item No. 801200			

#### Consumable supplies

Rear carrier

3M 2C adhesive DP 490 (1 per side)

Mixing nozzle (1 per side)

Blind rivet 3.0-8.5 mm (0.12-0.33 inches) (55 pieces, instead of screws)

M5 Torx screw (55 pieces)

#### Preparation for removing the rear section

Remove bumpers

Remove drive unit

#### Removing the rear section

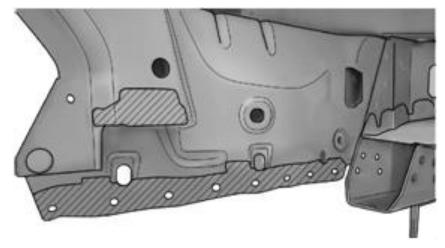
The standard bolts will be replaced by rivets.

Remove the Torx bolts from the carrier frame.

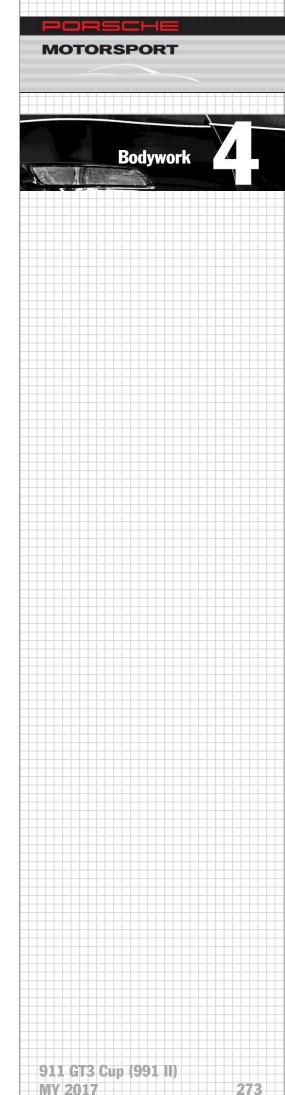
Fit the clamping claw to the carrier frame assembly and knock it loose from the body.

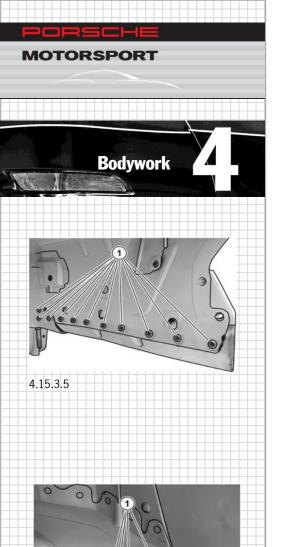
Carry out grinding operations using a stainless steel wire brush. Always use special grinding wheels for grinding aluminum. Use grinding wheels with grain size P80 to P200. Observe corrosion protection measures.

Thoroughly remove paint from the glued joints (hatched).



4.15.3.4 Smooth any roughness on the lower rim that occurs during removal.



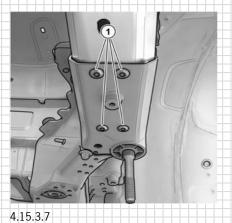


#### Installing the new part

Apply evenly two-component glue on the old bonded joints. The curing time of twocomponent glue is 2-3 hours at 60 °C (140 °F)

The illustration shows the rivets (1) from the outside on the left. Place the new part, fit the rivets and rivet them.

The illustration shows the rivets (1) from the inside on the right.



4.15.3.6

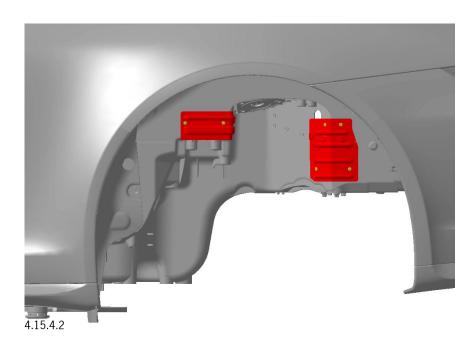
The illustration shows the rivets (1) from below on the right.

The illustration shows the rivets (1) on the rear engine mount on the left.

The curing time of two-component glue is 2-3 hours at 60 °C (140 °F).

#### 4.15.4 Reinforcement plates cast carrier

The reinforcement plates (shown in red, Figure 4.15.4.1) of the cast carrier can be replaced in the event of damage caused as a result of the rim colliding with something. When removing the reinforcement plates, the area of the cast carrier behind the plates must be checked for damage.



#### Changing the reinforcement plates:

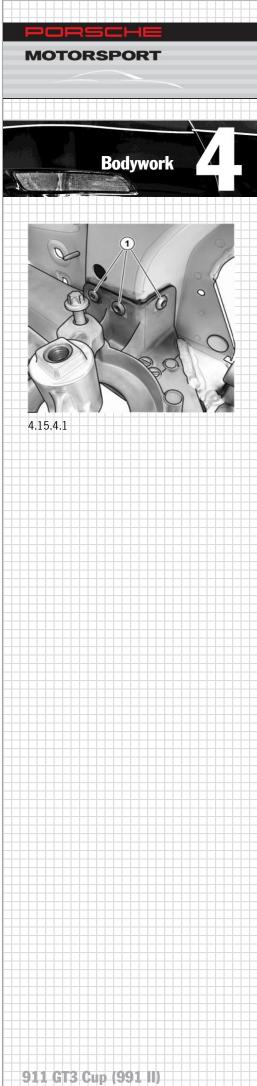
- Center-punch and drill out the rivets
- Head the bonding surface behind the plates using a hot-air gun

Note

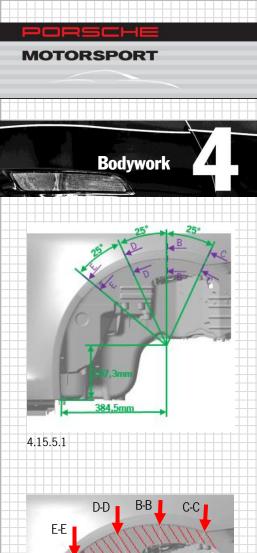
Damage to the cast carrier

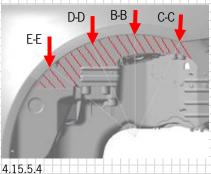
The cast carrier must not be damaged when removing the plates.

- Removing plates, removing adhesive residues
- Check the cast carrier for damage
- Remove paint and primer from the bonding surface
- Degrease the new part and apply adhesive
- Fit the new part and secure using blind rivets 4.8x11.3



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Measurement (Y) (Figure 4.15.4.3)

Tolerance  $\pm$  1,0 mm (0.039 inces)

Cut B-B = 404 mm (15.91 inces)

Cut C-C = 399 mm (15.70 inces)

Cut D-D = 404 mm (15.91 inces)

Cut E-E = 401 mm (15.78 inces)

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#### 4.15.5 Side panel repair – flange edge wheel arch

After repairing the side panel, a return must be bent on the panel edge of the wheel arch as well as being pulled outwards to generate sufficient clearance (see image 4.15.1 below).

Flange dimensions:

Side panel extended and flanged

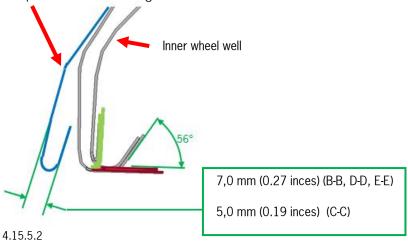
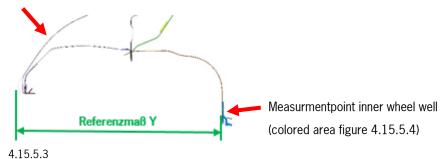


Figure 4.15.3 shows the reference measurement points. The reference measurement Y (image 4.15.5.4) corresponds to the measurement from the outer wheel arch flange edge to the wheel arch inner wall.

Quater panel flanged and extended



#### 4.16 Thread repair kit

The chassis and the assembly carriers are bolted to the aluminum cast parts of the body. To meet these special requirements, the threads are provided with Helicoil threads. A repair kit is available for replacing these Helicoil threads. When opening a bolted connection, it is absolutely necessary to replace the bolt. This also applies to the assembly mounts. If the thread is damaged, replace the thread insert and fit a new Time-Sert thread insert.

NOTE

Defective Helicoil threads of the bolted connections of chassis and assembly carrier have to be replaced by Time-Sert thread inserts. It is not allowed to replace a defective Helicoil thread by a new Helicoil.

Two systems are available for thread repair. The Helicoil repair system supplied by Böllhoff and Time-Sert thread inserts supplied by Würth. Porsche recommends special thread repair kits for particular thread sizes.

It is important that the corresponding tightening torque of the bolted connection can be achieved after repair.

Basic method for repairing threads with thread inserts:

- 1. Remove the defective thread insert
- 2. Drill a core hole using a special core hole drill
- 3. Cut a thread using a tap (two-piece/three-piece), use a cutting agent.
- 4. Insert the new thread insert with a special inserter

#### Thread repair kits can be ordered at the following companies:

Wilhelm Böllhoff GmbH & Co. KG

Archimedesstr. 1-4

33649 Bielefeld

Germany

Phone: + 49 (0)521-44 82 01/Fax: + 49 (0)521-44 93 64

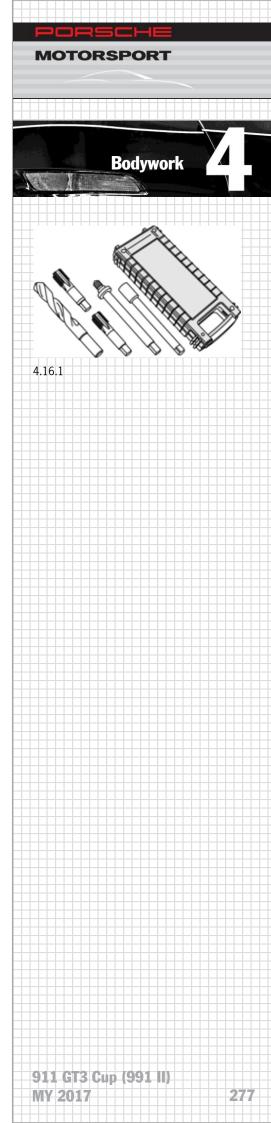
Adolf Würth GmbH & Co. KG

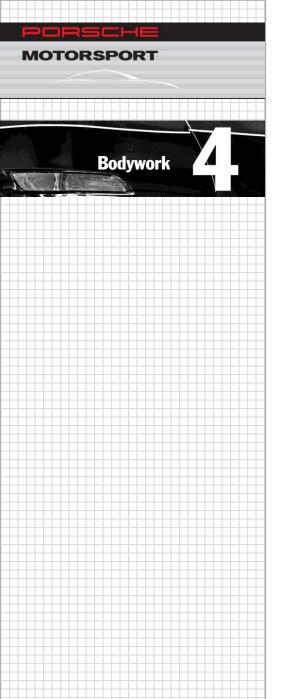
Reinhold-Würth-Straße 12-17

74653 Künzelsau-Gaisbach

Germany

Phone: +49 (0)7940-15 0/Fax: +49 (0)7940-15 10 00





#### 4.16.1 Thread repair of chassis bolt connections

**▲** Warning

Airborne foreign bodies during grinding, drilling, and milling

Risk of eye injuries

Wear safety glasses.

**⚠** Warning

Working with compressed air

Risk of eye injuries

Damage and dirtying of components

- Wear safety glasses with side eye protection.
- Protect the point at which the compressed air emerges with suitable material.
- Place the point at which the compressed air emerges on a suitable surface.

Note

Threaded joints on chassis and unit suspensions

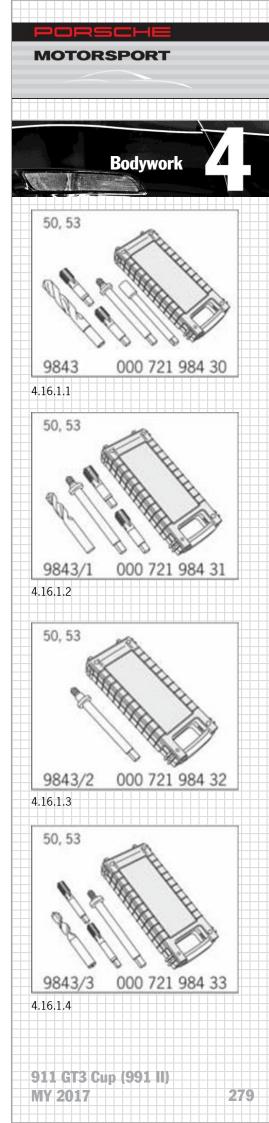
Unreliable threaded connection

- Defective Helicoil threaded inserts must not be replaced with the same Helicoil threaded inserts.
- Replace defective Helicoil threaded inserts with TimeSert threaded inserts.

#### Threaded bushings without collar

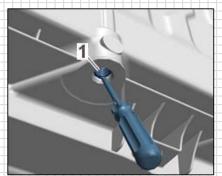
#### Tools:

- Hot air blower V.A.G. 1416 (WE1119)
- Thread repair kit 9843
- Thread repair kit 9843/1
- Thread repair kit 9843/2
- Thread repair kit 9843/3
- Time-Sert thread repair No.122-1 Item.1
- Time-Sert thread repair No.122-1 Item.2

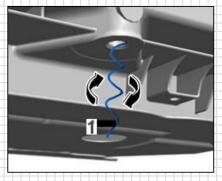




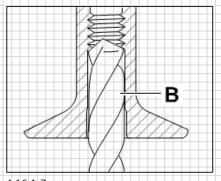




4.16.1.5



4.16.1.6



4.16.1.7

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# Repair of threaded bushings without collar

- Remove standard wire thread inserts/Helicoil before drilling
- Release the wire thread insert /Helicoil (1) with a suitable screwdriver

• Pull out the wire thread insert/Helicoil (1)

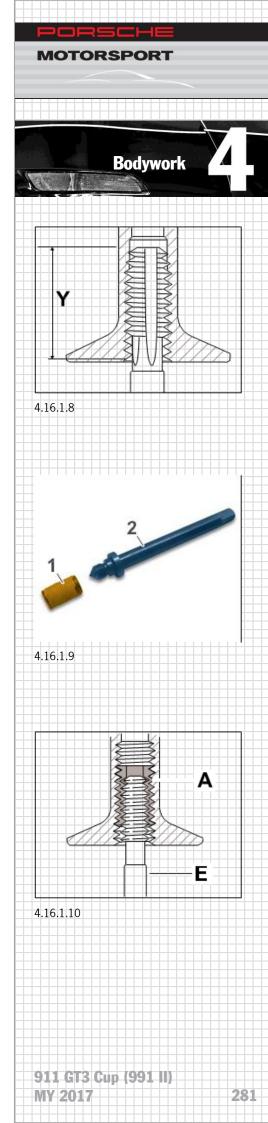
• Drill out the old thread completely using a special three-fluted drill (included in the kit) (B)

Cut the thread to the dimension (Y) with a cutting tool

•

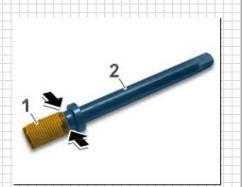
- Clean the thread: Blow out chips from the thread with compressed air,
   flush the thread with brake cleaner, dry the thread with compressed air
- Screw the threaded bushing (1) on the inserter (2)

• Unscrew the inserter (E) from the threaded bushing (A)

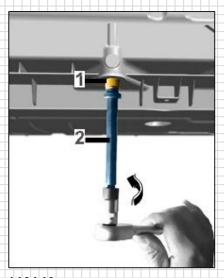


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4.16.1.11



4.16.1.12

Make sure that the threaded bushing (1) is screwed completely on the inserter (2) – arrows

•

• Insert the threaded bushing (1) completely with the inserter (2)

 Briefly heat the thread insert with a WE1119 hot air blower, Leister-Electron/V.A.G. 1416. Time: 2 minutes, temperature: 80 °C (176 °F).
 Alternatively, do not screw the repaired thread for approx. 3-4 hours.



Information

The heating or waiting time is required to prevent the thread insert from turning when screwing in the bolt.

#### Threaded bushings with collar

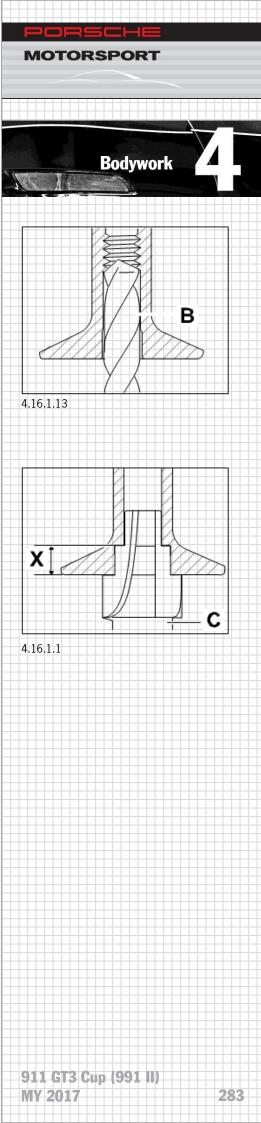
- Remove the standard wire thread inserts (Helicoil) before drilling
- Drill out the old thread completely using the drill (included in the kit) (B)

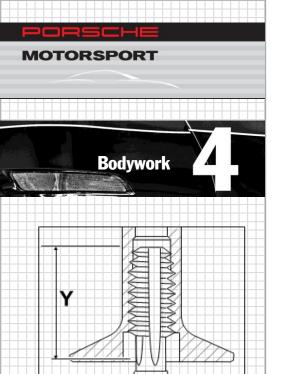
•

The repair bushing has to be fitted more deeply. Use the tool included in the tool kit for milling the appropriate recess

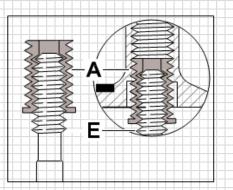
Mill the recess with the core drill (C)

Use an electronically controlled drill for milling and set a speed of approx. 250 rpm





Cut the thread to the dimension (Y) with a cutting tool



4.16.1.3

4.16.1.2

- A E
- 4.16.1.4

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- Place the threaded bushing on the inserter
- Oil the inserter (E)
- Manually screw the threaded bushing (A) on the inserter (E)

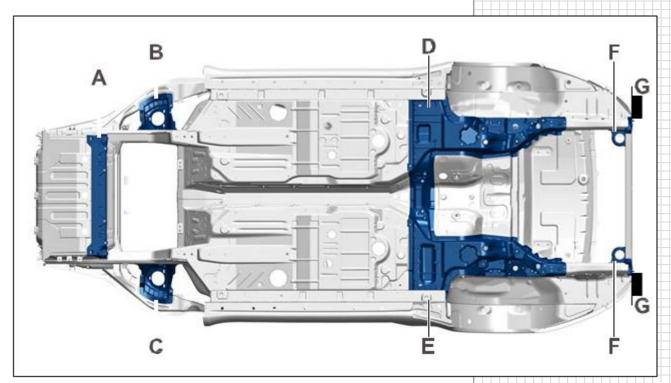
During press fitting in the basic thread, forming the internal thread requires perceptibly more force on the inserter. Press fitting is completed as soon as the inserter turns again more easily.

Unscrew the inserter (E) from the threaded bushing.

# MOTORSPORT



## Repair positions - overview



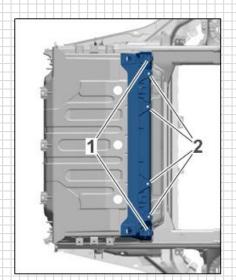
4.16.1.5

- A Trunk cross member
- B Strut mount, left
- C Strut mount, right
- D Rear beam, left
- E Rear beam, right
- F Engine mount left & right
- G Bumper mount (impact absorber) left & right

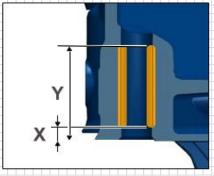
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4.16.1.6



4.16.1.7

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#### Threads - cross member

Thread 1; front axle mounting (Helicoil)	M12x1.5x30
Thread 2; axle support mounting (Helicoil)	M12x1.5x30

#### Threads 1/2:

Use	Explanation	Туре	Basic value
Threads 1 and 2	Dimension Y	Length	33 mm
Threads 1 and 2	Dimension X	Length	5 mm

Use repair kit 9843 with threaded bushings (Porsche).

#### Threads - strut mount

•

Thread 1; diagonal brace mounting (Helicoil)	M8x16
Thread 2; alarm horn mounting (only on the left strut mount) (Helicoil)	M8x16
Thread 3, sensor mounting	Thread M6

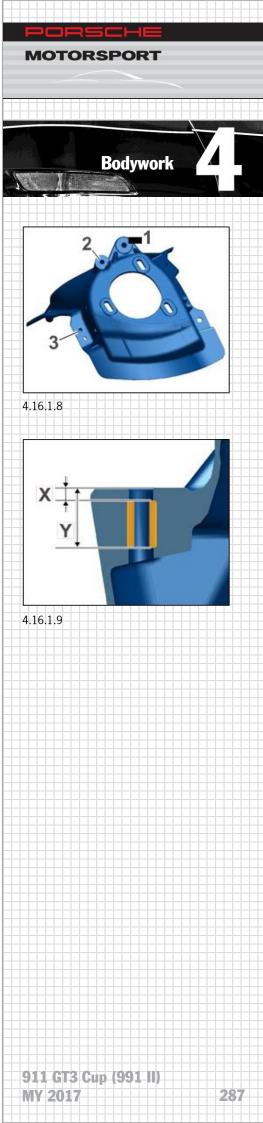
#### Thread 1:

•

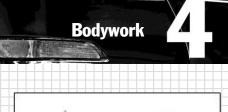
•

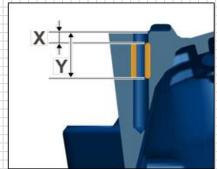
Use	Explanation	Туре	Basic value
Thread 1	Dimension Y	Length	20 mm
Thread 1	Dimension X	Length	5 mm

Use repair kit 9843/3 with threaded bushing (Porsche).

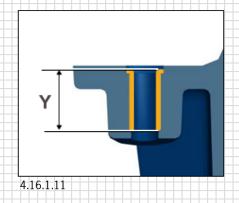








4.16.1.10



Thread 2:

Use	Explanation	Туре	Basic value
Thread 2	Dimension Y	Length	20 mm
Thread 2	Dimension X	Length	5 mm

Use repair kit 9843/3 with threaded bushing (Porsche).

Thread 3:

Use	Explanation	Туре	Basic value
Thread 3	Dimension Y	Length	9.4 mm

Use repair kit No.122-1 Item 1 Time-Sert with short threaded bushing.

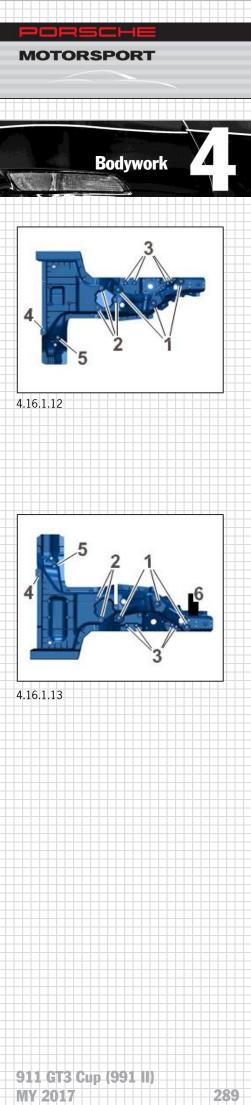
### Longitudinal beam, rear

### Left beam:

Thread 1; chassis mounting (Helicoil)	M12x1.5x24 (3x)
Thread 2; chassis mounting (Helicoil)	M10x20 (3x)
Thread 3; (Helicoil)	M10x20 (4x)
Thread 4; gearbox mounting (Helicoil)	M10x20 (1x)
Thread 5;	M10 (1x)

### Right beam:

Thread 1; chassis mounting (Helicoil)	M12x1.5x24 (3x)
Thread 2; chassis mounting (Helicoil)	M10x20 (3x)
Thread 3; (Helicoil)	M10x20 (4x)
Thread 4; gearbox mounting (Helicoil)	M10x20 (1x)
Thread 5;	M10 (1x)
Thread 6; ground cable mounting	M8 (1x)

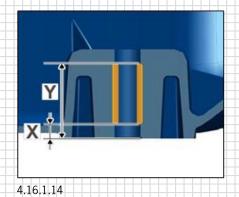


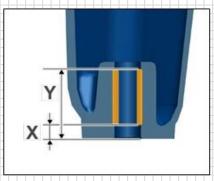
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4.16.1.15

Thread 1:

Use	Explanation	Туре	Basic value
Thread 1	Dimension Y	Length	27 mm
Thread 1	Dimension X	Length	5 mm

Use thread repair kit 9843 with threaded bushing (Porsche).

### Thread 2/3:

Use	Explanation	Туре	Basic value
Thread 2 and 3	Dimension Y	Length	25 mm
Thread 2 and 3	Dimension X	Length	5 mm

Use thread repair kit 9843-1 with threaded bushing (Porsche).

### Thread 4:

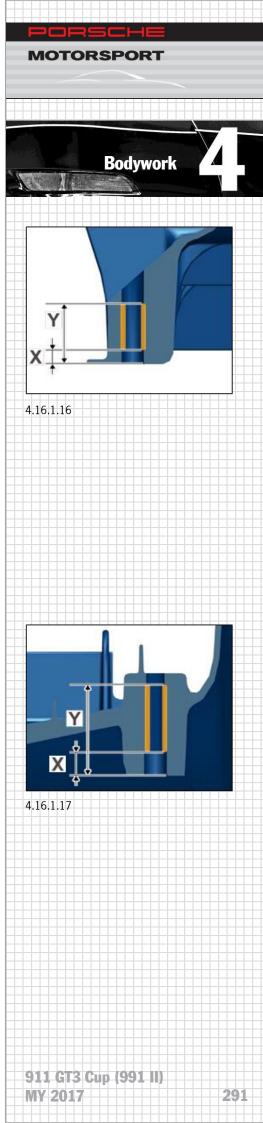
Use	Explanation	Туре	Basic value
Thread 4	Dimension Y	Length	25 mm
Thread 4	Dimension X	Length	5 mm

Use repair kit 9843/1 with THREADED BUSHING (Porsche).

### Thread 5:

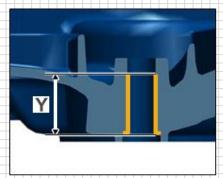
Use	Explanation	Туре	Basic value
Thread 5	Dimension Y	Length	37 mm
Thread 5	Dimension X	Length	10 mm

Use repair kit 9843/1 with inserter included in repair kit 9843/2 and threaded bushing (Porsche).









4.16.1.18

Thread 6:

Use	Explanation	Туре	Basic value
Thread 6	Dimension Y	Length	16.2 mm

Thread repair 6 only for the right beam.

Use repair kit No. 122-1 Item 2 Time-Sert thread repair with long threaded bushing.

### Thread 1:

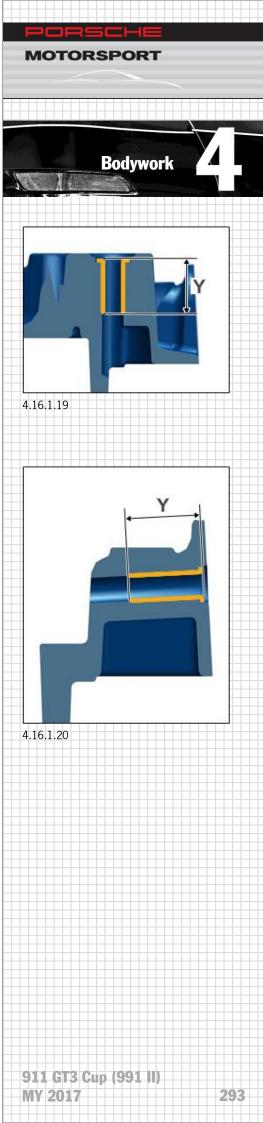
Use	Explanation	Туре	Basic value
Thread 1	Dimension Y	Length	16.2 mm

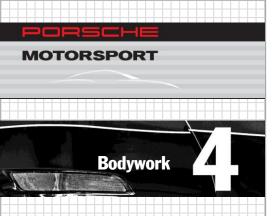
Use repair kit No. 122-1 Item 2 Time-Sert with long threaded bushing.

### Thread 2:

Use	Explanation	Туре	Basic value
Thread 2	Dimension Y	Length	9.4 mm

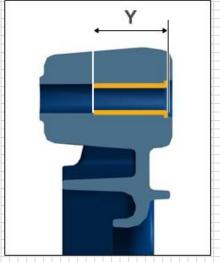
Use repair kit No.122-1 Item 1 Time-Sert with short threaded bushing.







4.16.1.22



4.16.1.21

### Longitudinal beam, rear (impact absorber mount)

Thread M8 in cast part

Use	Explanation	Туре	Basic value
Thread 1	Dimension Y	Length	16.2 mm

Use repair kit No. 122-1 Item 2 Time-Sert with long threaded bushing.

### 4.17 Installing roof assembly

### Preparation measure



Toxic substances

Poisoning or suffocation

Burns to the eyes and skin

- Ventilate the work area well.
- Never ingest or inhale.
- · Read specific information on the Hazard Sheet.
- Do not smoke, eat, or drink in the work area.

NOTE

Application of adhesive

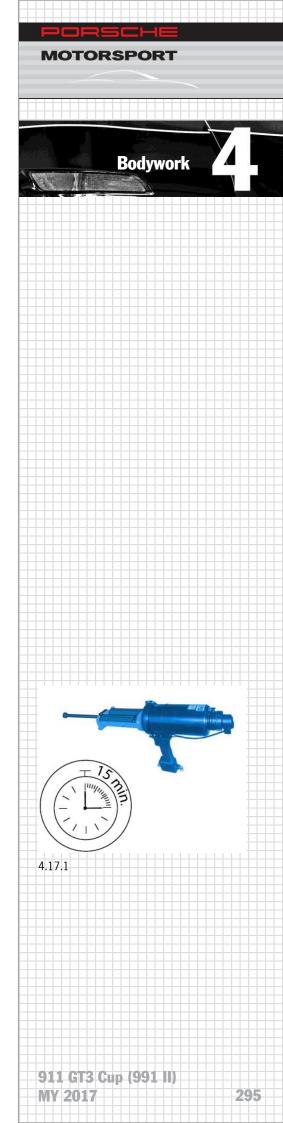
Poor adhesive bond

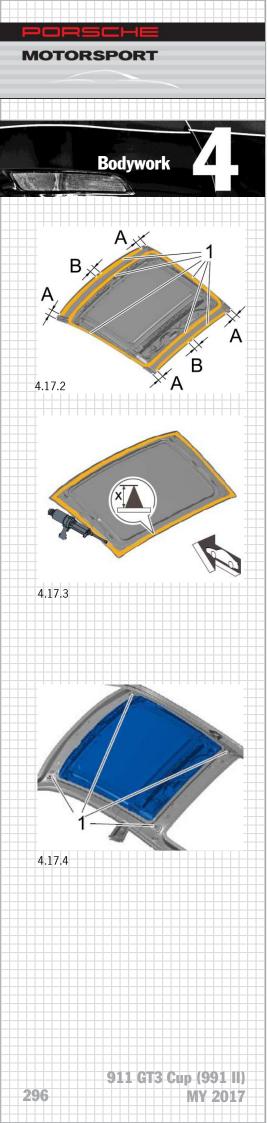
Roof module becomes detached

- Fixing time: Approx. 1 hour.
- The vehicle must not be used until a curing time of 2 hours has elapsed.
- Processing temperature at least 10°C (50°F).

A drying time of at least 10 minutes must be observed between cleaning the frame and applying primer! No cleaning solution residue may remain on the frame.

- The adhesive has an open time of **15 min**, which means that the adhesive must be applied and the component affixed within this period of time.
- To ensure that the substance is completely mixed, apply a 30 mm long bead of fresh adhesive to a piece of cardboard before processing.





### Installation:



Information

Two people are needed in order to insert, position and secure the roof assembly.

- Clean bonding surfaces (1) with cleaning solution.
- Prime bonding surfaces (1).
- Apply adhesive on the primer.
- Do not apply adhesive in areas (A) 50 mm and (B) 30 mm.
- Apply a triangular bead of adhesive measuring X = approx. 15 mm (4.17.3).

Position roof assembly

Gap from front roof pillar to roof Gap dimension 5.5 mm -1 mm

Offset from front roof pillar to roof Gap dimension 0 mm -1 mm

Gap from rear roof pillar to roof Gap dimension 5.5 mm -1 mm

Offset from rear roof pillar to roof Gap dimension 0 mm -1 mm

Screw on and tighten fastening nuts (1) on the  $\Rightarrow$  Tightening torque 10 Nm (7.5 ftlb.) roof assembly at front and rear (4.17.4).

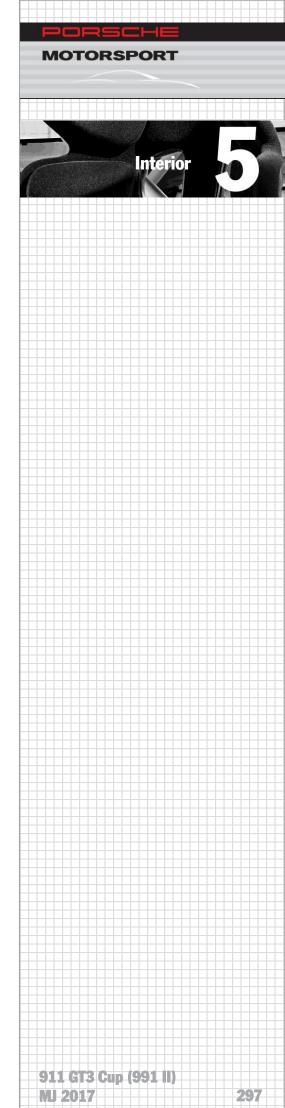
### **5** Interior

### 5.1 General

The interior design of the 911 GT3 Cup (991 II) focuses on ergonomics and driver's safety. The center console is tilted towards the driver in order to improve accessibility of the control elements. Appearance improvements feature colored controls and a Cosworth data logger with colored display. Noise insulation is omitted for weight reduction reasons. The starter battery and the new fire extinguishing system using gaseous extinguishing agent are installed in the passenger footwell.



5.1.1





### **5.2 Drivers safety**

The substantial occupant safety system of the 911 GT3 Cup (991 II) primarily includes the following components:

- Certified safety cage with feed protection pads
- FIA homologated racing bucket seat with longitudinal adjustment
- Six-point safety belt connected to safety cage
- Safety steering column

### 5.2.1 Seat

The new developed Recaro racing bucket seat offers a high degree of safety and individual comfort to the driver. Compared to standard safety seats, this combination of seat and seat console provides considerable adjustment options. The height- and longitudinal adjustment allows setting the best possible seat position for the driver. In addition, the seat padding may be optimally adapted to the driver's body shape by means of seat cushions in different thicknesses. Furthermore, foaming of individual seats is possible (see 5.2.4 Padding System).



5.2.1.2

An adjusting lever on the left side of the seat console allows a longitudinal adjustment of the seat position (5.2.1.1).



5.2.1.1

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Use of seats and belts after an accident.

Not sufficient protection.

Serious injury

 Check the seats and belts after an accident and replace if necessary.



Using Recaroseat without HANS System

Serious injury

• Use Recaro seat only in conjunction with the HANS System (Figure 5.2.1.3).

### **5.2.2** Seat rail tightening torques



Incorrect handling of safety-relevant bolts

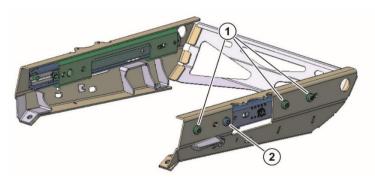
Injuries

Loss of torque

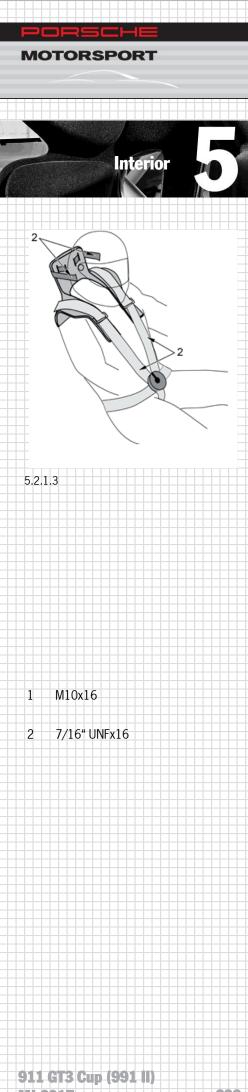
- Always use new fastening bolts and nuts following removal.
- Observe specified tightening torques.
- · Carry out a visual inspection of all re-used parts.

Tighten all bolts to a tightening torque 28 Nm ±2 Nm.

Use medium-strength thread locker.



5.2.2.1



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### Interior 5

1 M10x16

2 7/16" UNFx16

### 5.2.3 Bucket seat tightening torques

**▲** Warning

Incorrect handling of safety-relevant bolts

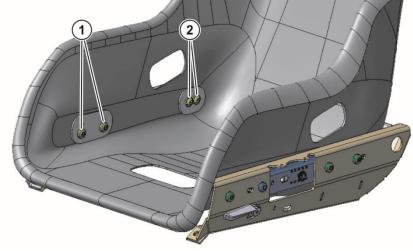
Injuries

Loss of torque

- Always use new fastening bolts and nuts following removal.
- Observe specified tightening torques.
- Carry out a visual inspection of all re-used parts.

Tighten all bolts to a tightening torque 23 Nm  $\pm 2$  Nm.

Use medium-strength thread locker.



5.2.3.1

### 5.2.4 Padding system

Different seat pads are available and may be ordered in three sizes (S, M, L). The seat pads can be purchased at Recaro. On delivery, the bucket seat is equipped with standard padding in medium size (M).

For safety and homologation reasons only the yellow colored seat pads may be changed (Figure 5.2.4.2) The sections shown in yellow may be covered with a foamed seat insert, as long as all FIA and possible local requirements. The material must be flame proof and must not exceed a thickness of 50 mm in any place.

### Seat pad thickness

 $S = 30 \text{ mm} (1.2^{\circ})$ 

 $M = 20 \text{ mm } (0.8^{\circ})$ 

 $L = 10 \text{ mm } (0.4^{\circ})$ 

### **Contact address**

RECARO Automotive GmbH & Co. KG Stuttgarter Straße 73 D-73230 Kirchheim unter Teck

Phone: +49 (0) 70 21-93 50 00

Fax: +49 (0) 70 21-93 53 39

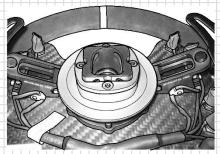
E-Mail: info@recaro-automotive.com Internet: www.recaro-automotive.com







5.3.2 Quick release coupling closed



5.3.3 Quick release coupling open

### 5.3 Steering wheel

Particular attention was paid to the steering wheel as a central control element. All necessary functions which are typical used during driving may be operated by switches and pushbuttons on the steering wheel, without removing the hands from the steering wheel.



5.3.1

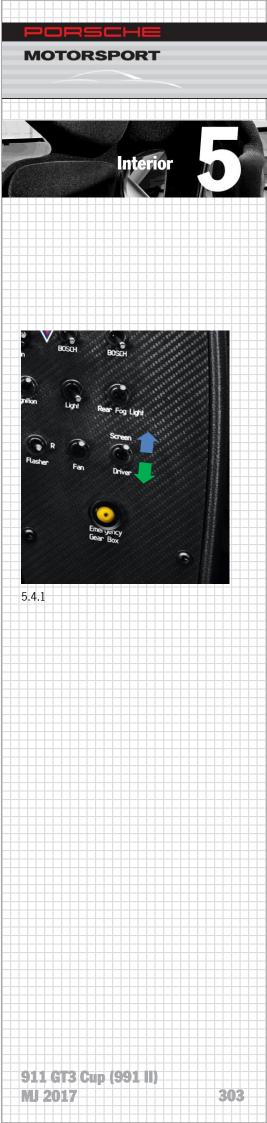
The flattened bottom part of the steering wheel rim provides ample legroom during driving and when getting into and out of the car. In order to provide additional space for getting in and out, the steering wheel is attached to the steering column by using quick release coupling. If required, the steering wheel may be disconnected from the steering column.

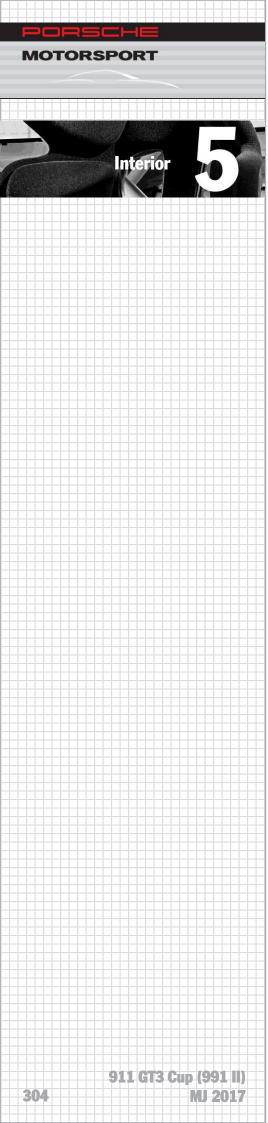
### **5.4 Cockpit ventilation**

Two NACA air intakes have been integrated into the front bonnet in order to ensure a fresh air supply to the vehicle interior. The left intake – as seen in the driving direction – provides fresh air through a flexible aluminum hose directly onto the driver (yellow arrow). The right intake, leads the air into the blower unit below the dashboard. A switch in the center console allows changing the outlet of the airflow. It is possible to guide the fresh air directly onto the windshield or through openings in the dashboard onto the driver.



5.4.2





### 6 Electrical system

### 6.1 General

The 911 GT3 Cup (991 II) has been significantly improved in terms of operating comfort and functionality. Compared to previous models, the electrical equipment has been upgraded and new and attractive features are available. The integration of an electropneumatic gear shift system, the innovative electrical system control unit, and the color display all improve the operating comfort. Moreover, the center console is now oriented towards the driver so that the operating ergonomics are considerably improved.

### **6.2** Power supply

### 6.2.1 Battery

An AGM battery (Absorbent Glass Material) with 70 Ah is used in the 911 GT3 Cup (991 II) (6.2.1.1). Special micro-fiber glass mats are inserted tightly between the positive and negative lead plates, binding the entire battery acid. In demanding situations, higher amounts of energy can be delivered by the fast reaction between the acid and the plate material. The battery is maintenance-free and sealed. To optimize the vehicle's weight distribution, the battery is installed inside the vehicle in the passenger foot well.

The maintenance-free AGM battery offers the following advantages:

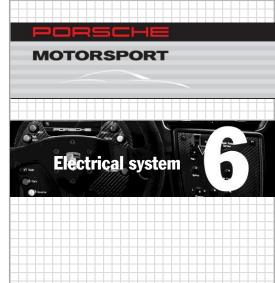
- Sealed, valve-controlled battery with high cycle stability
- High cold start performance
- No acid leaks in case of damage, vibration-, leak- and tilt-proof
- Flexible installation and safe handling
- High capacity and longer service life

For an improved longevity of the battery, it is recommend to regularly charge/compensation charge the battery.

### 6.2.2 Generator

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In addition to the battery, the generator ensures the power supply to the electrical consumers while the engine is running. The rated current of the generator is 175 amps.



6.2.1.1

The battery is designed for a cut-off

The generator cut-off voltage is 13.8 V

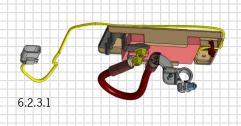
voltage of 14.5 to 14.8 V

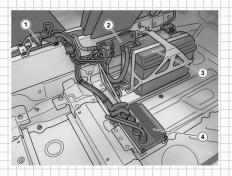
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- 6.2.3.2
- 1 Acceleration sensor
- 2 Battery master switch
- 3 Battery
- 4 Electrical system control unit

Fust Pump Service Service Service Service Service Fund BOSCH BOSCH BOSCH Light Rear Fog Light

6.2.3.3



6.2.3.4

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### 6.2.3 Battery master switch

**WARNING** 

Operating the battery disconnect switch

Electrical system disconnected from battery

Electrical consumers turned off

Engine stops

Changed vehicle handling

 Only operate the battery disconnect switch in an emergency or when the vehicle is stationary

The battery master switch (6.2.3.1) cuts off all electrical circuits (battery, generator, lights, ignition and electrical controls, etc.) as well as the engine. If connecting any additional consumers, it is not recommended to connect any consumers directly to the battery, as the main switch will not actuate their power supply when using the emergency off switch.

The battery master switch (Pos.2 in picture 6.2.3.2) is installed right next to the battery. It's located on the center tunnel and covered by the battery cover, as well as the battery itself.

The battery master switch can be operated in two different ways:

### **Inside operation**

The "Main" switch (1) which is located in the center console is used as the inside actuator.

### **Outside operation**

Another release mechanism for the battery master switch is located outside the vehicle on the driver's side at the bottom of the windshield. Pulling the red loop activates the switch installed below the cowl and disconnects the battery from the electrical system immediately.

### **6.3 Electrical system protection**

### 6.3.1 Electrical system control unit IPS32

In the 911 GT3 Cup (991 II), the IPS32 electrical system control unit takes over the functions of fuses and relays. The IPS32 also ensures the power supply to the electrical consumers. The free programmability allows the unit to respond to the individual needs of the consumers. Therefor a channel-selective, separately secured control is carried out. A diagnosis of the module is possible using the appropriate software. The diagnostic connection is located on the B-pillar on the passenger side.

### **Connections**



6.3.1.1

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## MOTORSPORT Electrical system



6.3.1.2

- 1 Power supply
- 2 HI output
- 3 LOW input
- 4 Input switch



### Output C (low power)

-		trical s	eveton		
Sado	iec	ulicai	system	-	
)) Yak () lawre				13.0	

Name   Hilling	AN	13.0					
Pin name	Pin	LED	Consumer	active if	mean current	Max current	Channel Name
common supply 3	В	1	switch brake light, diagnostic msa box, option CAN/sensor, c50 logger, option abs	Ignition is on	1 A	4 A	pcu_01_com_sply3
common supply 1	Т	2	connector headlights left (cabin side), connector headlights right (cabin side), option light ID, transponder	Ignition is on	0,5 A	4 A	pcu_02_com_sply1
foglight front	С	3	Foglight front	Ignition is on and Lights switch is on	0.5 A	4 A	pcu_03_fogLT_f
daytime LED front	D	4	connector headlights left (cabin side), connector headlights right (cabin side)	Ignition is on	1 A	4 A	pcu_04_dayLT
flasher left	Е	5	connector headlights left (cabin side), taiillights left	Flasher switch is left or hazard on	1 A	4 A	pcu_05_flasher_L
brakelights	F	6	Taillights right, Taillights left	Brakeswitch is active or brake pressure > 5 bar	2 A	4 A	pcu_06_brkLT
common supply 4	G	7	start button, connector AC flaps, option abs CT15, MS4.6 CT15	Ignition is on	0.5 A	4 A	pcu_07_com_sply4
foglight rear (rainlight)	Н	8	rainlight	Switch Rainlight on	0,7 A	4 A	pcu_08_rainLT
flasher right	J	9	connector headlights right (cabin side),taiillights right	Flasher switch is right or hazard on	1 A	4 A	pcu_09_flasher_R
fan engine compartment	K	10	fan engine compartment	not used	-	-	pcu_10_faneng
intank pump 1+2	L	11	connector tank	Ignition is on and Intank switch is on	3 A	5 A	pcu_11_intank1_2
taillights	М	12	taillights left, taillights right	Ignition is on and Lights switch is on	1,5 A	4 A	pcu_12_tailLT
servo pump	N	13	servo pump (signal)	RPM > 300	0.05 A	4 A	pcu_13_steerp
intank pump 3+4	Р	14	connector tank	not used	-	-	pcu_14_intank3_4
common supply 2	R	15	yaw rate sensor, C50 logger, diagnostic msa box	Ignition is on	0,4 A	4 A	pcu_15_com_sply2
ICD	S	16	cosworth ICD system	Main switch is on	0,93 A	4 A	pcu_16_dash
wiper	Χ		wiper engine	Ignition on and			
wiper	Υ	17	wiper engine	Wiper Button steering wheel pressed	3 A	14 A	pcu_17_wip
n.c.	(a)		free	-	-	-	-
shift valve supply	(b)	18	shifting valve block	Ignition is on (with delay 5 sec)	0,4 A	4 A	pcu_18_gearvlv
option output 1	Z	10	option output 1	Switch Option 1 is		14 4	nou 10 antil 1
option output 1	(h)	19	option output 1	on	-	14 A	pcu_19_optH_1
option output 2	(c)	00	option output 2	Switch Option 2 is		1.4.4	00
option output 2	(j)	20	option output 2	on	-	14 A	pcu_20_optH_2
radio	(d)		radio				
radio	(e)	0.1	radio	NA to section to the		0.4.4	01!
radio	(f)	21	radio	Main switch is on	-	24 A	pcz_21_radio
radio	(g)		radio				
option fuel pump reserve	Α		connector tank				pcu_22_sup_rp
option fuel pump reserve	U		connector tank	1			
option fuel pump reserve	٧	22	connector tank	not used	-	-	
option fuel pump reserve	W	1	connector tank				
				•	ı	1	1

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### Output B (high power)

Pin name	Pin	LED	Consumer	active if			
i iii iiaiiic		LLD	Consumer	active ii	mean current	Max current	Channel Name
shifting Power source	L	23	shifting power source	Ignition is on (with delay 5 sec)	4 amps (Peaks up to 26 Amps)	24 Amps	pcu_23_shiftcmp
screen heating	K	24	windshield heater 1, option high power	switch heatscreen is on (optional)	-	24 Amps	pcu_24_heatscr
low beam left	J	25	connector headlights left (cabin side)	Switch Lights and Ignition is on	3,5 Amps	15 Amps	pcu_25_dipLTfl
high beam left	Н	26	connector headlights left (cabin side)	Ignition is on and High beam Button is pressed	if active 10 Amps	15 Amps	pcu_26_HBLT_fl
low beam right	G	27	connector headlights right (cabin side)	Switch Lights and Ignition is on	3,5 Amps	15 Amps	pcu_27_dipLTfr
high beam right	F	28	connector headlights right (cabin side)	Ignition is on and High beam Button is pressed	if active 10 Amps	15 Amps	pcu_28_HBLT_fr
starter	С	29	engine connector 3 (cabin side)	if starter button is pressed and igntion on, clutch pressed or	if active up to	30 Amps	pcu 29 starter
starter	D	23	engine connector 3 (cabin side)	gear in N	22 Amps	50 / lilip3	pou_23_3tai tei
fan driver	В	30	fan driver	switch fan driver and igntion is	15 Amps	30 Amps	pcu_30_fandrv
fan driver	N	30	fan driver	on	157111103	30 Amps	pcu_30_ranurV
n.c.	Α		free				
main fuel pump	M	31	connector tank	switch fuel main pump and igniton is on	14 Amps	50 Amps	pcu_31_sup_mp
n.c.	S		free				
Bosch ECU, X3.1	E		MS4.6, engine connector 2, engine connector 3				
Bosch ECU, X3.1	Р	32	engine connector 2	Ignition is on	14 Amps	50 Amps	pcu_32_ECUCT30
Bosch ECU, X3.1	R		MS4.6, engine connector 2, engine connector 3				

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### 6.3.2 Fuse holder hydraulic pump

A fuse holder is provided below the battery cover in the passenger foot well. The holder is equipped with an 80 A fuse and protects the hydraulic pump of the electrohydraulic steering system.

### **6.4 DME** engine electronics

### **CAN** network

In addition to the sensors and actuators that are directly connected to the DME control unit, the DME control unit has access to additional data provided by other ECUs as input or output variables. These external data are accessed via the internal high-speed network, the so-called CAN bus (Controller Area Network).

### 6.4.1 DME control unit

NOTE

Voltage peaks

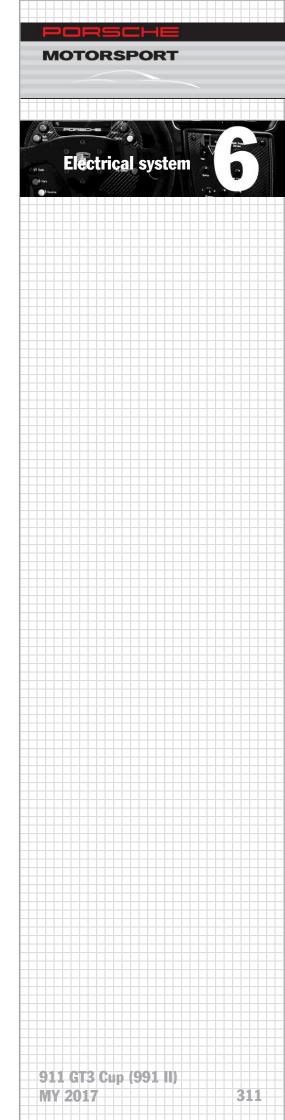
Damage to the control unit

- The control unit must be disconnected from the wiring harness before welding work is carried out.
- The battery must be disconnected before the control unit is removed.

The Bosch MS 4.6 NG control unit is installed in the rear section of the passenger side. The wiring harness leads through an electrical connection directly to the engine. The 911 GT3 Cup (991 II) is equipped with the engine control unit Bosch MS 4.6 NG that has been developed specifically for use in motorsports. The controller can be programmed using a special software and also offers the possibility of error diagnosis. Device programming is carried out exclusively at Porsche Motorsport. The online Error diagnosis functionality is only available for the engineers of Porsche AG. If an engine overhaul is to be performed at Porsche Motorsport, the corresponding engine control unit has to be sent with the engine. On one hand, this ensures safe operation on the engine test bench; on the other hand the engine lifetime counter in the ECU can be reset immediately after overhauling the engine.

The MS 4.6 NG provides the following functions:

- Cylinder bank-selective lambda control
- Pit lane speed limiter
- Ignition cut for power shift with sequential gearbox
- Asymmetric injection and ignition control
- Knock control
- Electronic throttle system and blipper function
- DFI control
- Control of intake and exhaust camshaft adjustment







### **6.4.2 DME diagnosis**

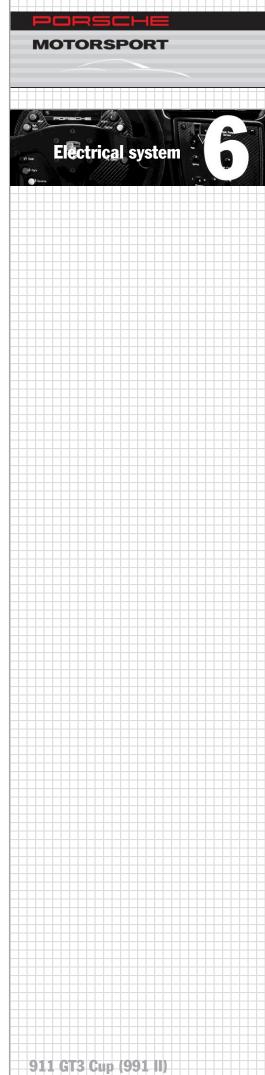
For Bosch component diagnosis, a separate connector is provided on the wiring harness, which is located on the B-pillar of the passenger side. This connection allows communication between the ECU and a computer using an interface cable MSA-Box II. A software tool called RaceCon is available for diagnosis. This software is used to display certain parameters and provides the opportunity to delete error entries in the control unit.

The RaceCon USB-drive is included in the vehicle's scope of delivery.

### 6.4.3 Error codes

Version: 24.08.2017

	Errorcodes	Description		
1	E_tmot	Error in engine temperature sensor		
	E_toil	Error in engine oil temperature sensor		
3	E_tx	not used		
4	E_tgear	Error in transmission oil temperature sensor		
	E_tfuel	Error in fuel temperature sensor		
6	E_texh	not used		
7	E_texh2	not used		
8	E_tint	Error in intake air temperature sensor		
9	E_tint2	Error in intake air temperature sensor 2		
10	E_tamb	Error ambient air temperature		
11	E_thr	Error electric throttle		
12	E_lsu	Error in oxygen sensor, bank 1		
13	E_lsu2	Error in oxygen sensor, bank 2		
14	E_lsuh	Error in oxygen sensor heater, bank 1		
15	E_lsuh2	Error in oxygen sensor heater, bank 2		
16	E_ks1	Error in knock sensor, bank 1		
17	E_ks2	Error in knock sensor, bank 2		
18	E_ks3	not used		
19	E_ks4	not used		
20	E_athstagesw	Error in gas pedal map selection switch		
21	E_crank	Error crankshaft revolutions detection		
22	E_ub	Error in operating voltage		
23	E_speedgps	Error GPS – speed sig.		
24	E_trumpet	Error resonance flaps		
25	E_poil	Error oil press sensor		
26	E_pcrank	Error in crankcase pressure sensor		
27	E_pwat	Error water press. sensor		
28	E_pamb	Error in ambient pressure sensor		
29	E_paddn	Error in downshift paddle		
	E_padup	Error in upshift paddle		
31	E_etcdiff	Error throttle difference		
	E_aps	Error electric pedal		
33	E_lap	Error laptrigger		
34	E_tshiftact	Error temp. sensor shift cylinder		
35	E_gearpoti	Error gear potentiometer		
36	E_steer	Error steering-angle sensor		
37	E_yaw	Error yaw angle sensor		
38	E_mapsw	Error map- switch		
39	E_tcsw	Error TC – map switch		
40	E_boostsw	not used		
41	E_accx	Error acceleration sensor lengthways		
42	E_accy	Error acceleration sensor crossway		
43	E_accz	Error acceleration sensor vertical		
44	E_speed	Error speed capture		
45	E_vwheel_fl	Error in wheel speed sensor, front left		
46	E_vwheel_fr	Error in wheel speed sensor, front right		
		Farmer's a book and a second second left		
	E_vwheel_rl	Error in wheel speed sensor, rear left		



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	Errorcodes	Description				
49	E_pclutch	Error in clutch pressure sensor				
50	E_gear_can	not used				
51	E_pfuel	Error fuel low press.				
52	E_pfuel2	not used				
53	E_pgear	Error oil press. gearbox sensor				
54	E_brev	Error reverse gear switch				
55	E_shiftcylpos	Error shift cylinder position switch				
56	E_camctrl	Error camshaft intake control bank1				
57	E_opc_diff	not used				
58	E_opc_dc	not used				
59	E_camctrl2	Error camshaft intake control bank2				
60	E_camctrl_out	Error camshaft exhaust control bank 1				
61	E_psdia_fpump	Error output stage diag. fuel pump				
62	E_psdia_mil	not used				
63	E_psdia_oillamp	not used				
64	E_psdia_dsv	not used				
65	E_psdia_vcv	not used				
66	E_psdia_etc	Error output stage diag. throttle				
67	E_psdia_intakemanifoldflap	Error output stage diag. resonate flap 1				
68	E_psdia_intake manifoldflap2	Error output stage diag. resonate flap 2				
69	E_psdia_camctrl1	Error output stage diag. camshaft intake control bank 1				
70	E_psdia_camctrl2	Error output stage diag. camshaft intake control bank 2				
71	E_can1	Error CAN1 (ICD - DME)				
72	E_can2 Error CAN 2 (DME-compressor-DIAG)					
73	E_can3 Error CAN 3 (C50 - Logger)					
74	E_psdia_camctrlout1	nctrlout1 Error output stage diag. camshaft exhaust control bank 1				
75	E_psdia_camctrlout2	Error output stage diag. camshaft exhaust control bank 2				
76	E_camctrl_out2	Error camshaft exhaust control bank 2				
77	E_psdia_vlvdn	Error output stage diag. shift valve downshift				
78	E_psdia_vlvup	Error output stage diag. shift valve upshift				
79	E_cam	Error camshaft position detection intake bank 1				
80	E_cam2	Error camshaft position detection intake bank 2				
81	E_cam_out	Error camshaft position detection exhaust bank 1				
82	E_cam_out2	Error camshaft position detection exhaust bank 2				
83	E_funcsw	Error function switch (S12)				
84	E_gearpoti2	Error in gearbox potentiometer 2				
85	E_ecusply	Error ECU voltage supply				
86	E_ignition_bank1	Error Ignition, bank 1				
87	E_ignition_bank2	Error Ignition, bank 2				
88	E_ignition_cyl1	_				
89	E_ignition_cyl2	Error ignition output cylinder 2				
90	E_ignition_cyl3	Error ignition output cylinder 3				
91	E_ignition_cyl4	Error ignition output cylinder 4				
92	E_ignition_cyl5	Error ignition output cylinder 5				
93	E_ignition_cyl6	Error ignition output cylinder 6				
94	E_injector_cyl1	Error injector control cylinder 1				
95	E_injector_cyl2	Error injector control cylinder 2				
96	E_injector_cyl3	Error injector control cylinder 3				
97	E_injector_cyl4	Error injector control cylinder 4				
98	E_injector_cyl5	Error injector control cylinder 5				

	Errorcodes	Description		
99	E_injector_cyl6	Error injector control cylinder 6		
100	E_nvram	Error in NVRAM		
101	E_ssply1	Error in sensor supply 1		
102	E_ssply2	Error in sensor supply 2		
103		Error in sensor supply 3		
104	E_etccal	Error throttle calibration		
105	E_canmsg_dyno_0	Error CAN- communication dyno_0		
106	E_canmsg_dyno_1	Error CAN- communication dyno_1		
107	E_canmsg_dyno_2	Error CAN- communication dyno_2		
108	E_canmsg_icd_0	Error CAN- communication ICD_1		
109	E_canmsg_icd_1	Error CAN- communication ICD_2		
110	E_canmsg_icd_2	Error CAN- communication ICD_3		
111	E_canmsg_ml_comp1	Error CAN- communication compressor 1		
112	E_canmsg_ml_comp2	Error CAN- communication compressor 2		
113	E_icmpr	Error current measurement compressor		
114	E_tcmpr	Error temp. sensor compressor		
115	E_ucmpr	not used		
116	E_accx_can	Error longitudinal acceleration via CAN		
117	E_accy_can	Error cross acceleration via CAN		
118	E_accz_can	Error vertical acceleration via CAN		
119	E_steer_can	Error steering angle via CAN		
120	E_yaw_can	Error yaw capture via CAN		
121	E_paccu	Error shift system sensor press.		
122	Error 115	not used		
123	E_etccal_abort	Error throttle calibration abrupt		
124	E_prail	Error in rail pressure sensor		
125	E_prail2	Error in rail pressure sensor 2		
126	E_psdia_blipper	Error blipper driver diagnosis		

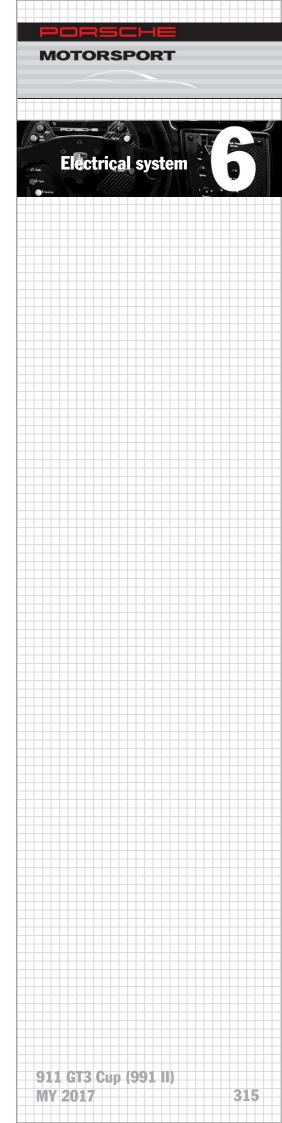
### **6.4.4 Carburation**

Carburation is cylinder-selective and is created by injecting fuel into the intake ducts. One fuel pressure sensor (low press.) of the 911 GT3 Cup (991 II), is located at the supply line in the engine compartment. Two fuel high pressure sensors are located at the rails.

### 6.4.5 Ignition system

A fully electronic ignition system is used on the 911 GT3 Cup (991 II) engine. This means that the ignition coils receive the ignition signals directly from the ECU. The direct-ignition coils which mounted on top of the spark plugs are extremely rugged and temperature-resistant. Even under extreme conditions the coils provide the required ignition energy.

For safety reasons, the engine can only be started in first gear with the clutch pedal pressed. This prevents the vehicle from unintentionally moving off.







### **6.5** Transmission

### 6.5.1 Error codes

	gc_error					
Bit	Dec	Designation				
0	1	tcmpr - sensor				
1	2	icmpr - sensor				
2	4	prsv - sensor				
3	8	CAN compr 1				
4	16	CAN compr 2				
5	32					
6	64					
7	128					

	gc_error2					
Bit	Dec	Designation				
0	1	shift valve up				
1	2	shift valve dn				
2	4	paddle up				
3	8	paddle down				
4	16	reverse button				
5	32					
6	64					
7	128					

	gc_warning					
Bit	Dec	Designation				
0	1	high duty cycle				
1	2	load quality				
2	4	leak				
3	8					
4	16	high current				
5	32	low current				
6	64	compressor temp				
7	128	lifetime compressor				

gearpot_error						
Bit	Dec	Designation				
0	1	gearpot 1				
1	2	gearpot 2				
2	4	gearpot				
3	8	gearpot_1 noisy				
4	16	gearpot_2 noisy				
5	32	diff gearpot				
6	64	adapmax				
7	128	defect				

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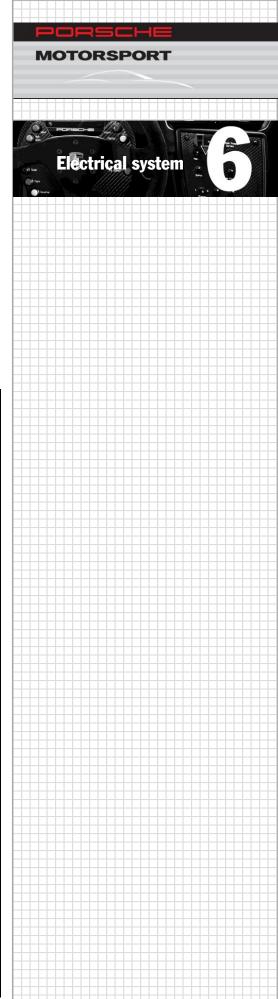
	gc_alarm					
Bit	Dec	Designation				
0	1	gearpot error / warning				
1	2	compressor error / warning				
2	4	missshift				
3	8	gearratio warning				
4	16	CAN error Megaline				
5	32	Actuator error				
6	64	clutch error				
7	128	paddle / button error				

### 6.6 Sensors

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Upon delivery, the following sensors are used in the vehicle:

Parameter	Label in the Cosworth ICD Display	Label in Bosch RaceCon
Engine		
Oil temperature	Oil Temp	toil
Water temperature	Water Temp	tmot
Oil pressure	Oil Pressure	poil
Water pressure	Eng Coolant Pres	pwat
Fuel pressure	Fuel Pres	pfuel
Accelerator pedal position	APS	aps
Throttle angle	ATH	ath
Air pressure	Air Pressure - Airbox	pamb
Air temperature	Air Temp - Intake	tint
Crankcase pressure (relative)	_	pcrank
Flywheel speed sensor	RPM	nmot
Cooling water level switch	Water Level Switch	_
Gearbox		
Gearbox potentiometer	Gear Pos Volts	ugearp
Clutch pressure	Pressure clutch	pclutch
Gearbox oil temperature	Gearbox Oil Temp	tgear
Entire vehicle		
Wheel speed sensor (4x)	Wheel Speed	vwheel_xx
Battery voltage	Battery Voltage	ub
Acceleration sensor (x,y,z)	G Lat	accy_can
	G Long	accx_can
	G Force Vert	
Brake bias potentiometer	Brake Bias Setting	_
Brake light switch	Brake Status	_
Brake press.	Brake P Front/ Brake P Rear	pbrake_flpbrake
Steer angle	Steering Angle	steer_can



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### **6.6.1 Sensor rated values**

Parameter	Bosch label RaceCon	Rated value	Comment
Engine idle speed	nmot	2000 +/-100 rpm	At operating temperature (oil 80 °C (176 °F)
Throttle angle idle	ath	5,8 % +/- 1,0 %	
Throttle angle full power	ath	100 %	
Lambda cyl. 1-3/4-6	Lambda / 2	0.9 +/- 0.1	Throttle > 10 %
Lambda control factor	flc / 2	1.0 +/- 0.2	
Battery voltage	ub	13 +/- 1 V	
Water pressure	pwat		
Fuel pressure	pfuel	5 ± 0,3 bar (72,52 – 4.35 psi)	Averaged over a full lap
Fuel high pressure	prail	30-200 bar	Load and engine rev. dependent
Clutch pressure	pclutch	> 30 bar (435 psi)	Clutch completely pressed
Gearbox potentiometer voltage	ugearp	4.5 V	at gear 6
Camshaft adjustment	B_camena		enable after 10 sec. at idle speed
	B_camena2		
	B_camena_out		
	B_camena_out2		

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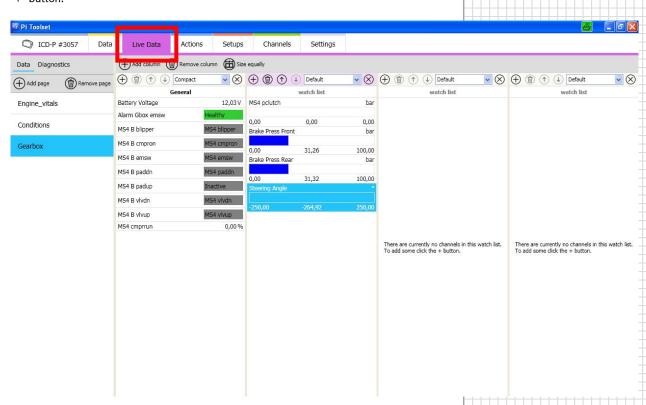
### **6.6.2 Calibrating sensors**

The steering-angle sensor and the brake pressure sensors can be calibrated (zeroed) using Pi Toolset.

Procedure:

Brake system must be pressure-free.

Select the tab "Live Data" in the main toolbar. If the steering-angle sensor or brake pressure sensor channels are not visible, a new channel must be generated using the "+" button.



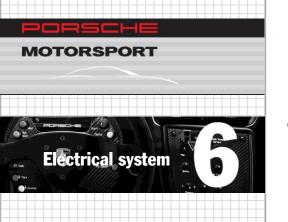
6.6.2.1

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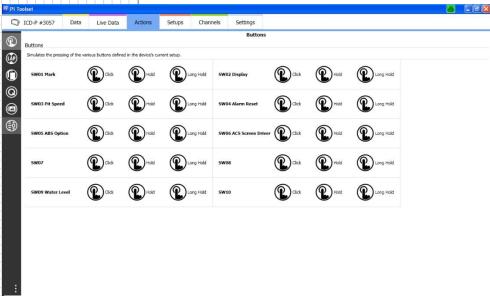
**MOTORSPORT** 

**Electrical system** 



### Calibrating the new sensor channel:

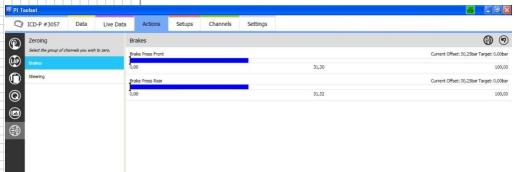
- Select the "Action" tab in the main toolbar
- Select the "Zeroing" page by clicking "Zeroing"



6.6.2.2

### Calibrating the brake pressure sensor

- Select the group "Brakes"
- Zero the channel by pressing the "Zero" button



6.6.2.3

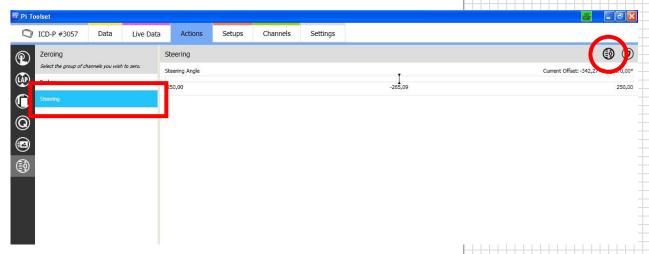
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### Calibrating the steering-angle sensor

Select the group "Steering"

Zero the channel by pressing the "Zero" button



6.6.2.4

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### 6.7 Display ICD

### **6.7.1 General information**

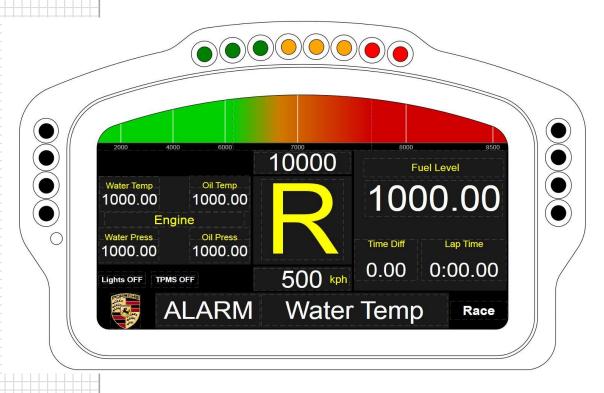
**WARNING** 

Using the ICD (Intelligent Color Display) while driving
Using the ICD and changing ICD settings while driving
can distract your attention from the road. You may
lose control over the vehicle.

The ICD may only be used while driving if the traffic situation allows you to do so safely.

Carry out any complicated operating or setting procedures only while the vehicle is stationary.

6.7.1.1



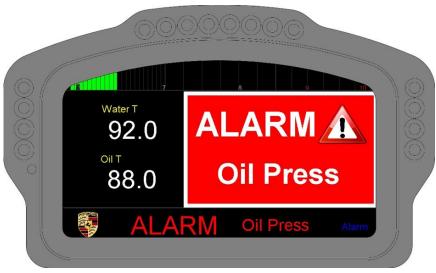
The ICD (Intelligent Color Display) from Pi Cosworth is a universal display unit with integrated data storage. The color 6.2" TFT display provides detailed information to the driver and was further developed for the 991 II . The display also has 8 LEDs along the top that act as shift lights (green – yellow – red). It also has four LEDs down each side that act as alarm indicators. The data stored in the internal memory (128 MB) can be downloaded using an interface cable connected to the diagnostic socket on the passenger's side.

The display has five main pages that are configured in accordance with requirements. Only the following two purpose-configured pages are available while driving:

- Race
- Practice

Three diagnostic interfaces are additionally available when driving at below 10 km/h (6 mph).

The yellow button (1) on the right-hand side of the steering wheel is used to navigate through the different pages. Pressing and holding the button cycles the pages. Briefly pressing the button returns to the main page (Race). Any short click on the "display" button will toggle through the different available gauges on the actual page e.g. through race page 1,2 or 3.



### 6.7.1.3

When adjusting the brake balance, activating the pit lane speed, or when an alarm is active, the corresponding displays are prioritized and superimposed over the other items.



**Brookfield Technology Centre** 

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Cambridge

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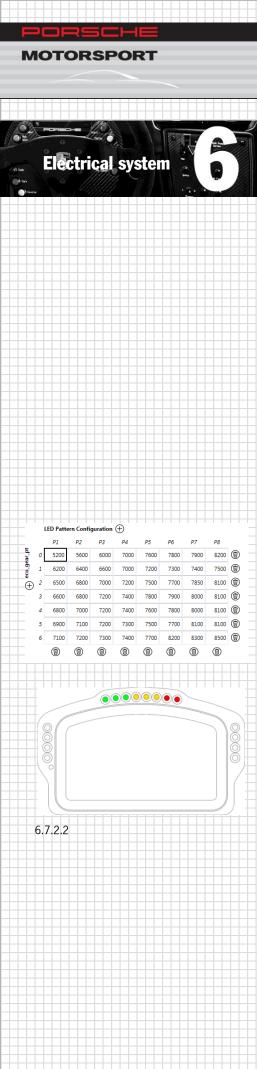
United Kingdom

Tel.: +44 (0)19 54-25 36 00

Fax: +44 (0)19 54-25 36 01

E-Mail: sales.electronics@cosworth.com

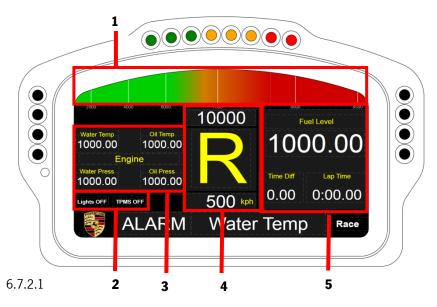
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### **6.7.2 Race page 1**

The "Race" page configured for racing is divided into five sections.



Engine speed display

The engine speed is transmitted to the display by the Bosch engine control module and shown in a range from 1,500 to 9,000 rpm. The engine speed range is divided into three zones:

• Green: 1,500 – 6,000 rpm

• Green/orange: 6,000 – 7,000 rpm

• Red: 7,000 – 9,000 rpm

The shift lights arranged at the top of the display are linked with the engine speed signal, and are activated in accordance with the above thresholds. The thresholds can be individually adapted on a gear-specific basis in Pi Toolset.

Light and TPMS displays

OFF: Black

Engine parameter information can be cycled by briefly pressing the "Display" button on the steering wheel

Page	Name	Channel description	Channel designation
Engine	Water Temp	Water temperature	ecu_tmot
	Water Press	Water pressure	ecu_pwat
	Oil Temp	Oil temperature	ecu_toil
	Oil Press	Oil pressure	ecu_poil

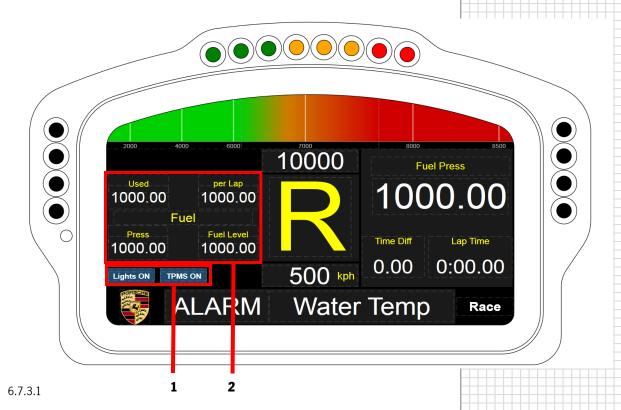
### 4 Permanent display of engine speed, selected gear, speed

Display	Description
=	Indicates a gear shift drum position between two gears
R	Reverse gear
N	Neutral
F	Unknown value from control unit
1,2,3,4,5,6	Valid gear indications

### 5 Permanent display of

- Fuel Level/Fuel Press (while stationary)/Fuel Used
- Time Diff
- Lap Time (30 sec. after Beacon Lap Time old, then Rolling Lap Time)

### **6.7.3** Race page 2



1 Light and TPMS displays

ON: Blue

Fuel parameter information can be cycled by briefly pressing the "Display" button on the steering wheel

Page	Name	Channel description	Channel designation
	Used	Fuel used	ecu_fuelcons
Fuel	Press	Fuel pressure	ecu_pfuel
	per Lap	Fuel consumption per lap	ecu_fuellap
	Fuel Level	Fuel level	dash_fuellevel_calced

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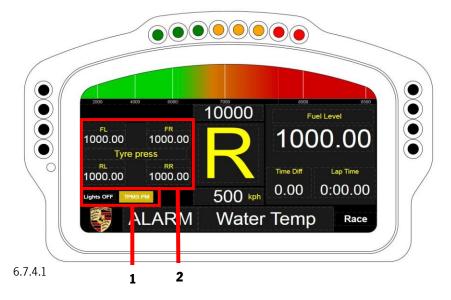
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**Electrical system** 



### Electrical system

### **6.7.4** Race page 3



### Light and TPMS displays

TPMS PM: Black background: Off

Yellow background: Status not OK (e.g. sensor failure), partial monitoring only

2 "Tyre press": Parameter information can be cycled by pressing the "Display" button on the steering wheel

Page	Name	Channel description	Channel designation
	FL	Front left tire pressure	TPMS_press_FL
Tyre	RL	Rear left tire pressure	TPMS_press_RL
press	FR	Front right tire pressure	TPMS_press_FR
	RR	Rear right tire pressure	TPMS_press_RR

### Tire Pressure Monitoring System [TPMS]

The vehicle is equipped with a tire pressure monitoring system as standard. The system continuously monitors the tire pressure. The sensors are located at the valves on the rims. A setpoint pressure for the warning algorithm can be set via the control buttons on the steering wheel. If the system detects a pressure drop in a tire, the driver is notified via the display. The TPMS sensors are self-programming. The procedure can take up to 120 seconds, conditions: all sensors are detected and speed> 60 km/h.

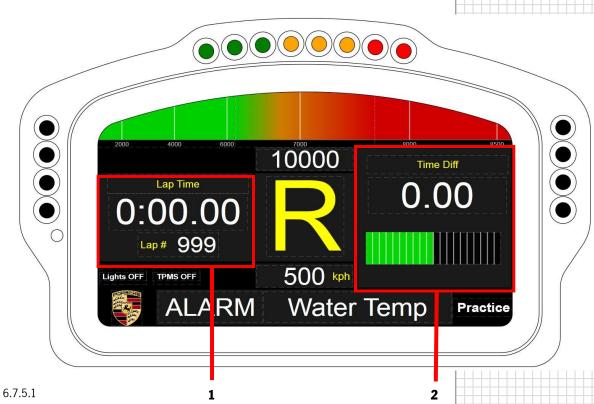
Substitute value (deError value) = 6.3 bar (91.4 psi) (this value is displayed if there is no sensor installed, the sensor is Error, or the TPMS is off (ignition off)).

The preset setpoint pressure is approx. 1.9 bar (27.6 psi). Other pressure values must be manually set (see 6.7.9 Chassis page)

A superimposed alarm display (overlay) appears on the display in the event of pressure loss, see 6.11 Alarm displays.

### 6.7.5 Practice page

The relevant data for training sessions especially for qualifying sessions is configured on the "Practice" page on the display. This page has a similar structure to the "Race" page, but contains different information.



### 1 Left-hand area: Lap Time and Laps

After crossing of start / finish (= laptrigger by beacon activated) the lap time of the past lap will be displayed for 30 secosnds. Afterwards the display will automatically switch to show the "rolling lap time", showing the actual lap time.

The time is shown in the following format:

m:SS.ss

Display	Description
Lap Time	Time of the lap just completed. This is shown for 30 seconds.
Rolling Time	Time of the current lap; is updated after the finish line is passed.

Lap #: Number of laps driven



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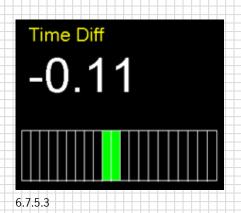
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6.7.5.4

### 2 Right-hand area: Time Diff

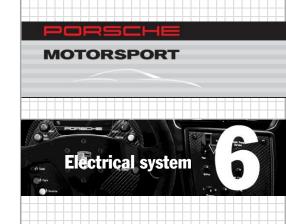
This value calculated in "Qualifying Mode" is the time difference between the lap currently being driven and a reference lap.

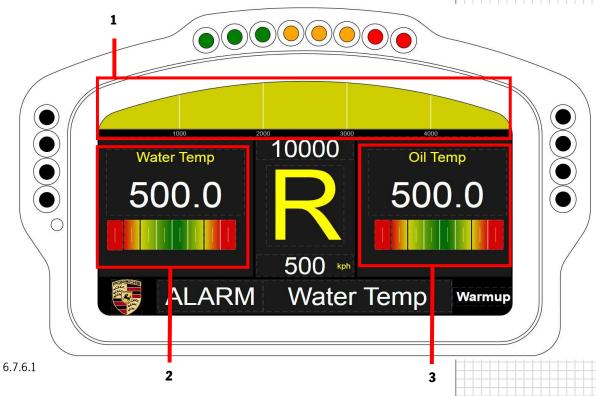
The top image (Figure 6.7.5.3) shows a lap 0.11 seconds faster than the reference lap. This is represented graphically by the green bar. The bar scale goes from -1 second to + 1 second.

The bottom image (Figure 6.7.5.4) shows a lap 0.54 seconds slower than the reference lap.

### 6.7.6 Warmup page

The "Warmup" page (Figure 6.7.6.1) shows the engine speed, water temperature, and oil temperature in an enlarged display. This means that the values can also be seen from outside the vehicle.





### 1 Engine speed display

The engine speed range for engine warm-up is shown using a smaller scale. The following engine speed range is sufficient for the units to warm up:

Engine speeds from 0 to 5,000 rpm are shown using a yellow bar display.

### 2+3 Water and oil temperature display

The bar display for the water and oil temperature goes from 0 to  $120^{\circ}$ C (32 to  $248^{\circ}$ F). All values above  $100^{\circ}$ C ( $212^{\circ}$ F) are shown in red.

The gear indicator is also located in the center in the "Warmup" page.



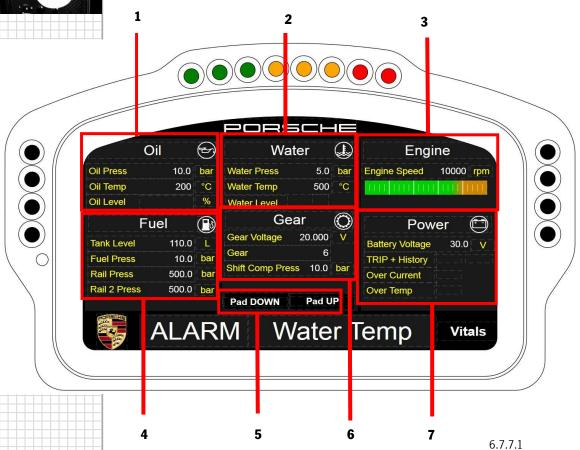
6.7.6.2

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### 6.7.7 Vitals page



The "Vitals" page (Figure 6.7.7.1) provides an overview of the vital functions of the engine and vehicle. All the important channels are shown on one page here. The views and values are fixed on this page and cannot be changed.

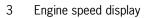
### 1 Oil display

Display	Channel designation	Resolution	Unit	Value range
Oil Press	ecu_poil	0.1	bar	0 to 10
				(0 to 145 psi)
Oil Temp	ecu_toil	1	°C	-100 to 200
				(-148 to 392°F)
Oil Level	ecu_oillevel	1	%	-30 to 130

### 2 Water display

Display	Channel designation	Resolution	Unit	Value range
Water Press	ecu_pwat	0.1	bar	0 to 5 (0 to
				72.5 psi)
Water Temp	ecu_tmot	1	°C	40 to 200 (104 to
				392°F)
Water Level	dash_sw09_watlev	"Low" warning symbol		
	Button			

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Green: 0 – 3,500 rpm
 Orange: 4,000 – 5,000 rpm

### 4 Fuel display

Display	Channel designation	Resolution	Unit	Value range
Tank Level	dash_fuellevel_filt	0.1	liters	0 to 110 (0 to 116.2 quarts)
Fuel Press	ecu_pfuel	0.1	bar	0 to 10 (0 to 145 psi)
Rail Press	ecu_prail	0.1	bar	0 to 500 (0 to 7,251.9 psi)
Rail 2 Press	ecu_prail2	0.1	bar	0 to 500 (0 to 7,251.9 psi)

### 5 Rocker switches

Black: unactuatedYellow: actuated

### 6 Gear

Display	Channel designation	Resolution	Unit	Value range
Gear Voltage	ecu_ugearp	0.001	Volt	0 to 20
Gear	ecu_gear_pt	1	-	1 to 6, R, N
Shift Comp press	ecu_ml_prsvr	0.1	bar	0 to 10
				(0 to 145 psi)

### 7 Power

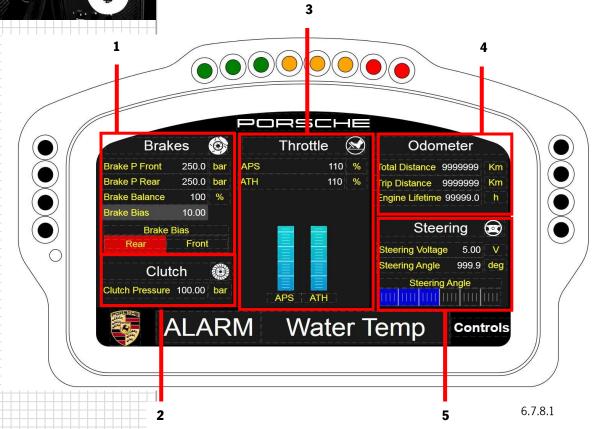
Display	Channel designation	Resolution	Unit	Value range
Battery Voltage	pcu_ubat	0.1	Volt	0 to 30
TRIP	pcu_error_alarm	"Active" warning symbol		
History	pcu_error_alarm_latch ed	"Active" warning symbol		
Over Current	pcu_output_current_al arm	"Active" warning symbol		symbol
Over Temp	pcu_temp_alarm	"Active" warning symbol		







### 6.7.8 Control page



The "Control" page (Figure 6.7.8.1) of the display shows all the important information about the pedals and steering wheel. This means that the brake pressures as well as the position/function of the gas pedal and the electronic throttle valve can be checked.

Fixed overview of various vehicle systems.

### 1 Brakes

Display	Channel designation	Resolution	Unit	Value range	Description
Brake P Front	dash_pbrake_f	0.1	bar	0 to 250 (0 to 3,625.9 psi)	250 bar (3,625.9 psi) sensor
Brake P Rear	dash_pbrake_r	0.1	bar	0 to 250 (0 to 3,625.9 psi)	250 bar (3,625.9 psi) sensor
Brake Balance	dash_brk_balance	0.1	%	0 to 100	Mathematically calculated brake balance
Brake Bias	dash_brkbias	1	-	0 to 10	Rotary switch position
Brake Bias	dash_brkbias	Visual representation of brake bias between front and rear axles			

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Display	Channel designation	Resolution	Unit	Value range	Description
Clutch Pressure	ecu_pclutch	0.01	bar	0 to 100 (0 to 1,450 psi)	100 bar (1,450 psi) sensor

### 3 Throttle

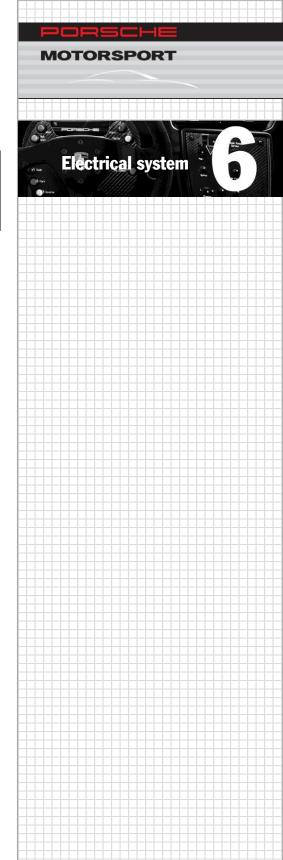
Display	Channel designation	Resolution	Unit	Value range	Description	
APS	ecu_aps	1	%	0 to 110	Gas pedal position	
ATH	ecu_athcan	1	%	0 to 110	Throttle valve position	
APS	ecu_aps	Graphical representation of the gas pedal and throttle valve position				
ATH	ecu_athcan					

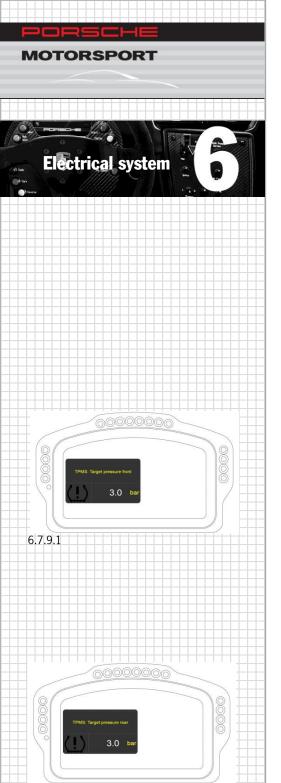
### 4 Odometer

Display	Channel designation	Resolution	Unit	Value range	Description
Total Distance	Odometer			0 to 9999999 (0 to 6,213,999 miles)	Odometer
Trip Distance	Odometer Trip	1	km	0 to 9999999 (0 to 6,213,999 miles)	Trip meter
Engine Lifetime	dash_englifetime	0.5	h	0 to 99999.0	Hour counter

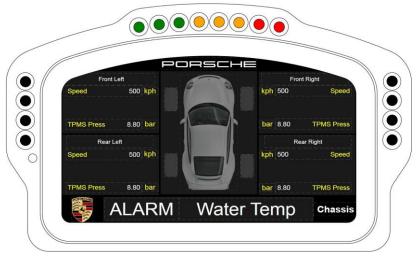
### 5 Steering

Display	Channel designation	Resolution	Unit	Value range	Description
Steering Voltage	Input 5 Voltage	0.01	Volt	0 to 5	Steering- angle sensor voltage
Steering Angle	dash_asteer	0.1	Degrees	0 to 999.9	Steering angle
Steering Angle	dash_asteer	Graphical representation of steering-angle sensor			





### 6.7.9 Chassis page



6.7.9.2

### Setting the setpoint pressures for the TPMS:

### Info: Preset value 1.9 bar (27.6 psi) (for front axle and rear axle)

- 1. Vehicle stationary, engine not running, ignition off
- 2. Select "Chassis page"
- 3. Press and hold the "Pit speed" button (min. 3 seconds)
- 4. Setting reference pressure for front axle: the setpoint pressure can be set via Mark (-) and Alarm (+)
- 5. Press and hold the "Pit speed" button to switch to the rear axle (min. 3 seconds)
- 6. Setting reference pressure for rear axle: the setpoint pressure can be set via Mark (-) and Alarm (+)
- 7. IMPORTANT: Pressing and holding the "Pit speed" button (min. 3 seconds) saves the setting and exits the menu (the values are deleted after the main switch is pressed)

### **TPMS Overlays:**

Display	Channel designation	Resolution	Unit	Value range	Description
FL Speed	dash_speed_fl	1	kph	0 to 500 (0 to 311 miles)	Front left wheel speed
FL TPMS Press	TPMS_press_FL	0.1	bar	0 to 6.3 (0 to 27.6 psi)	Front left tire pressure
RL Speed	dash_speed_rl	1	kph	0 to 500 (0 to 311 miles)	Rear left wheel speed
RL TPMS Press	TPMS_press_RL	0.1	bar	0 to 6.3 (0 to 27.6 psi)	Rear left tire pressure
FR Speed	dash_speed_fr	1	kph	0 to 500 (0 to 311 miles)	Front right wheel speed
FR TMPS Press	TPMS_press_FR	0.1	bar	0 to 6.3 (0 to 27.6 psi)	Front right tire pressure
RR Speed	dash_speed_rr	1	kph	0 to 500 (0 to 311 miles)	Rear right wheel speed
RR TPMS Press	TPMS_press_RR	0.1	bar	0 to 6.3 (0 to 27.6 psi)	Rear right tire pressure

6.7.9.3

### Information overlays

Additional information of increased information during driving are shown for a short time, superimposed over the other values.

### **Brake Bias**



Adjustment of the brake force

Different braking behavior

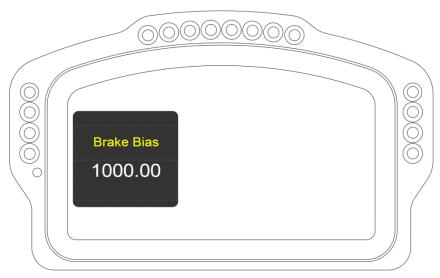
Loss of control over the vehicle

Adjust the setting to the weather conditions

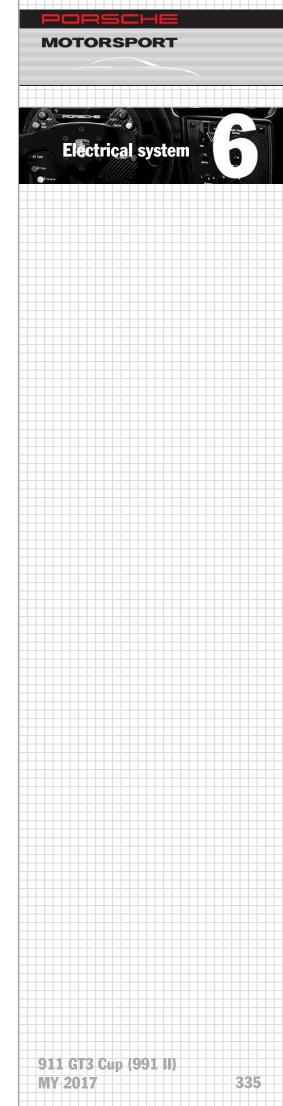
Adjust the settings to the vehicle setup

Exercise care when testing the new setting.

The mechanical adjustment of the brake force at the adjusting wheel is shown in increments of 0.25. Once adjustment is complete, the display is retained for one second (Figure 6.7.9.4) and then the previously selected display is shown again.



6.7.9.4









6.7.10.2

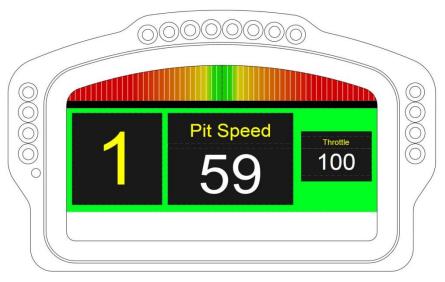
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### **6.7.10 Pit Speed**

"Pit Speed" mode is activated via an orange button (1) on the steering wheel (Figure 6.7.10.1). Activation is only possible above a vehicle speed of 10 km/h (6 mph).

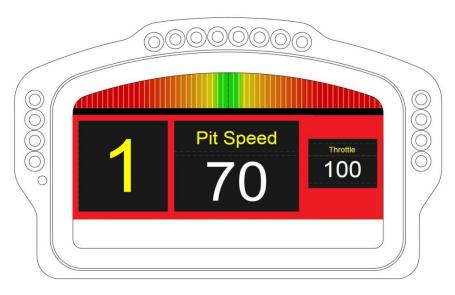
There are two kinds of pit speed display:

The green background is shown as long as the speed of 60 km/h (37 mph) is not exceeded (Figure 6.7.10.2).



6.7.10.1

A red background appear as soon as the speed of 60 km/h (37 mph) is exceeded (Figure 6.7.10.3).



6.7.10.3

### 6.7.11 Alarm displays

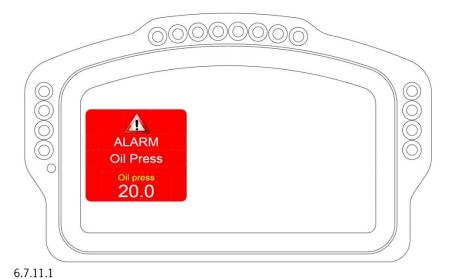
### Alarm level 1

The main alarm page is only activated for a small number of parameters. However, this alarm page has the highest priority and is always displayed in the foreground.

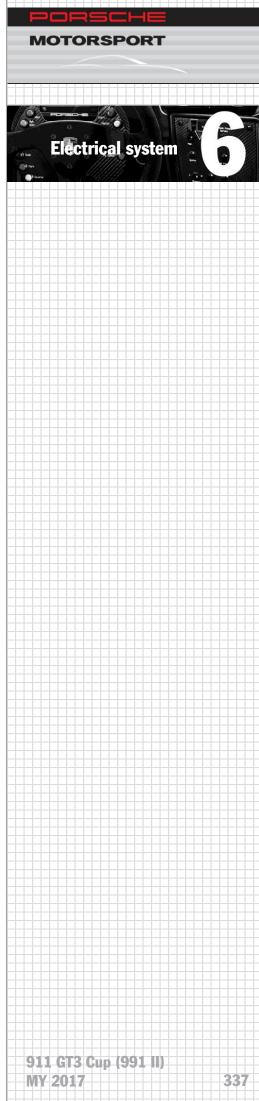
Every alarm message can be manually deleted. The alarm message may appear on the display again if the Error is not sporadic and remains active.

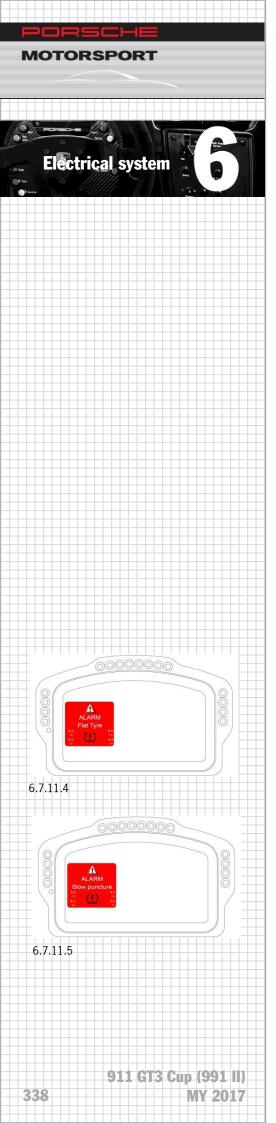
### Alarm level 2

All category 2 alarms have the designation "ALARM". If the message is low priority, "WARN" appears on the display in combination with the Error description.







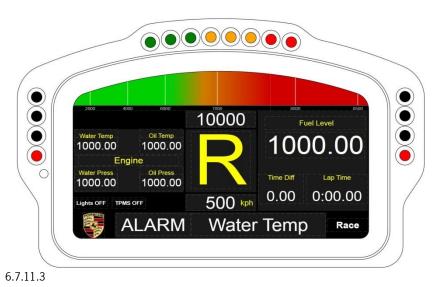


### Alarm level 3

All other category 3 warning/information messages are shown on the display with short descriptions (overlays).

### **LED** warnings

Alarm lights 1: L4+R4 light up red



### **TPMS alarms**

Flat tire alarm:

The symbol in the overlay additionally shows which tire is flat.

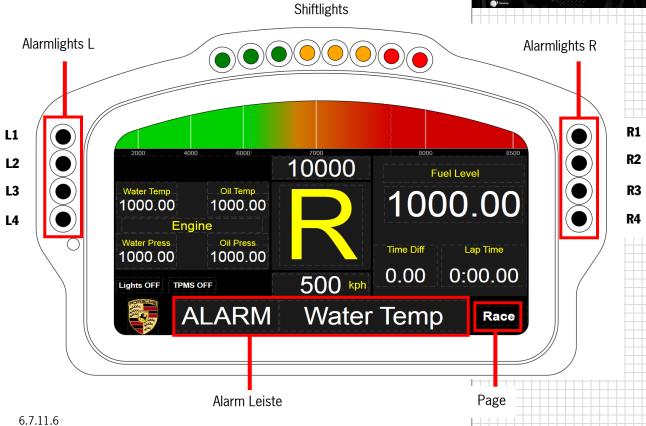
Conditions: pressure drop of 0.7 bar/min

Slow puncture alarm:

The symbol in the overlay additional shows which tire has a slow puncture.

Conditions: pressure drop of 0.3 bar/min.





Alarm name	Channel	Conditions	Display	Measures
Water temperature	ecu_tmot	ecu_tmot >110°C (230°F)	Overlay: ALARM Water	Check cooling system for leaks
			Temp [value]	
			Alarm light: L4+R4 flash	
			red	
Fuel low pressure	ecu_pfuel	ecu_pfuel < 3.5 bar (50.8 psi)	Overlay: ALARM Fuel	
		[when ignition is on and	Pressure [value]	
		vehicle is stationary]	Alarm light: L4+R4 light	
			up red	
Oil pressure	ecu_poil	ecu_B_oillamp =1	Overlay: ALARM Oil	
		[diagnosis in the DME]	Press [value]	
			Alarm light: L4+R4 flash	
			red	
Camshaft control	-	Dash_alarm_cam_ctrl >0.0	Bar: Alarm No Cam ctrl	

Alarm light: L4+R4 light

up red

[camshaft control not

enabled]

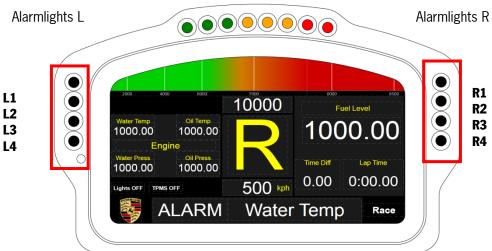
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The alarms are listed by priority.



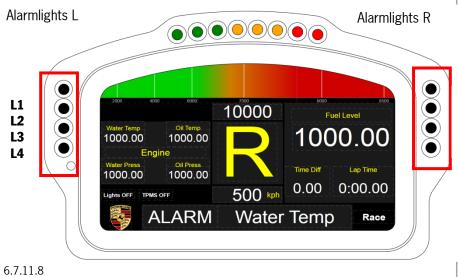




6.7.11.7

Alarm name	Channel	Conditions	Display	Measures
Min. oil level	ecu_oillevel	ecu_oillevel <10% [idle speed and toil >80°C (176°F) or pit speed active and toil>80%]]	Bar: WARN Oil level <min [value]<="" oil="" overlay:="" refill="" td=""><td>Wieden ee</td></min>	Wieden ee
Fuel level	dash_fuellevel_meas	dash_fuellevel_meas< 7 liters (7.4 quarts) [vehicle stationary]	Bar: Warn Low Fuel Overlay: Low Fuel [value]	
Fuel low pressure	ecu_pfuel	ecu_pfuel < 2.5 bar (36.3 psi) [if neng > 1,800 rpm]	Bar: ALARM Fuel Press Overlay: ALARM Fuel Pressure [value] Alarm light: L4+R4 light up red	
Max. oil level	ecu_oillevel_high	ecu_oillevel <100% [idle speed and toil >80°C (176°F)	Bar: WARN Oil level > MAX	
Gearbox Error, switch for manual control	ecu_B_emsw	ecu_B_emsw = 1 [diagnosis in the DME]	Bar: Gbox EMSW Overlay: WARN Gbox EMSW [value] Alarm light: L3 lights up yellow	
Flat tire	tpms_alarm_hard	tpms_alarm_hard > 0.0 [when engine is running and vehicle is in motion]	Bar: Alarm Flat Tyre Overlay: ALARM Flat Tyre [value] and relevant tire	
Oil temperature	ecu_toil	ecu_toil > 120°C (248°F)	Bar: ALARM Oil Temp Alarm light: L4+R4 light up red	







Measures

R1 R2 R3 R4

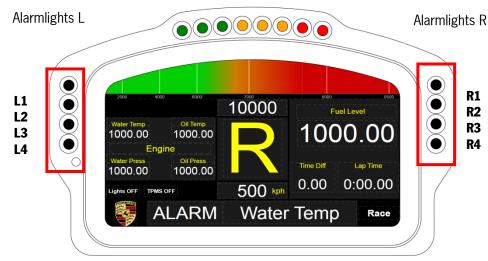
01/1110			
Alarm name	Channel	Conditions	Display
Water pressure	ecu_pwat	ecu_pwat < 0.15 bar (2.2 psi) [when neng > 5,000 rpm, teng > 68°C (154°F) and vehicle is moving]	Bar: ALARM Water Press Alarm light: L4+R4 light up re
Battery voltage	ecu_ub	ecu_ub < 12 V	Bar: ALARM Batt Voltage

water pressure	ecu_pwai	(2.2 psi) [when neng > 5,000 rpm, teng > 68°C (154°F) and vehicle is moving]	Alarm light: L4+R4 light up red	
Battery voltage	ecu_ub	ecu_ub < 12 V [when neng > 1,700 rpm]	Bar: ALARM Batt Voltage Alarm light: L4+R4 light up red	
Slow puncture	tpms_alarm_soft	tpms_alarm_soft > 0.0 [when engine is running and vehicle is in motion]	Bar: ALARM Tyre press Overlay: ALARM slow puncture [value] and relevant tire	
Water level	dash_sw09_watlev Button	dash_sw09_watlev Button = released	Bar: ALARM Water Level Alarm light: L4+R4 light up red	
Pit Speed	ecu_B_pitspeed	ecu_B_pitspeed > 0.0 [when engine is running]	Bar: ALARM Pit Speed Overlay: Pit Speed [value], Gear [value], Throttle [value] Alarm light: L3 lights up yellow	
Generator	dash_cond_alt_stopped	dash_cond_alt_stopped = 1.0	Bar: ALARM Check Belt Alarm light: L3 lights up red	
Starter	dash_alarm_startbtn	dash_alarm_startbtn > 0.0	Bar: ERROR Starter Alarm light: L3 lights up yellow	-
DME Error	ecu_B_mildiag	ecu_B_mildiag > 0.0 [when engine is off]	Bar: ALARM ECU mildiag Alarm light: L3 lights up yellow	
Ignition switched on	dash_cond_ign_ch	dash_cond_ign_ch > 0.0	Bar: WARN Ignition ON Alarm light: L3 lights up red	-
Low revs	RPM	dash_cond_crank ≠ 0.0	Bar: WARN Low RPM Alarm light: L3 lights up yellow	
Locked wheel fl	dash_speed_fl_lock	dash_speed_fl_lock ≠ 0.0 [when vehicle is in motion]	Alarm light: L1+L2 light up purple	

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Alarm name	Channel	Conditions	Display	Measures
IPS outputs	pcu_E_combined	pcu_E_combined > 0.0	Bar: Alarm IPS Outputs	
Locked wheel hl	dash_speed_rl_lock	dash_speed_rl_lock ≠ 0.0 [when vehicle is in motion]	Alarm light: L4 lights up green	
Locked wheel rr	dash_speed_rr_lock	dash_speed_rr_lock ≠ 0.0 [when vehicle is in motion]	Alarm light: R4 lights up yellow	

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### **Locking warning**

This function is designed to help the driver prevent an unnecessary load and damage due to unwanted locking of the front and rear wheels.

A flashing LED on the display indicates a risk of the front or rear wheels locking.

If the front brake pressure is at least 10 bar (145 psi) and the speed of the left front wheel is more than 20 km/h (12 mph) below that of the left rear wheel, the top left warning lights come on (Figure 6.7.11.10).

If the front brake pressure is at least 10 bar (145 psi) and the speed of the right front wheel is more than 20 km/h (12 mph) below that of the right rear wheel, the top left warning lights come on (Figure 6.7.11.11).

The bottom left warning light comes on if the left rear wheel locks (Figure 6.7.11.12).

The bottom right warning light comes on if the right rear wheel locks (Figure 6.7.11.13).

### Other indicator lights on the display

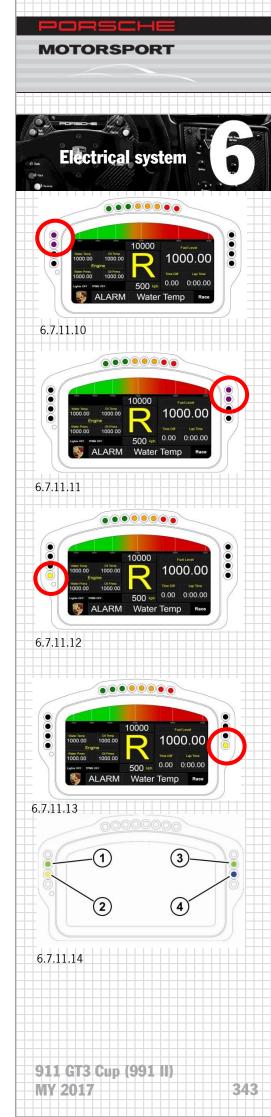
Left turn signal: Green LED (1) flashes.
 Right turn signal: Green LED (3) flashes.

• Hazard warning lights: Green LEDs (1) and (3) flash.

• High beam: Blue LED (4) lights up, LED (4) flashes in the event of malfunction (e.g. of right headlamp).

• Engine indicator light: Yellow LED (2) comes on in the event of an error. The information comes directly from the engine control module.

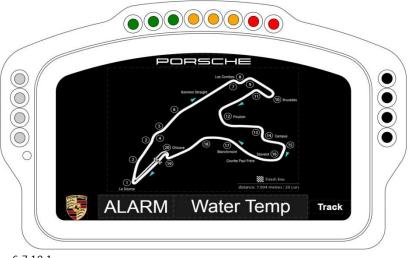
• Ignition on: Yellow LED (2) without engine running







### 6.7.12 Trackmap page



6.7.12.1

Files in bmp format with a resolution of 800x480 can be uploaded on this page, for example to show the track layout.

### 6.7.13 Diagnose page

The Diagnose page provides a quick overview of the alarms or Error entries that occurred while driving.

The following four Diagnose pages show the Errors that occurred while driving. The Diagnose pages are only displayed if a Error/alarm was actually active.

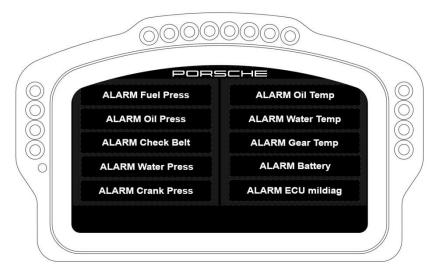
Reset condition: The reset conditions for hiding the Diagnose pages are as follows:

- 1. RPM >0
- 2. Press and hold alarm button (min. 3 seconds)

### Example:

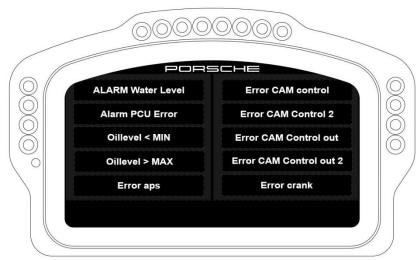
Vehicle leaves the pit. An ALARM Fuel Press occurs during the outing. This Error is then displayed on Diagnose page 1. All other Errors are grayed out on Diagnose page 1. Diagnose pages 2 to 4 are not displayed.

### Diagnose page 1:

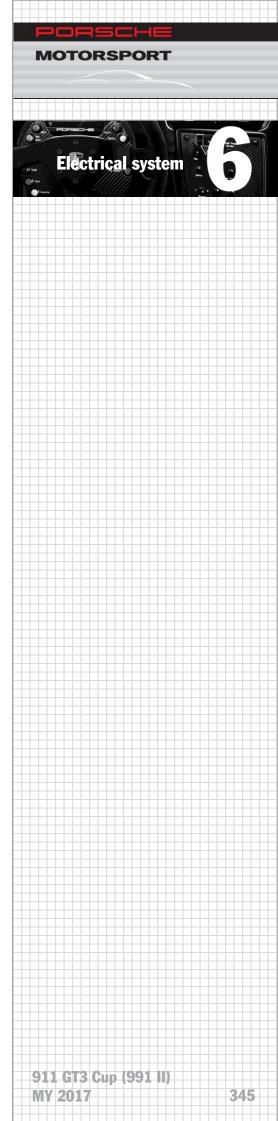


6.7.13.1

### Diagnose page 2:



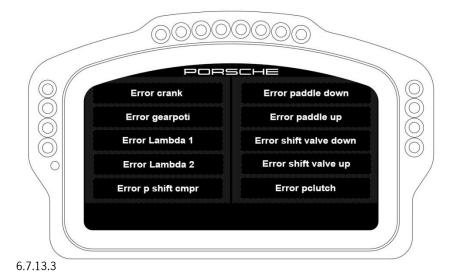
6.7.13.2



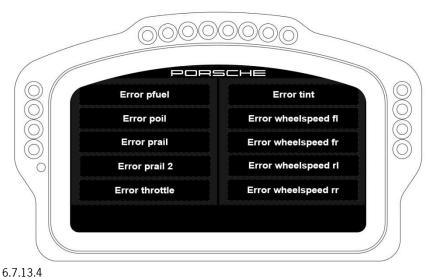




### Diagnose page 3:



### Diagnose page 4:



01711011

## Brake balance 100.0 % Front Rear 100 bar 100 bar

6.7.13.1

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### 6.7.14 Position of balance bar

To check the position of the balance bar, the brake pedal must be pressed for more than 3 seconds (pressure > 35 bar).

Conditions: Main switch on, ignition on.

The overlay is displayed for 10 seconds in the display (Figure 6.7.14.1).

### 6.8 Lights

The 911 GT3 Cup (991 II) is equipped with xenon headlights and front lights incl. daytime running lights, position, and indicator lights in LED technology. The headlight leveling control is without function. The headlight leveling control motor is only used for fixing the xenon lens.

The rear lights are also designed in LED technology. The fog lamps are also without function.





Caution when working on xenon lights. The system is under high voltage.

The system has to be de-energized before working on xenon lights. Risk of electric shock.



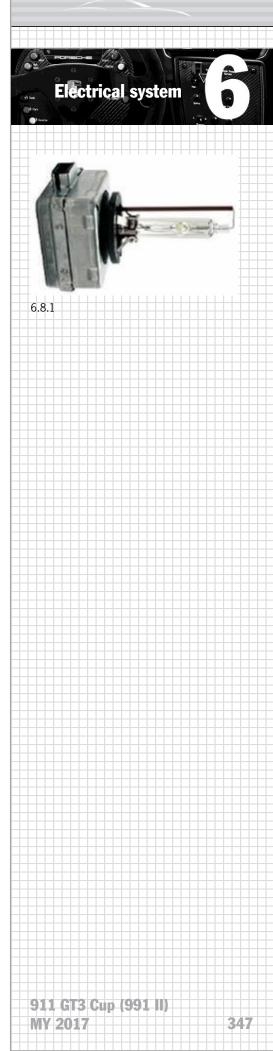
Xenon (low beam light)



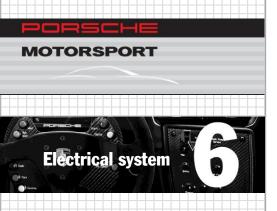
6.8.3

Middle rear light

The middle rear light is used as rain lights. It is actuated by the "Rear Fog" switch in the center console.



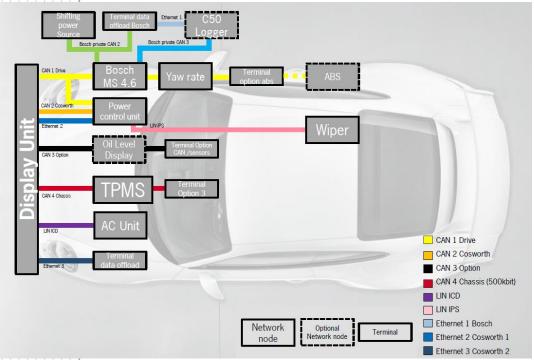
**MOTORSPORT** 



### 6.9 Data bus system

Four CAN bus systems and two LIN bus systems are used in the vehicle.

Data bus overview:



**CAN 1 Drive** CAN 2 Cosworth **CAN 3 Option CAN 4 Chassis** Bosch DME private CAN 2 Bosch DME private CAN 1 Drive CAN 2 Cosworth CAN 3 Option R integrated CAN 4 Chassis (500k) Network Optional Network node Terminal R digital Bosch DME private CAN 2 R loom Bosch DME private CAN 3

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6.9.1



### **CAN ID**

The following table shows the CAN ID's, respective channel names and properties which are necessary to program any external data device.

The connection of the devices is made through connector "option CAN", pin layout see chapter 6.10. All Endianness are in Intel.



Name	ID	Startbit	Length [Bit]	Datatype	Gain	Offset	Unit
RPM	1F1	0	16	Unsigned	1	0	rpm
gear	1F1	16	8	Signed	1	0	
throttle_pos	1F1	24	8	Unsigned	0.5	0	%
pbrake_front	1F1	32	16	Unsigned	0.01	0	bar
asteer	1F1	48	16	Signed	0.0625	0	degree
ассх	1F2	0	16	Signed	0.025	0	G
ассу	1F2	16	16	Signed	0.025	0	G
accz	1F2	32	16	Signed	0.025	0	G
yaw_rate	1F2	48	16	Signed	0.01	0	°/s
lapnumber	1F3	0	8	Unsigned	1	0	
laptime	1F3	8	16	Unsigned	0.01	0	S
wheelspeed_fl	1F4	0	16	Unsigned	0.1	0	kph
wheelspeed_fr	1F4	16	16	Unsigned	0.1	0	kph
wheelspeed_rl	1F4	32	16	Unsigned	0.1	0	kph
wheelspeed_rr	1F4	48	16	Unsigned	0.1	0	kph
pbrake_rear	1F5	0	16	Unsigned	0.01	0	bar
fuellevel	1F5	16	8	Unsigned	1	0	ltr
brake_switch	1F5	24	1	Unsigned	1	0	
lambda	1F5	32	16	Unsigned	0.001	0	
lambda2	1F5	48	16	Unsigned	0.001	0	
a_camctrl	1F6	0	16	Signed	0.02	0	°KW
a_camctrl2	1F6	16	16	Signed	0.02	0	°KW
ign_out	1F6	32	8	Signed	0.5	0	°KW
mappos	1F6	40	8	Unsigned	1	0	
te	1F6	48	16	Unsigned	0.01	0	ms
p22	1F7	0	16	Unsigned	0.1	0	mbar
pamb	1F7	16	16	Unsigned	0.1	0	mbar
pfuel	1F7	32	8	Unsigned	0.05	0	bar
prail	1F7	40	8	Unsigned	1	0	bar
prail2	1F7	48	8	Unsigned	1	0	bar
throttle_paddle	1F8	0	8	Signed	0.5	0	%
tint	1F8	8	8	Signed	1	-40	°C
fuelcons	1F8	16	16	Unsigned	0.01	0	ltr
speed	1F8	32	16	Signed	0.1	0	kph
tmot	1F8	48	8	Signed	1	-40	°C

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### **6.10** Wiring harness

For the 911 GT3 Cup (991 II), a wiring harness that runs along the center tunnel from the front to the back has been specially developed for racing use. The cable ends of the main wiring harness are labeled and color-coded; a white marking indicates a plug connection that is mated as standard, a blue marking indicates an optional plug connection.

The wiring harness is separated as follows:

Engine

Vehicle cable harness

Front axle wheel carrier

Rear axle wheel carrier

Front section

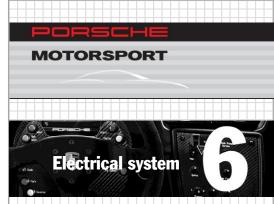
Fuel tank

Starter cable B+

Steering

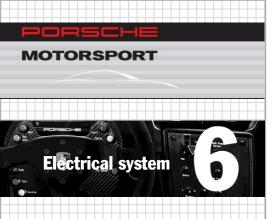
### Pinnbelegung Optionskabelstrang

Item	Connection designation	Plug type on the wiring harness	Corr. mating connector	Pin assignment/max. current (A)
				1. +12V high beam/15 2. GND high beam
				3. +12V foglight/4
1	connector optionlights right	DT 04-4 P	DT 06-4 S	4. GND foglight
2	t ambient sensor	DTM 06-2 S	DTM 04-2 P	1. +5V 2. sig
3	transponder	DTM 06-2 S	DTM 04-2 P	1. +12V 2. GND
4	windshield heater 2	B01G01		GND
				<ol> <li>+12V high beam/15</li> <li>GND high beam</li> <li>+12V foglight/4</li> </ol>
5	connector optionlights left	DT 04-4 P	DT 06-4 S	4. GND foglight
				1. +12V Ct. 30/3 2. +12V Ct. 15/0,5 3. sig 1 4. sig 2 5. CAN 1 high 6. CAN 1 low 7. GND 8. n.c. 9. n.c. 10. n.c.
6	option abs	DTM 06-12 SA	DTM 04-12 PA	12. n.c.
8	windshield heater 1	B01G01		1. +12V 2. GND
9	option light ID	DTM 06-2 S	DTM 04-2 P	1. GND 2. +12V



		Plug type on the wiring		
Pos.	Connection designation	harness	Corr. mating connector	Pin assignment/max. current (A)
			U	1. +12V/0,5
				2. GND
				3. nc
				4. nc
				5. nc
				6. nc
				7. CAN 4 high
10	option 3	DTM 06-8 SA	DTM 04-8 PA	8. CAN 4 low
				1. n.c.
				2. n.c.
				3. Ct. 15
				4. GND
				5. +5V USB Pwr
				6. sig USB D +
				7. sig USB D -
				8. GND USB
				9. Ethernet1 RX-
				10. Ethernet1 TX-
				11. n.c.
				12. n.c.
				13. n.c.
				14. n.c.
				15. n.c.
				16. n.c.
				17. n.c.
				18. n.c.
				19. n.c.
				20. n.c.
				21. n.c.
				22. shield
				23. n.c.
				24. Ethernet1 RX+
				25. Ethernet1 TX+
				26. n.c.
				27. n.c.
				28. n.c.
				29. CAN calibration, high
				30. CAN calibration, low
				31. n.c.
				32. Ct. 30
				33. n.c.
				34. n.c.
				35. n.c.
				36. n.c.
11	Rosch C50 logger	AS 6 14-35 SN	AS 0 14-35 PN	37. n.c
11	Bosch C50 logger	NO 0 14-00 ON	AS U 14-33 FIN	J/, II.6

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Item	Connection designation	Plug type on the wiring harness	Corr. mating connector	Pin assignment/max. current (A)
				1. sig USB D- 2. +5V USB
				3. GND USB
12	Bosch C50 USB logger	DTM 06-4 S	DTM 04-4 P	4. sid USB D+
				1. +12V
13	option cockpit light	DTM 06-2 S	DTM 04-2 P	2. GND
				1. +5V
14	anc	DTM 06-3 S	DTM 04-3 P	2. GND 3. sig
14	gps	D1W 00-3 3	D1M104-3 F	3. sig 1. GND
				2. CAN L
				3. CAN H
15	oil level LED module	DTM 06-4 S	DTM 04-4 P	4. +12V
				1. GND
16	fan engine compartment	B02A46		2. +12V
				1. +5V/0,5
				2. GND
17	option 2	DTM 06-3 S	DTM 04-3 P	3. sig
				1. +12V/20
1		BT 06 4 0	DT 04 4 B	2. GND
18	radio	DT 06-4 S	DT 04-4 P	3. sig



6.11.1

### **6.11 Ground connection roof antenna**

Since the roof panel is bonded to the body, there is no electrically conductive connection with the bodywork. If an antenna is mounted on the roof, a ground connection must be made from the roof to the body. Therefore, you can use the stud in the back strut. (Figure 6.10.1).

### 6.12 Fire extinguisher



Activation of the gas fire extinguishing system

Risk of suffocation

- Exit the vehicle without delay after the fire extinguishing system is activated. Loss of consciousness can occur in under 1 minute. Loss of consciousness in an atmosphere filled with extinguishing gas can result in death by suffocation.
- If possible, activate the fire extinguishing system when the vehicle is unoccupied.
- Before each race event, check the extinguishing nozzles, connections, and all components of the system.

The fire-extinguishing system uses a liquid extinguishing agent. It consists of a two-chamber reservoir that stores the liquid extinguishing agent and turns it into gas when it is activated. This allows residue-free extinguishing. Two gas cartridges that are activated by a control unit are used as propellant. The contents of the extinguishing agent container have a mass of 2.25 kg (5 lb), which helps to keep the overall vehicle weight low. The extinguishing agent passes through three nozzles into the cockpit and through another three nozzles into the engine compartment. The system can be activated from the outside (6.12.2) and from the center console (6.12.3) by a pushbutton. The switch function can be tested. The system is powered by a 9 V block battery.

NOTE

The manufacturers expiration date is 2.5 years after the production date. Please note that all FIA rated series mandate a fire extinguisher expiration date of 2 years after production.

### Contact address:

Fire Extinguisher Valve Company Ltd (FEV)
Unit 10 Ford Lane Business Park
Ford Nr Arundel West Sussex
BN18 OUZ

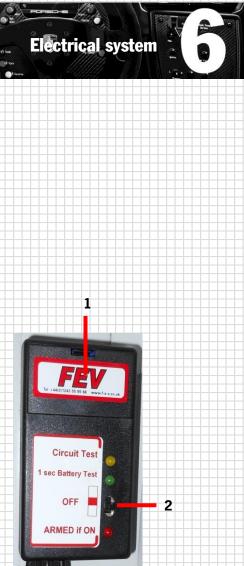
United Kingdom

Phone: +44(0) 12 43-55 55 66

# MOTORSPORT **Electrical system** 6.12.2 6.12.3 911 GT3 Cup (991 II)

MY 2017

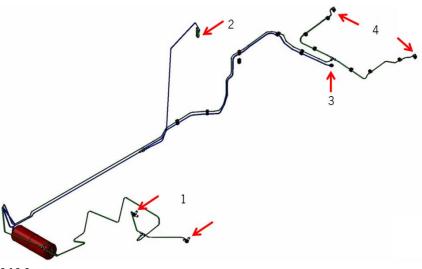




6.12.1.1

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### **Extinguishing nozzle positions**



6.12.2

### 6.12.1 Testing the trigger switch

The switch test is performed on the fire extinguishing system control unit (Figure 6.12.1.1). Always follow the steps below to prevent unintended triggering of the system. The switch (2) has three positions.

Upper position: = Battery/Circuit test

Central position: = (OFF) The system is switched off

Lower position: = (ARMED if ON) The system is armed if the red LED will be ON. If

either the wiring or firing detonator is Errory or the detonator is either

not there or has already fired, then the LED will not light.

### Testing the trigger switch:

Set the switch on the control unit to the upper position

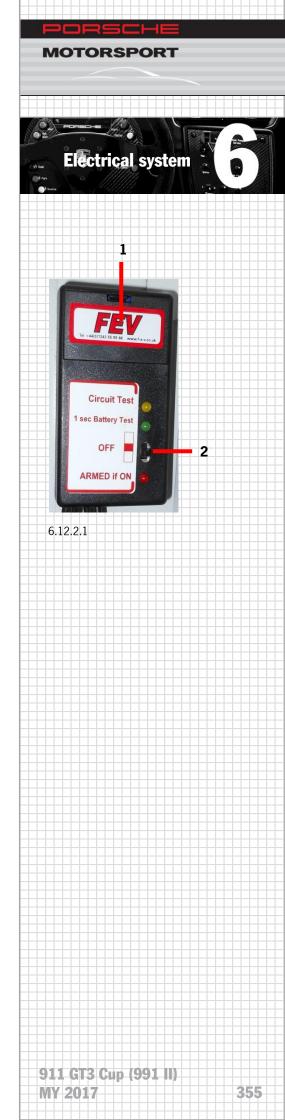
The green LED lights up 1 sec. (battery is OK)

The system is in test mode and not active. The trigger switch on the center console and the outside trigger switch can now be actuated.

When pressing the switch inside/outside the yellow LED should be off. The LED lights steadily and goes out when you press the switch.

### **6.12.2 Battery change**

The battery is located behind a cover in the control unit (1). It is a 9 V block battery. Turn off the system when changing the batter.









6.13.1.1



6.13.1.3

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### 911 GT3 Cup (991 II) MY 2017

### **6.13** Driver Control Systems

### **6.13.1** Steering wheel

The most important functions can be comfortably carried out with the press of a button directly from the steering wheel.



6.13.1.2

The steering wheel is attached to the steering column by means of a quick release coupling.

### Pushbutton functions on the steering wheel:

Wiper = Push button for the wipers, 2-stage

High Beam = High beam flash

Radio = Radio system (Push to talk)

Mark = Marking for data recording/reset fuel

Reverse = Reverse gear

Alarm = Acknowledge button to confirm display messages

Display = Selection of individual display pages

Pit Speed = Pit speed

### Parking Mode:

The parking mode allows a servo-assisted steering if the engine is switched off.

Conditions: Main switch on and battery voltage higher than 12.2 V

Function activation: Short press the Mark button (<0.75s) activates the

parking mode for 30 seconds. Function status is shown in the display. In addition, the first upper LED (left and right) alternately flashes blue-orange as long as the function is

active.

### Preselection downshift (Shiftomat)

There is a function included in the ECU, which preselects up to 3 downshifts by pulling the downshift paddle (SHIFTOMAT). The preselection is only active during coast / breaking, during normal race operating conditions (no clutch actuation) and no gearbox errors are active. If the downshifts were preselected, they will be automatically carried out one after another if all normal downshifts conditions are set (nmot of next gear < rev -limit, coast/breaking mode, no gearbox - errors). If the throttle paddle is pressed again, the preselection will be reset to zero.

### 6.13.2 Center console

Switches and pushbuttons are located in the center console. Their functions are described below.

Main = Power supply 4 to 6 sec. overrun

Fuel Pump Service = High pressure pump switch

Intank Pump Service = Intank pump switch

Ignition = Ignition

Light = Low beam light with daytime running light

Rear Fog Light = Middle rear light
Flasher = Flasher left/right

Fan = Fan

Screen/Driver = Fan position windshield/driver

Emergency Gear Box = Press only if shifting gears is no longer possible.

Pressing the button activates an emergency mode to

drive to the pit

Hazard = Warning lights

Fire Ex. = Fire extinguishing system

Option 1 = additional power supply max. 14 Amps

plug connection at co-driver foot well

Option 2 = additional power supply max. 14 Amps

plug connection at co-driver foot well







6.13.2.1

911 GT3 Cup (991 II) MY 2017







6.13.3.1



6.13.3.1

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### 6.13.3 Windscreen wiper

The wiper motor is activated by the display via the LIN.

A green push button is provided on the steering wheel (Figure 6.13.3.1). The wiper motor has two stages: slow and fast.

### **Switching logic:**

Press once short: one time wiping

Press once longer 1.5 second: continuity wiping

Press once short: off

### 6.13.4 Interior fan switch

The On/Off switch is located in the center console. The fan speed is not adjustable. Another switch in the center console controls the air distribution.

There are two options: "Screen" (windscreen) and "Driver". The fan is used to cool the driver or to ensure a clear view when the windshield is misting up.

### 7 Maintenance

### 7.1 Engine

### 7.1.1 Oil level measurement

The oil level is determined electronically by means of a level sensor in the oil tank. The oil level can be read off in two ways:

- 1. Via the dashboard display
- 2. Via Notebook/RaceCon



Hot fluid

Danger of scalding

- Avoid contact with hot fluid.
- Wear personal protective equipment.

Conditions for a correct measurement:

- · Filling port for oil must be closed
- The vehicle must be on a flat, level surface
- Engine at operating temperature, oil temperature 80°C (176°F)
- Idle speed
- Wait 30 seconds until the oil level has stabilized

Note

Oil level too high

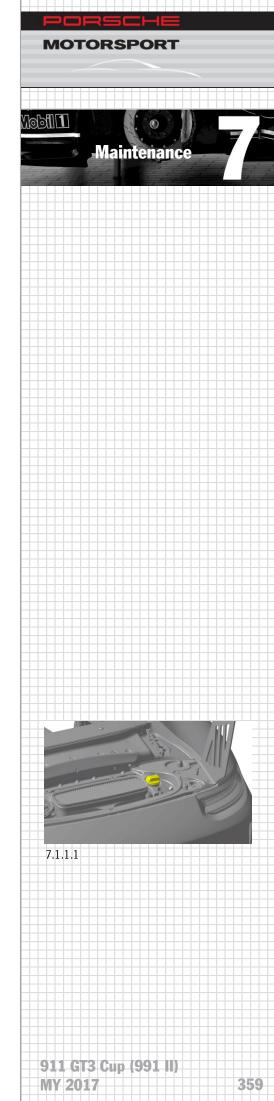
Oil getting into the intake duct Damage to the engine

- Oil level must not exceed 100%.
- Top up the oil until the tank is no more than 75% full. See filler neck in Figure 7.1.1.1



Information

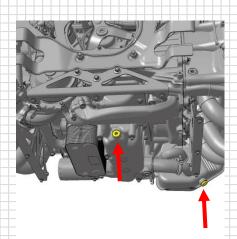
The difference between the MIN. and MAX. marks is approx. 1 liter (1 qt). Top up engine oil one half liter (half quart) at a time! The filling level is specified in the ICD as a percentage (0% = min, 100% = max).







7.1.2.1



7.1.3.1

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911 GT3 Cup (991 II) MY 2017



#### Information

After driving wait min. 1 hour, than the oil level should be topped up to 100% if the measurement is performed at an oil temperature of  $85^{\circ}$  C  $- 90^{\circ}$  C (  $185^{\circ}$ F  $- 194^{\circ}$ F).

## 7.1.2 Oil level measurement with display (optional)

Note

Oil level too high when measured using the LED display

Oil getting into the intake duct

Damage to the engine

- Oil level must not exceed 90% according to the LED display.
- · Filling port for oil must be closed

A digital oil level indicator (Figure 7.1.2.1) is available as an option.

The vehicle wiring harness is already prepared for using this indicator. The connector for the indicator can be found vehicle-mounted on the main wiring harness near the center tunnel.

### 7.1.3 Changing engine oil

**▲** Warning

Hot fluid

Danger of scalding

- Avoid contact with hot fluid.
- Wear personal protective equipment.

Run the engine until the oil temperature has reached 80°C (176°F) and then switch it off

- Open the cover of the filler neck
- Allow the oil to run into a suitable container
- Use new sealing rings and tighten the drain plugs (30 Nm (22.1 ft-lb) tightening torque)
- Change the oil filter
- Fill in oil -> see 7.1.4 filling quantities

## 7.1.4 Refilling engine oil

New engine: 9.5 liters (10 qts)

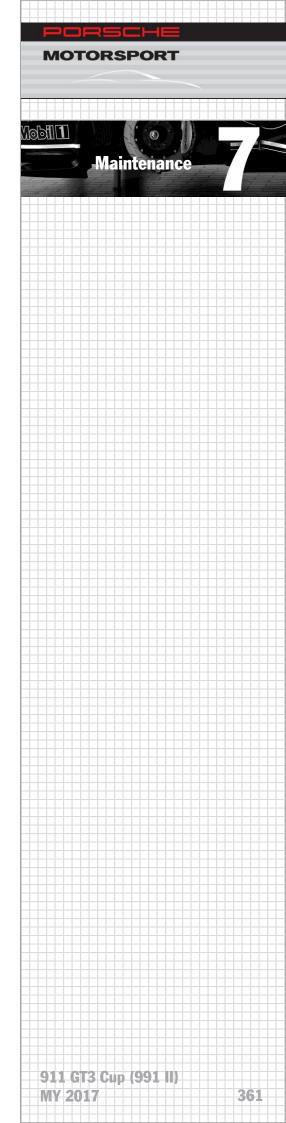
• Oil change incl. oil filter change: 6.6 liters (7 qts)

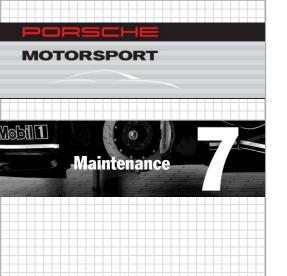
• Oil change without oil filter change: 6.0 liters (6.3 qts)

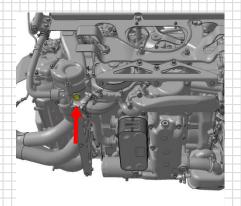
## 7.1.5 Oil specification

Mobil 1 FS 0W-40

Mobil 1 New Life 0W-40







7.1.6.1

## 7.1.6 Engine cooling system

Periodically remove dirt from the radiators and carry out a visual inspection for damage.



Information

For support races to the FIA Formula 1 Worldchampionship, the coolant is to be substituted as described below: approx. 20 liters (21.1 qt) of water plus min. 2 liters (2.1 qt) of corrosion protection,

Filling quantity: 22 liters (23.2 qts.)

#### Draining the coolant system

**▲** Warning

Hot fluid

Danger of scalding

- Let the fluid cool down.
- Wear personal protective equipment.



Corrosive fluids

Danger of chemical burns

- Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.
- Open cooling system only in cooled down condition
- Open the cap on the coolant expansion tank
- Remove the drain plug on the thermostat housing (Figure 7.1.6.1)
- Drain the coolant into a suitable container
- Place new sealing rings onto the drain plug and tighten it again (torque 10 Nm (7 ft-lb))

#### Filling the cooling system

**▲** Warning

Hot fluid

Danger of scalding

- Let the fluid cool down.
- Wear personal protective equipment.

**M** Warning

Corrosive fluids

Danger of chemical burns

- Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.
- Detach the rapid-action coupling in the engine compartment and attach the open ends to the two couplings of the filling device
- Switch on the pump, the system is filled
- The unit must be switched on for ten minutes to guarantee good filling and bleeding

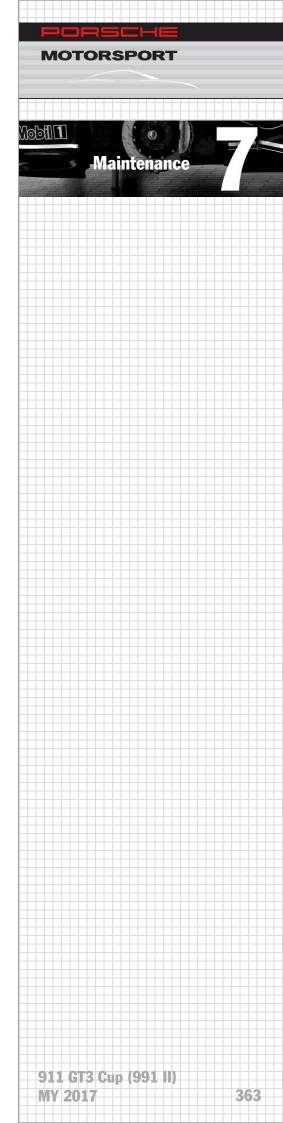
**Marning** 

Sealed cooling system

Danger of scalding

Damage to the engine

- Always keep the cap of the coolant expansion tank closed at operating temperature.
- Allow the engine to warm up (80°C (176°F)) and, if necessary, top up the tank to the maximum level using the connected filling device
- The cap of the expansion tank must remain closed during the entire process





**Maintenance** 



7.1.6.2

SOBEK Motorsporttechnik GmbH & Co.KG

Industriestraße 8

68542 Heddesheim

Tel.: +49 (0)62 03-40 43 90 0

Fax: +49 (0)62 03-40 43 91 8

E-Mail: info@sobek-motorsporttechnik.de

A special filling device should be used for filling the water system (7.1.6.2). This device is distributed by Sobek. The filling device includes an electric pump that pumps the cooling water from a tank into the system.



Information

Never open the cover of the coolant compensating tank after reaching the operating temperature. The system pressure would escape and will not be built up again as the operating temperature has already been reached. This pressure is, however, required to increase the boiling point of the cooling water.

#### Checking the coolant level

As far as possible, only open the cap of the expansion tank when the engine is cold (arrow in Figure 7.1.6.3). If the system is opened when the engine is at operating temperature, air can get in and impair the function. Behind the cap is a filler gauge that shows the fluid level (Figure 7.1.6.4). This must be between the min. and max. marks when the engine is cold. The vehicle must be on a level surface for a correct measurement.



Exercise caution when opening the system when the engine is at operating temperature. The system is pressurized! Danger of scalding!

Place a cloth over the cap and carefully open.



Corrosive fluids

Danger of chemical burns

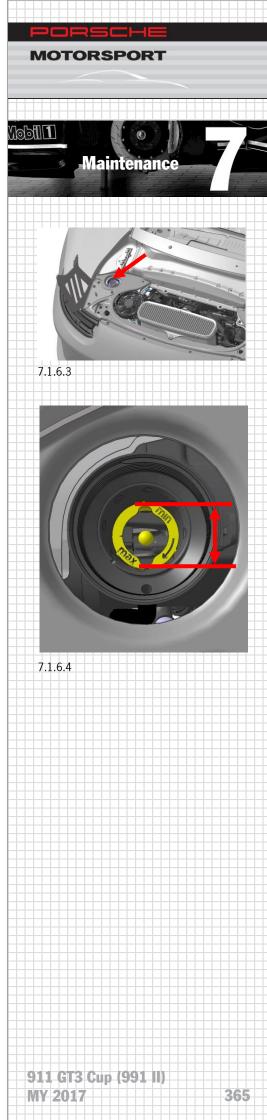
- Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.



Information

Cooling system overfilled

Stop filling the system as soon as the filler gauge is at max. (Figure 7.1.6.4), overfilling will not be indicated.





Maintenance

# 7.1.7 Engine tightening torques

Component	Screw dimension	Tightening torque [Nm (ft-lb)]
Engine		
Retaining bracket at central oil supply line	M6x16	13 Nm (9.6 ft-lb)
Pulley on crankshaft	M8x1.25	20 Nm (14.8 ft-lb) +90° crossed
Pulley on alternator	A/F	55 Nm (40.6 ft-lb)
Oil filter	1"-12 UNF	20 Nm (14.8 ft-lb)
Oil drain plug on oil modul	M16x1.5	31 Nm (22.9 ft-lb)
Water drain plug on water pipe	M14x1.5	35 Nm (26 ft-lb)
Flywheel	M10x1	See 1.5.2
Service cover on valve cover	M5x20	6.5 Nm (4.8 ft-lb)
Intake distributor on cylinder head	M6x35	13 Nm (9.6 ft-lb)
Holder tank drain on intake distributor	M6x12	10 Nm (7.4 ft-lb)
Holder fuel pipe low prs. on intake distributor	M8x12	20 Nm (14.8 ft-lb)
Knock sensor	M8x35	23 Nm (17 ft-lb) ± 2 Nm (1.5 ft lb)
Spark plugs (install max. five times)	M12x1.25	25 Nm (18.4 ft-lb)
Ignition coil fastening	M6x16	10 Nm (7.4 ft-lb)
Starter	M10x35	45 Nm (33.2 ft-lb)
Generator	M8x90	15 Nm (11.1 ft-lb)
Fuel		
High-pressure lines		See 1.6.5
High-pressure pumps	M6x25	Initial tightening: 6 Nm (4.4 ft-lb) Final tightening: 13 Nm (9.6 ft-lb)
Fuel rail	M6x16	13 Nm (9.6 ft-lb)
Pressure sensor on fuel rail	M10x1	32.5 Nm (24 ft-lb) ± 2.5 Nm (1,8 ft-lb)

Exhaust system				
Restraining strap on muffler	M8x50	18 Nm (13.3 ft-lb)		
Oxygen sensor	M18x1.5	50 Nm (36.9 ft-lb) ± 8 Nm (6 ft-lb)		
Muffler ball clamp on manifold	M8x50	18 Nm (13.3 ft-lb)		
Engine mount				
Engine strut on body	M10x130	60 Nm (44.3 ft-lb)		
Engine strut on crankcase	M10	60 Nm (44.3 ft-lb)		
Heat protection on engine carrier	M5x12	4.6 Nm (3.3 ft-lb)		
Underbody fastening	M6x12	12 Nm (8.8 ft-lb)		
Underbody fastening	M8x20	23 Nm (17 ft-lb)		
Oil tank				
Oil tank on crankcase	M8x35	23 Nm (17 ft-lb)		
Oil tank on intake distributor	M8x30	23 Nm (17 ft-lb)		
V-band clamps on oil tank	M6x25	3.5 Nm (2.6 ft-lb)		
Oil drain plug on oil tank	M18x1.5	30 Nm (22.1 ft-lb)		
Clutch				
Flywheel		See 1.6.1		
Clutch to flywheel		Pre 8 NM (6 ft-lb) Final 33 NM (24.4 ft-lb)		

## 7.1.8 Engine runtime

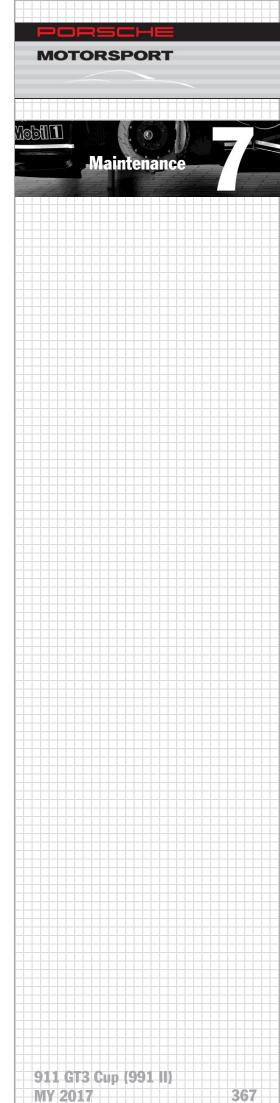
Note

Engine speed of 8,500 rpm exceeded

Serious damage to the engine Porsche warranty voided

• Do not exceed an engine speed of 8,500 rpm.

Component	Running time
Stop-choc elements of the exhaust system (see 1.9)	60 h
Engine	100 h









Information

The engine of the 911 GT3 Cup (991) is designed for a maximum engine speed of 8,500 rpm, with an overhaul interval of 100 hours.

## 7.2 Fuel system

#### 7.2.1 Fuel

Superplus, unleaded (min. 98 ROZ)

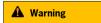


Ethanol content of the fuel

Engine damage

The ethanol content of the fuel must not exceed 20% (E20).

#### 7.2.2 Fuel extraction



Highly flammable or explosive substances

Fire or explosion

- Before draining the tank, make sure to attach an earthed ground terminal to the body.
- Avoid contact with hot parts or sources of ignition.
- Use suction to remove ignitable vapors.
- Attach a warning sign in a clearly visible position.

A defueling valve is provided close to the tank filler neck to empty the fuel tank. Use a special hose with a quick disconnect coupling for defueling. Connect the quick disconnect coupling to the nipple of the tank filler neck in the front section. To start the process, the fuel pump switches located on the center console have to be in position "Fuel Pump **Service"**. The fuel pumps are is then powered for 120 seconds. If this is not enough time to completely drain the fuel tank, turn the switches again from the middle position (pump off) to the "Service" position. Keep the fuel in suitable containers!

## Switching logic of the fuel pump switches (center console):

Switch position Defueling position/manual activation up

Switch position center

Switch position Normal operation down

## **Auxiliary material:**

Fuel extraction hose

**Marning** 

Drainage process

Danger of chemical burns

- Make sure that the hose fitting is securely seated.
- The end of the hose must be inserted into a suitable container.

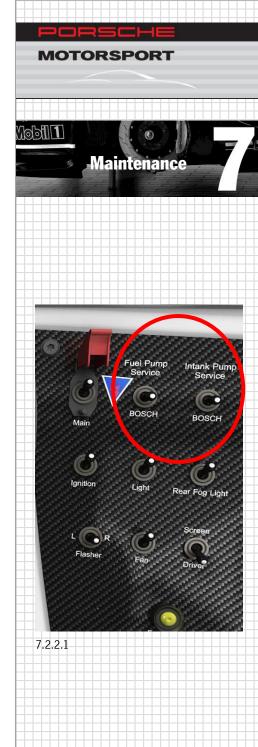
Note

Version: 24.08.2017

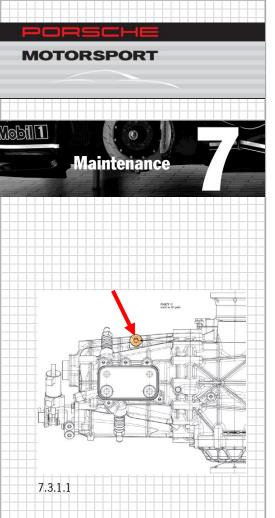
Running dry during drainage process

Damage to the fuel pumps

The fuel pumps must not run dry.



911 GT3 Cup (991 II)



## 7.3 Power transmission

#### 7.3.1 Gearbox

The running time is **60 hours**.

Running time cross shaft 30 hours

## Transmission oil fill quantity



Hot fluid

Danger of scalding

- Let the fluid cool down.
- Wear personal protective equipment.

For a rebuild, the fill quantity is 3 liters (3.2 qt).

Filling:

- Place the gearbox on a flat and even surface
- Slowly fill transmission oil in the inclined filler neck

## Oil specifications

Mobilube 1SHC75W90

370

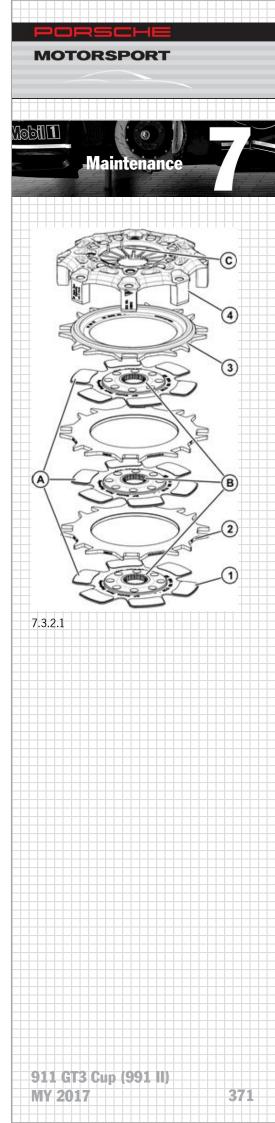
## 7.3.2 Clutch

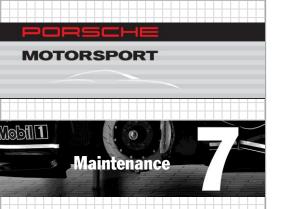
Check the following during any inspection:

- Check clutch basket, hub, sintered disk for cracks
- Check spring tongues for wear
- Check housing lugs for wear
- New sintered lining
   3.40 mm (0.13")
- Replace at 3.00 mm (0.12")

#### Installation

- Make sure that the star shapes of the multiple-disk clutch sintered disks are aligned if possible.
- Lightly grease the gear teeth and move the clutch disks back and forth on the drive shaft until the hub moves smoothly on the shaft, remove excess grease.
- No grease should get on the clutch linings.





#### **Clutch actuation**

Racing Brake Fluid-325° from Performance Friction Brakes is used as clutch fluid.

Porsche recommends bleeding the system after each practice and changing the fluid after each race.

• Fill quantity: approx. 500 ml (17 oz)

#### **Bleeding procedure:**



Corrosive fluids

Danger of chemical burns

- · Wear personal protective equipment.
- Ensure good ventilation.
- · Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.
- Depress the clutch pedal 2 to 3 times and keep it depressed
- Shortly open the vent valve the clutch pedal has to be depressed and should not be released
- Close the vent valve again
- Repeat this procedure 2 to 3 times
- Check the fluid level on the fluid reservoir

### Replacement:

- Remove the old fluid out of the reservoir and fill with new fluid
- Then proceed as for venting, perform the steps approx. 10 times and make sure that there is enough fluid in the reservoir

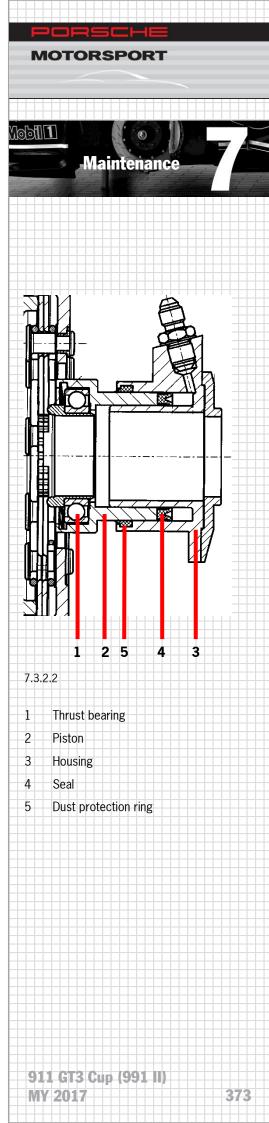
#### Central release mechanism

Note

Central clutch release lever seal

Damage to the central clutch release lever Loss of clutch function

- Do not allow the seal to come into contact with engine oil or transmission oil.
- The seal must only be fitted using the special tool from Sachs.
- Also be sure to remove oil residues from your hands and the working environment before handling the seal (this also applies to engine oil and other oils).
- According to the manufacturer, the seal is compatible with hydraulic fluids with DOT4 and DOT5.1 specifications.





**Maintenance** 

## 7.3.3 Paddle shift

The maintenance includes the compressor, the valve block and the shift cylinder.

Small Service:

- Once p.a.
- Max. 10.000 km
- Max. 10 h compressor run time

## Big Service:

- Every two years
- Max 20.000 km
- Max. 20 h compressor run time



Information

The lifetime counter of the shift system compressor will only be reset after the big service (20h).

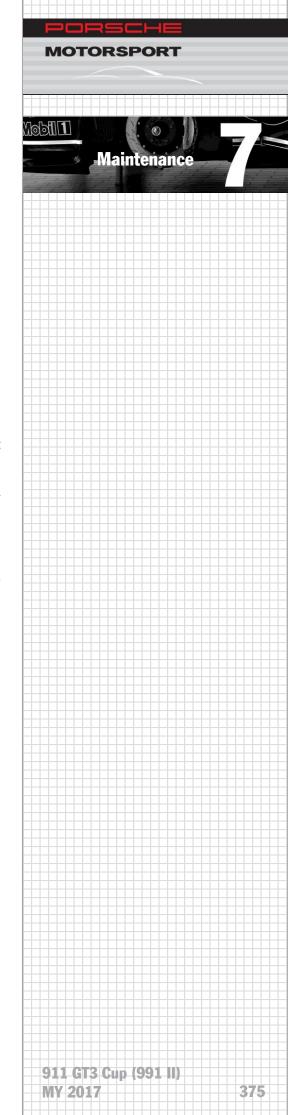
#### **Handling Mega-Line components**

Note

Mega-Line components

Failure of the circuit

- Oils and lubricants must not get into the compressed air system. The system is designed for unlubricated operation.
- Cover all open air lines/device adapters immediately after dismounting to protect from contamination
- Don't crush air filter on valve block outlets (air flow reduction)
- Transport the car without pressure in the shift system
- After longer periods of storing the car, the valve block might need 2-3 test shifts to give full function to the system (e.g. sticking valves)
- Cover the tapered areas of the dash adapters with o-ring grease for better sealing
- Check free play of the shift cylinder and all lines
- Clean shift cylinder piston (do not clean with brake cleaner or other aggressive detergents)
- Drain the compressor tank regularly (recommendation: after each race event)
- Observe the installation note in Section 2.9





#### 7.3.4 Drive shafts

It is recommended breaking in drive shafts on new vehicles or newly fitted drive shafts for about **50 km** (31 miles) with reduced load and at max. **200 km/h** (**124 mph**). The load on the drive shaft should be continuously increased, this helps to prolong the lifetime of the joints.



Information

Due the extremely high load on the drive shaft, these should be checked regularly

- The clearance can be checked by turning the drive shaft from hand. If the clearance obviously gone up the cage is heavily worn.
   In this case the drive shaft should be replaced.
- The easy movement of the joints is checked by push and pulls the drive shaft. If the drive shaft moves tight it might degrees the joint temperature and the shaft is to replace.
- Only use HT 1 LF grease for lubrication when overhauling the drive shafts
- Do not interchange used drive shafts left-right

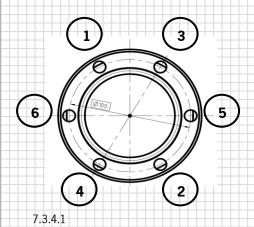
Grease quantity for joint on wheel side: 150 g (5.3 oz)

Grease quantity for joint on gearbox side: 120 g (4.2 oz)

Service Partner Address: GKN Service International GmbH see chapter 7.9

#### **Torque Tightening Specifications**

- 1 Lightly oil the bolts. Follow these tightening instructions whenever the drive shaft bolt connections have been untightened.
- 2 Tighten all bolts to 30 Nm (22.1 lb-ft) in the specified order
- 3 Tighten all bolts to 60 Nm (44.3 lb-ft) in the specified order
- 4 Tighten all bolts to 90 Nm (66.4 lb-ft) in the specified order



## 7.4 Chassis

#### 7.4.1 Wheel nut



Loose wheel nut

Loss of wheels

Loss of control over the vehicle

 Porsche Motorsport also recommends replacing the wheel nuts during a long distance race (approx. 6 hours run time).
 The replacement is required for checking and regenerating the used wheel nut.
 Regenerating includes cleaning of the threads, visual inspection for damage.

To ensure the correct wheel nut tightening torque and corresponding clamping load is achieved the wheel nut or wheel cone MUST be lubricated with Optimol TA grease EVERY time the wheels are changed.

Note

Instruction for check tightening of wheel nut

Check the tightening of the wheel nut only when the car is on the ground to prevent the suspension from damage.

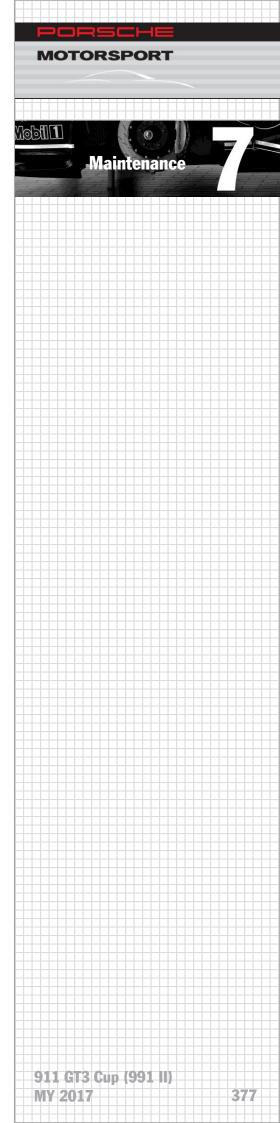
 A second mechanic is need to push the brake during the procedure

Also, if wheel guns are used, the manometer on the compressed air bottles should be calibrated to ensure that the tightening torque of 500-520 NM (368.8 - 383.5 lb-ft) is correct.

Proceed as follows to prevent the wheel nuts from settling: Tighten the new part 3 to 4 times using an impact wrench (500 - 520 Nm (368.8 - 383.5 lb-ft)), then untighten and regrease.

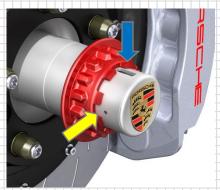
#### **Consumables:**

Optimol Paste TA









7.4.2.1

## 7.4.2 Locking piece

The locking pieces are used as the locking mechanism for the wheel nuts. Make sure that they can be moved freely. Grease the mechanism using "Optimol Paste".

#### **Consumables:**

Optimol Paste HAT

The locking mechanism may be removed from the hub for maintenance and cleaning. Proceed as follows:

- Press the locking pieces into the hub (blue arrow)
- Press the locking pins into the hub using a thin object (yellow arrow)
- Pull the mechanism approx. 5 mm (0.2") out of the hub

**▲** Warning

Removal of the safety device

Risk of eye injuries

Risk of lacerations, puncture wounds, or cuts

- Wear protective goggles.
- Protect against individual components under high spring pretension. Cover the safety device with a strong bag or heavy cloth before removing.
- Put the protection over the hub
- Completely remove the mechanism from the hub

## 7.4.3 Wheel bearings

Regularly check the tolerance in the wheel bearings. While one person holds the steering wheel, a second person turns the wheel as shown in the illustration below.

- Horizontal tolerance
- Vertical tolerance

Proceed in the same way to check the dome bearing and the suspension arm. Check the dome bearing by means of vertical movements.

#### 7.4.4 Wheel hub

The wheel hub is a reinforced racing wheel hub with a central locking mechanism. Make sure that the retaining keys of the central lock are free to move.

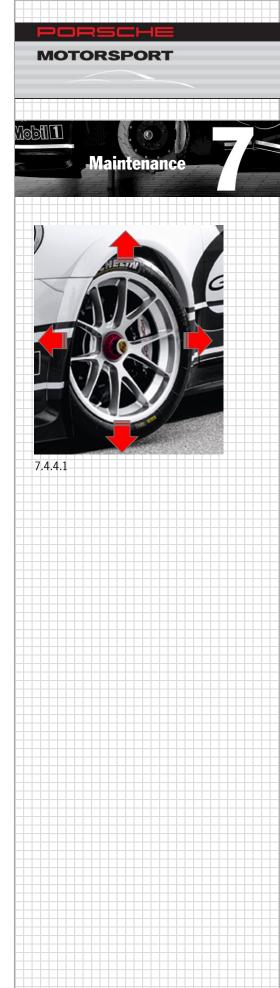
#### 7.4.5 Wheel rim

Visual inspection for cracks and deformation

Note

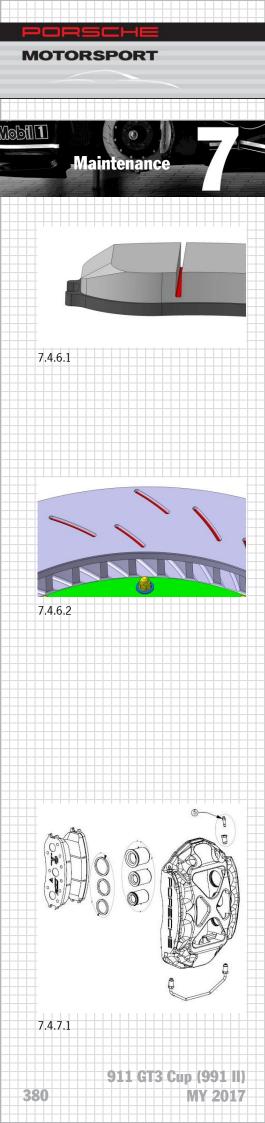
When painting rims all functional surfaces must remain untreated and unpainted. Functional surfaces are: inner rim bed, contact surface wheel nut, contact surface of the rim onto brake disk / upright.

When repairing any rims, the friction strip (contact surface rim/tire) on the inner rim bed must remain untreated. In doubt, the rim must be changed.



911 GT3 Cup (991 II)

MY 2017



## 7.4.6 Brake system

### Brake pad wear limit:

NOTE

Removing brake piston

Damage of piston seal

• Clean the piston before they move back

The wear limit is reached when the pad has been worn down to the bottom of the slot (7.4.6.1).

#### **Brake Disk Wear Limit:**

The wear limit is reached when the disk has been worn down to the bottom of the slot (7.4.6.2). The disk should also be replaced if there are cracks up to the edge of the disk.

## 7.4.7 Replacing the piston seal rings

NOTE

Cleaning Brake system

Damage of piston seal and brake fluid reservoir

Do not use brake cleaner, cleaning benzene, cleaning solvents, all spray oils (e.g. WD 40).

Use isopropanol or ethanol for cleaning

## Dismounting

- Remove the caliper from the wheel carrier
- Place a piece of wood in the caliper to prevent the piston from falling out



Extending the brake piston

Risk of crush injuries

- Do not insert fingers between the brake pistons.
- Press the brake piston outwards with low air pressure
- Completely pull the brake pistons out of the caliper by hand
- Clean all components and remove any dirt (brake dust)
- Check the holes and sealing grooves for damage. Replace the caliper if any damage is detected

#### Installation



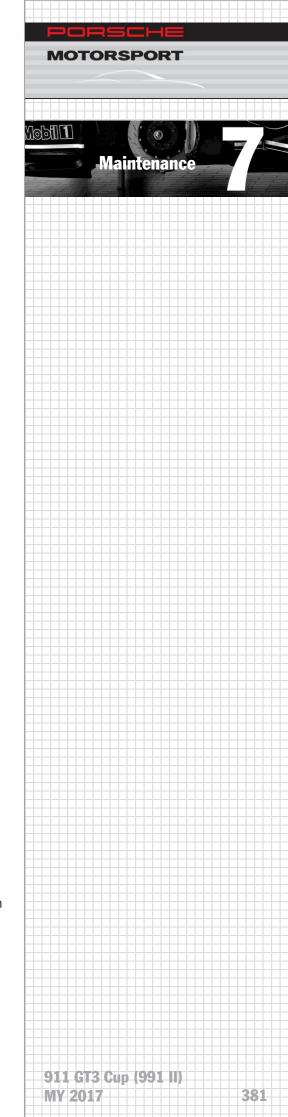
Corrosive fluids

Danger of chemical burns

- · Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.
- The brake fluid can be used as assembly lubricant; wet pistons and seals with brake fluid
- When inserting the pistons into the holes, a slight resistance is caused by the seals (normal)
- Place the piece of wood again in the caliper
- Pressurize the brake caliper with low air pressure a few times to ensure that the seals are properly seated
- Mount the caliper again on the wheel carrier
- Vent the brake system

#### Brake system cooling channels

Carry out a visual inspection for damage and remove any impurities and foreign particles in the channels.





#### **Brake fluid**



#### Corrosive fluids

#### Danger of chemical burns

- · Wear personal protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.
- It is recommended venting the system after each practice and changing the fluid after each race
- Use the brake fluid from Performance Friction Brakes, Racing Brake Fluid-325° (DOT 4)
- Three persons are required.
- Fill quantity: approx. 1,000 ml (1.06 qt)

Proceed as follows for changing the brake fluid:

- 1. Remove the brake fluid from the brake fluid reservoir of the two master cylinders using a syringe
- 2. Pour in new brake fluid

#### Flushing/Bleeding:

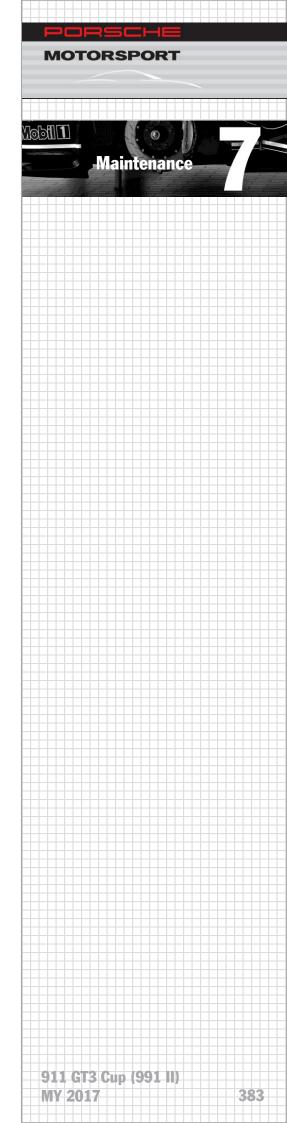
- 3. Build up pressure with the brake pedal
- 4. Open the front axle and rear axle brake bleeder valves simultaneously and close them again
- 5. Only release the brake pedal when the bleeder valves have been closed. Build up new pressure with the brake pedal.
- 6. Repeat the process and make sure that there is enough brake fluid in the reservoir.
- 7. Perform flushing operation on both valves of a caliper (order of no importance)

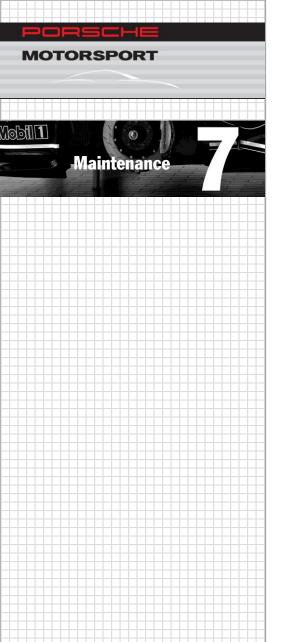
## 7.4.8 Shock absorber/spring

Clean the shock absorber/spring unit after each practice or race and carry out a visual inspection for damage and leaks.

## 7.4.9 Anti-roll bar

Check all moving components for free movement. Check the bearings of the anti-roll bar connection and suspension for inadmissible play.





## 7.4.10 Steering system

Reservoir capacity: 0.65 liter (0.7 qt)

#### Bleeding the steering system



Hydraulic pump running dry

Damage to the hydraulic pump

• The reservoir must always be filled.

Venting should be performed by two persons.

For filling the entire system, e.g. after replacing the steering system, lines or a high loss of fluid, start the engine and stop it again immediately. The fluid level in the container drops rapidly and it should be ensured that "Pentosin" is continuously replenished while the engine is running. During this procedure, the reservoir should never run dry.

The electric hydraulic pump operates only while the engine is running. The compensating tank must be filled before starting the engine to vent the system. Check the fluid level in the tank immediately after starting the engine.

Turn the steering wheel quickly from one stop to the other, allowing the air in the cylinders to escape. Do not turn the steering wheel with increased force against the end stop, in order to prevent unnecessary pressure peaks in the system.

The fluid level should be constantly monitored during venting. If the fluid level drops, "Pentosin" has to be replenished until the level no longer changes and no air bubbles are visible on the surface of the fluid when setting the steering.

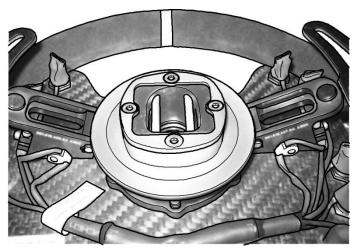
#### Checking the fluid level

The fluid level is checked with the dipstick located in the container lid, while the pump is running.

## Quick release coupling

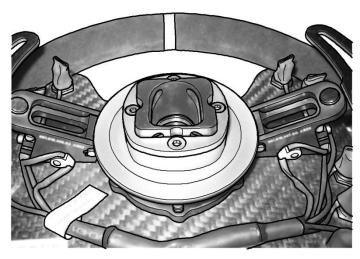
- Check the steering wheel for play
- Clean and grease the mounting points of the quick release coupling

The picture (7.4.10.1) shows the locking pins of the quick release coupling.

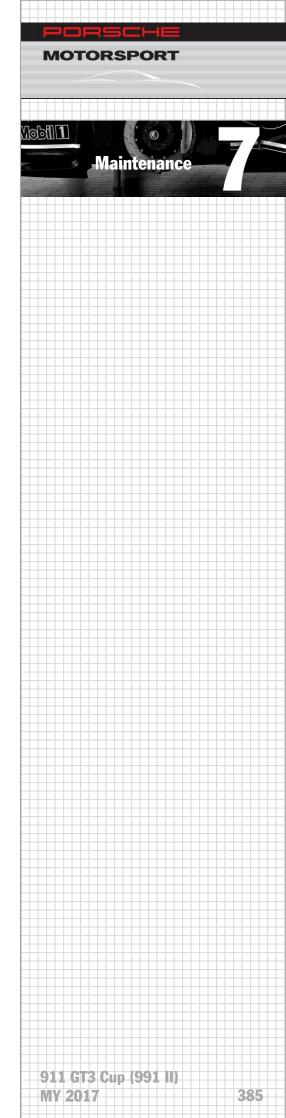


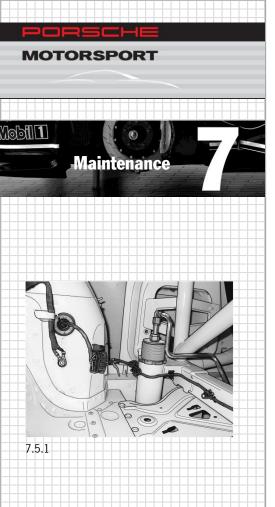
7.4.10.1

The picture (7.4.10.2) shows the open quick release coupling (coupling ring pulled out). Clean and grease the lateral sliding surfaces.



7.4.10.2





## **7.5** Body

- Check the body for cracks and damage near the suspension and engine/gearbox mounting points
- · Check wing support brackets for cracks and damage
- Check seat and seat rail for damage, tightness and function

### 7.5.1 Airjack system



Extending the air jacks

Risk of crush injuries

 The system must be depressurized before working on it

Porsche Motorsport recommends overhauling after two years or 2,000 strokes.

- Only clean air jack piston with silicone grease or spray
- Regularly check the air jacks for mechanical damage

Other maintenance work is only to be performed by the manufacturer! Refer to the appendix for the manufacturer's detailed information material.

## 7.6 Electrical system

• Regularly check connectors for tight fit and corrosion

#### 7.6.1 Checks after wet races

- Remove moisture from the interior
- Check electrical connectors for moisture, remove if required

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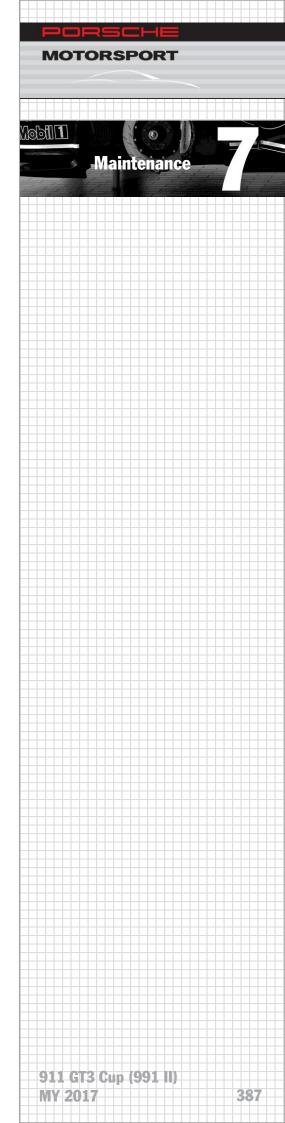
## 7.7 Maintenance intervals

## 7.7.1 After 200 km (124 mi) or first test drive

- Visual inspection of all systems, lines, etc. for leaks, damage or chafing
- Check the specified tightening torque of all safety critical bolts
- Check all wheel suspension bolts
- Check the drive shafts
- Check the engine suspension
- Check the gearbox suspension

#### 7.7.2 After each session

- · Visual inspection of all systems, lines, etc. for leaks, damage or chafing
- Check the specified tightening torque of all safety critical bolts
- Check the shock absorbers for leaks
- Fuel extraction and determination of fuel consumption
- Check all wheel suspension joints for play
- Clean the radiators
- Remove dust and rubber abrasion from the brake disks and calipers
- Vent the brake system
- Vent the clutch (1x per race weekend)
- Clean driver's foot space and check for functionality
- Clean and check wheel nut lock
- Check the oil level
- Check drive shaft sleeve for damage
- Check steering system sleeve for damage
- Check all systems for leaks





**Maintenance** 

## 7.7.3 After each weekend (sprint race)

In addition to 7.7.2:

- Engine oil and filter change (after "heat race" engine oil temperature > 140 °C (284 °F))
- Check compression and pressure loss of the individual cylinders
- Clean/replace air filter
- Change brake fluid
- Check balance beam setting
- Clean balance beam system
- Change clutch fluid
- Check clutch wear
- Check wheel bearing clearance
- Check air jacks for tightness and leaks
- Check seats and seat belt
- · Check fire extinguishing system
- Check Simmerring seal for leaks on flywheel and pulley side

## 7.7.4 After 3 – 4 race weekends (sprint races)

- Revise calipers
- Replace fuel filter and pump
- Have the shock absorbers overhauled
- Check drive shaft joints

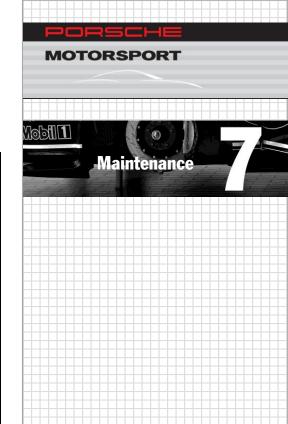
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Designation	Runtime in hours
Overhauling gearbox	60
Cross shaft	30
Overhauling engine	100
Stop-Choc elements exhaust system	60
Master brake cylinder	30
Seal ring brake caliper	60 (if necessary earlier)
Drive shaft	20 standing starts/30 endurance
Steering gear	50

# 7.8 Special tools 911 GT3 Cup (991)

Designation	Use	Company	Part number
Motor			
Angle-controlled wrench 3-60 Nm (2.2 – 44.25 lb-ft)		Stahlwille	96501606
Angle-controlled wrench 20-200 Nm (14.75 – 147.5 lb-ft)		Hazet	7292-2eTAC
Angle-controlled wrench 40-400 Nm (29.5 -295 lb-ft)		Hazet	7294-2eTAC
Cooling system adapter	Cooling system checking	Hazet	4800-12A
Power transmission			
Chassis			
Axle shaft pressing-off tool 9454		PAG	000.721.947.00
Axle shaft nut wrench socket 9471		PAG	000.721.947.10







Designation	Use	Company	Part number
Fork ring wrench ¼"	Brake nipple	Hazet	
Polygon head socket 1/4"	Brake disk chamber	Hazet	
Unlock plier T40024	Brake pedal linkage	Matra	T40024
Hook wrench	Shocks	Sachs	00 1795 000 149
Hook wrench	Shocks	Sachs	00 1795 00 150
Exterior car body			
Air jack lock, front axle	Locking	Krontec	LL-91
Air jack lock, rear axle	Locking	Krontec	LL-90
Front axle Carlift	Vehicle lifting	Krontec	LL-30_CL_PP
Rear axle Carlift	Vehicle lifting	Krontec	LL-20_CL
Air gun		Krontec	LL-03
Tank filler neck		Sobek	
Fuel bottle		Krontec	
Windshield cutting tool KSA		KSA Toolsystems	SCS-500
Riveting tongs M5 + M6	Threaded nuts, threaded pins	Förch	
Rivet tongs 9399/1 threaded bolt, rough		PAG	000.721.939.91
Mouthpiece + threaded mandrel 9399/2		PAG	000.721.939.92
Rep. Tool for threaded bushes M12 x 1.25		PAG	000.721.984.33
Rep. Tool for threaded bushes M14 x 1.5		PAG	000.721.984.31
Rep. Tool for threaded bushes M14 x 1.5 10 mm deep		PAG	000.721.984.32
Rep. Tool for threaded bushes M16 x 1.5		PAG	000.721.984.30

## 7.9 Partner contacts

#### **EDUARD WILLE GmbH & Co.KG**

Lindenallee 27

42349 Wuppertal

Phone: +49 (0)202-47 91-0 Fax: +49 (0)202-47 91-200 E-Mail: info@stahlwille.de

#### **HAZET-WERK**

Postfach 100461 42804 Remscheid

Phone: +49 (0)21 91-79 23 75

E-Mail: info@hazet.de

## SOBEK Motorsporttechnik GmbH & Co.KG

Industriestraße 8 68542 Heddesheim

Phone: +49 (0)62 03-40 43 90 0 Fax: +49 (0)62 03-40 43 91 8

E-Mail: info@sobek-motorsporttechnik.de

#### **MATRA-Werke GmbH**

Dieselstraße 6 63512 Hainburg

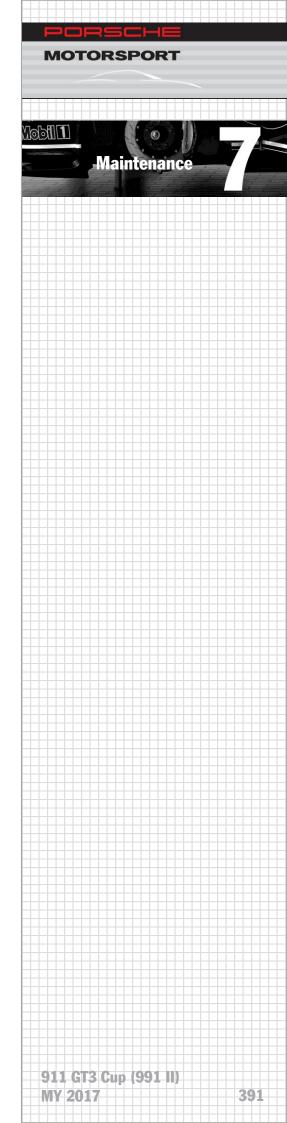
Phone: +49 (0)61 82-78 33-55 24 Fax: +49 (0)61 82-78 33-55 07 E-Mail: nicole.vinson@matra.de

## Krontec Maschinenbau GmbH

Pommernstraße 33 93073 Neutraubling www.krontec.de

#### Sachs

ZF Friedrichshafen AG Röntgenstraße 2 97424 Schweinfurt





**Maintenance** 

#### **KSA Toolsystems GmbH**

Werkstr. 14 77815 Bühl

Phone: +49 (0)72 23-28 18 24 7 Fax: +49 (0)72 23-28 18 24 6 E-Mail: info@ksa-toolsystems.de

#### Theo Förch GmbH & Co. KG

Theo-Förch-Straße 11-15

74196 NEUENSTADT

Phone: +49 71 39 95 18 0 Fax: +49 80 0-36 37 24 6 Internet <u>www.foerch.com</u>

#### Cosworth

**Brookfield Technology Centre** 

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Cottenham

Cambridge

CB24 8PS

United Kingdom

Telefon:

Porsche UK Support (Mobil Team): +44 1604 598814 Porsche UK Support (Non Business Hours): +44 1604 598809

Porsche US Support: +1 (424) 250-1290 X 1290

Fax: +44 (0)19 54-25 36 01

E-Mail: Porsche.support@cosworth.com

#### **MEGA-Line Racing ELECTRONIC GmbH**

Haunersdorf Str. 3

D-93342 Saal a.d. Donau

Phone: +49 9441 6866-0

Fax: +49 9441 6866-11 E-Mail: info@mega-line.de

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## **GKN Service International GmbH**

Mühlheimer Str. 163

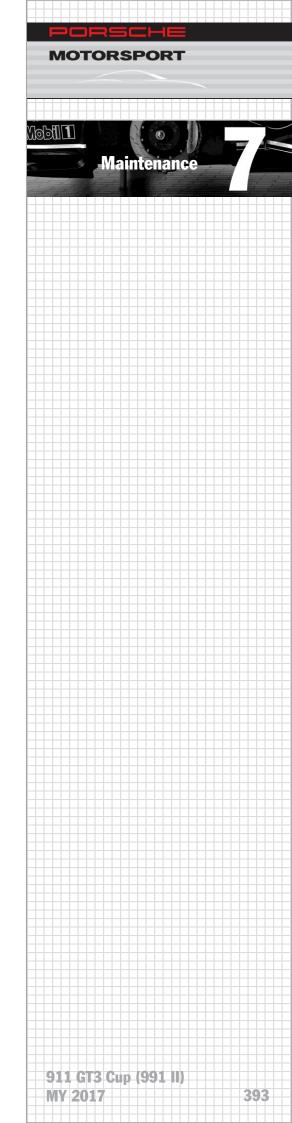
63075 Offenbach am Main ; Germany

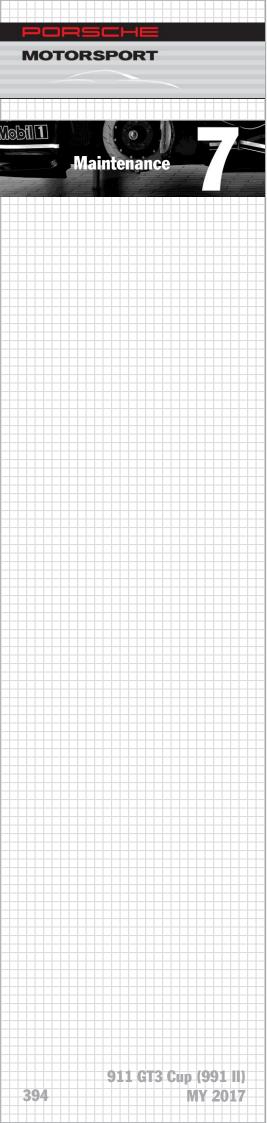
Ansprechpartner / Contact person:

Gerd Kraehe

**Engineering Motorsport** 

Telefon +49 69 8904 2011



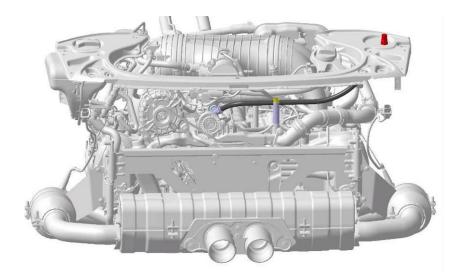


# 8. After Sales

The After Sales chapter contains information on all the accessories offered by Porsche Motorsport for the vehicle.

## 8.1 Engine oil rapid filling system

The engine oil rapid filling system allows engine oil to be refilled with the rear lid closed. Up to 1.0 liter (approx. 1 quart) of oil can be refilled. The oil is pressed into the oil circuit by an air pressure of max. 2 bar (29 psi) in the filler bottle. Spill-free filling is realized via the clean-break coupling.



8.1.1

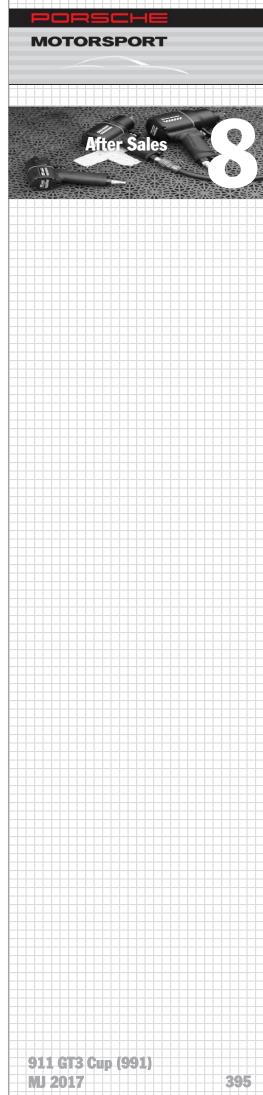
#### Installation of rapid filling system:



Flying foreign bodies during grinding, drilling, and milling

Risk of eye injuries

• Wear safety glasses.



# MOTORSPORT



- Remove rear lid
- Attach template to the inside of the lid (Figure 8.1.2), making sure that the contour of the template and lid are flush

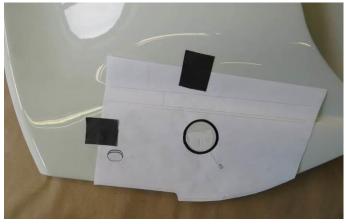


Information

The templates can be found in the document annex and must be printed out on DIN A4 paper

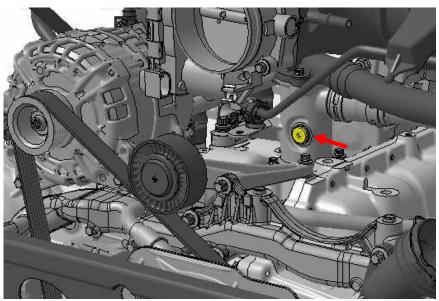


- 8.1.2
  - Produce hole (filler neck) with corresponding dimensions by drilling and grinding
  - Extract swarf and grinding dust
  - Attach template to the outside of the lid (Figure 8.1.3), making sure that the contour of the template and lid are flush



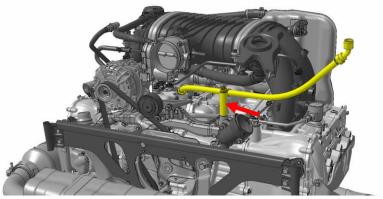
- 8.1.3
  - Produce hole (filler neck) with corresponding dimensions by drilling and grinding
  - Extract swarf and grinding dust

Remove screw plug (arrow) (hexagon socket 6)



8.1.4

- Screw on double union 14x1.5-8D on engine side, torque: 35 Nm (26 ft-lb)
- Screw on line holder, torque: 23 Nm (17 ft-lb)



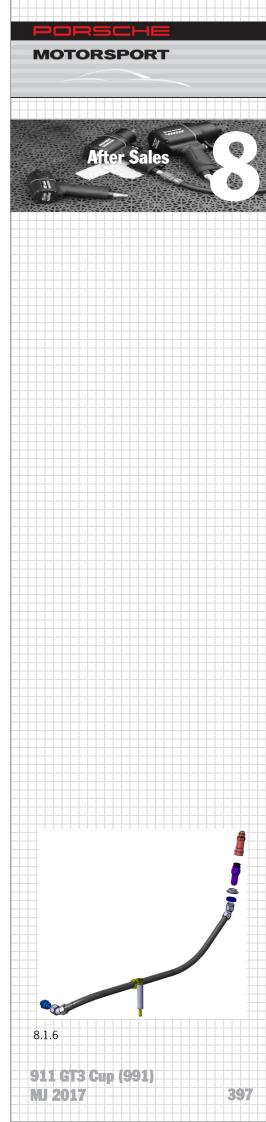
8.1.5

- Screw quick-action coupling onto mounting bracket via flat nut D-8, spacer ring, torque: 35 Nm (26 ft-lb)
- Check system for leaks



Information

Porsche Motorsport recommends sealing the opening in the rear lid with helitape to prevent foreign bodies and water entering the engine compartment through the opening. This also improves aerodynamics.



Version: 24.08.2017





# **8.2 LED** oil level display

The oil level display is screwed onto the body via a holder behind the rear side window (Figure 8.2.2).

The plug connection to the main wiring harness is located on the right B-pillar



8.2.2 Display logic of the LEDs:

LED	Oil level in %
1	10
1+2	20
1+2+3	40
1+2+3+4	60
1+2+3+4+5	80
1+2+3+4+5+6	100
1+2+3+4+5+6+7+8	Oil level too high

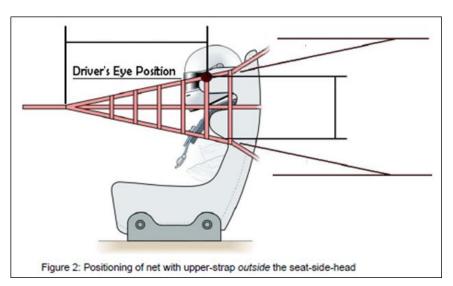
## 8.3 Safety Nets



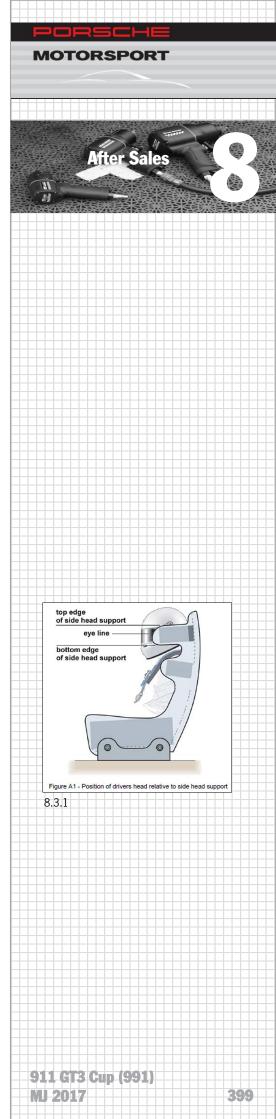
Incorrectly installed safety nets

#### Vision impeded

- The driver must be positioned in the seat so that the eye line is in the corridor – see image 8.3.1. The eye line of every driver must be marked on the head rest!
- When viewed from the side, the upper net strap must be located in z at a maximum of 15 mm below and a maximum of 80 mm above the eye. See image 8.3.2.
- The net must rest on the side of the seat. A minimum of 2 of the vertical straps must cover the headrest. See image 8.3.2.

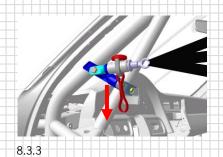


8.3.2











8.3.4

**WARNING** 

Loose safety net

Head or neck injury

The net must be tensioned in such a way that when a force of 50 N, which originates laterally from the driver, is applied at every point on the longitudinally running straps, the net deforms less than 50 mm.

- Tightly tension the inner net using the ratchet.
- Tension the outer net so tightly that physical effort is required to latch the net in position.

**WARNING** 

Non-functioning safety net release mechanism

Climbing out of car more difficult

Every time before running the car, it must be checked that the safety net release mechanism functions correctly.

Release driver door side net:

• Pull release strap downwards (image 8.3.3)

Release inner net:

Pull release strap downwards (image 8.3.4)

**MARNING** 

Unintentional release of safety net

Release by foreign objects

 Push button for outer net must point upwards (image 8.3.3)

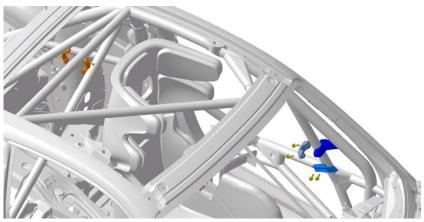


Information

After completing the installation, the team is responsible to ensure that the installation complies with the FIA 'Racing Nets Installation Specification'!

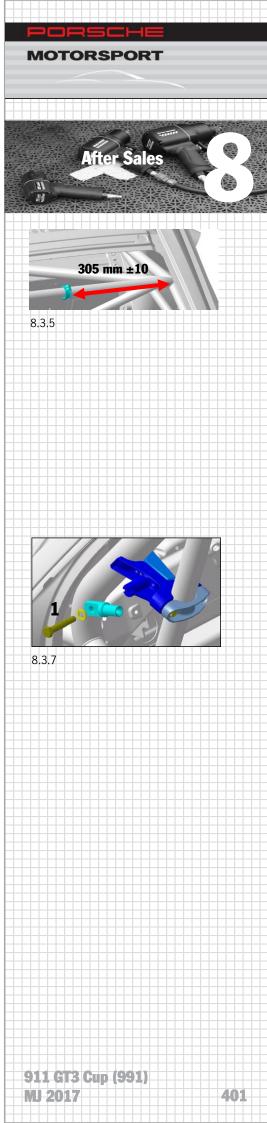
#### Installation Safety Net (outer net / driver's door net)

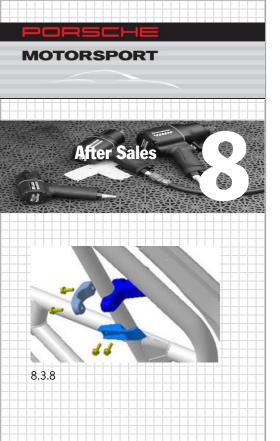
• Remove the cage padding to position the strap mounting (for upper strap inner net) and tighten the bolts to 10 Nm (7.4 ft-lb) torque (image 8.3.5).



8.3.6

 Fit the strap mounting to the A-pillar (image 8.3.7). Tighten the M10x60 bolt pos. 1 to 46 Nm (34 ft-lb). The clamping surface of the mounting must completely encompass the front tube of the roll-cage in the area of the Apillar





• Tighten M8x25 bolt (image 8.3.8) to 23 Nm (17 ft-lb)

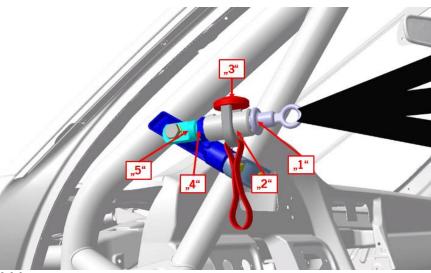
#### **Installation Outer Net**



Unintentional release of safety net

Release by foreign objects

 Push button for outer net must point upwards (image 8.3.9)

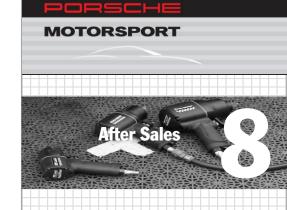


8.3.9

- 1. Insert "1" into "2" until the mechanism engages
- 2. Screw the nut "4" to the end stop on the outer thread
- 3. Screw "2" to the end stop on the outer thread. Afterwards, unscrew until "3" points upwards.
- 4. Tighten the lock nut "4"

# Mounting points for the three rear straps on the roll-cage

Pay attention that the straps are correctly inserted into the adjuster brackets and the distance to the roll-cage tube!





Step 1: Insert webbing through the 3 bar adjuster.



Step 2: Pull webbing to 8-10 inches beyond adjuster, fold edges (3 inch webbing) and insert into mount brackets.

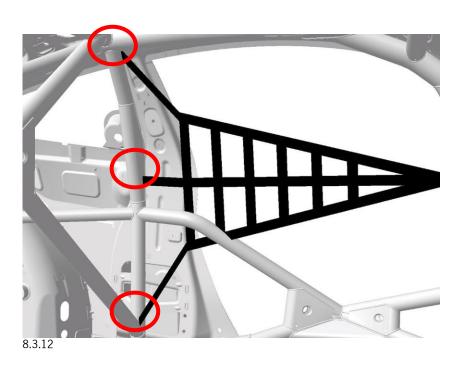


Step 3: Fold back webbing and re-insert through the 3 bar adjuster as

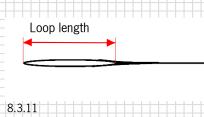


Step 4: Fold back webbing again and insert through bottom portion of buckle.

8.3.10



Figur 8.3.13 shows the fixation below



Loop length upper <125mm

Loop length middle <100mm

Loop length lower <125mm



8.3.13

911 GT3 Cup (991) MJ 2017



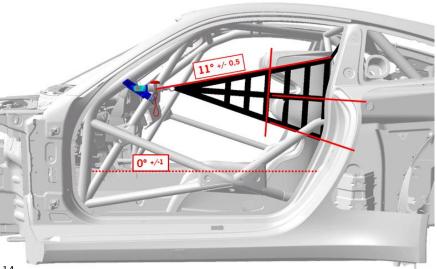


#### **Adjusting the Outer Net**

Adjust the net based on the angle as well as in relation to head and shoulder support on the seat. In doing so, the net must rest on the side of the seat and the net must remain tensioned or be re-tensioned.

- Slide the seat into the rearmost position
- Tension the net using the fittings

When adjusting the net, the reference plane (zero position) is the centre tunnel. The net is adjusted on the three rear loops. Use an electronic spirit level with tare function.



8.3.14

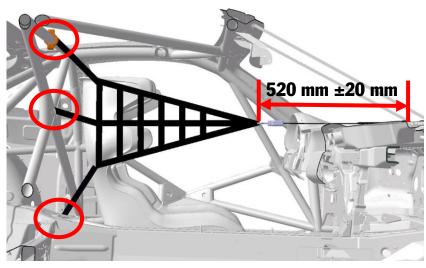
#### **Installation Inner Net**

- Unclip and remove the dashboard cover (image 8.3.16), the red arrows indicate the mounting points
- Mark the trim line (image 8.3.15 arrows) and remove the stay pos. 1



8.3.15

- Mount the forward strap onto the chassis (image 8.3.17)
- Set the length of the strap to 520 mm  $\pm$  20 mm using the fittings and adjuster ratchet (image 8.3.16)



8.3.18

• Mount the three rear straps to the roll-cage (image 8.3.18.

Figur 8.3.18 shows the fixation below





Pay attention that the straps are correctly inserted into the adjuster brackets and the distance to the roll-cage tube (image 8.3.20)!

Loop length upper <100mm

Loop length middle <100mm

Loop length

Loop length lower <125mm



Step 1: Insert webbing through the 3 bar adjuster.



Step 2: Pull webbing to 8-10 inches beyond adjuster, fold edges (3 inch webbing) and insert into mount brackets.



Step 3: Fold back webbing and re-insert through the 3 bar adjuster as shown.



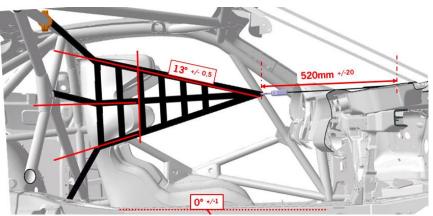
Step 4: Fold back webbing again and insert through bottom portion of buckle.

8.3.21

#### **Adjusting Inner Net**

The car must be positioned on a level surface. The net must be secured in the positions shown in image 8.3.21. Adjust the net based on the angle as well as in relation to head and shoulder support on the seat. In doing so, the net must rest on the side of the seat and the net must remain tensioned or be re-tensioned.

When adjusting the net, the reference plane (zero position) is the centre tunnel. The net is adjusted on the three rear loops. Use an electronic spirit level with tare function.

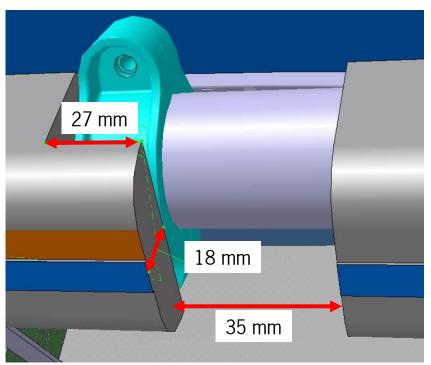


8.3.22

- Slide the seat into the rearmost position
- Tension the net using the fittings and ratchet mechanism

#### **Trimming the Roll-Cage Padding**

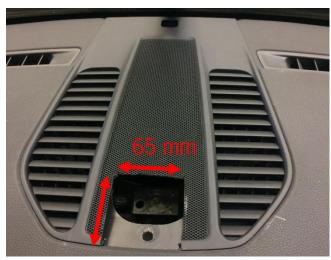
By fitting the bracket for the upper strap of the inner net, the roll-cage padding must be trimmed at this position. Refer to the dimensions in image 8.3.23. Two cable ties are also required.



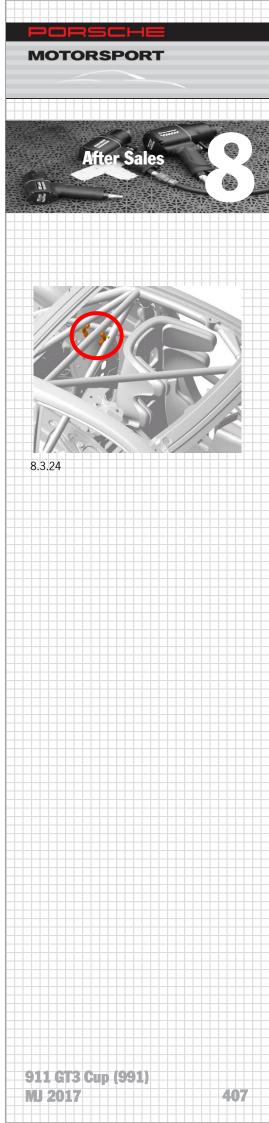
8.3.23

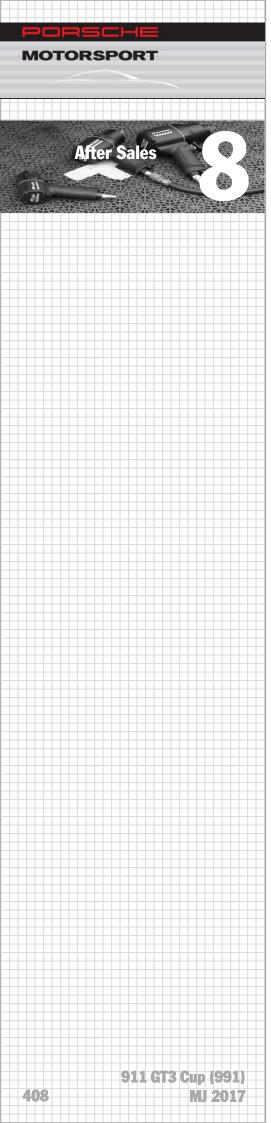
#### **Trimming the Speaker cover**

- Cut recess 65 mm/65 mm (figure 8.3.24)
- Insert cover into dashboard



8.3.25





#### 8.4 Endurance tank

Since there are different vehicle build statuses, the required parts must be ordered individually on the basis of a list.

**MARNUNG** 

Flammable or explosive materials

Fire or explosion

- Avoid contact with hot parts or sources of ignition.
- Use extractor to remove ignitable vapors.
- Attach a warning sign in a clearly visible position.

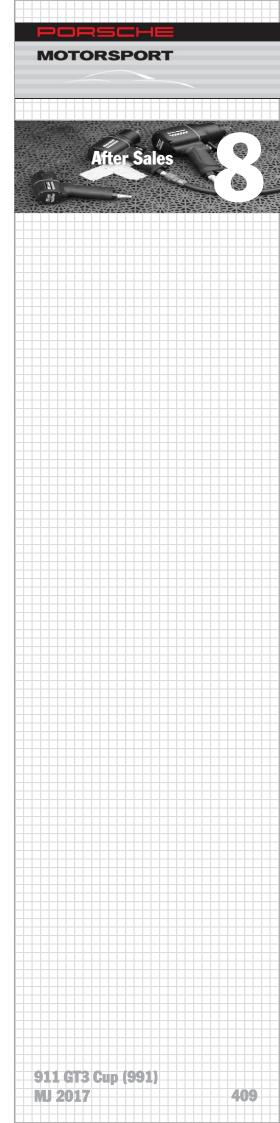


Corrosive fluids Leaking fuel-carrying lines Danger of chemical burns Escaping fuel

Wear personal protective equipment.

Fire

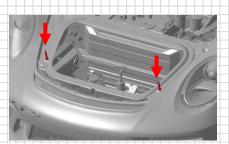
- Ensure good ventilation.
- Carry out leak test. Avoid contact with corrosive fluid.
- If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.



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8 4 1

#### **Preliminary work:**

System must be de-energized



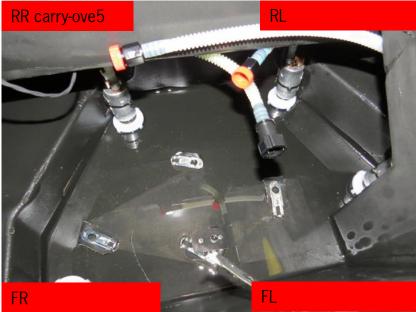
Flammable or explosive materials

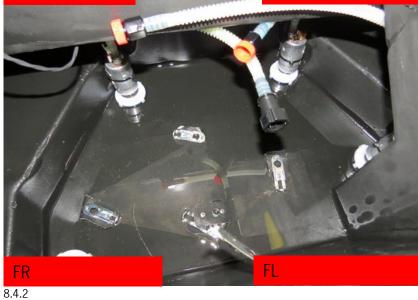
Fire or explosion

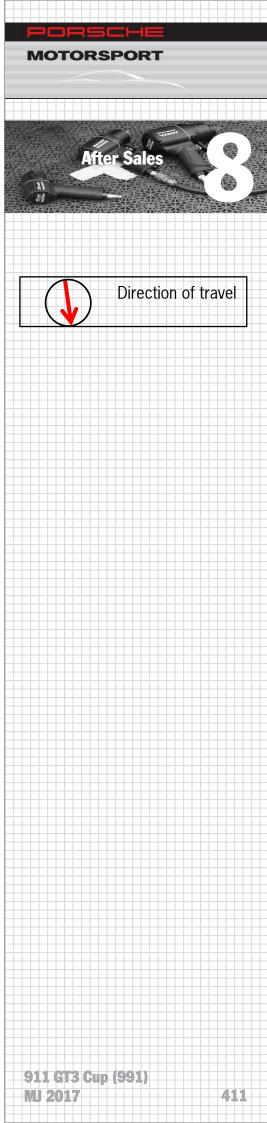
- When filling and emptying the tank, establish equipotential bonding between the vehicle and fuel installation
- Carry out vehicle-side equipotential bonding via hood pin (arrow, Figure 8.4.1)
- Drain tank
- Remove connections at tank cap
- Remove fuel line at tank cap
- Filler neck, roll-over valve (carry-over part); the sealing ring of the ROV is not used again! Remove level sensor and seal
- Remove tank plate
- · Remove tank foam part
- Remove wiring harness
- Remove fuel pump
- Remove catch tank
- Remove fuel pump holder
- Halterung der Kraftstoffpumpe entfernen

## Installing in-tank pumps

- Fix in-tank pumps and filter with cable ties
- Connect fuel lines
- Connect wiring harness to in-tank pumps





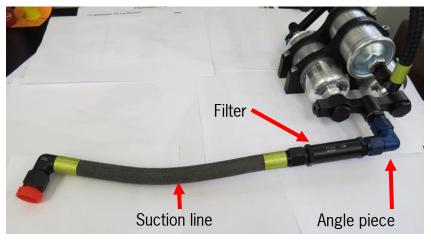






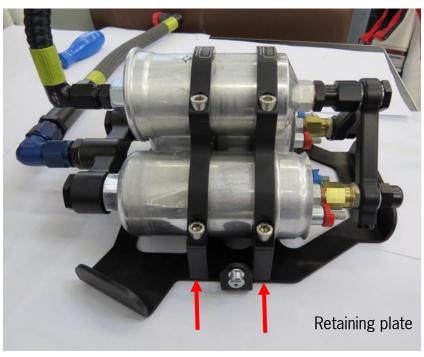
#### Pre-assembly of pump module, 8 bar (116 psi)

 Mount suction line with filter (pay attention to installation position!) and angle piece on pump unit



8.4.3

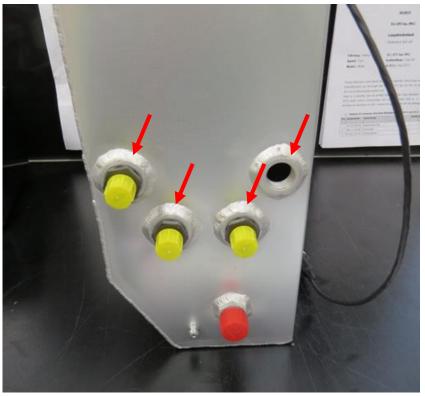
- Mount retaining plate on pump module with black screws + washers (arrows, Figure 8.4.4)
- Connect fuel pumps with wiring harness
- Mount fuel line (filter to tank plate) on filter side



8.4.4

#### Pre-assembly of catch tank

Mount 4 check valves on 7 I catch tank using supplied sealing ring



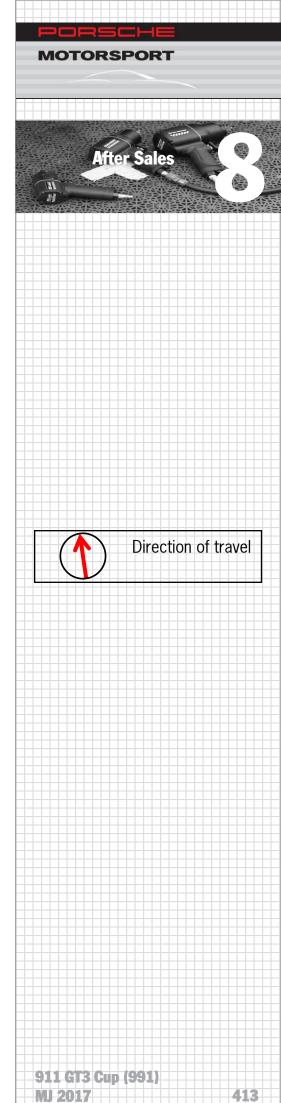
8.4.5

- Mount level sensor with seal and screws M5 x 16
- Mounting return line union

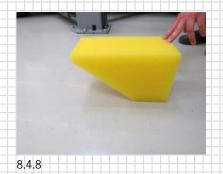


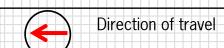
8.4.6

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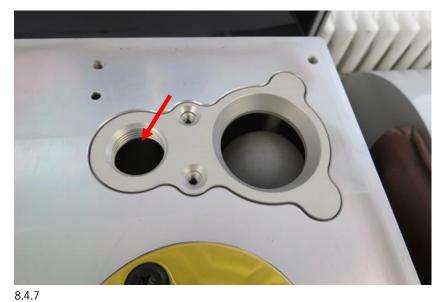






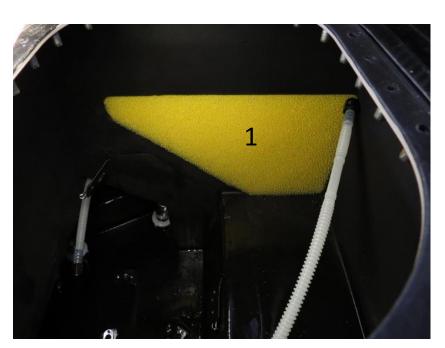
Mount valve plate with supplied screws

Screw sealing cap into thread (arrow)



Assembly/tank foam part

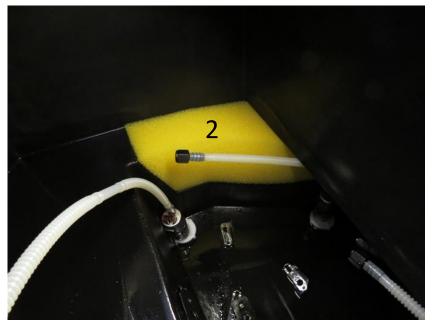
- Foam part set, complete
- Insert foam block no. 1 on right



8.4.9

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Insert foam block no. 2 on right



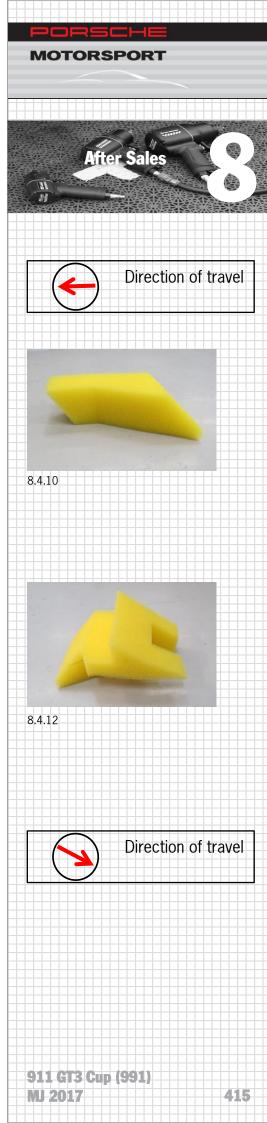
8.4.11

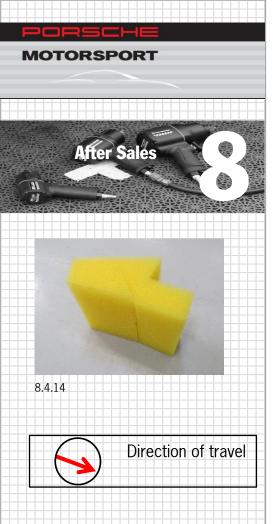
Insert foam block no. 3 on right



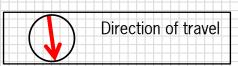
8.4.13

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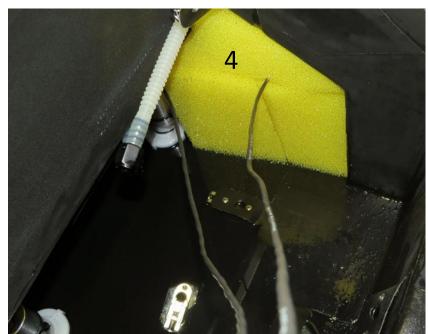








Insert foam block no. 4 on right



8.4.15

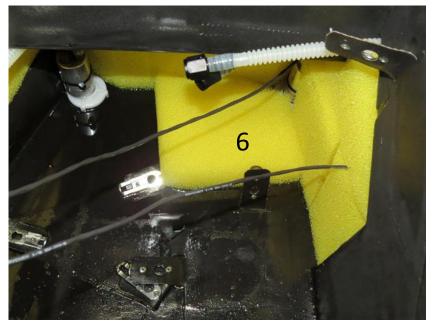
Insert foam block no. 5 on right



8.4.17

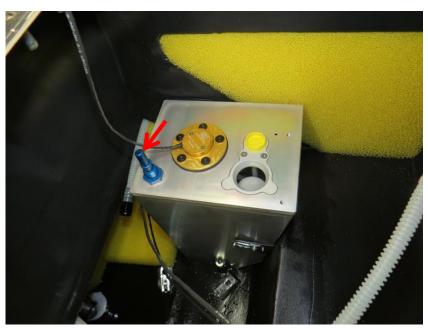
•

## Insert foam block no. 6 on right



8.4.19

- Put pre-assembled catch tank into position and fix at 4 tabs
- Plug fuel return line onto union (arrow)



8.4.20

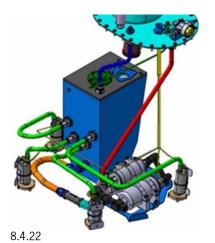
• 911 GT3 Cup (991) MJ 2017 41.7

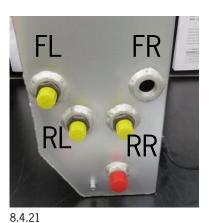






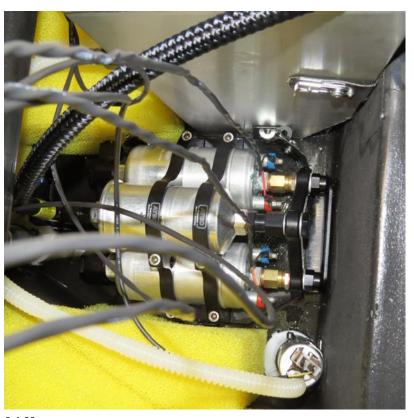
Connect the fuel lines (green) of the in-tank pumps to the catch tank as shown in the graphic





Connection of main pumps

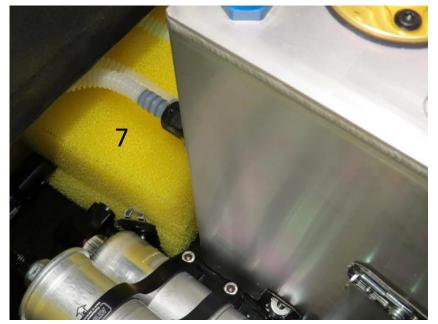
- Put pump unit into position and secure at the three mounting points
- Connect suction line to the main pumps at catch tank



8.4.23

•

Insert foam block no. 7 on right



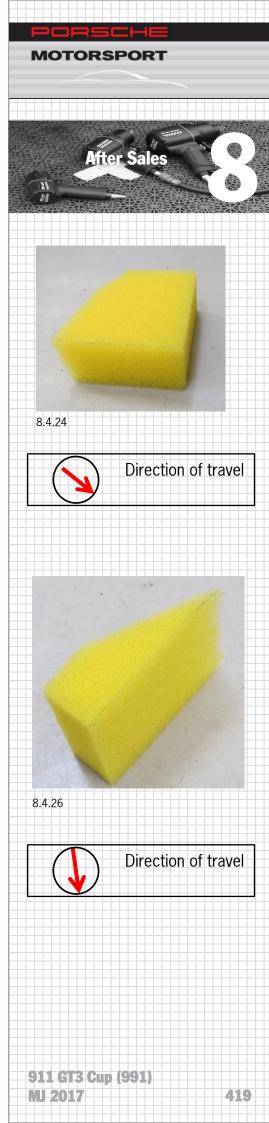
8.4.25

## Insert foam block no. 8 on right

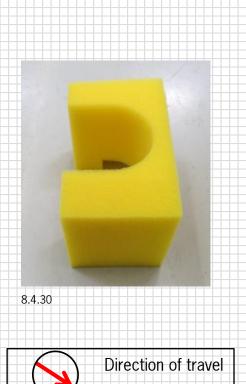


8.4.27

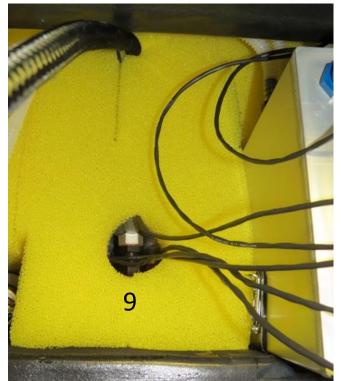
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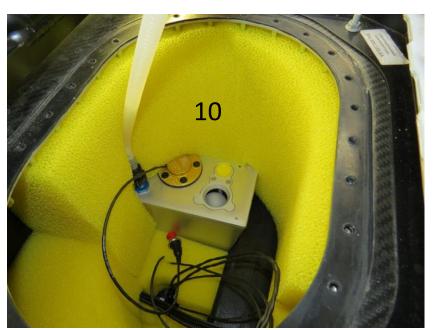


Insert foam block no. 9 on right



8.4.29

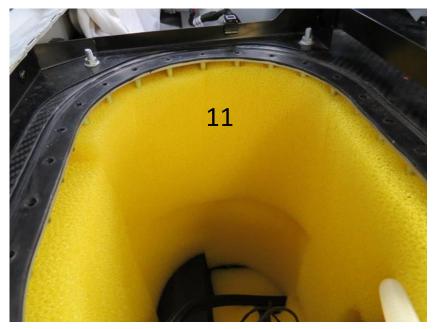
Insert foam block no. 10 on right



8.4.31

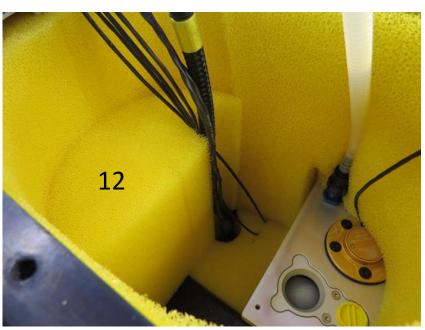
•

Insert foam block no. 11 on right



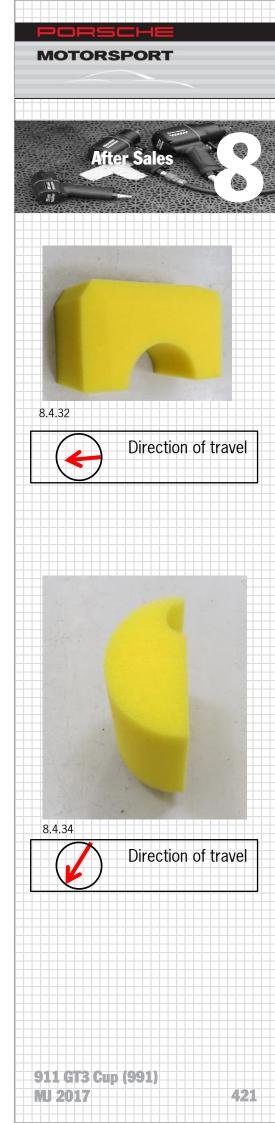
8.4.33

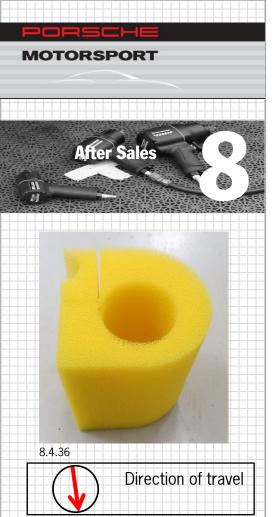
Insert foam block no. 12 on right



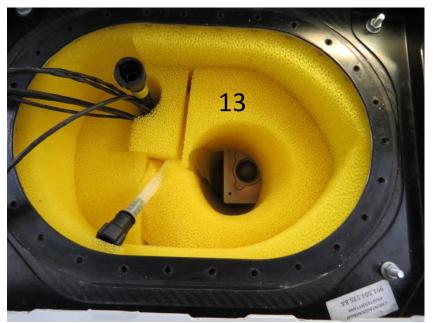
8.4.35

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Insert foam block no. 13 on right



8.4.37

#### Tank plate assembly

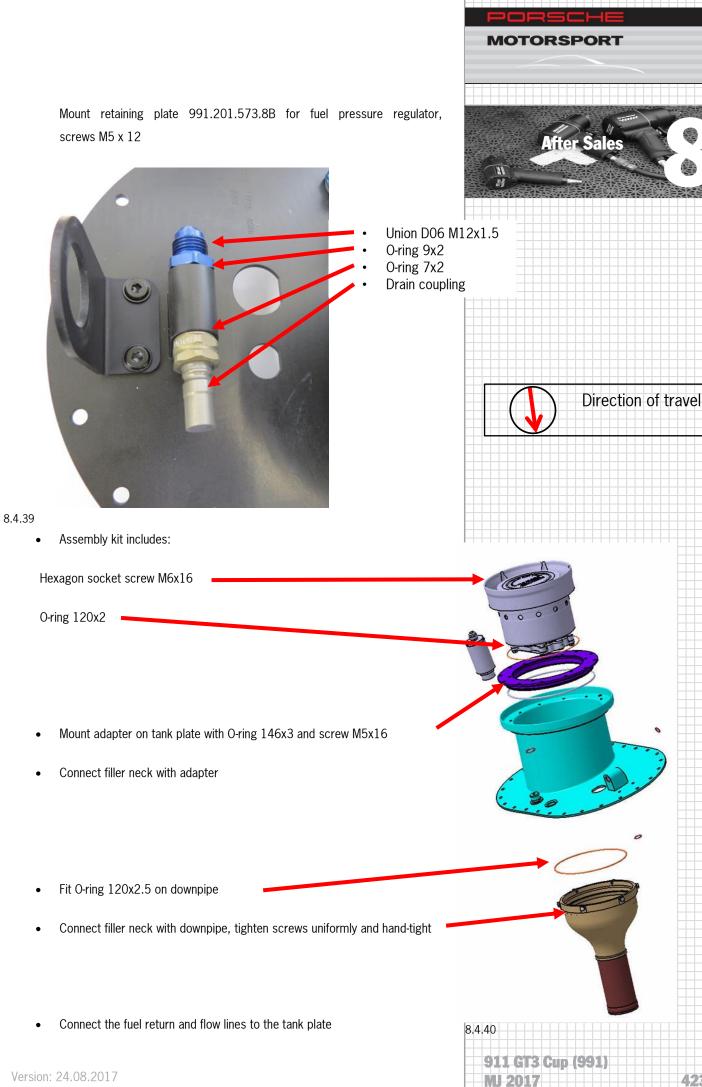
- Mount roll-over valve (carry-over part) on tank plate 991.201.317.9B with O-ring 13x2 (999.707.146.40); the O-ring is not a carry-over part!
- Mount return line union 991.201.529.8A and O-ring 13x2 (999.707.146.40) on tank plate



8.4.38

422

# Direction of travel



# MOTORSPORT

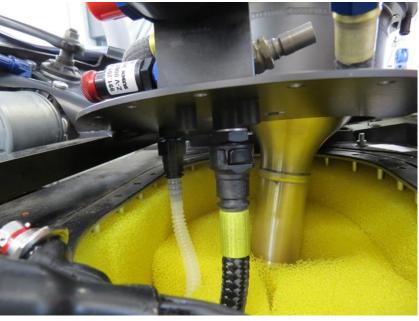


 $\bigcirc$ 

424

Direction of travel

- Connect fuel return and supply lines to tank plate
- Connect wiring harness to tank plate
- Screw tank plate together with seal, screws are carry-over parts M5x16 (26 ea.)



8.4.41

#### Pre-assembly of fuel pressure regulator

Lightly grease O-ring and insert fuel pressure regulator with spacer ring together into housing
 Spacer ring



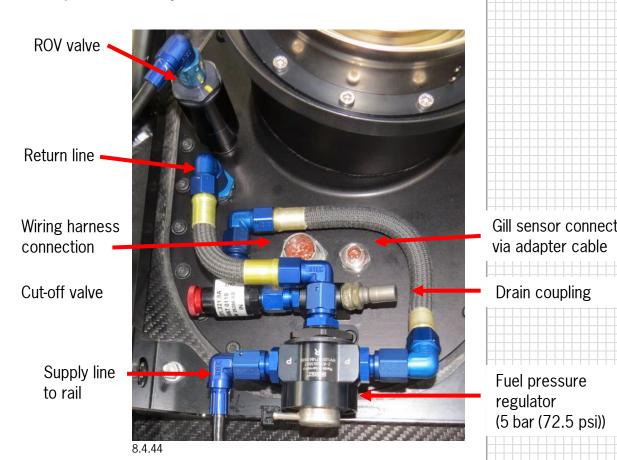
8.4.42

- Insert circlip in housing (arrow)
- The vacuum connection on the pressure regulator must face in the direction of the cut-off valve; no vacuum hose is connected!



8.4.43

#### Tank plate connection layout



Gill sensor connection via adapter cable

**MOTORSPORT** 

Drain coupling

Fuel pressure regulator (5 bar (72.5 psi))

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Check system for leaks!

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## 8.4.1 Tank opening in front lid

**MARNING** 

Flying foreign bodies during grinding, drilling, and milling

Risk of eye injuries

Wear safety glasses.

**A** CAUTION

Pointed or sharp objects

Risk of lacerations, puncture injuries or cuts

• Wear personal protective equipment.

An opening is provided in the front lid for rapid refueling of the vehicle. A ring reinforces the opening.

Align and attach template on front lid (Figure 8.4.1.1)



8.4.1.1

- Unscrew front lid
- Mark cut line

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- Produce outer opening with vibro-saw
- Deburr chamfers and edges





911 GT3 Cup (991) MJ 2017

# MOTORSPORT





8.4.1.2

- Remove cathodic dip coating on the outer skin from inside at the bonding surface (Figure 8.4.1.2)
- Roughen/grind bonding surface at carbon ring with air grinder
- Apply adhesive bead to carbon ring (Figure 8.4.1.3), adhesive: DP 490



Information

Curing time 6 hours



8.4.1.3

- Carefully position the ring on the inner side of the lid and fix in position with screw clamps (Figure 8.4.14)
- Immediately remove any adhesive which emerges on the outside

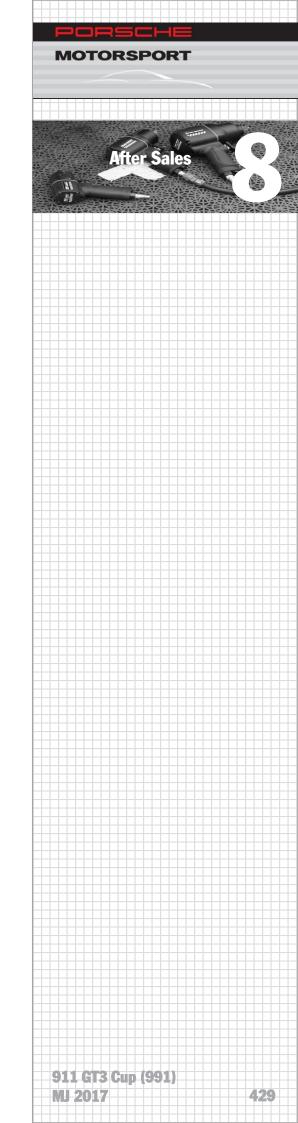


Information

Do not tighten the screw clamps too tightly; the ring and outer skin must be flush



8.4.1.4



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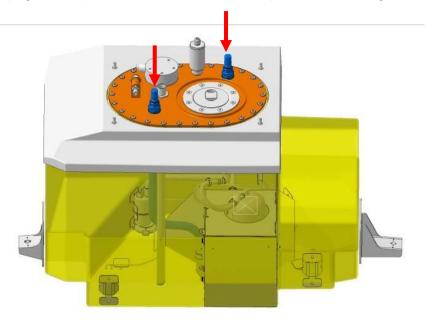




## 8.4.2 Fuel draining system

Porsche Motorsport offers a gas-tight fuel draining and filling system for the FT3 tank. It consists of two-quick-action couplings which are mounted on the tank plate and of corresponding in-tank tubes.

Fuel filling is also possible with the fuel draining system using a corresponding system (e.g. BREDA system). A closed system is realized by means of the gas-tight connecting couplings. Fuel vapors therefore do not enter the atmosphere and surroundings.



8.4.2.1

#### **Preliminary work**



Flammable or explosive substances

Fire or explosion

- Avoid contact with hot parts or sources of ignition.
- · Collect flammable fumes.
- Place the warning sign in a clearly visible position.



Corrosive liquids

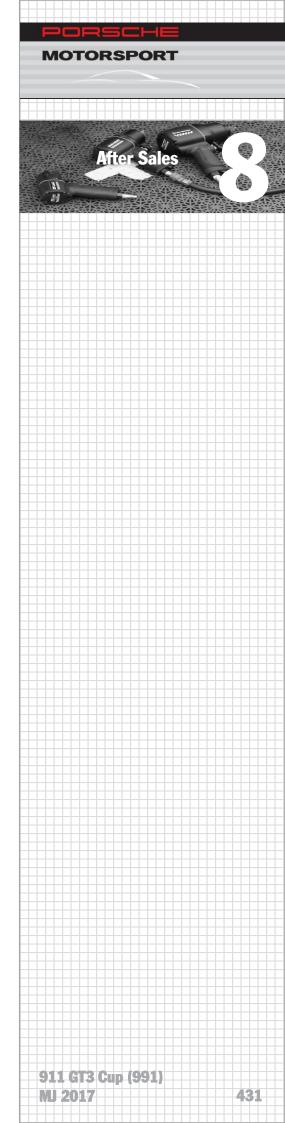
Acid burns

- Wear protective equipment.
- Ensure good ventilation.
- Avoid contact with corrosive liquid.
- In case of contact, wash immediately with plenty of warm water, if necessary seek medical advice.

NOTE

All components which are fitted with seals must be fitted with new seals after disassembly. All dismantled seals must be replaced.

- Disconnect power supply
- Refuel fuel and store in appropriate container
- Disconnect the plug connections and the lines on the tank plate
- Remove the tank plate





### Removing tank plate



Rotating foreign bodies during grinding, drilling and milling

Eye injuries

Wear safety glasses.



Sharp or sharp-edged objects

Crack-, stitch- or cuts injury

- · Wear protective equipment.
- 2 Drill the passages for the couplings, Ø 19.2 mm (arrows Figure 8.4.2.2)
  Use the drilling template!

8.4.2.2

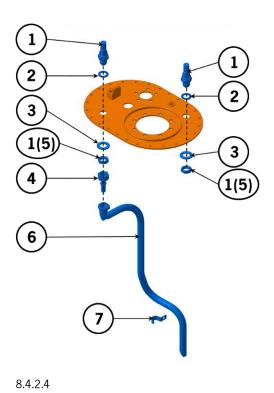
8.4.2.3

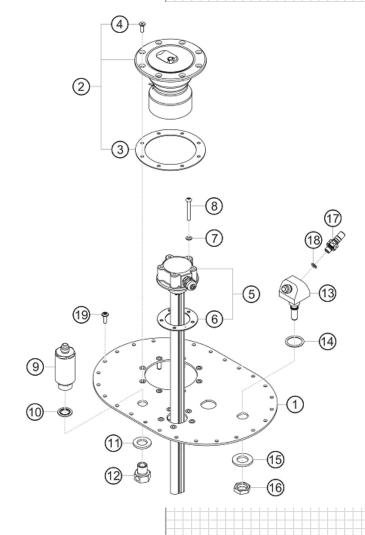
• Deburr the chamfer

# MOTORSPORT After Sales

### Assembly of couplings / hose

- The assembly is carried out as shown in the following diagram:
- Pos. 2 Sealing ring, pos. 3 Washer
- Torque Pos. 1 (5): 34 Nm





Torque table (Figure 8.4.2.5)

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Component/Position	Dimension	Torque (Nm)
4	M5x16 SENK-SHR	3,0 Nm ±0,2 Nm
8	M5x40 LI-SHR	3,0 Nm ±0,2 Nm
9	Dash 6	19 Nm
16	M18x1,5	30 Nm ± 2 Nm
17	M10x1	12 Nm ± 2 Nm
19	M5x16 LI-SHR	3,0 Nm ±0,2 Nm

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8.4.2.5



### Installation from the hose

Screw the hose with the clamp to the Catchtank, torque: 9 Nm



Information

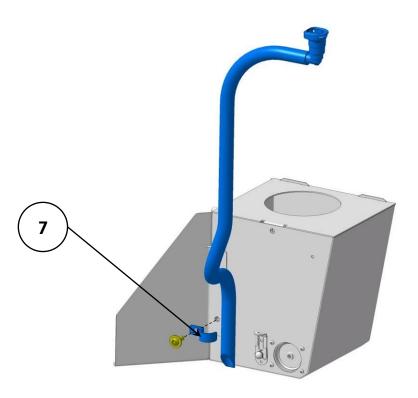
To insert the hose into the tank, some foam blocks must be removed from the tank.

The installation of the removed components takes place in the reverse order.

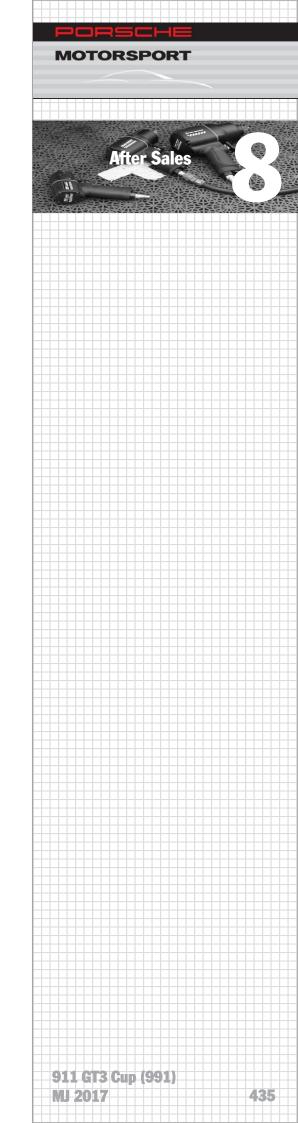


Leaking fuel-carrying pipes Leaking fuel fire

· Carry out leak test.



8.4.2.6



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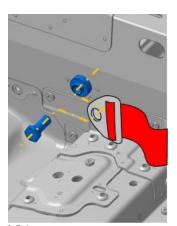




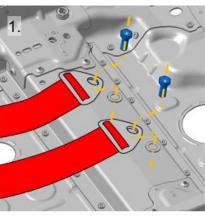
### 8.5 Taxi seat

### **Belt mounting**

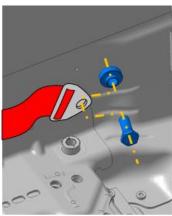
- Secure the side belts with the screws and corresponding sleeves, 50 Nm (37 ft-lb). The belts must remain capable of moving on the sleeve (Figures 8.5.1 and 8.5.2).
- Secure the crotch belts with the screws, 50 Nm (37 ft-lb) (Figure 8.5.4).
- Mount the shoulder belts analogously to the driver's shoulder belts on the right side (Figure 8.5.3).







8.5.4



8.5.2



8.5.3

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### Assembling the footwell cover

• Secure the cover plate on the body at the Tucker studs with plastic nuts.

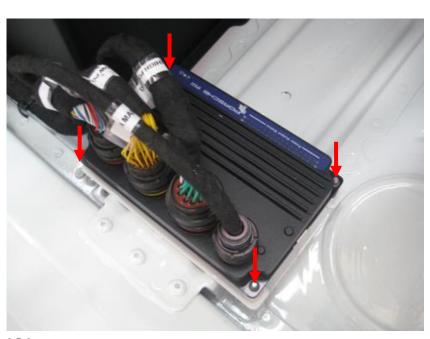
On the right side, use the ground point as a screw fastening point.



8.5.5

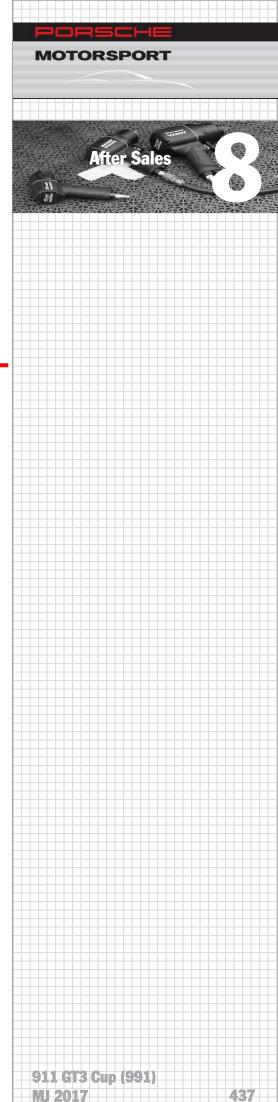
### Repositioning vehicle electrical system control unit (IPS)

• Undo the four "key nuts M4" for securing the IPS from the damping elements.



8.5.6

.





Remove the damping elements and keep the removed parts.



8.5.7

• Remove the cable tie on the wiring harness behind the battery cover.



8.5.8

•

438

Remove the cable holder on the center tunnel.



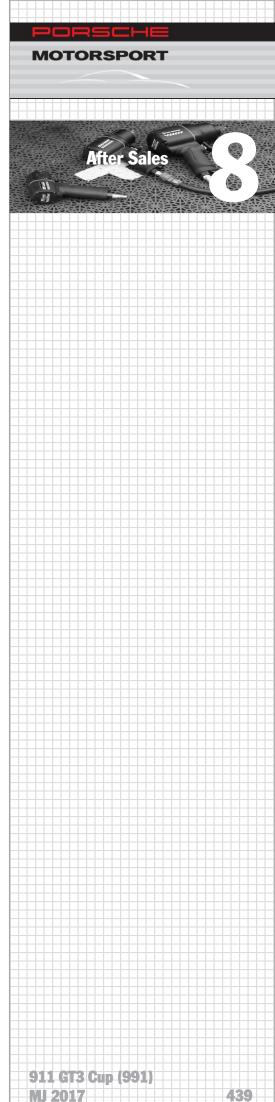
8.5.9

- Screw the wiring harness with the clamp (rubberized) at the top mounting point of the battery cover with the TORX SHR screw (Item 1).
- Secure the IPS on the battery cover with "VELCRO" fastener. Position of the IPS as shown in the illustration.



8.5.10

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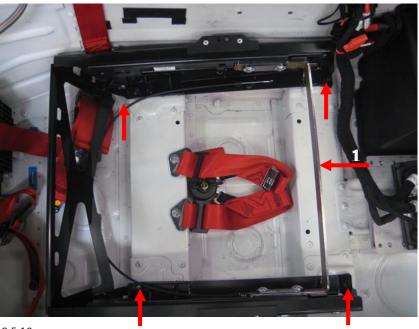
Position the seat bracket at the rear position.

- Remove the adjusting lever with linkage (arrow).
- Remove the transport strut only when the seat bracket is mounted on the body.



8.5.11

- Screw the seat bracket to the body with the TORX screws, 50 Nm (37 ft-lb).
- Remove the transport strut after screwing the seat bracket into position, Item
   1.



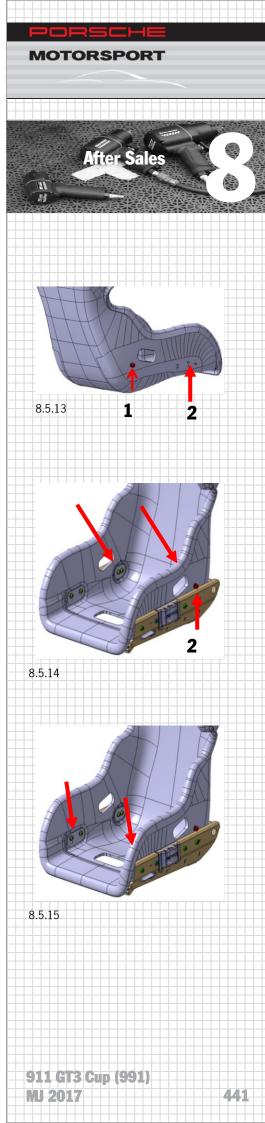
8.5.12

### Installing the seat shell

Fold the seat upholstery on the inner side of the seat secured with Velcro tape to the side > expose holes.

- Insert the rear assembly aids for the seat in the holes provided for positioning
   1.
- Remove the front pins for positioning from the seat shell 2.
- Lightly hand-tighten the rear four oval-head screws M8X25 for the seat shell 1.
- Then remove the rear assembly aids 2.

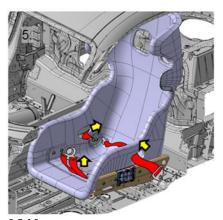
- Lightly hand-tighten the front four oval-head screws M10X20 for the seat shell.
- Then tighten all seat screws to torque 23  $\pm 2$  Nm (17  $\pm 1.5$  ft-lb).



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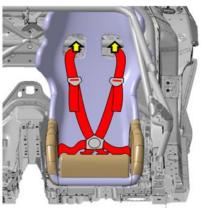


• Feed in the crotch belt and lap belts through the seat openings



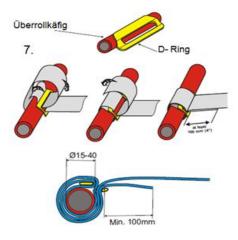
8.5.16

• Feed in the upper belts through the upper seat openings (Figure 8.5.17)



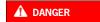
8.5.17

• Attach belts to cage by means of D-ring as in the instructions (Figure 8.5.18)



8.5.18

### Using the passenger seat

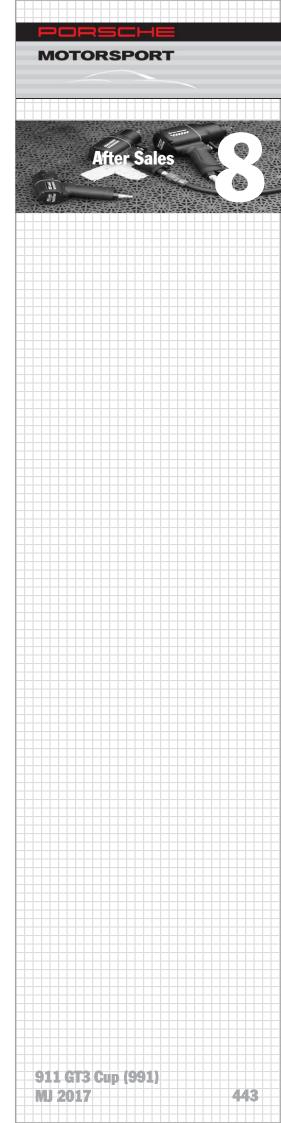


Use of the Recaro seat without HANS system Serious injury

- Use the Recaro seat only in combination with the HANS system.
- Route shoulder belts behind the seat diagonally to the front.
- Also use the "HANS" system for the passenger.



8.5.19









8.6.1



### 8.6 Heated windshield

Secure ribbon cable at the A-pillar using helitape. The plug connection to the main wiring harness is located in the right footwell under the heater box (arrow, Figure 8.6.1), label: windshield heater 1

Reference to window assembly/wiring harness labeling



8.6.2

- Drill opening for switch on the center console, dia. 11 mm (0.43 inch) (Figure 8.6.3)
- Fit switch on center console and connect with wiring harness

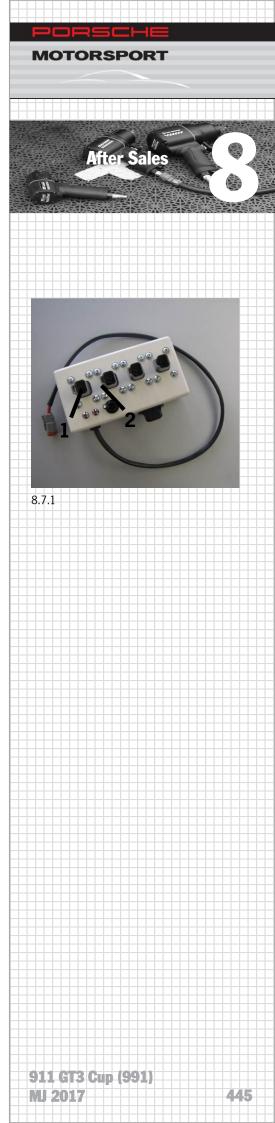
### 8.7 Power box

Power box

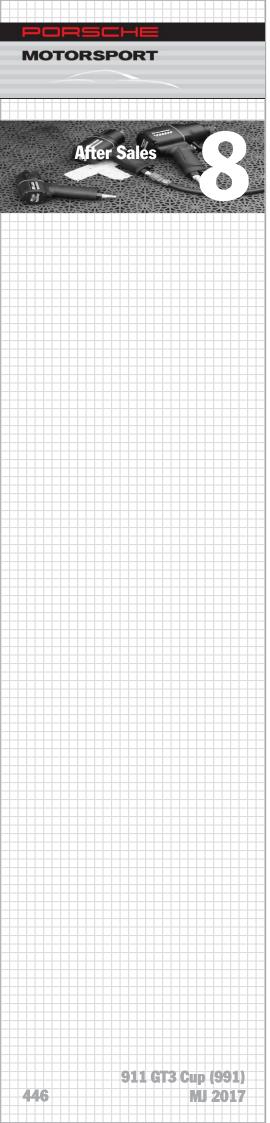
Porsche offers a power box (Figure 8.7.1) in order to permit operation of additional consumers in the vehicle. The power box is connected to the free voltage supply XX Option Powervia a DT04-2P connector. A maximum of two power boxes can be connected per vehicle. Each box can supply a current of up to 15 A; any allocation to the four connections is possible. The consumers are connected to the box via DT06-2S connectors. The box can be switched on and off via a toggle switch. The box is fused with a 15 amp fuse. The fuse is located at the side of the box.

The LED (Figure 8.7.1, Item 1) lights up as soon as the box is connected to the vehicle electrical system.

The LED (Figure 8.7.1 Item 2) lights up when the box is switched on and the box fuse is intact.



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### 8.8 Cockpit light

The switch labeling in the center console is fluorescent. This means that the labeling lights up in darkness when illuminated by the cockpit light. The cockpit light is switched with the low beam headlamps.

- The roof bonding surface must be grease-free. Remove the protective film of the adhesive strips (Figure 8.8.1) and apply centrally on the inside of the roof at the position of the center console.
- Align the cockpit light so that one LED row points at the steering wheel and the other row towards the center console.
- Route connecting cable at the Y strut of the cage and fix with cable tie (Figure 8.8.2).
- The disconnection point to the main wiring harness is located on the right B-pillar Label: option light ID.











### 8.9 Race number lighting

The race number lighting is realized by fluorescent films which are secured on the doors. The system includes a control unit per film which is located in the respective door. The control units are connected both with each other and with the main wiring harness.

### Installation of race number lighting:

• Fit template (inner side of door) on the door (Figure 8.9.3). The contour of the template must be aligned with the door contour.

**MARNING** 

Flying foreign bodies during grinding, drilling, and milling

Risk of eye injuries

Wear safety glasses.

**A** CAUTION

Pointed or sharp objects

Risk of lacerations, puncture injuries or cuts

- Wear personal protective equipment.
- Transfer cutting lines and drilling points and carry out the respective work steps. Extract swarf and grinding dust when doing this.



8.9.3

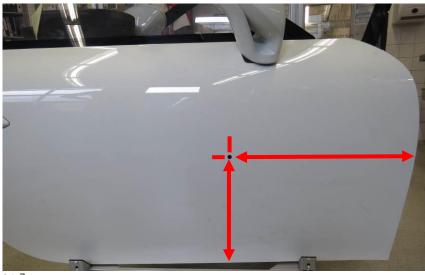
• Fit rivet nuts M5 (Figure 8.9.2)

- Remove top hinge/door side
- Attach template (on hinge side for plug connector Deutsch) (Figure 8.9.4).
   The contour of the template must be aligned with the contour of the door
- Drill hole (dia. 11 mm (0.43 inch))



8.9.5

- Screw on plug connector (Figure 8.9.5); the threaded plate (Item 1) is located in the inner side of the door
- Screw control unit onto mounting plate (Figure 8.9.6)
- Drill opening in door outer skin, dia. 10 mm (0.39 inch) (Figure 8.9.7)



8.9.7



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8.9.8



8.9.9



8.9.10

- Pull ribbon cable of the luminous film through the opening and connect with the door control unit
- Fix the luminous film on the door outer skin using double-sided adhesive tape
- Screw control unit with mounting plate onto inner side of door (Figure 8.9.8)
- Route connecting cables for door control units on left and right to main wiring harness under dashboard

NOTE

Blocked pedals

Loss of control over the vehicle

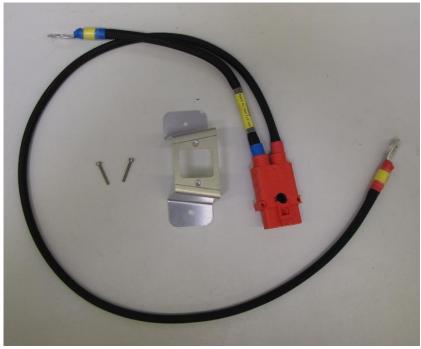
- Route the wiring harness in the area of the driver's footwell so it cannot be touched by the feet or pedals.
- Screw on upper door hinge, and attach door
- Screw in locking screw on hinge.
- Pull wiring harness through rubber grommet on the A-pillar and connect with door plug connector
- Drill opening for switch on the center console, dia. 11 mm (0.43 inch) (Figure 8.6.10)
- Fit switch on center console and connect with wiring harness



Information

To hold the luminous film in position more securely, Porsche Motorsport recommends covering the film with a transparent film.

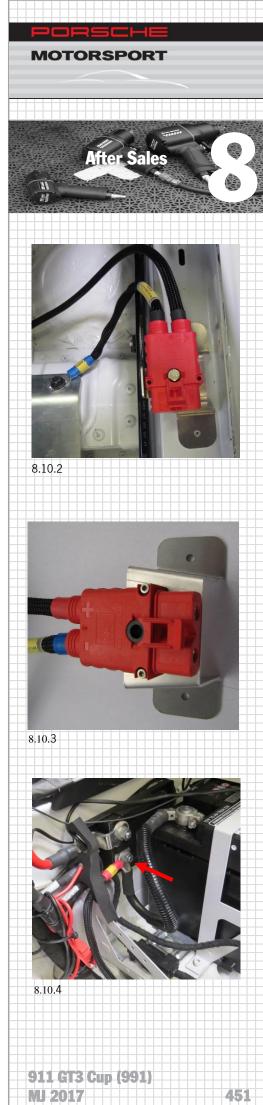
## 8.10 Battery charging cable



8.10.1

The plug connector of the battery charging cable is screwed on to the right side sill close to the additional weight plate using a holder. The holder is riveted to the body in the area of the side sill on the passenger's side.

- Align the holder (Figure 8.10.2) and drill holes for the holder (dia. 5 mm (0.2 inch))
- Rivet on holder, 2x blind rivets d = 4.8 mm (0.19 inch) I = 8 mm (0.31 inch)
- The ground cable is secured using the front right securing screw of the additional weight plate (Figure 8.10.2), torque: 50 Nm (37 ft-lb)
- The positive cable is routed to the battery disconnect switch (battery side, arrow, Figure 8.10.4), torque 24 Nm (17.7 ft-lb)
- Plug connector to holder: 2 Nm (1.5 ft-lb) (Figure 8.10.3)



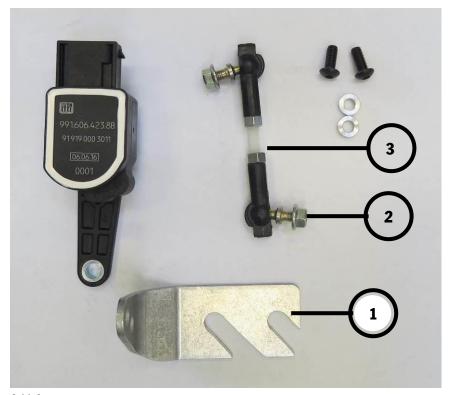




8.11.1

## 8.11 Suspension travel sensor

The suspension travel sensors are installed in the wheel housing on the body side and are connected to the transverse link via a coupling rod.



8.11.2



Information

The description of the installation is independent of wheel and axle.

### Premounting sensor/coupling rod

- Screw the ball head (pos. 2) of the coupling rod (pos. 3) onto the sensor arm and hold the ball head with the water pump and tighten the nut (2) to 5.6 Nm (Figure 8.11.1).
- Replace the adjusting plate on the crossbar against the holder (item 1) FA /
   RA. The holder replaces a 3.0 mm adjusting plate.

NOTE

The maximum value on the adjusting plates must not be exceeded (see chapter Chassis). The camber values can change.



Hot components

Risk of burns

- Allow hot components to cool down.
- · Wear protective clothing.

### Sensor holder front axle

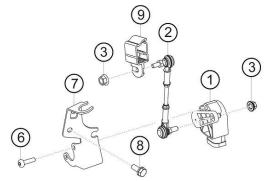
- Screw the sensor to the car body holder (pos. 2 Figure 8.11.5). Spacers (pos. 5 Figure 8.11.3)
- Attach the sensor/holder to the body/cross beam (2 Figure 8.11.5). The holder is clamped to the cooling water lines at the front axle.

Torque pos.. 3: 6 Nm

### Sensor holder rear axle

Torque screw M6x16 pos. 8 (Figure 8.11.4): 10 Nm

Torque screw M5x12 pos. 6 (Figure 8.11.4): 8 Nm



8.11.4

- Screw the coupling rod to the holder. (coupling rod/wishbone) (pos. 9 Figure 8.11.4).
- Connect the sensor to the cable harness. Fix cable harness with cable ties.
   Make sure that no contact with the chassis gear parts and the cable harness can occur.



Information

Calibration of the sensor (see chapter Electrical systems)

