

# **Porsche Sprint Challenge Iberica**

## **Technical Regulations 2024**

### **PORSCHE 911 GT 3 Cup (Type 991.1)**

Name of the Series: Porsche Sprint Challenge Ibérica

Status of the Events: Spanish National Status

Riscos & Trajetorias, Lda hereinafter referred to as P21 Motorsport, hereinafter called the Series organiser, is promoting the Porsche Sprint Challenge Ibérica, hereafter called the PSCI.

The Porsche Sprint Challenge Ibérica is registered as a by the RFEDA (ASN) approved national series.

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## **A - Foreword**

The Porsche Sprint Challenge Ibérica (PSCI) is a series that gives the opportunity to the Competitors to compete with Porsche 911 GT3 Cup (991) Type 911.1, built in the years as specified. All Cars need to be in the specification such as they left the factory, except when this is clearly allowed by these Regulations. If at any time a team is in doubt about their Car's legality, either because of after-market modifications made to the Car in its history or because they have fitted original parts sold some time after the production of their specific Car, then they are encouraged to have the Car checked by the Series' Technical Manager.

## **B - Chapter subdivisions**

The hierarchy of the chapters is shown in the example underneath.

## **C - Source of spare parts catalogues**

All spare parts required by a competitor must be purchased directly from P21 Motorsport

### **Spare parts catalogues, manuals, technical info's, etc:**

#### **Porsche:**

PMRSI (motorsport.porsche.de) => Registration form included with every new Car  
Porsche Centre  
P21 Motorsport  
Further applications: tech@p21motorsport.com

#### **P21 MOTORSPORT - technical department**

Rua das Fiskas 442 Armazém 1 - 2645-117 Alcabideche  
Phone: + 351 21 4822240  
Contact: Dinis Mota  
Email: tech@p21motorsport.com

#### **Sales P21 Motorsport Series parts & Equipment:**

Rua das Fiskas 442 Armazém 1 - 2645-117 Alcabideche  
Contact: Miguel Colaço - Phone: + 351 21 4822240  
Email: logistics@p21motorsport.com

#### **Official Michelin Tyre Supplier:**

##### **Neumáticos Álvarez**

Contact: Mr. David Rico  
Email: david@neumaticosalvarez.com).

## **D - Definitions**

PSCI Porsche Sprint Challenge Iberica as the organiser of the Event

TR	Technical Regulations
Team	The entrant and entrant personnel
MY	Model Year, indicates the model version
Gauge block	A calibrated tool with specific dimension, which are not variable
PPN	Porsche part number
X	Mandatory rework

## **E - Part numbers Porsche**

In the Porsche Motorsport catalogue of the concerning Car is indicated if the part is a Motorsport or a road part.

## Technical Regulations

### 1 - Technical Series Regulations

#### 1.1 - Summary of the eligible groups/classes

The Porsche Sprint Challenge Ibérica is a one-make Series with group/ Categories classification.

Only cars of the type/model Porsche 911 GT3 Cup, type 991 1 (a special series produced by Porsche AG), of the model year 2016 (see following General vehicle description) and model years 2015, 2014 as well as 2013 taking into account the required modifications (see Attachment 1) are permitted.

Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Motorsport Parts Sales Department at Porsche AG, Weissach.

The cars must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered RFEDA car pass or the corresponding document of another ASN associated to the FIA.

#### 1.2 - Principles of the Technical Regulations

In accordance with:

<b>X</b>	Art. 251 and 253 of Appendix J (FIA ISC)
<b>X</b>	General provisions, definitions and clarifications regarding the technical rules of RFEDA
<b>X</b>	These Technical Regulations
<b>X</b>	Technical manuals of the eligible Cars
<b>X</b>	Technical information of Porsche AG
<b>X</b>	Spare parts catalogues of the eligible Cars

#### 1.3 - General/preamble

Everything that is not expressly permitted in these Regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the Regulations.

#### 1.4 - Driver equipment

It is compulsory to wear overalls in compliance with the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet including "HANS clips" in accordance with FIA regulations (Attachment L to the ISC) and use of a head restraint (e. g. HANS) is compulsory.

##### 1.4.1 - Frontal Head Restraint System (FHR; HANS or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 is compulsory for all races and events within the championship as well as for all races outside the championship which are organised according to these Regulations.

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the car compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during technical scrutineering.

### **1.4.2 - Drinking system**

A drinking system without an electric pump may be used. Prior to installation it must be approved by the Technical Scrutineers.

This system may be filled during Pre-Grid procedure under the supervision of the Technical Scrutineers.

### **1.4.3 - Cooling system**

A cooling system with cooling vest may be used. Prior to installation it has to be approved by the technical scrutineers. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

## **1.5 - General Regulations**

### **1.5.1 - Permitted modifications and installations**

The only work which is allowed to be carried out on the Cars is that necessary for its normal servicing, or for the replacement of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible Cars in compliance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by Porsche AG for other groups of Cars (e.g. Porsche road Cars) is also prohibited.

The use of any items described as "accessories and options" in the parts catalogue is prohibited, as long as their use is not in particular allowed by these technical regulations.

Throughout the car, the standard fastening components such as nuts, bolts, washers, lock washers, spring washers and splint pins are exclusively allowed to be replaced by Porsche Genuine Parts.

The service and replacement intervals and adjustment values specified by Porsche\_AG (see updated Technical Manual) are to be observed.

The Series organiser may allow modifications that do not correspond to the series production status on all or individual Cars, providing these do not permit a competitive advantage (e.g. for the attachment of cameras).

### **1.6 - Minimum weights and ballast will be changed and supplemented as follows**

It is the competitor's responsibility to ensure that at all times during the event the mandatory minimum combined weight of the car + Driver is reached. The mandatory minimum combined weight is 1.305 Kg and is the sum of minimum car weight and minimum Driver weight.

- the weight of the car with empty fuel tank;
- the weight of the inboard camera
- the weight of the ballast holding plate and the installed additional weights (excluding Driver equalization weight);
- the weight of the Driver;
- the weight of the personal equipment of the Driver as it is in the car at the time when the weighing is ordered;
- the Driver equalization weight if applicable.

The Technical Scrutineers shall specify a weigh scale for the checking of weight of the cars and drivers. It is referred to here as the "official scale". The official scale is located in the PCCI technical

scrutineering tent or, if necessary, in an alternative designated place that will be communicated to the Entrants. This is also the weighing area.

### **1.6.1 - Ballast**

The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Attachment 4. No other ballast weights or location are permitted.

The components of the ballast weights are identified by spare part numbers (part numbers: 991.504.848.00 / 991.504.848.01 / 991.504.848.02).

Equalization weight must be protected with items 991.504.865.9B, 9F1801575 and 991.504.852.9B, WHS001903.

### **1.6.2 - Base plate auxiliary weight**

In addition to the original part, base plates with part numbers 991.504.847.7A/B and 991.504.847.9B are permitted to be used. If the base plate does not contain the necessary holes for the mounting positions indicated in this Regulations, they can be added after consultation with the Technical Scrutineers. The mounting holes can only be added in the necessary positions to satisfy the requirements of this Regulations.

### **1.6.3 - Minimum Car weight**

At no time during an event is the car weight allowed to be less than the mandatory minimum weight. The minimum weight of the vehicles is 1,225 kg and consists of:

- the weight of the car with empty fuel tank;
- the weight of the inboard camera, the PSCI organiser or the weight of the respective substitute ballast;
- the installed additional weights.
- the Ballast Holding Plate and the installed additional weights (excluding Driver equalization weight).

The minimum car weight must also be observed when the levels of operating liquids are under minimum level.

### **1.6.4 - Minimum Driver weight**

The minimum weight of the driver is 80,0 kg and consists of:

- weight of the Driver;
- weight of the personal equipment of the Driver as it is in the car at the time when the weighing is ordered;
- the Driver equalization weight if applicable

It is the Competitor's responsibility to ensure that the sum of the installed equalisation weight plus the Driver's actual weight (including his personal equipment) achieves or exceeds the minimum Driver weight at all times.

### **1.6.5 - Determining the total weight of the driver and car**

The Technical Scrutineers may in their absolute discretion decide to weigh the car and driver separately or in combination.

If the car and the Driver (together with all driver equipment) are weighed in combination, the weight plus 2.0 kg of weighing tolerance shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

If the car and the Driver (together with all driver equipment) are weighed separately on the official scale, the two weights plus 2.0 kg of weighing tolerance for the car and 0.5 kg of weighing tolerance

for the Driver weight shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

Prior to weighing a car, the Technical Scrutineers shall remove the remaining fuel from the fuel tank after taking a fuel sample, according to fuel samples regulations.

#### **1.6.6 - Weight changes during qualifying and races**

During the qualifying and races, the weight of the car can only be altered by:

- Changing from slick to wet tyres or vice versa;
- Consumption of used materials and fluids;
- Damage on the car due to an accident.

On the way from the circuit to the "Parc Fermé" and in the "Parc Fermé" itself, and on the way to the post-race Technical Scrutineering under no circumstances is weight permitted to be added to the car or the Driver.

#### **1.6.7 - Verification of the minimum weights by the Entrants on the official scale**

Entrants have the opportunity to check the weight of their cars and drivers during the event on the official scale with the permission of the Promoter. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

#### **1.6.8 - Personal protective Driver equipment during weighing**

During the weigh-in, each driver must wear his complete driver apparel as set out in Annex L, Chapter III of the ISC, plus the mandatory head restraint system.

#### **1.6.9 - Weighing of cars**

The cars are weighed as follows:

- Weighing of cars is carried out regularly on the official scale.
- During the qualifying, weighing can also be done by the Technical Scrutineers on the scale of P21Motorsport, which is at a fixed garage and accessible by the pit lane. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the RFEDA scale indicates that the car in question might be found underweight on the official scale, this car, the driver and his/her protective equipment must again be weighed on the official scale which is the only result to be taken into consideration and to be binding.
- If a Driver is given the signal that his/her car has been selected for weighing, he/she must take the shortest route possible to the weighing area/P21Motorsport scale and turn off the engine.
- The Driver or a team member will receive written confirmation of the measured weights. During weighing the Driver is not allowed in any way to influence the weighing result.

Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

If a car cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Scrutineers can assign other persons for this purpose.

#### **1.6.10 - Leaving the weighing area**

Without the consent of the Technical Scrutineers, the Driver is not permitted to leave the weighing area and the car is not allowed to be removed.

#### **1.6.11 - Weighing after breakdown and car remaining on circuit during qualifying and race**

If a car breaks down during the qualifying session or the race and the driver leaves his car, if his weight needs to be determined he must go directly to the weighing area.

### **1.6.12 - Determining the driver weights**

After free practice, qualifying and race, all drivers must go immediately and on a direct route from the Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview.

Drivers who go to the podium are permitted to be weighed on the P21 Motorsport scale.

Any differences between the P21 Motorsport scale and the official scale are taken into account. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards of the Meeting. The Stewards of the Meeting will take the final decision regarding a punishment.

The drivers will be weighed individually and will receive a weighing report on the determined weight. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

### **1.7 - Replacement and loss of car parts**

All car parts that were replaced during the free practice, qualifying session and races must be presented to the Technical Scrutineers or to the PSCI Technical Manager without request for inspection. The parts that were removed from the car will be marked by the Technical Scrutineers if necessary and are not permitted to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering tent in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts.

In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 25 kg to the measured weight of the car. The decision to do so is at the sole discretion of the Technical Scrutineers.

Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine the parts that should be replaced prior to the car being weighed.

### **1.8 - Parc Fermé rules for car weighing**

Cars that have been specified for weighing are subject to Parc Fermé Regulations. It is forbidden to add or remove any substance to/from the car after it has been selected to be weighed. The same applies during the weighing process and after the end of qualifying and races. Excluded are actions of the Technical Scrutineers.

#### **1.8.1 - Weighing in below the minimum weight**

If, during the post qualifying or post-race weighing procedure, the combination of car and driver (including driver equipment) is found to be below the currently applicable minimum weight, the car and driver (including driver equipment) will immediately be weighed for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method (car and driver together or separated).

The maximum value of the 3 weights recorded is regarded as the actual weight.

Falling below the minimum weight during the qualifying session will be penalised with the cancellation of the qualification times achieved by the driver concerned.

The driver is allowed, however, to take up the race from the last place on the starting grid. Falling below the minimum weight in the race will result in exclusion from the points classification for the race. It is the entrant's responsibility to ensure that the race car entered by him/her can be brought



directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the car from the moment of the order until the termination of the weighing process.

Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the car are those expressly permitted by the aforementioned persons.

If a car is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

### **1.8.2 - Bringing the car to the weighing area**

It is the entrant's responsibility to ensure that the race car entered by him/her can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the car from the moment of the order until the termination of the weighing process.

### **1.9 - Regulations on the route to and in the weighing area**

Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the car are those expressly permitted by the aforementioned persons. If a car is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

### **1.10 - Car damage**

Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine the parts that should be replaced prior to the car being weighed.

### **1.11 - Emissions regulations**

The cars must be equipped with a catalytic converter as supplied by Porsche AG and in accordance with the RFEDA exhaust prescriptions. Only manifolds with the following parts numbers are permitted:

Left exhaust manifold:	997.113.021.A1
Right exhaust manifold:	997.113.022.A1
Exhaust silencer:	997.111.02792

### **1.12 - Noise regulations**

The maximum permitted noise limits are 112 dB(A) measured in compliance with the FIA Annex J, Art. 252-3.6 of the ISC.

Government environmental rules may override these Noise Regulations during an Event.

The PSCI organisation is not responsible for any consequences for exceeding the noise limits imposed by the circuit or local ASN. For example, due to different measuring procedures or tolerances.

All cars must be equipped as shown in the following figure - two left and right catalysts and a central exhaust pan which must have the core -.

### **1.13 - Safety equipment**

Unless stated otherwise, the cars must possess safety equipment as indicated by Art. 277, Category "II-SH", current Appendix J of the FIA ISC.

The on-board fire extinguisher system must be switched into position "Armed" and the red LED illuminated from the moment a car leaves its team area to attend a free practice, qualifying or race

session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

It is the Competitor responsibility to comply with this infringement shall result in a penalty which will be levied by the Stewards

### **1.14 - Fuel type and single fuel**

#### **1.14.1 - The following single fuel must be used:**

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228. The only fuel allowed during all events is described in Art. 28.3 of the PSCI Sports Regulations

#### **1.14.2 - Fuel controls**

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event.

The Competitor must ensure that at any time from the start of the Pre-Grid for any session until the car is released from Parc Fermé at the end of the respective session (subject to removal of fuel for the weighing procedure), a minimum of 3 liters of fuel can be taken from the corresponding removal point (defuelling coupling of the fuel cut-off valve) in the luggage compartment.

This rule also applies to any free practice session.

These samples must be identical to the reference fuel taken from the supplier designated above.

Any infringement shall result in a penalty which will be levied by the Stewards

If the Technical Scrutineers order to defuel the car (for example to check the minimum weight of the car without residual fuel), a fuel sample can be taken prior to defueling the car.

The defuelling process will be done on the measuring platform of the Technical Scrutineering area. If necessary, the Technical Scrutineers may specify a different location. During the defuelling the vehicle must be stood on the platform (or the ground if a different location has been specified) on all four tyres and must not be moved. The required quantity of fuel must be able to be taken, from the removal point defined above, within a maximum period of 10 minutes after the start of defuelling.

#### **1.14.3 - Refuelling, Refuelling installations and control**

The addition of any additives or any chemical changes to the fuel are prohibited.

All additives are prohibited. Fuelling and refuelling of the cars during free practice, qualifying and the race is forbidden.

Throughout the race event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the Promoter. The minimum value of the last 24 hours will be posted on the official notice board before the first session of each day. At no time is the fuel temperature permitted to be less than the lowest outdoor air temperature as post-ed on the notice board.

Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective work place.

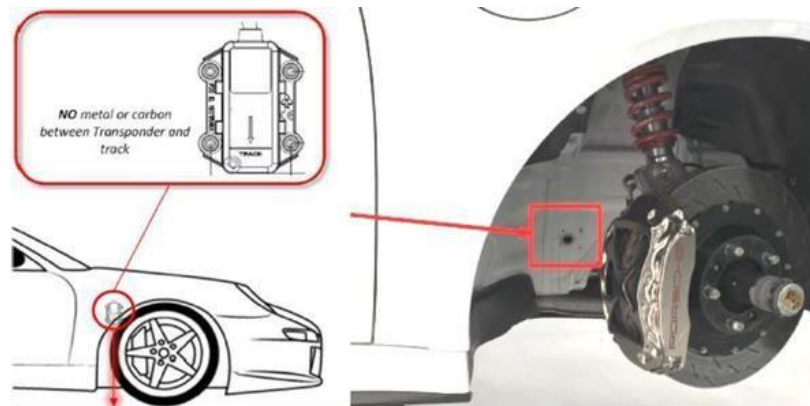
Smoking and hot works are prohibited when any operation involving fuel, or the fuel cell is in progress

### **1.15 – Timing Transponder**

Each team must equip their Car with a AMB transponder, for example from Mylaps.

The timing transponder must be mounted in the front right wheel arch behind the front axle as shown underneath. Teams can buy a transponder and Driver ID from the organisation. The

illustration below refers to all Cars. Consult the Series Technical Manager or Scrutineer if needed.



### 1.16 – Cameras

The installation of a camera system is recommended. This must be a 'High Definition' system. This installation will be checked by a member of the Technical Scrutineers. It is the responsibility of the Competitor to provide the equipment. Each Competitor needs to make sure each session is recorded and stored. We advise to foresee a spare memory card for in case one is confiscated for analysis. The PSCI is owner of the recorded videos and its copyrights. The videos can be used in private circumstances but can't be distributed to third parties. The camera needs to be positioned in the centre of the Car. Mounted on the x-shaped tube of the roll cage behind the seat. The camera should be mounted in a way that it records the Driver and track in front of the Car. The illustration below refers to all Cars. Consult the Series Technical Manager or Scrutineer if needed.



Parts should be rigid. A keycord must be attached to the camera and roll cage. This to avoid a drop of the camera into the pedal box during an incident. Make sure that the keycord doesn't block the view of the camera while braking. The use of mounting parts with suction cup are forbidden, with the exception when using a 'Racelogic VBox' System RLVBVDHD001P. The use of camera on the outside of the cockpit are prohibited.

### 1.17 – Chronolive

It is mandatory that all teams have mounted the Chronolive device in their vehicles.

This system allows a detailed race management by the teams, being possible to monitor everything that happens inside the car live from an online platform.

Completely different from ordinary timing systems, Chronolive lets the rider know how far his direct opponents are, the lap times they are performing as well as the times of the fastest riders on track.

Safety is also a priority, as it is possible for the driver to know in real time whether a sector of the track is on yellow flags, as well as receive messages from the race direction on his display.

Chronolive must be acquired from Riscos & Trajetórias, Lda after the registration of the team in the Series. The placement of the same in the vehicle see the photo underneath.



### **1.18 - Technical definitions**

In addition to the definitions in the General Regulations, Definitions and Clarifications regarding the Technical Regulations the definitions set out in Appendix J (Art. 251 ISC of the FIA) shall apply.

### **1.19 - Chassis**

#### **1.19.1 - Front axle:**

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged struts:
- Optimised stiffness
- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hubs with central locking
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Double-blade-type anti-roll bar
- Power steering with electrohydraulic pressure feed

#### **1.19.2 - Rear axle:**

- Multi-link rear axle, adjustable in height, wheel camber and track
- Forged struts:
- Optimised stiffness
- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hubs with central locking
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Double-blade-type anti-roll bar

### **1.20 - Wheels (flange + rim) and tyres**

Only the version of Michelin tyres approved for the Series races with the following specification is allowed to be used for the duration of the events and the official tests.

## 2 - General car description

Porsche 911 GT3 Cup (type 991.1), MY 2013-2016

Concept: Single-seated, near-standard race Car based on the Porsche 911 GT3. For further general descriptions the entrant shall refer to the respective paragraph of this technical regulations

## 3 - Engine

- Aluminium rear-mounted flat-six engine
- 3,800 cm<sup>3</sup>; stroke 76.4 mm; bore 102.7 mm
- Max. power: 338 kW (460 hp) at 7,500 rpm
- Max. engine speed: 8,500 rpm
- Single-mass flywheel (99710204192)
- Water cooling with thermal management for engine and gearbox
- Four valves per cylinder
- Sequential multi-point fuel injection
- Fuel octane rating: minimum 98 octane ROZ premium unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with twin tailpipe in central arrangement
- Electronic accelerator pedal

Alternatively to the original part the following flywheel code is authorized: 997.102.041.93

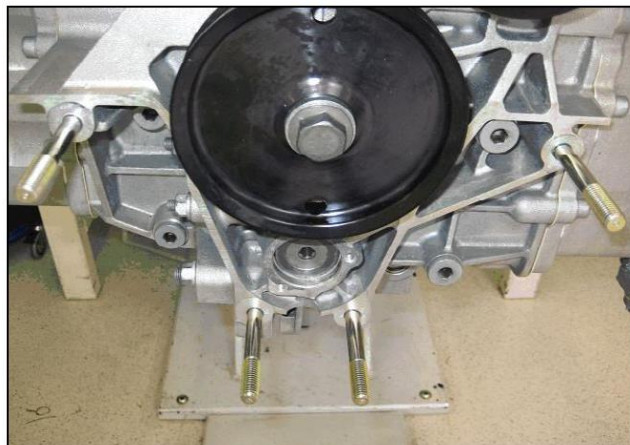
The original screws for fixation of the exhaust system may be replaced by steel bolts and hexagon nuts.

Therefore it is only allowed to use the following parts:

4 pieces of steel stud M10x70 8.8. part number: 999.062.170.02

4 pieces of hexagon nuts M10, part number: 900.377.011.01

The implementation of this modification has to comply with the photo below.



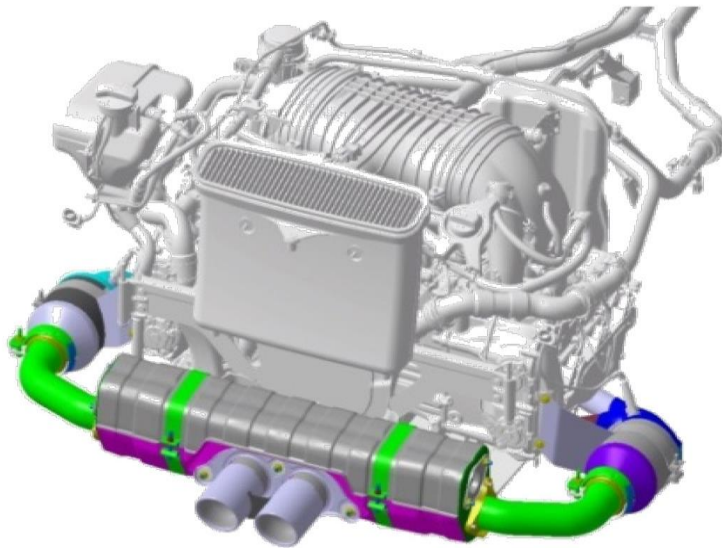
## 4 - Engine Electronic Control Units

Throughout the entire event, only the Bosch Motronic electronic control units coded and sealed by the Promoter are allowed to be used.

The Motronic electronic control unit incl. the complete wiring harness must be used without modifications. The PCCI Technical Manager or the Technical Scrutineers reserve(s) the right to check or exchange the Motronic electronic control unit or record the engine characteristic data at any time during the event. The Promoter reserves the right to reprogram the Motronic electronic control units and to seal the plug-in connectors for reading the electronic control units at any time. It is thus ensured that the status of the program and data are identical for all participating cars.

## 5 - Exhaust System

Only the Porsche original Race exhaust system, that includes the central rear muffler, is permitted to be used. The exhaust system without mufflers is prohibited.



For references of exhaust system parts see Attachment 13

## 6 - Power Transmission (gearbox/differential lock)

**General description:** Porsche 6-speed sequential constant-mesh transmission

- |                            |               |
|----------------------------|---------------|
| - Ring & pinion gear 14/22 | - $i = 1.571$ |
| - Final drive 17/41        | - $i = 2.412$ |
| - 1st gear 13/41           | - $i = 3.154$ |
| - 2nd gear 17/40           | - $i = 2.353$ |
| - 3rd gear 19/36           | - $i = 1.895$ |
| - 4th gear 19/29           | - $i = 1.526$ |
| - 5th gear 24/30           | - $i = 1.250$ |
| - 6th gear 34/35           | - $i = 1.029$ |

- Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch (9911160019A)
- Pneumatic gear shift activation (paddle shift)



## 6.1 - Ramp Breakover Angle

**a)** The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Attachment 6).

**b)** The number of friction plates and the assembly order shall correspond to the image shown and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

## 6.2 - Transmission Emergency Function

After the transmission emergency function has been switched on by the Driver, the car must immediately return to the pit lane. The car is not allowed to leave the pit lane again until this function has been deactivated.

## 7 - Brakes

Only cars with the brake calipers are permitted that correspond with the delivery conditions.

### 7.1 - General Description

2 independent brake circuits for front and rear axles, adjustable by the driver via brake balance system

#### a) Front axle:

- Aluminium 6-piston racing callipers, one piece,
- Internally vented brake discs, diameter = 380 mm, 32 mm thick, parts number:
  - Front Left: 991.351.427.8A
  - Front Right: 991.351.428.8A
  - Racing brake pads: 991.351.942.8A (sprint version)
  - Optimized ventilation routing (PPN: 9913414848A, 9913414838A)
- Racing brake pads, parts number:
  - 991.351.942.8A (sprint version)
- Optimised brake-air ducting

#### b) Rear axle:

- Aluminium 4-piston fixed calipers, one piece, parts number:
- Internally vented brake discs, diameter = 380 mm, 30 mm thick, parts number:
  - Front Left: 991.352.107.8A
  - Front Right: 991.352.108.8A
  - Racing brake pads: 991.352.942.8A (sprint version)
  - Optimized ventilation routing (PPN: 9913414848A, 9913414838A)

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts are permitted to be used:

Front axle: 991.351.963.8A

Rear axle: 991.352.963.8A

### 7.2 - ABS System

The use of ABS system or traction control is allowed. In case an ABS system is mounted, the use of the master brake cylinder with Porsche part nr 991.355.170.8E is mandatory. It is allowed to equip the brake caliper lines with quick connectors.

**X** All 991 GT3 Cup model year 2016 Cars MUST be modified before further use. The master

Cylinder pushrod must be changed by the pushrod with part number 9914239498A

## **8 - Steering (steering wheel/hub extension)**

The position of the steering wheel on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm (part number: 991.341.613.8A). No hub extensions are allowed to be installed. The standard longitudinal and height adjustment facility is allowed to be used.

Line 991.347.775.8A of the steering gear must be provided with a vibration damper 8K0.611.797.E in the arrangement as shown.

## **9 - Wheel suspension**

### **9.1 – General description front axle**

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged struts
- Optimised stiffness
- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hubs with central locking
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Double-blade-type anti-roll bar
- Power steering with electrohydraulic pressure feed

### **9.2 – General description rear axle**

- Multi-link rear axle, adjustable in height, wheel camber and track
- Forged struts
- Optimised stiffness
- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hubs with central locking
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Double-blade-type anti-roll bar

### **9.3 - Wheel suspension**

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained. The max. permissible thicknesses of the spacer washers in the front and rear axle control arms are:

- Front axle: 18 mm
- Rear axle: 15 mm

Furthermore, it is optional to fix the camber shims with aluminium tape.

The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 8).

The wheelbase on the left and right sides of the car must be 2,460 mm +/-15 mm.



The measuring points are the centres of the wheel hubs.

#### **9.4 - Anti-roll bars**

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are allowed to be used. Shims are allowed to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. These are available in the following versions:

1 mm with the spare part number 991.343.761.8A

2 mm with the spare part number 991.343.761.8B

Other shims or methods for axial clearance compensation must not be used.

However, the overall axial clearance must not be less than 2 mm referred to each anti-roll bar.

#### **9.5 - Tie rods**

The replacement of the inner Torx screw with part number 999.073.252.09 by an external hex screw with part number 900.378.103.01 is not subject to any restrictions.

#### **9.6 - Shock absorbers/springs**

Only the factory-installed Sachs shock absorbers and H&R chassis springs in their original condition are allowed to be used. The following number is stamped on the bump stops of the rear vibration dampers: 0049 5111 0 250. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Part numbers:

Vibration Damper:	Front: 991.343.045.8D	Rear: 991.333.051.8A
Bump stop:	Front: 991.343.677.8A	Rear: 991.333.677.8A
Main spring:	Front (240 N/mm): 991.343.531.8C	Rear (260 N/mm): 991.333.531.8C
Helper spring:	Front (75/60/45): 996.343.537.90	Rear (80/60/60): 997.333.537.90

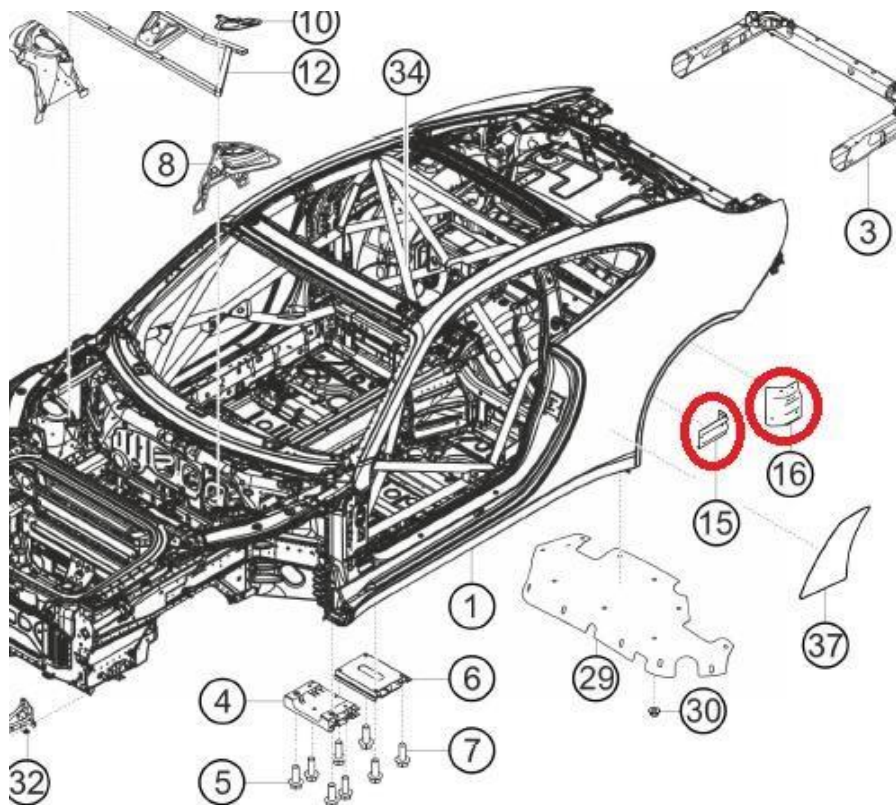
### **10 - Bodywork**

#### **10.1 – General description**

- Lightweight bodywork with smart aluminium-steel composite construction
- Welded-in roll cage certified in compliance with FIA homologation regulations for safety cages
- Front bonnet with 2 air inlets for cockpit ventilation and quick fasteners
- Removable rescue hatch in the roof
- Holder for recovery beam system same as DTM system
- Modified 911 GT3 wings with flared wheel arches
- Widened rear wheel arches
- Modified and widened 911 GT3 front apron with spoiler lip
- Modified GT3 rear apron with integrated rain light in compliance with FIA Regulations

#### **10.2 – Bodyshell protection**

It is highly recommended to have the Car equipped with the protection plates for the rear cast aluminium subframe (PPN: 9915803168A, 9915803158A, 9915803188A, 9915803178A)



1

### 10.3 – Lightweight exterior equipment

- CRP doors with Sport-Design rear-view mirrors
- CRP rear lid with quick-action fasteners
- CRP rear wing, adjustable
- PC rear side windows with ventilation openings
- PC rear window
- Underbody panelling with air routing for brake and driveshaft cooling on the rear
- Modified 911 cockpit:

Door retaining bolts which are mounted in the door hinges can be changed by a non-Porsche genuine bolts. This should be a threaded bush bolt with a female 4mm Allen head M8x1x16. You can purchase this item from the Porsche Sprint Challenge Iberica Support team.



#### 10.4 – Modified 911 cockpit

- Weight-optimised magnesium subframe
- Ergonomic driver-oriented centre console
- Trim for switches with fluorescent lettering
- Steering wheel with quick-release coupling, control panel and shift paddles
- Racing bucket seat with fore/aft adjustment:
- Homologation according to the latest FIA requirements
- Individual padding system
- 6-point seat belt
- 100-litre FT3 safety fuel tank
- 3-point air jack system

#### 11 - Overall car length and overhangs:

- The overall length of the car is 4,547 mm +/-10 mm.
- The Overall width: 1,851 mm
- The Overall height: 1,280 mm
- The Wheelbase: 2,460 mm

The front overhang is 1,043 mm +/-10 mm, measured from the middle of the wheel of the front axle to the leading edge of the car (first point in the direction of the longitudinal axis, incl. front lip).

The rear overhang is 1,045 mm +/-10 mm, measured from the middle of the wheel of the rear axle to the rear edge of the car (last point in the direction of the longitudinal axis, rear wing excluded).

#### 12 - External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

##### 12.1 - Windscreen

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are allowed to be used, as well as windscreens of the Porsche 911 GT3 street Car with part number 9P1845011C.

Heated windscreens with part number 991.541.111.8B are permitted.

The windscreen is allowed to be connected to the electrical system of the car and the function is allowed to be used.

To protect the windscreen and as a safety measure, so-called tear-off screens are allowed to be attached to the windscreen. Fitting will be checked by technical scrutineering and must be removed where applicable on request of the Technical Scrutineers.

##### 12.2 - Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows (in accordance with ISC of the FIA, Appendix J) in their original version are permissible.

##### Door window

Left:	991.542.511.8B	as well as	991.543.511.8C	991.543.511.8F
Right	991.542.512.8B	as well as	991.543.512.8C	991.543.512.8F

##### Rear side window

Left:	991.543.511.8A
Right:	991.543.512.8A

## Rear window

991.545.111.8A

Additionally, the rear window must be fixed with the rear window repair kit (part number: 991.545.901.8A).

## 12.3 - Cockpit

### 12.3.1 - Seat

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green colour on the illustration of attachment 13. Any modification of the seat padding shown in green colour is strictly prohibited. The use of the different sizes paddings is allowed, also in the areas shown in green colour, as long as they are not modified. An upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in attachment 13), as long as the original padding is not modified or removed.

An upholstery of the areas shown in yellow colour on the illustration of attachment 12 is allowed by either using original Recaro paddings or using a foamed seat insert, as long as the insert is made of fireproof material, colored in black and its maximum thickness at any point does not exceed 50 mm in size. The use or change is subject to approval by the series organisation.

The preferred supplier for padding components is the seat manufacturer (Recaro). The original seat mounting (seat rails and bracket) must be retained and must not be modified.

### 12.3.2 – Ventilation in the passenger compartment

Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permissible for cockpit ventilation. The ventilation of the windscreen must not be affected.

For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible.

The dimension of the NACA-intake port on the driver's side is allowed to be changed by taping.

### 12.3.3 – Additional roof hatch accessories

The car has an opening in the roof in order to make using the KED system easier should it become necessary to rescue the driver. The roof hatch is located directly above the driver and with the dimension of the opening 420 x 420 mm.

The roof hatch is connected to the roof via 4 livelocks.

### 12.3.4 – Ground clearance of car

The minimum ground clearance of the ready-to-drive car (with the driver in the car and slick tyres in compliance with Article 2.7, at 2.0 bar  $\pm$ 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the race event.

For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 78 mm and the clearance at the rear axle a minimum of 100 mm. The measuring points (see Attachment 9) at the front axle are the mounting bolts (M12x105) of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is allowed to be changed within the existing adjustment range.

Applicable to MY 2013 Cars: For the purpose of setting the measuring point on the front axle, the washer with part number 991.341.641.8A of exactly 10 mm thick must be removed at the measuring points (in accordance with Attachment 9). The previously used bolts for securing the front axle carrier (height measuring point) must be replaced with bolts with the part number

999.072.864.01 (M12x105). This results in the minimum ground clearance at the front axle of 78 mm.

The front underbody must be cut out in the area of the height measuring points in accordance with the picture in Attachment 10.

### **12.3.5 – Measuring method**

The minimum ground clearance of the ready-to-drive car is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive car incl. the driver on board, standing on the measuring plate. If the measuring gauges can be accessed under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the technical scrutineers. Verification of the car ride height can also be done with Porsche AG measuring wheels. The Technical Scrutineers can also use instruments like a callipers or a depth gauge to determine the car height instead of a gauge.

#### **a) Measurement location**

The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers. A check can also be made in the pit lane for the duration of the qualifying session.

Failure to reach minimum height

Failure to reach the minimum height during the qualifying session will be penalised with the cancellation of the times achieved by the driver concerned.

The driver is allowed, however, to take up the race from the last place on the starting grid. Failure to reach the minimum height in the race will result in exclusion from the points classification for the race.

### **12.3.6 – Mounting for front silencers**

Changes to the body to secure the front silencers (cutting insulation and rivet bolt) are permitted under Attachment 11.

### **12.3.7 – Colour**

- Water-based paint
- Exterior: White (C9A)
- Interior: White filler-coat, no clear-coat finish

## **13 - Aerodynamic devices**

The original position of the wing section is allowed to be changed within the specified scope for adjustment.

Masking the central cooler in horizontal line to regulate the water temperature of the engine is allowed. Masking of the side radiators for additional control of the coolant temperature is only permitted if the centre radiator has already been completely masked. The masking must comply with the Sticker Regulations.

One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the headlights, the tail lights, the front wheel covers (9915053668AG2X and 9915053658AG2X), at a 90° angle in relation to the particular gaps that are taped over. Complete masking of the filler flap on the wing is also approved.

Furthermore, the teams are allowed to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork.

Apart from that, taping over of slots in the bodywork and openings is not allowed.

## **14 - Electrical equipment**

From the pre-start to the end of the Parc Fermé during qualifying and racing, only the Series organiser and personnel nominated by the Series organiser are allowed to connect laptops/computers to the Cars. Any breach of this regulation may result in the car being excluded from qualifying or racing.

### **14.1 – General description**

- COSWORTH ICD colour display
- COSWORTH electrical system control unit IPS32
- Electronic accelerator pedal
- Fire extinguishing system (extinguishing agent: gas)
- 12 V, 70 Ah (AGM) battery, leakproof, placed in passenger's footwell
- 150 A alternator
- Weight optimised fan
- Wiper with direct drive

### **14.2 - Lighting system**

- Bi-Xenon headlights
- LED daytime driving lights
- LED rear lighting system and rain light (See Attachment 12)

Permitted options

- Brake pressure and steering-angle sensors
- COSWORTH ICD memory extension 128 MB
- Bosch MSA box
- Oil level display (997.641.139.9A and cable loom 991.612.334.8A)

## **15 - Fuel circuit**

Only the fuel system permitted for the Porsche 911 GT3 Cup Cars of model years 2016 and 2015 is allowed to be installed.

In addition, the in-tank wiring harness of model year 2013 with part numbers 991.201.697.8A or alternatively 991.201.697.8J is allowed to be used.

## **16 - Lubrication system**

### **16.1 - Lubricants**

#### **a) Engine:**

Mobil 1 OW-40 engine oil is compulsory. All additives are prohibited.

#### **b) Transmission:**

Mobilube 1 SHC 75W-90 transmission oil is compulsory. All additives are prohibited. There has to be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

## **17 - Miscellaneous**

### **17.1 - Chassis**

There are no specifications regarding the choice of chassis springs and shock absorbers. A spacer ring is allowed to be installed between the bodywork and the support bearing.



### 17.2 - Brakes

As set out in Appendix J of the FIA documentation, there are no specific regulations regarding brake pads and brake callipers.

### 17.3 - Transmission

There are no specifications regarding transmission ratios.

### 17.4 - Clutch

There are no specifications regarding the use of a clutch system approved by Porsche AG.

### 17.5 - Fuel tank

There are no specifications regarding the use of a safety tank approved by Porsche AG and a suitably approved tank in accordance with FIA documentation, Appendix J, Art. 257.6.

### 17.6 - Noise regulations

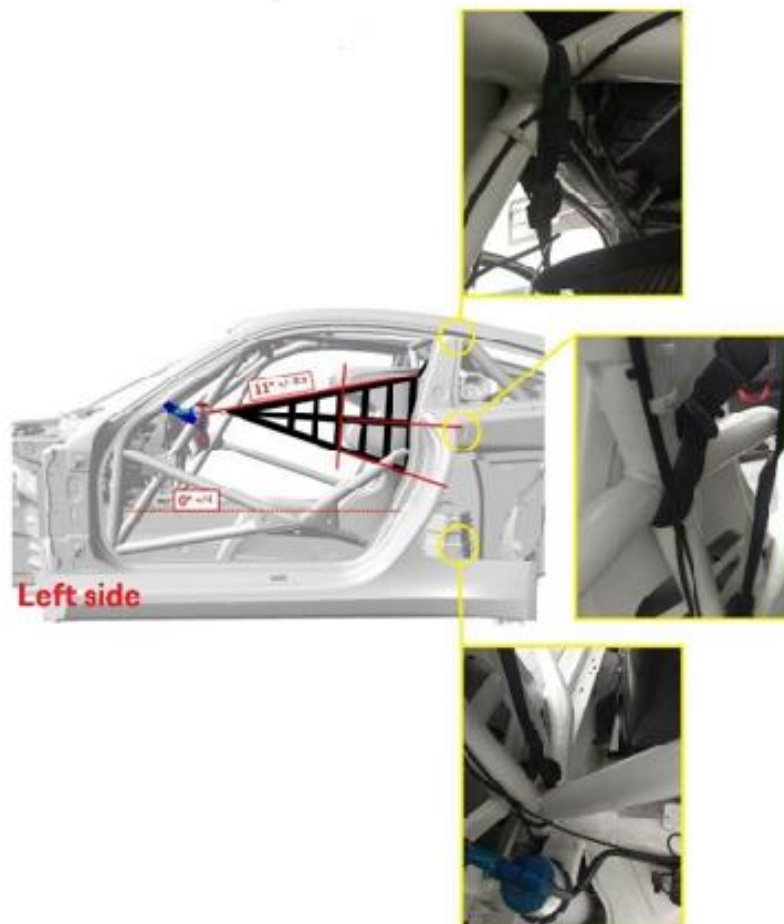
The noise limits of the relevant Event Regulations must be observed.

### 17.7 - Lighting

There are no specifications regarding lighting in accordance with FIA documentation, Appendix J, Art. 257.8.

### 18 – Safety Nets

- ✂ It is mandatory to equip the Cup Car with the after sales safety net mounted on the left side of the Driver. As specified in the valid spare parts catalogue and mounted complying with the Porsche AG mounting instructions.

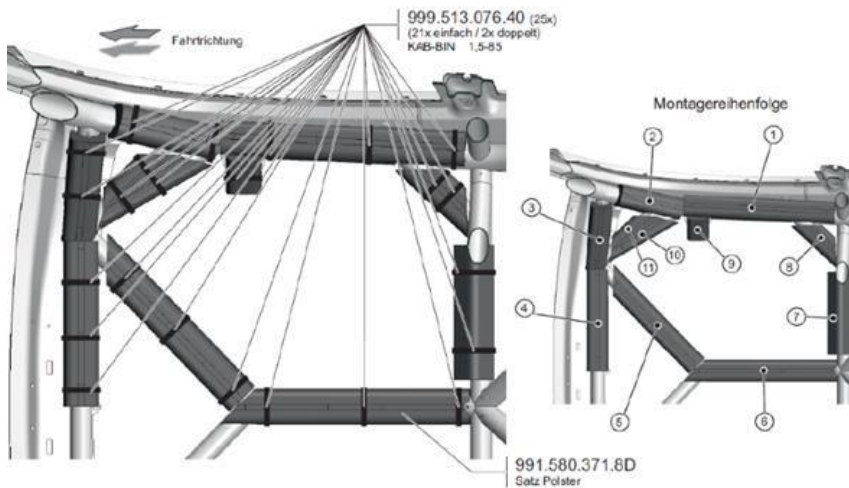


**19 – Roll cage safety padding**

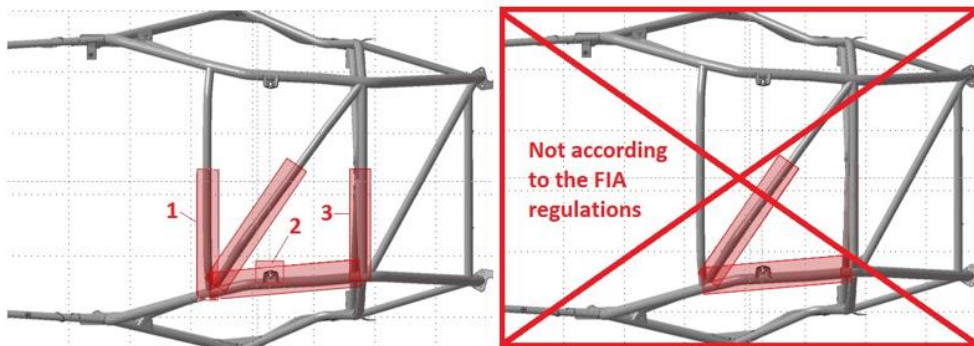
All Porsche GT3 Cup, type 991 Gen I Cars, must be equipped with the mandatory rollcage padding.



**Y-rollcage:**

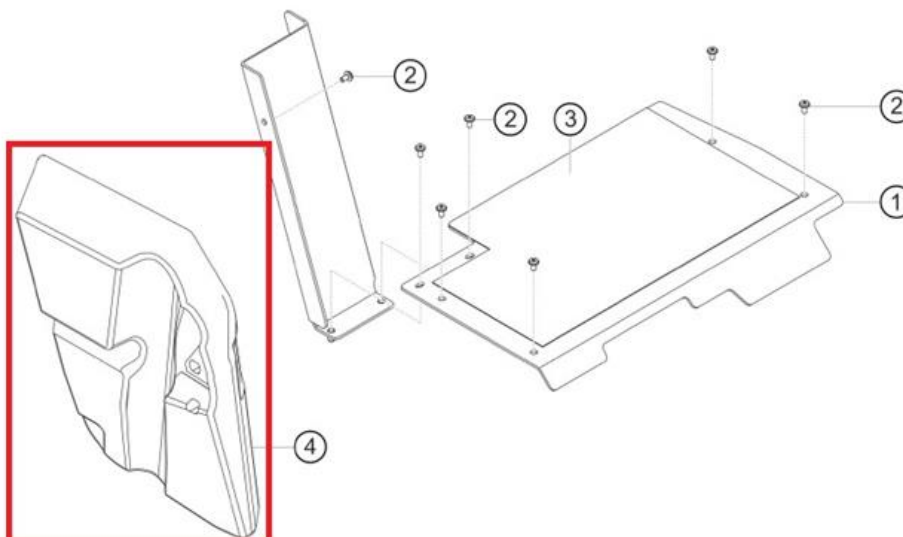


**Diagonal-rollcage:**



All Porsche GT3 Cup, type 991 Cars, must be equipped with the mandatory rollcage padding located in the Drivers footwell.

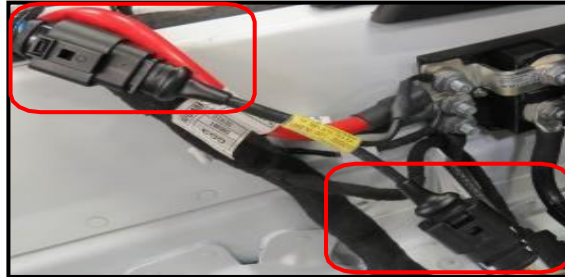
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## 20 – Filter cable

- ✂ All Porsche GT3 Cup, type 991.1. Cars must be equipped with the mandatory Filter cable.  
PPN.:9916127638B



## 21 – Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup Cars of model years 2016, 2015 and 2014 is allowed to be installed. In addition, the in-tank wiring harness of model year 2013 with part numbers 991.201.697.8A or alternatively 991.201.697.8J is allowed to be used. Additionally, to the original fuel system, every Car can be equipped with the after sales defueling appliance consisting of the following parts:

- breakaway coupling: 2x 9971101918C
- sealing washer: 2x 9912018839A
- support washer: 2x WHT004800
- adapter piece: 1x 9F0201156
- drain hose: 1x 9F0201627
- clamp: 1x 90017101401

The running of the Car using the service position of the fuel pumps is prohibited, as long as there is no technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.

## 22 – Optional parts

All parts found in the parts catalogue, from the eligible Car, as indicated as an option are allowed to be used. Including endurance parts that aren't permitted in a regular Porsche One-Make-Serie.

## 23 - Parc Fermé

After the qualifying sessions and the race sessions all Cars need to go immediately after the session to Parc Fermé. Parc Fermé is closed, this will be indicated with a red flag. Parc Fermé is open, this will be indicated by the red flag being removed. The flag will be shown on an easy to see spot, at the Parc Fermé location, at the PSCSE spare parts truck, at the PSCSE tent or pitlane or pit box or elsewhere. This will be communicated in the Supplementary Regulations, bulletin, or any other team info or verbally. At least one team member must be present and available to the scrutineers, at the outside borders of the Park Fermé, during the whole Park Fermé period.

## 3 - Attachments/Drawings

### Attachment 1

Technical modifications of 911 GT3 Cup (type 991.1), MY 2013 and MY 2014 for use in the Porsche Sprint Challenge Iberica

Prescribed technical modifications on Cars of model year and status 2013

#### 1 - Automatic fuel shut-off valve

The fuel system must be supplemented by the automatic fuel shut-off valve (991.201.321.8A) and the adapter (991.201.581.8A) necessary for installation as well as the front fuel line (991.201.295.8D).

#### 2 - Transmission support

The transmission support must be replaced by the current version MY 2014 with the following part scope:

- 1 x 991.375.137.9B Transmission holder
- 2 x 999.507.075.40 Clip 4.0–12.0
- 2 x 900.378.332.01 Hexolobular bolt M8X16
- 4 x 900.377.011.01 Hexagon nut M10
- 1 x 991.375.114.03 Longitudinal reinforcement
- 1 x 900.385.164.01 Hexolobular bolt M12X1.5X140
- 1 x 999.086.009.02 Hexalobular nut M12X1.5
- 1 x 999.072.083.01 Hexagon bolt M10X58

#### 3 - Tie rod

The tie rod must be replaced on both sides by the current, longer version (991.341.031.8C).

#### 4 - Rear-axle cross member

The rear-axle cross member must be replaced by the latest cast aluminium version (991.331.261.8C).

#### 5 - Front and rear brake pads

The brake pads must be replaced by the new pads of the type "Sprint" both at the front (991.351.942.8A) and at the rear (991.352.942.8A).

#### 6 - Mirrors

The exterior mirrors of the car must be equipped on both sides corresponding to the current, aerodynamically adapted version.

- 1 x 991.731.020.8A.C9A Z mirror, right
- 1 x 991.731.019.8A.C9A Z mirror, left
- 1 x 991.731.048.03 Mirror glass, right
- 1 x 991.731.045.02 Mirror glass, left

#### 7 - Ignition system

The previously used spark plugs (999.170.208.90) must be replaced by spark plugs with the number 991.602.201.8A.

## 8 - Rain light -

The previously used rain light must be replaced by the latest version with improved visibility. The rain light is integrated in the rear apron for this purpose.

The following part scope must be replaced:

- 1 x 991.505.871.90.1E0 Upper trim surround without 3<sup>rd</sup> brake light
- 1 x 991.631.551.8B Rain light
- 1 x 991.505.411.8C.TM2 Rain light holder
- 1 x 991.612.857.8B DTM connector, car side

Additionally prescribed technical modifications on Cars of model year and status 2014 (conversion to status 2014 is a prerequisite for Cars of model year 2013, see points 1-8)

**Porsche Motorsport informs that a new rain light is available for all Porsche 911 GT3 Cup (991.1) type cars. The rain light must be installed in the rear bumper. The rain light is mandatory since 01.01.2024 according to FIA standard 8874-2019 for international racing championships (article 277-II SH). Installation in accordance with the following instructions is a prerequisite for participation in relevant competitions.**

Pos	Part number	Description	Quantity per car
1	9F2945195	RAIN LIGHT	1
2	9F0807286G	BRACKET	1
3	999.190.191.30	POP RIVET A 3.2X17.0	2
4	999.915.323.40	ADHESIVE DP 490	1
5		TEMPLATE	1

## 2 - Installation instructions and notes for use

**See Attachment 12**

## 9 - 150 A alternator

The previous alternator must be replaced by the 150 A alternator with the items listed below:

- 1 x 997.603.019.8A Z three-phase generator
- 1 x 997.603.531.8A Generator holder
- 1 x 900.385.042.01 Hexolobular bolt M8X35 10.9
- 1 x 900.385.001.01 Hexolobular bolt M8X20 8.8
- 1 x 900.385.274.01 Hexolobular bolt M10X25 10.9
- 1 x 999.513.075.40 Tie-wrap
- 1 x 900.385.148.01 Hexolobular bolt M10X55 10.9
- 1 x 900.377.011.01 Hexagon nut M10

## 10 - "Megaline" gearshift system

The gearshift system and all components (compressor, valve block, shift cylinder) must be converted from "Shiftec" to "Megaline", see the following range of parts:

- 1 x 991.618.355.8A Z compressor gearshift
- 1 x 991.605.310.8E Slave cylinder on transmission
- 1 x 991.618.485.8E Z air line valve block + compressor
  
- 1 x 991.618.785.8E Air line

- 1 x 991.618.471.8B Valve block
- 1 x 991.618.795.8B / 8C Valve block support
- 4 x 999.703.193.01 Damper element 15x15/M5
- 4 x 900.817.005.02 Hexagon nut M5
- 4 x 999.073.268.09 Fillister head bolt M5X12
- 1 x 991.618.765.8A Valve block adapter cable
- 4 x 996.355.857.9A Sleeve
- 4 x 999.073.270.A2 Fillister head bolt M5X20

### **11 - Steering gear control line**

The control line of the steering gear (991.347.775.8A) must be attached with the following holder as described in bulletin 04/2014 PMSC:

- 1 x 8K0.611.797.E Holder, 3-track
- 2 x N 0209044 Tie-wrap

### **12 - Fuel tank**

The fuel tank has been optimised (protection against static discharge, catch tank with flap valve, an in-tank pump) and must have the following parts retrofitted:

- 1 x 991.201.201.8A Z holder delivery unit
- 1 x 991.201.697.8J Fuel tank wiring harness
- 1 x 991.201.343.8A Z fuel pump
- 1 x 991.201.637.8A Fuel pump filter
- 1 x 991.201.197.8J Set of foam parts for fuel tank
- 1 x 991.201.735.8B Rollover valve
- 1 x 900.123.101.30 Sealing ring A 12x18
- 1 x 991.201.043.8H Z fuel filler neck

### **13 - Front axle damper**

The front axle damper has been improved and must be replaced by the following items:

- 2 x 991.343.045.8D Front axle vibration damper
- 2 x 991.343.511.8B Spring plate
- 2 x 999.084.128.01 Hexagon nut M14

### **14 - Manifolds with catalytic converter**

The exhaust manifolds have been optimised and must be replaced by the following parts:

- 1 x 997.113.021.A1 Manifold with catalytic converter, left
- 1 x 997.113.022.A1 Manifold with catalytic converter, right
- 1 x 997.111.02792 Exhaust silencer

### **15 - Rear axle wheel suspension**

The rebound travel of the rear axle must be increased. For this purpose, the spacer ring on the rear suspension strut with part number 991.333.468.8A must be replaced by the thicker spacer ring with the following part number.

- 2 x 991.333.468.8B Suspension strut spacer ring

### **16 - Differential friction pack**

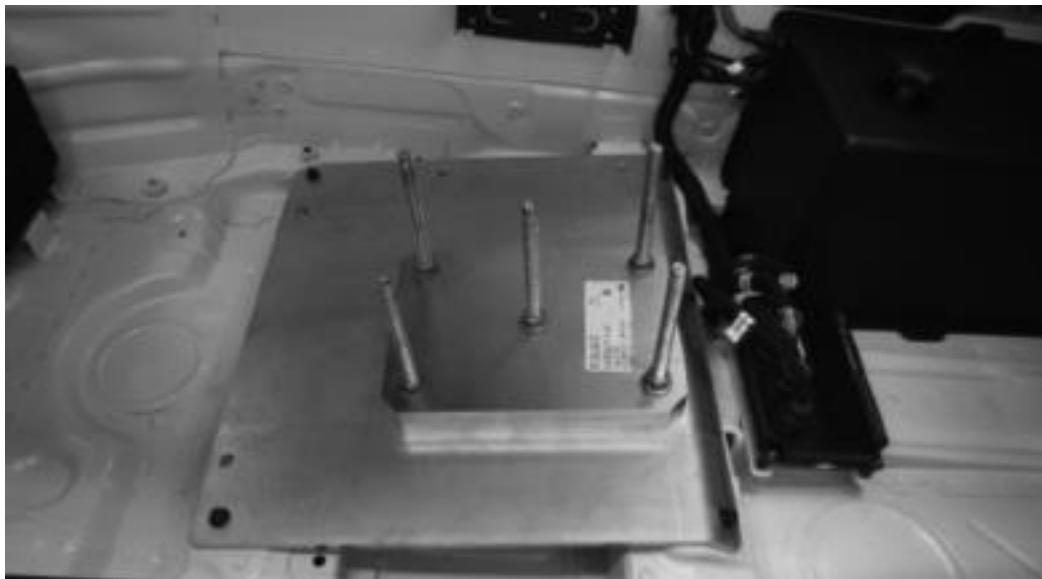
The differential friction pack must be replaced by the following parts:

6 x 991.332.981.8B Clutch plate 1.4 mm internally toothed

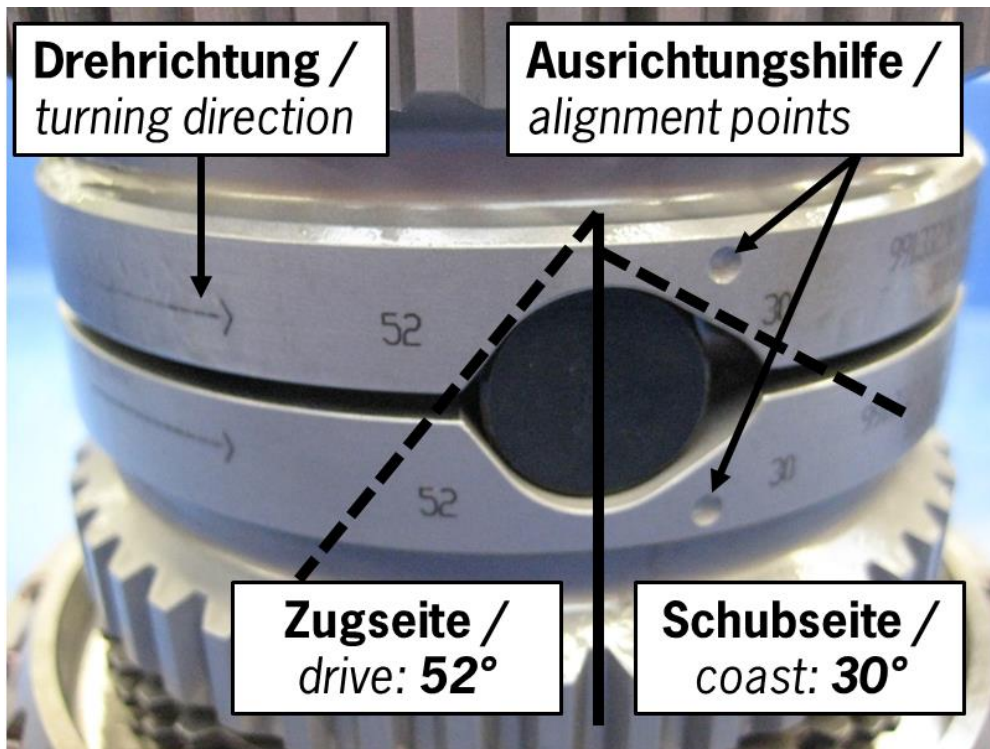
In total 6 of the following pressure plates with different thicknesses (externally toothed):

- 991.332.983.8C Pressure plate 1.5 mm
- 991.332.983.8D Pressure plate 1.55 mm
- 991.332.983.8A Pressure plate 1.6 mm
- 991.332.983.8E Pressure plate 1.65 mm
- 991.332.983.8F Pressure plate 1.7 mm
- 991.332.983.8H Pressure plate 1.75 mm
- 991.332.983.8J Pressure plate 1.8 mm
- 991.332.983.8B Pressure plate 1.85 mm
- 991.332.983.8K Pressure plate 1.9 mm
- 991.332.983.8M Pressure plate 1.95 mm

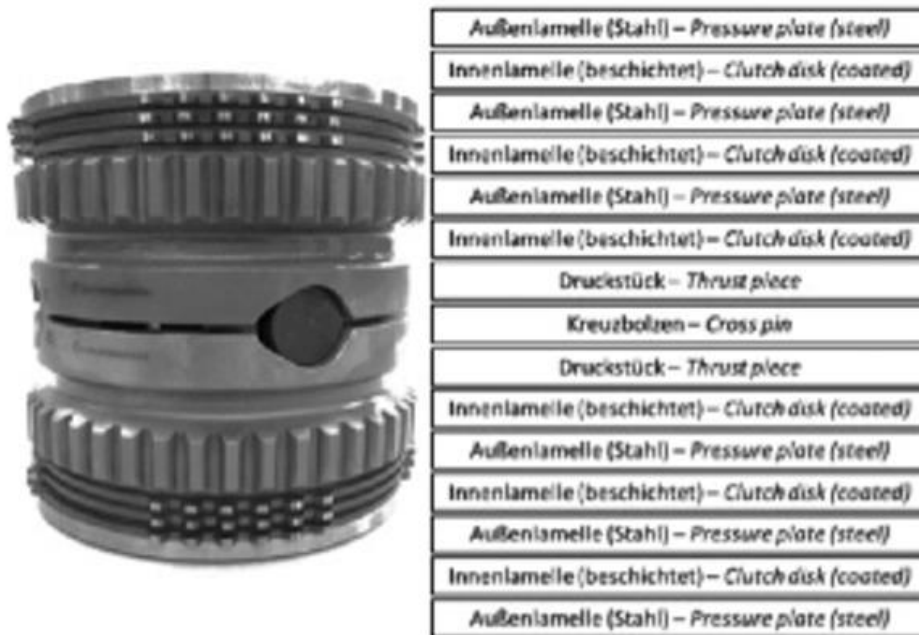
#### **Attachment 4 – Ballast weights**



#### **Attachment 5 – Differential lock ramp breakover angle (new graphic will be supplied)**



### Attachment 6 – Differential design



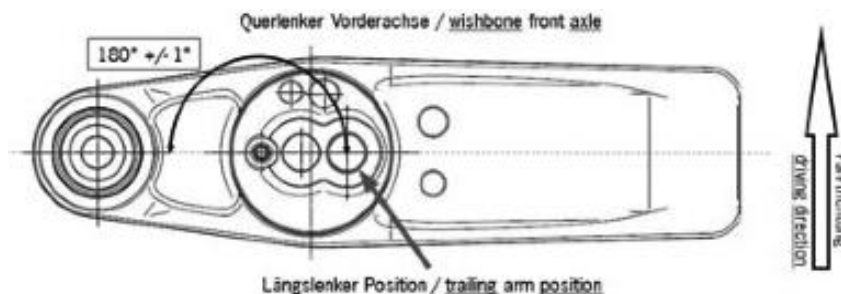
If MY 2013 differential housings are used, the shim may also be used to compensate for the central position of the cross pin.

### Attachment 7 – Friction package configuration

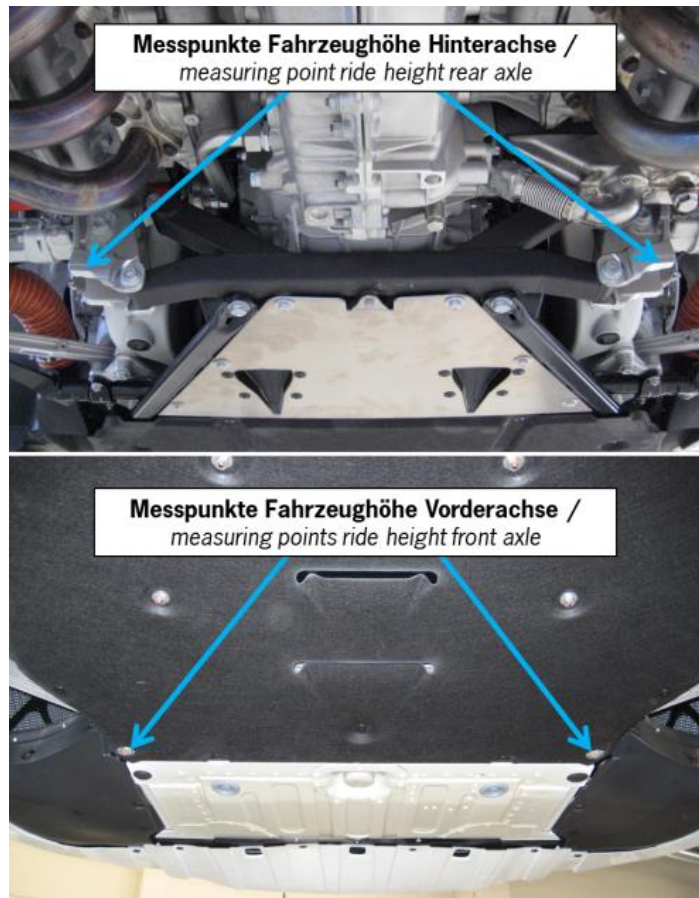




**Attachment 8 – Control arms**



**Attachment 9 – Minimum ground clearance, rear and front axle**



**Table – Ground Clearance**

Group	Car Type	MY	Front	Rear
991.1	Porsche 911 GT3 Cup, type 991.1	13 – 16	78mm	100mm

**Table – max. permissible thicknesses of the spacer washers**

Group	Car Type	MY	Front	Rear
991.1	Porsche 911 GT3 Cup, type 991.1	13 – 16	18,0 mm	15,0 mm

**Attachment 10 – Trimming of front underbody for MY 2013 vehicles**





### Attachment 11 – Holder for front silencer

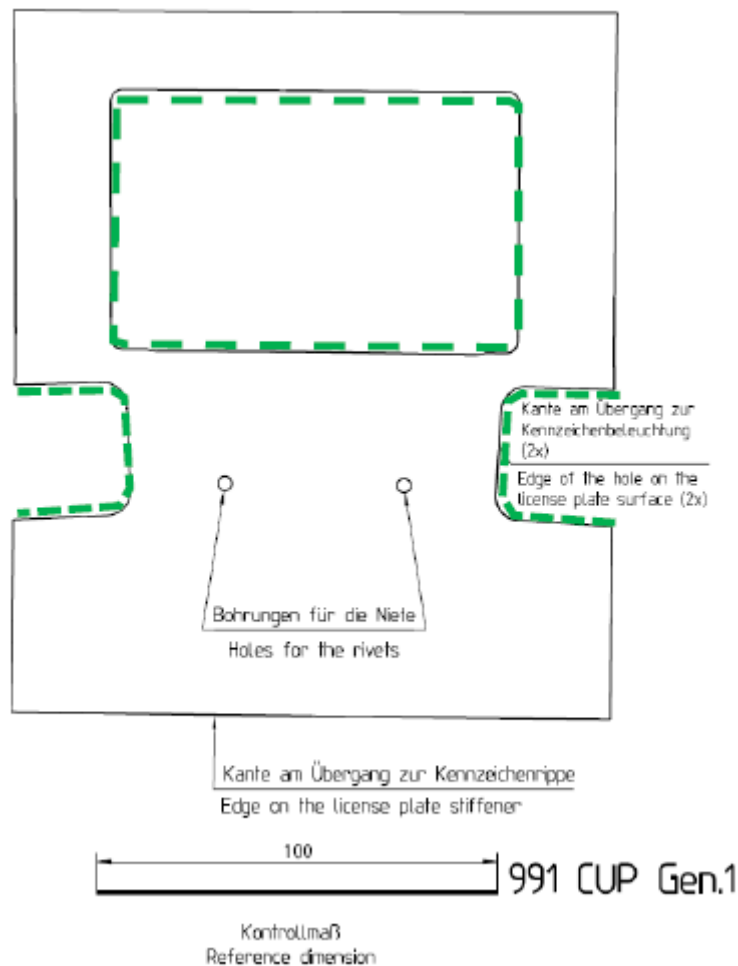


## Attachment 12 – Rain light -

### 1 - Installation instructions and notes for use

**To implement the following modification, the rear bodywork must be removed according to the instructions in the technical manual (chapter 4.5.17 rear apron).**

**To prepare for fitting the rain light, the template for the cutout in the rear bumper must be downloaded from PMRSI. Print the template on a sheet of DIN A4 paper – ensure that the print area scale is set to 100%. After printing the template, the measurements given in millimetres (mm) should be checked to ensure the scale is correct. Afterwards, precisely cut out both the template along the outer edges and the holes marked green**

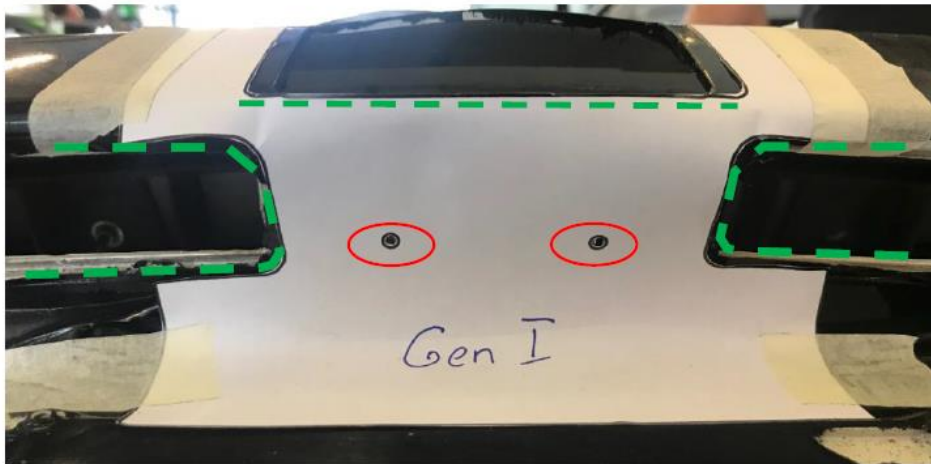


### 1 - Installation for Porsche 991 GT3 Cup (991.1)

**A - Attach the template to the rear bumper**

Align the template along the green marked edges of the three cutouts and the bottom row of the LED cut-outs of the old rain light and attach in place using adhesive tape.

**Note: Aligning the template using only the two marks for the pop rivets will not guarantee that the template is positioned correctly.**



**Afterwards use the template to mark the area on the rear bumper to be cut out. A white pen is recommended**



## **2 - Rear bumper cut out**

**The following tools are recommended when making the rear bumper cutout:**

- **Air saw with new, sharp blade**
- **File**
- **Air grinder / sander**

**After cutting out the marked areas ensure that the cut edges are free of burrs to ensure that the rain light fits exactly.**

## **3 - Installing rain light**

**Bolt the rain light to the relevant bracket (bolt tightening torque 8 Nm). Grind the side lashes on the bracket and the bonding area on the rear bump using sandpaper (120 grit), then clean/degrease the areas with Isopropanol before applying DP 490 adhesive.**



**Attach the unit to the inner side of the rear bumper using the two pop rivets.**



**Allow the adhesive to cure for 24 hours before using the car again. After, reconnect the rain light cable to the main car loom and then follow the instructions in the technical manual (chapter 4.5.17 rear apron) to refit the rear bumper.**

### **3 - Ordering parts**

**The parts are available via [logistics@p21motorsport.com](mailto:logistics@p21motorsport.com). If you have any technical question regarding this or any other technical information issued, please contact us by email: [tech@p21motorsport.com](mailto:tech@p21motorsport.com).**



## Attachment 13 – Seat Padding

Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed

