

2026 TECHNICAL REGULATIONS

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Series:

PORSCHE CARRERA CUP NORTH AMERICA PRO PRO-AM MASTERS

PORSCHE
CARRERA CUP
NORTH AMERICA

Sanctioned by:



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Foreword:

For all Members, the IMSA RULES of the International Motor Sports Association establish the foundation for the organization and conduct of all IMSA Sanctioned Events. The IMSA RULES take effect immediately upon publication.

The purpose of the RULES is to: (i) promote safety, the sport of automobile Competition and IMSA, (ii) enhance Competition, (iii) ensure the quality, fairness and integrity of the IMSA programs and operations and (iv) achieve prompt finality in the Competition results (“Purpose”).

ALL MEMBERS ARE REQUIRED TO REVIEW THESE IMSA RULES CAREFULLY.

The IMSA RULES consist of following three (3) sections and the Event Supplementary Regulations (SR):

- The Technical Regulations, which outline the rules and regulations for the specific Cars and equipment. The Technical Regulations may be modified or changed at any time by the publication of a Technical Bulletin, amending the Technical Regulations.
- The IMSA Sporting Regulations (ISR), which concern Entrant and Event procedures, as well as guidelines for the safe and uniform operation of the sport. The ISR may be modified or changed at any time by the publication of a Competition Bulletin, amending the ISR.
- The Series Supplementary Regulations (SSR) that provides Series-specific information about each IMSA Series. The SSR is integrated into the ISR and are designated with “(SSR)” next to the Paragraph title. The SSR may be modified or changed at any time by the publication of a Competition Bulletin, amending the SSR.

Any portion of the RULES may be modified through Bulletins (Competition Bulletins and Technical Bulletins, respectively) and takes force when published. Once published, the Bulletin shall take precedence over the applicable portion of the RULES. Additionally, the RULES may be modified for an Event by the Race Director through the mandatory briefing instructions.

HOW TO READ THE RULES

These Technical Regulations grant specific permissions for modification, change, or adjustment of the Specification of the Car. Unless specifically defined as permitted, any modification, change, or adjustment is inherently prohibited. This philosophy and specific modifications are more clearly defined in Sections 1 & 2

The Technical Regulations are specific to categories, classes, and types of race cars in a Series. Where the Technical Regulations conflict with the ISR or the SSR, the Technical Regulations shall govern.

The SR is specific to an Event and published in conjunction with the Event schedule. Where SR conflicts with the ISR, SSR, and/or Technical Regulations, the SR shall govern.

MASTHEAD OF OFFICIALS

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Technical Definitions

- A. **Car** means a singular representation of a Car Model possessing a Technical Credential, entered by an Entrant in an Event.
- B. **Car Model** means a specific model of a vehicle constructed by an IMSA-recognized Manufacturer Partner and intended for Competition.
- C. **Class** means a category for Cars sharing a common set of Homologation Regulations and differentiated from others by type of Car Model.
- D. **Competition** means a contest of competitive nature in which a Car takes part during an Event and results of which Competition are published.
- E. **Constructor** means an entity that designs and builds Race car chassis.
- F. **Entrant** means an entity or person who has entered a Car that has been accepted for Competition and holds an IMSA Membership in the capacity of an Entrant or Entrant/Driver.
- G. **Event** means an IMSA Sanctioned motorsport activity. It includes the designated Race as well as all periods for registration, inspections, practice Sessions, Qualifying Sessions, racing, pre- and post-Race activities and inspections, and rain or postponed dates related thereto.
- H. **Homologate** means to execute the Homologation Process.
- I. **Homologated** means a Car Model approved through the Homologation Process.
- J. **Homologation** means the concept of all things associated with Homologation Authority approval via the Homologation Process.
- K. **Homologation Authority** means an entity with the authority to Homologate.
- L. **Homologation Documentation** means all files, documents, information, and communication associated with the issuance of official approval of Homologation.
- M. **Homologation Identifier** means the unique identifier (generally including a string of characters identifying the Category or Class of Homologation followed by a sequential number assigned to the Car Model) serving as a reference to the official approval of Homologation, assigned by the Homologation Authority.
- N. **Homologation Process** means all procedures associated with petitioning a Homologation Authority for approval that a Car Model complies with the Homologation Regulations.
- O. **Homologation Regulations** means a set of technical requirements and criteria used to design, construct, and document a Car Model intended for racing in a specific category or class of racing.
- P. **Manufacturer** means a Manufacturer Partner constructing an approved Car Model.
- Q. **Manufacturer Partner** means a recognized IMSA Official Automotive Partner.
- R. **Permissive** means modifications explicitly authorized by these Technical Regulations are permitted and modifications not explicitly authorized by these Technical Regulations are prohibited.
- S. **PMNA** means Porsche Motorsport North America. Referred to extensively throughout this document.
- T. **Specification** means all technical characteristics of the Car Model defined by the Homologation and Technical Credential.

Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

The IMSA Porsche Carrera Cup North America is a one-make Series with three group/class classifications. Pro, Pro-Am, and Masters.

Only technically identical cars of the model Porsche 911 Cup (992.2) (a special series produced by Dr. Ing. h.c. F. Porsche AG), of the model year 2026 and which fully comply with these Regulations are eligible to participate.

The Cars must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full.

Cars may only deviate from the Technical Regulations where specifically agreed for development purposes on behalf of IMSA and PMNA. The deviations shall be referred for approval to IMSA by PMNA before the car is used and shall not involve any safety-critical modifications nor may they provide any performance or competitive advantage. Where required by IMSA, Competitors must comply with the fitting of any additional parts or systems for development purposes.

1.2 Principles of the Technical Regulations

In accordance with:

- Art. 251 and 277 (Group EII-SH) of Appendix J (FIA ISC)
- These Technical Regulations
- The most current published documents from Porsche Racecar Service Information (PMRSI)
- Technical Manuals of eligible Cars from PMNA
- Technical Information from PMNA
- Software Information of PMNA
- Parts Catalogues of the eligible Cars from PMNA

Competitors must comply with all elements of each of the above unless they are clearly specified as being optional.

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, Software Information or Parts Catalogue, this document will take precedence.

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by Porsche Motorsport North America. For software information, only the latest version is valid but setups (based on the latest version) may be varied within the parameters allowed by Porsche Motorsport North America. Any requirements may be varied for any specific competition by means of a Bulletin issued by IMSA at that Event.

It is recognized that spare parts listed in the Spare Parts Catalogue may be subject to a change of part number during the season. Therefore, a spare part which is identical to that shown in the Spare Parts Catalogue (and which has the same function, working principle and location in the vehicle) but which bears a different part number may be used, subject to prior approval by IMSA. Such approval shall be at the sole discretion of IMSA, and it is the responsibility of the Competitor to ensure such approval, where granted, is documented and

retained for inspection by IMSA. Where a different part number is solely due to a change of number by the manufacturer for the same part, the new part number may be used without the need to obtain prior approval until such time as the Spare Parts Catalogue is updated. Where part numbers are particular to a model year but those parts are interchangeable between different model years and provide the same function, then the part numbers may be used in any type 992 Cup car independently of the model year (noting that, where parts form a set, they must be used as a set and it is prohibited in such cases to mix parts of an older version with parts of a newer version).

Certain alternative parts as detailed in Attachment 11 (see Part 4 of these regulations), which have different part numbers to, but the same function as the original part in the car or in the Spare Parts Catalogue are permitted to be used for the originally intended function and in the originally intended position.

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. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations. Any permitted changes may only serve the intended purpose. The decision of IMSA shall be final regarding any interpretation of these Regulations. IMSA reserves the right to amend and extend these regulations (in consultation with PMNA).

The installation of any permitted optional parts or systems must be in accordance with the manufacturer's instructions and must be approved by IMSA. Any such installations remain the sole responsibility of the participant. At the discretion of IMSA, any Competitor must, if requested, remove any optional part or system.

1.4 Driver Equipment: See Sporting Regulations

1.4.1 Drinking system

A drinking system may be used. Electric pumps are permitted if they require less than 5 amps and use the "Option" electrical connections. Installation needs to be mounted to a metal surface, fixed using metal hardware. Installations must not impede Driver egress from either side of the Car. All installations are subject to approval by IMSA.

1.4.2 Driver Cooling system

A cooling system with cooling vest and or helmet air may be used. The installation, according to the manufacturer's instructions, is the sole responsibility of the Entrant.

Installations must meet the following conditions.

- Driver cooling systems must use non-flammable refrigerant (e.g. R134a, water).
- The system must be mounted in the passenger seat area adjacent to the authorized ballast location. (See **Attachment 1**)
- The mounting may serve no purpose other than retaining the cooling system in the Event of a collision.
- All Driver cooling system components must be securely mounted using metal hardware and be able to withstand a crash of 30g. Installation must not impede Driver egress from either side of the Car.
- The use of open hook type strap and loop fasteners (Velcro) is prohibited.
- Any remote controls must be mounted on or around the center tunnel, securely with metal hardware, must not protrude into Driver area, and must not impede Driver egress.

The installation and use of A/C system Part # MT005919A is required. The system must only use parts listed in any version of the PMNA Air-Condition MT005919A Parts Catalogue. No part of the system can be used for any purpose other than what was originally intended. Only the use of Refrigerant R1234yf and SP-A2 compressor oil is permitted. The system must only be installed in its entirety; all portions of the system must be present on the car. The A/C system or its components may not be modified in any way.

1.5 General Regulations

1.5.1 Permitted modifications and installations

The only work which is permitted 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 permitted 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 “optional” in the parts catalogue is prohibited if their use is not specifically permitted by these Technical Regulations.

Throughout the Car, the standard fastening components such as nuts, bolts, washers, lock washers, spring washers and splint pins must only be replaced by Porsche Genuine Parts.

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

IMSA may permit 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; radio installations, etc.). The Entrant must make written application to IMSA and receive written authorization before making any such modification.

1.6 Minimum weights and ballast

It is the Entrant's responsibility to ensure at all times during a competition the mandatory minimum combined weight of the Car with empty fuel tank, Driver equalization weight and the Driver (together with all Driver equipment) is reached. At no time during a competition is the Car weight permitted to be less than the mandatory minimum weight when the Car is either presented for technical scrutineering, is on the track or in Parc Fermé.

The minimum weight must also be observed when the levels of operating liquids are under minimum level. The official scale is in the IMSA technical scrutineering area or in an alternative designated place.

1.6.1 Base plate auxiliary weight

Installation of the weight base plate is required for all Cars. The weight base plate must be affixed using OE hardware.

1.6.2 Ballast

The installation of original Porsche ballast weights is permitted on the auxiliary weight base plate at the position of the passenger's seat in accordance with the illustration in **Attachment 3**. The ballast weights are identified by spare part numbers in the spare parts catalogue and the reference table in **Attachment 1**. No other ballast

weights or locations are permitted. Any ballast added to weight base plate must be carried in a PMNA or PAG ballast box. If no ballast is added to the weight base plate, the ballast box (9F1801575) and associated hardware is permitted to be installed.

- Addition or removal of ballast during the Race or Qualifying is prohibited
- No weight may be removed from the OE structure of the Car and be placed on the weight base plate
- IMSA may, at its sole discretion, determine any additional weight that must be carried on a Car for any phase of the Event

1.6.3 Minimum vehicle weight

The minimum weight of the Car shall be communicated via IMSA Technical Bulletin prior to the first Event of the Season.

The minimum weight of a vehicle consists of:

- The combined weight of the Car with empty fuel tank
- The weight of the onboard camera (surveillance camera and/or official TV camera)
- The radio system
- The Driver comfort system or the weight of the respective substitute ballast
- The installed additional weights (excluding driver equalization weight)
- The weight of any additional parts or systems required by IMSA or Porsche to be fitted for development purposes

1.6.4 Official Driver weight

The official minimum weight of a Driver will be set at the first Event, or when requested by IMSA, when the Driver weighs in on the official scale under the direction of IMSA officials.

- During the weighing, each Driver must wear his complete Driver apparel as set out in Sporting Regulations, plus the mandatory head restraint system
- Once IMSA has recorded a Driver's weight, this weight becomes the "Official Driver Weight".
- This "Official Driver Weight" will be rounded up to the next whole pound
 - For example, if a Driver and required equipment weigh 203.49 pounds, the recorded weight will be 204 pounds
- The Official Driver Weight is used in Scrutineering for this and all subsequent Events or until a Driver is re-weighed
- A Driver may request to be reweighed at the beginning of an Event and a new Official Driver Weight will be recorded and effective beginning at that Event
- When applicable the conversion factor of .453592 kg per 1 pound will be used
- IMSA may require a Driver to be reweighed at any time

It is the responsibility of the Entrant to ensure that the sum of the installed equalization weight plus his actual weight (including his personal equipment) achieves or exceeds the minimum weight at all times.

1.6.5 The total weight of the Driver and Car

The total combined weight for the Car and official Driver weight shall be announced via Bulletin prior to the first Event. IMSA may in their absolute discretion decide to weigh the Car and Driver separately, in combination or with substitution weight for the Driver.

- If the Car is weighed without the Driver IMSA will add weight bags (using the official Driver weight) to the Driver seat

- Prior to weighing a Car and after taking a fuel sample, the Team shall remove the remaining fuel from the fuel tank under the direction of IMSA
- When applicable the conversion factor of .453592 kg per 1 pound will be used

1.6.6 Weight changes during Qualifying and Races

During any Qualifying session and Race, the weight of the Car is only permitted to be altered by:

- Changing from slick tires to wet tires or vice versa
- Consumption of consumable materials and fluids

On the way from the circuit to the impound and in the impound area 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 participants 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 IMSA. Only the measurements recorded by IMSA shall be deemed accurate for the purposes of compliance with the regulations.

1.6.8 Personal protective Driver equipment during weighing

During the weighing, each Driver must wear his complete Driver apparel as set out in the Sporting Regulations, 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 under the direction and supervision of IMSA Officials

1.6.10 Leaving the weighing area

Without the consent of IMSA, the Driver is not permitted to leave the weighing area and the Car is not permitted to be removed.

1.6.11 Replacement and loss of Car parts

All Car parts that were replaced during the practice, Qualifying session and Race must be presented to IMSA without request for inspection. The parts that were removed from the Car will be marked by IMSA 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 IMSA or their assistants until released by IMSA. These parts can be considered when determining the weight instead of the replacement 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 24 kg to the measured weight of the Car.

1.6.12 Regulations on the route to and in the weighing area

Impound rules apply to the route to the weighing area and in the weighing area itself. In addition to IMSA, only the responsible officials 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, IMSA will inform the Race Director and shall be deemed a violation of the RULES.

1.7 Car damage

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

1.8 Emissions Regulations

Cars must be equipped with the catalytic converter system as supplied by Porsche Motorsport North America.

1.9 Noise Regulations

The maximum permitted noise limits are 144 dB (A) measured in compliance with the L_{WA}-procedure and 112 dB (A) in compliance with L_P-procedure.

1.10 Advertising and partnerships: See Sporting Regulation Attachment 5

1.11 Safety equipment

The Cars must possess the following safety equipment.

The article numbers refer to the current Appendix J of the ISC unless stated otherwise. Art. 277 (Group EII-SH)

1.11.1 Driver Safety Harness System

- It is required to use the Safety Harness as delivered with the Car and from Porsche and installed per the technical manual
- Harnesses must be replaced at the request of IMSA, or whenever the following conditions occur:
 - Expiration:
 - FIA Homologated: Immediately following December 31st of the year printed on the label
 - Damage:
 - Following a severe collision
 - Webbing is cut or frayed or weakened due to actions of chemicals or sunlight
 - Buckles are bent, deformed, rusted, or improperly functioning
- Entrants are responsible for ensuring the Driver safety harnesses and all associated components are properly labeled, installed, used, and maintained

1.11.2 Driver Containment Nets

- Cars must be equipped with driver containment nets as delivered from Porsche and per the mounting instructions in the Technical Manual. (See **Attachment 2**)

1.11.3 Protective Padding

Cars must be equipped with Porsche padding and installed per the Technical Manual

1.11.5 Master Electrical Switches

- Cars must be equipped with interior and exterior master electrical switches as homologated and installed as OE
- Interior and exterior master switches must be clearly identified by a self-reflective symbol of a red spark surrounded by a white-edged, blue triangle with a base greater than 30 mm

1.11.6 Fire Suppression System

Cars must utilize the original Porsche Fire System as delivered in the Car and described in the Technical Manual documentation. The on-board fire suppression system must be switched into position “Armed” and the red LED illuminated during travel to the pit lane for each Session and must not be switched off until the car is returned to the team area or Parc Fermé. Fire System must be within the service date of the unit.

1.11.7.0 Towing Eyes

Front and Rear towing straps as supplied with the Car must be properly mounted and marked per IMSARules. Towing straps must be in good condition, must not be frayed. All damaged towing eyes must be replaced.

1.12 Fuel type and single fuel

1.12.1 The following single fuel must be used

The approved fuel for the Class is Exxon Mobil Synergy Supreme+™ premium gasoline, as distributed by VP Fuels.

- IMSA may require a fuel sample for inspection via a gas chromatograph

1.12.2 Fuel controls

IMSA shall be entitled to take fuel from a participant’s Car at any time during the Event. At any time of the Event until the end of the protest deadline (subject to removal of fuel for the weighing procedure). These samples must be identical to the reference fuel taken from the supplier designated above. If IMSA requests that a Car be defueled (for example to check the minimum weight of the Car without residual fuel), a fuel sample may be taken prior to defueling the Car.

- Approved Connector: Staubli P/N: CBI06.7251/IA/JKV
- Installation must be approved by IMSA

The running of the Car using the service position of the fuel pumps is prohibited unless there is a 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.

1.12.3 Refueling, refueling installations and control

All additives are prohibited. Fueling and refueling of the Cars during practice, Qualifying and the Race is forbidden. All chemical changes to the fuel are forbidden. Artificial cooling of fuel is prohibited.

Any fuel operations not utilizing a closed-circuit refueling system (e.g. bowser) must be performed outside the team tent. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). At least two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers with stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, team guests or unauthorized personnel be permitted in this area at any time during the fueling operation; it is the responsibility of the team (Entrant) to ensure that such persons are excluded from the area. Hose(s) used for fuel removal from the Car during impound must have a 10 cm long (minimum) clear section.

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 workplace.

Smoking is prohibited when any operation involving fuel, or the fuel cell is in progress.

1.12.4 Scrutineering Fuel Collection

Fuel collection vessel must be non-opaque. Vessel must utilize 2 sealed connections to the Car, 1 for fuel drain, 1 for fuel return. Both must be connected to the Car during defueling procedures in involuntary impound.

Fuel drain hose must have a clear section of no less than 250 mm near the collection vessel.

Open transfer of fuel is not permitted.

2. Specific Technical Regulations

2.1 General information

General Car description

Porsche 911 Cup (type 992.2), MY2026

Concept: Single-seated, customer Race Car based on the Porsche 911 GT3.

For further general descriptions, the entrant shall refer to the respective paragraph of these technical regulations.

Important Information

Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organization but instead can only be obtained from:

Porsche Motorsport North America
19800 South Main Street
Carson CA 90745 USA
Email: PMNARaceparts@Porschemotorsport.com

The Cars must comply with the requirements of these Technical Regulations. Technical inspection and acceptance of the Cars is undertaken by IMSA.

In addition to the Technical Regulations forming Part 2 in the Series Regulations, the following specific Technical Regulations are applicable.

2.2 Engine

2.2.1 General description

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 382kW (520) hp at 8,400 rpm; Max. torque: 470 Nm at 6,150 rpm; Max. rpm: 8,750 rpm
- Camshafts with extended valve opening times
- Flow optimized single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converterEngine control unit Bosch MS 6.6 with integrated Porsche Traction Control (PMTTC)
- Single-mass flywheel

The engines are sealed at Porsche AG or PMNA prior to delivery. A Car with an unsealed engine or with a damaged seal is not permitted to participate in the Series under any circumstances. The competitor is responsible for the state of the seals and their presence at all times. Missing or deteriorated seals will be considered a violation of the RULES. All repairs and internal maintenance operations must be performed by PMNA following Porsche AG specified run times. Any intrusion into the engine is forbidden.

Any work on the engine that requires the seal to be opened is only permitted to be undertaken at PMNA or PAG. An engine change must be approved in writing by IMSA prior to the change.

Engines can be called in and inspected at the instructions of the Technical Scrutineering team. Before the engines are delivered and refitted, a new seal shall be affixed at PMNA or Porsche AG.

2.2.2 Engine electronic control units

The electronic control unit incl. the complete wiring harness must be used without modification(s). IMSA reserves the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the Event. IMSA reserves the right to reprogram the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time of an Event. It is thus ensured that the status of the program and data is identical for all participating Cars. It is the Competitor's responsibility to ensure that the engine electronic control unit is programmed with the latest software from PMRSI.

Traction control must always be disabled throughout the event.

2.2.3 Exhaust system

Contrary to the general Car description (see Item 2.1), the exhaust system, starting from the manifold, will be modified completely with the parts listed in the valid parts catalogue for the respective Car and model year to the version "exhaust system without silencer" (general linguistic usage as "Supercup exhaust system").

2.2.4 Engine oil quick refill

The use of the optional "oil quick filling kit" as shown in the Spare Parts Catalogue is permitted, provided the mounting is fully compliant with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

The hole in the engine lid required to fit the quick oil fill must be fully covered by Polyurethane clear tape (such as Heli tape or similar).

The use of the engine oil quick fill in the pit lane during any IMSA Event is prohibited.

2.3 Power transmission (gearbox/differential lock)

2.3.1 General description

Gear ratios:

Ring & pinion gear	15/23	$i = 1.533$
Final drive	16/39	$i = 2.438$
1 st gear	13/41	$i = 3.154$
2 nd gear	17/40	$i = 2.353$
3 rd gear	20/37	$i = 1.850$
4 th gear	24/36	$i = 1.500$
5 th gear	24/30	$i = 1.250$
6 th gear	28/30-	$i = 1.071$

- Six-speed sequential dog-type gearbox Sealed at PAG or PMNA
- Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger
- Mechanical limited slip differential
- Four-plate sintered metal race clutch with improved pedal stop
- Paddle shift with electronic shift barrel actuator

The gearboxes are sealed at Porsche AG or PMNA prior to delivery. A Car with an unsealed gearbox or with a damaged seal is not permitted to participate in the Series under any circumstances. The competitor is

responsible for the state of the seals and their presence at all times. Missing or deteriorated seals will be considered a violation of the RULES. All repairs and internal maintenance operations must be performed by PMNA following Porsche AG specified run times. Any intrusion into the Gearbox is forbidden.

2.3.2 Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation (**Attachment 4**). The number of friction plates and the assembly order shall correspond to the specification in the manual and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

2.4 Lubrication System

2.4.1 Lubricants

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during the event.

The addition of any additives or any chemical changes to the lubricants is prohibited, unless specified in these Technical Regulations.

2.4.2 Engine

Mobil 1 ESP X3 0W-40 or Mobil 1 C40 GT 0W-40 is compulsory.

Engine coolant: The use of 2 liters of corrosion inhibitor (9F0100628) and 22 liters of distilled water is approved. The use of any glycol-based product is PROHIBITED.

2.4.3 Transmission

Mobil Delvac 1 SAE 75W-90 transmission oil is compulsory.

2.5 Brakes

Only Cars with brake calipers that correspond with the delivery conditions are permitted. It is not permitted to modify the Car to endurance brake calipers, or different pistons even if they might be listed in the parts catalog.

It is permitted to remove the protective rubber cap of the brake calipers bleeder valves, though this is not recommended.

2.5.1 General description

- Two independent brake circuits incorporating front and rear axle brake pressure sensors
- Driver adjustable brake force distribution via brake balance system
- Bosch Race ABS (Generation 5)
- Racing brake pads
 - Front axle compound RST2E
 - Rear axle compound RSL 19-5
- Optimized brake ducts
- Ergonomic brake pedal positioning
- Improved brake line connection to caliper
- Software based hydraulic leak detection
- Enlarged brake fluid reservoirs with fluid level sensor fixation geometry
- Pressure sensor brake light switch

The Bosch Race ABS system must always be installed but use of any ABS switch position 0-11 is permitted.

Only standard master brake cylinders are permitted for the 2 brake circuits on the

- Front axle: (diameter: 19.1 mm)
- Rear axle: (diameter: 17.8 mm)

Front axle:

- Six-piston aluminum monobloc racing brake calipers with 'anti knock-back' piston springs
- Ventilated 380 mm x 35 mm steel brake discs mounted on aluminum disc bells
- Increased friction surface (high annulus brake disc & optimized brake pad geometry)

Rear axle:

- Four-piston aluminum monobloc racing brake calipers with 'anti knock-back' piston springs
- Ventilated 380 mm x 32 mm steel brake discs mounted on aluminum disc bells

2.6 Wheel suspension

- Forged control arms & top mounts: Stiffness optimized.
- Heavy-duty spherical bearings with dust protection
- Wheel hubs with center-lock wheel nut
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- Double-blade-type adjustable anti-roll bars
- Tire pressure monitoring system

2.6.1 General description front axle

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electric power steering with reduced turning circle and manual function to ease Car maneuvering
- Stud connection concept for steering race fixation

2.6.2 General description rear axle

- Multi-link rear suspension, adjustable ride-height, camber and toe
- Motorsport driveshafts with optimized cooling ribs & bearing cage for reliability and durability

2.6.3 Allowed adjustments

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained.

Entrant must comply with tire operational requirements per Sporting Regulations SSR **Attachment 3** at all times. Camber and pressure values may be altered at any time by the designated tire supplier by means of a Tire Manufacturer Bulletin.

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by IMSA Technical Bulletin at any time before or during any Event. It is permitted to fix the camber shims in position with aluminum tape.

All bearing points of the front and rear control arms must be left in the position and orientation in which they are delivered and specified in the Technical Manual. The adjustment of the eccentric screw at the front upper control arm mounting bracket, within its specified setting range, is permitted.

2.6.4 Anti-roll bars

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed. Only the respective setting options given in the manual are permitted to be used.

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the spare parts catalogue are permitted to be used to compensate for the axial clearance.

2.6.5 Shock absorbers/springs

Only factory-installed type shock absorbers in their original condition are permitted to be used. The original delivery condition of the bump stops must not be modified in any way. Entrant is permitted to install the approved main springs listed in the table below.

Approved Main Springs			
	Main Spring Part #	Rate (N/mm)	Intermediate Ring Part #
Front	9F1411105B	260	9F1411109B
Rear	9F1511105B	300	9F1411109B

2.7 Wheels (flange + rim) and tires

2.7.1 General description

Single-piece light-alloy rims according to Porsche specification and design with center lock.

- Front axle: 12J x 18 ET 23.5 mm
- Rear axle: 13J x 18 ET 44.5 mm

Wheel Nut Left

- 9F1801141 or 9973313079A

Wheel Nut Right

- 9F1412158 or 9973313089A

2.7.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tire pressure, temperature sensors, valve stems as supplied by PMNA, and valve stem caps as supplied by PMNA. TPMS systems must be operational during on-track activity for the Event.

The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). The friction strips on the inside of the rim must stay functional and must not be treated in any way.

2.7.3 Tires

Only the version of Pirelli tires approved for the Series with the following specification and supplied by the official supplier announced by IMSA is permitted to be used for the duration of the Events and the official test.

Slick tires

- Front: 310/660-18 DHG
- Rear: 320/710-18 DHG

Rain tires

- Front: 310/660-18 WHB
- Rear: 320/710-18 WHB

Entrants must follow the recommendations and instructions of Pirelli regarding tire pressures and set-up. It is permitted to remount tires, but the remounting must be performed by the official tire supplier. It is not permissible to rotate the tires on the rims. It is permitted to refit tires, but the refitting must be performed by the official Pirelli tire supplier. Should the tire manufacturer prescribe a rotational direction for its tires, then any departure from the manufacturer's recommendation is prohibited.

2.7.4 Tire marking: See Sporting Regulations Attachment 3

2.7.5 Tire damage: See Sporting Regulations Attachment 3

2.7.6 Treatment: See Sporting Regulations Attachment 3

2.8 Bodywork and dimensions

2.8.1 General description

- Lightweight body featuring intelligent aluminum-steel composite design
- Integrated (welded) roll-cage in accordance with FIA regulations (permitted for co-Driver usage on circuit Events)
- Front cover with integrated quick-release fasteners; cooler exit-air duct and central air intake for cockpit ventilation
- Removable rescue hatch in accordance with the latest FIA safety regulations Mounting points for lifting device
- Fenders with extensions and integrated louvres
- Widened front bumper with three-piece spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations

Lightweight exterior:

- Recyclate carbon-fiber reinforced plastic doors with quick release push button
- Recyclate carbon-fiber reinforced plastic rear lid with integrated quick-release fasteners; removable
- Recyclate carbon-fiber reinforced plastic adjustable rear wing with 'swan neck' mounting (11 positions)
- Polycarbonate windows with hard coating
- Rear underbody paneling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 cockpit:

- Recyclate carbon-fiber reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-color backlight, finger guards and real click-force feedback aligned towards Driver
- Multifunctional carbon-fiber reinforced plastic motorsport steering wheel with quick release coupling,

ABS & TC adjustment dials, thumbwheels, shiftpaddles and illuminated push buttons with selective fingerguards

- Adjustable steering column with steering angle sensor
- Safety nets (center and Driver's side) in accordance with latest FIA safety regulations
- Optimized cockpit ventilation featuring airflow directed at Driver
- Racing bucket seat in accordance with FIA Standard 8862/2009
 - Infinite longitudinal adjustment, two positions for height and inclination adjustment
 - Padding system in three sizes to adapt seat to individual Drivers
 - Preparation for seat ventilation
 - Six-point racing safety harness
- FT3 safety fuel cell (approx. 110 liters) and dry break couplings for fueling and draining using a fully enclosed system
- 'Fuel-Cut-Off' safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the Car
- Colors:
 - Body painted with water-based paint
 - Exterior: GT-silver-metallic (M7Z)
 - Interior: GT-silver-metallic (M7Z), without clear lacquer finish
 - Rims: Platinum semi-matte (0B5)
 - Rear wing: in naked **recyclate** carbon

2.8.2 Overall Car dimensions and overhangs

The total length of the Car is 4,599 mm (181.06 inch) \pm 15.0 mm

The track width of the front axle measured at the center of wheel hub plugs is 1885 mm (74.21 inch) \pm 10 mm.

The track width of the rear axle measured at the center of wheel hub plugs is 1855 mm (73.03 inch) \pm 10 mm.

The front overhang is 1034 mm (40.71 inch) \pm 15.0mm, 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, including front lip).

The rear overhang is 1097 mm (43.19 inch) \pm 15.0mm, 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, including the exhaust, rear wing excluded).

The wheelbase of the Car is 2,468.0 mm (97.16 inch) \pm 15.0 mm, measured at the center of the wheel hubs.

2.8.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

2.8.4 Windscreen

As a replacement to the original part, a heated windscreen as shown in the spare parts catalogue is permitted.

The windscreen is permitted to be connected to the electrical system of the Car and the heating function is permitted to be used.

To protect the windscreen and as a safety measure, “tear-off” screens are permitted to be attached to the windscreen. Fitting will be checked during technical scrutineering and must be removed where applicable on request of the IMSA.

2.8.5 Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible. The rear window must remain fixed with the original type of fixing at all times. Covering of the rear side windows by tape or film is permitted provided that no slots or gaps are covered or reduced.

2.8.6 Cockpit

Seat

The adaption of the seat by the addition of original Sabelt seat padding shown in green and blue in **Attachment 6** is permitted.

Each padding shape may only be used in the specific and correct location and direction as shown in **Attachment 6**.

Additional padding at the head rest can only be added in accordance with the following conditions and the discretion of IMSA:

- The foam used for the padding must be the same material as the one used on the head rest by the seat manufacturer
- The padding must be properly fixed to the seat

Any modifications or addition of paddings outside of the prescriptions above must be presented to IMSA for approval.

A foamed seat insert, according to FIA Appendix J, Article 253-16, or SFI Specification 45.2, may be used as long as the insert is made of fireproof material, colored in black. The use or change is subject to approval by IMSA.

The original seat and seat mounting (seat rails and bracket) must be retained and must not be modified.

The provisions of FIA International Sporting Code Appendix J Article 253 - 16 must be complied with at all times.

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.

Safety nets

Every Car must be equipped with the valid after-sales safety nets as specified in the spare parts catalogue and mounted complying with the official Porsche AG mounting instructions. (See **Attachment 2**)

2.8.7 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 connected to the roof via 7 live locks which must be accessible at all times (no foiling or painting of live locks is permitted).

2.8.8 Ground clearance of Car

The minimum ground clearance of the ready-to-drive Car (with the Driver in the Car and slick tires in compliance with Article 2.7, at 29 psi \pm 0.5 psi air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the Event.

For the entire duration of the Event the ground clearance of the front axle has to be a between a minimum of **72.0 mm** and a maximum 80.0 mm and the clearance at the rear axle between a minimum of **106.0 mm** and a maximum of 120.0 mm. The measuring points (see **Attachment 3**) at the front axle are the mounting bolts 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 permitted to be changed within the existing adjustment range. Failure to meet the minimum ground clearance is a violation of the RULES.

The minimum ground clearance for the front axle, as specified above, must be achieved with the reinforcement sleeves 9F1.407.371 fitted on the subframe, as well as undamaged mounting bolts (part number WH1.008.757). The height of an undamaged mounting bolt head will be defined as 11.8 mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.8mm, the difference will be taken into account. The bolt head thickness is measured from the top of the head to the back of the mounting surface. If the mounting bolt heads are damaged or do not measure 11.8 mm, scrutineers can require a replacement bolt be installed for measuring.

2.8.9 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 (Or substituted Official Driver Weight) 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 IMSA.

IMSA may at any time in their absolute discretion check the ground clearance measurement with any set of tires allocated to the respective competition number used during the session that the check is performed during or after. IMSA may also use instruments such as calipers or depth gauges to determine the Car ground clearance.

2.8.10 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 IMSA.

2.9 Aerodynamic devices

The original position of the wing section is permitted to be changed within the specified scope in the Technical Manual (Using only matching numbered position holes in conjunction with each other) for adjustment.

Furthermore, it is permitted 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 the above, taping over any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted. Taping over the slots between the fuel filler door and surrounding front fender is permitted.

Any alteration or amendment outside the above set parameters will render the Car non-compliant with the Technical Regulations and may be subject to penalties from IMSA.

Rear Brake Ducts: It is permitted to secure the two halves of the air duct element (part numbers 9F1.615.457, 9F1.615.458, 9F1.615.447 and 9F1.615.448), using a maximum of 3 cable ties around each whole element, to prevent their separation.

If a session is declared as a wet session it is permitted to close all slots on the rear side windows with transparent Heli-tape.

2.10 Electrical equipmentGeneral description

- 10.3" Porsche color display
- Porsche logger and power box
- High precision GPS for track positioning and lap time recording
- Fire extinguisher system with integrated function and battery diagnosis (extinguishing agent: NOVEC gas)
- Lightweight 12 V, 40 Ah battery (LiFePO4) leak-proof, installed in co-Driver's footwell
- Digital touch panel with dynamic icon/function concept, finger guards, real click-force feedback and car setting adjustment possibility
 - Brake bias potentiometer reset
 - Steering angle reset
 - Fuel and exhaust ECU map selection, Pit-speed adjustment
- 175 A alternator
- Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
- Three additional center console switches for additional power consumers
- Data connection (data logger, video system)

LED Lighting system

- Main headlights with integrated daytime running lights
- Taillights with stroboscope flash function as engine stall indication
- Rain light in compliance with FIA homologation regulation

The usage of the following electrical equipment is required:

- 9F1927753 SENSOR GPS

The use of a charging cable is optional. The permitted part number is:

- MTH000116A – AS Charging cable (installation according to latest published mounting instructions)

The usage of the following electrical equipment out of the spare parts catalogue is permitted in accordance with section **2.10.3 Data Recording**:

- 9F1970994A - Z Harness USB
- 9F0054911A - RLU Rugged USB Memory Stick
- 9F0970994E – Harness Rugged USB to PC USB

Entrants are not permitted to install additional electronic systems such as lap timers, aftermarket data systems, displays, etc. Any installation of additional components must be approved in writing by IMSA prior to arrival at an Event.

2.10.1 Data Transfer

The use of radio-based information transmission in the vehicle (e.g. telemetry) is forbidden, the only exception is the usage of the built-in tire pressure monitoring system, which uses radio transmission for its functionality.

It is not permitted at any time for any Entrant to read any sensors, with any equipment, which are not allocated to the Entrant's own Team. Any Entrant breaching this regulation may be disqualified from the relevant session, Race, or Competition.

2.10.2 Radio System

Entrants may install a single two-way voice radio with Car-to-pit communication capability in compliance with the corresponding Series Sporting Regulations.

Radio must be mounted securely to a metal surface using metal hardware. The mounting location must be on the passenger side of the tunnel behind the battery master switch and chassis harness as described in section 6.15.2 of the Technical Manual.

2.10.3 Data Recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the Car's chassis number and must not be exchanged without consent from IMSA. Only the setups approved by Porsche AG are permitted to be used for the duration of the Event.

All recorded data relating to the competition must be made available to IMSA. Only the onboard Cosworth GPS antenna is to be used to create lap times in recorded data. Only the GPS coordinates provided by IMSA or PMNA will be allowed to create lap times in the recorded data.

Any additional electrical connection to the Car's wiring harness is not permitted. Installations set up by IMSA are exceptions to this rule. Where IMSA or Porsche requires an additional part or system to be fitted for development purposes, the competitor is not permitted to access any of the associated data unless specific agreement is given in writing by IMSA.

Directly after parking in Parc Fermé, the Driver is allowed to remove the optional RLU Rugged USB Memory from the car. The removal by any other person or removal by the Driver later, before the end of Parc Fermé is prohibited.

ALL VIDEO must be recorded onto IMSA approved USB memory stick using RLCAB073 logging cable. All Cars must use USB memory stick provided by IMSA or PMNA. During Parc Fermé the USB memory stick can only be removed from the Car by IMSA and/or PMNA personnel. The removal by any person other than IMSA and/or PMNA personnel is prohibited.

Tire circumferences set to “Pirelli” or as specified by IMSA or PMNA. Below are the required Pirelli tire circumferences.

- Front Slick TBD mm
- Front Wet TBD mm
- Rear Slick TBD mm
- Rear Wet TBD mm

2.10.4 Timing Transponder

MSE Yellow Light Kit

Cars must be equipped with the [MSE Yellow Light Kit](#) to indicate active flag status, purchased from the approved supplier.

The Kit contains the following components:

- Yellow indicator light
- Antenna
- Wiring loom and instructions
 - The safety light system must be installed and operational during on-track activity (See **Attachment 8** for detail)
 - The yellow indicator light must be prominently installed within the cockpit, in clear line of sight of the Driver
 - The supplied antenna must be mounted on the Car roof (a ground plane is not required) (See **Attachment 8** for detail)
 - Wiring Loom Installation: The Wiring Loom has a flying lead input for +12 VDC and Ground to interface with additional wiring referenced in the installation instructions
 - Entrants must supply additional wiring as required

Transponder X2 System

Each Car is to be fitted with an approved hard-wired timing transponder (See **Attachment 7**).

- Must be fitted in the approved manner and location
- Must be fitted in the right front wheel well

Impact Data Recorder

- Entrants must utilize the FIA Impact Data Recorder (IDR) which IMSA will provide
- Must be installed in the Manufacturer defined location and consistent with Manufacturer orientation requirements flat on the top of the tunnel next to the driver seat
- IDR must be installed and functional for all on-track activity
- Data collected by the IDR is property of IMSA
- IDR must be surrendered upon request by IMSA

2.10.5 In Car Camera/Data:

- Only in-board or on-board cameras which have been approved by IMSA and/or sporting matters and TV purposes are permitted to be used

- VBOX Video HD2 system is required and must be installed per the Porsche camera system manual on PMRSI
- The VBOX unit must be installed in the OE location (Rear bulkhead passenger side)
- Use of the series specific VBOX Video scene file provided by PMNA (located in PMRSI) is required and only team logo placement and channel units change to the scene is allowed
- Use of VBOX USB Logging Cable (RLCAB073) is required and must be securely attached
- A Video system must be able to record a complete race duration
- IMSA reserves the right to impound any in-Car camera footage for any purpose
- A team may be required to fit and use cameras as assigned and provided by IMSA
- Team must execute and maintain a current media rights and usage license per IMSA RULES
- The approved system is as follows:

Part Number	Item	Quantity
VBVDHD2-V2P	VBOX video HD2 – Unit only Porsche System	1
RLACS222/239	VBOX Video 1080p Camera HD2 -3m	2
RLACS260/286	Roll Cage Camera Mount	2
RLACS270	Heavy-Duty Camera Clamp for HD2	2
RLACS262	GPS Low Profile Antenna with RG-174 & SMA - 3m	1
RLACS221	VBOX Video HD2 Mono Microphone -2.5m	1
RLACS315	Porsche 992 VBOX Video HD2 Mounting Bracket	1
999.703.504.00	AV-mounts	6
WHS.001.793	Nuts	6
CUSTCAB00128	PORSCHE 992 GT3 CUP VBOX CAN/POWER CABLE	1
RLACS273	Camera Mount Extension for Camera 1	1
RLCAB073	USB Logging Cable (Required)	1

2.11 Miscellaneous

2.11.1 Seal Locations

The following seals are affixed at PAG or PMNA: (See **Attachment 10** for specific seal locations)

Engine:

- Valve cover, left (1x)
- Valve cover, right (1x)
- Throttle assembly, left (1x)
- Throttle assembly, right (1x)
- Oil pan bottom (1x)

Gearbox:

- Differential cover wire seal or RFID seal, Left Hand Side (1x)
- Gear tail housing wire seal (RHS) (Connecting front and rear) or RFID seal (LHS) (1x)

If seals and marks are applied to the Car by IMSA or Porsche, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the Car can be disqualified from the Event. The competitor is responsible for the state of the seals and their presence at all times.

Seals that have fallen off during the Race or are damaged must be notified to IMSA in writing no later than one hour after closure of the “Parc Fermé”.

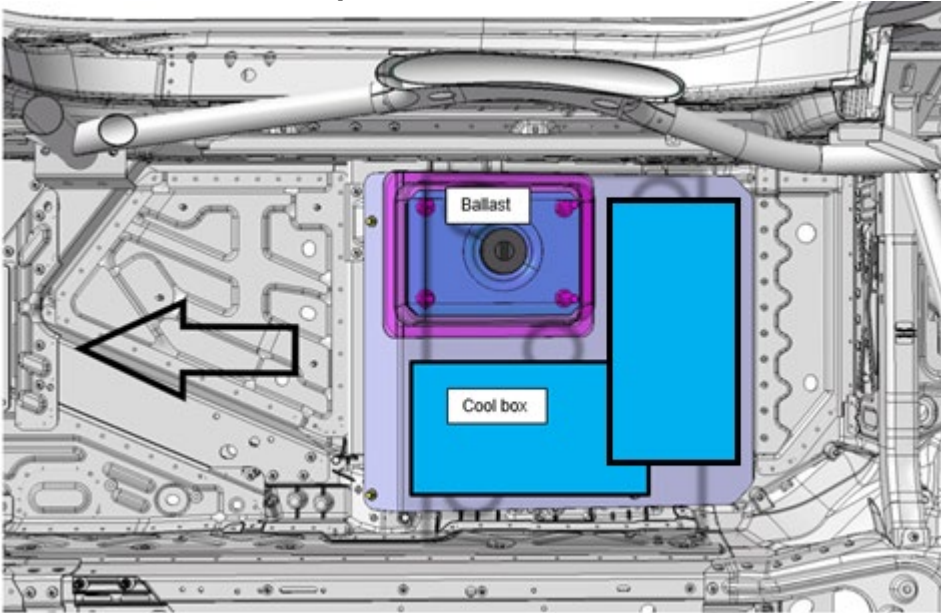
2.11.2 Electronic Car configuration

Throughout each Event, the Car must be run with the following configuration settings:

- Traction control “OFF” and ABS “ON” and the logged channel “log_car_variant” with the value “Variant 6 – ABS EN” visible in the display
- Exhaust system setting on “Standard” with the logged channel “log_m_exhaust” with the value 0

Attachment 1-Ballast Mounting Plate

Ballast Position and Optional Coolbox locations



992 GT3 Cup Ballast Components: See GT3 Cup Parts Manual for more information.

#	Description	Part Number	Qty Required
1	Base Plate	9F1882378A	1
2	Threaded bolt 12x1.5	WHS001902	5
3	Hex Nut 12x1.5	WHS001904	5
4	Hex Nut 12x1.5	N 0150816	5
5	Torx Screw 10x28 10.9	WHT007483	4
6	Additional Weight 2 kg	9F1801141	
7	Additional Weight 3.4 kg	9F1801141A	
8	Covering auxiliary weight (992 –Single - Black)	9F1801575	1
9	Nut for Cover	WHS001903	1

The following duplicate 991 components are permitted:

#	Description	Part Number	Updated #	Qty Required
	Washer 13x24x2.5	N 01153119		5
	Torx Screw M10x40 10.9	9A700744300		4
	Washer 10.5x25	99902526402		4
	Hex Nut M12x1.5	90038001001	WHS001904	5
	Threaded bolt M12x1.5	9975048429A	WHS001902	5
	Additional Weight 2 kg	99150484800	9F1801141	
	Additional Weight 3.4 kg	99150484801	9F1801141A	
	Nut for Cover	9915048529B	WHS001903	1
	Covering Auxiliary Weight	9915048659B	9F1801575	1

Attachment 2–Containment Net Detail

- ▶ The driver must be positioned in the seat so that his/her eye level is within the corridor [1] (Fig. 41).
- ▶ The eye level of each driver must be marked on the headrest!
- ▶ As seen from the side, the upper strap of the net may be located vertically (Z-direction) at a maximum of 15 mm below and at a maximum of 80 mm above the eye (Fig. 42).
- ▶ The safety nets must contact the seat on the sides (Fig. 42).
- ▶ At least 2 of the vertical straps must cover the headrest (Fig. 42).
- ▶ Tighten the safety nets so that at any point along the longitudinally running straps a transverse force induced by the driver of 50 N does not deflect the straps more than 50 mm.

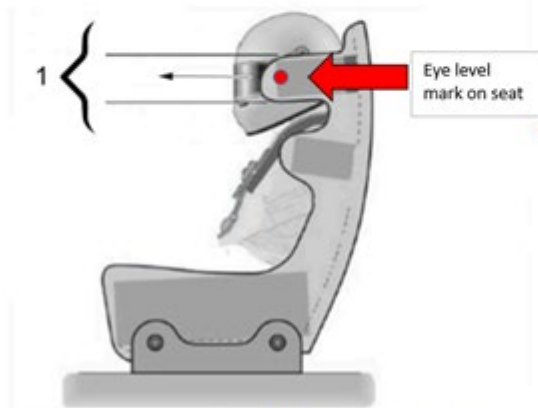


Fig. 41: Eye level corridor

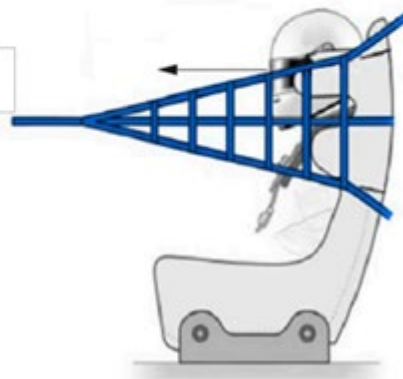
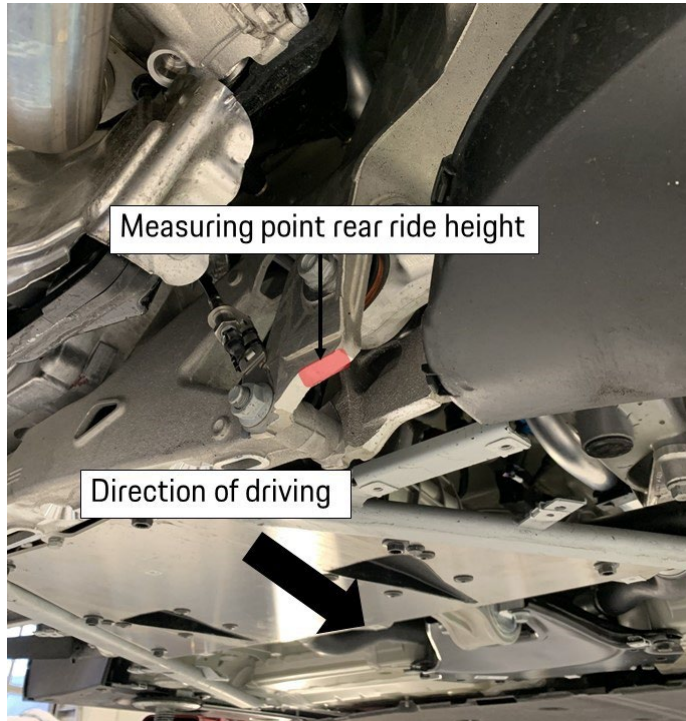
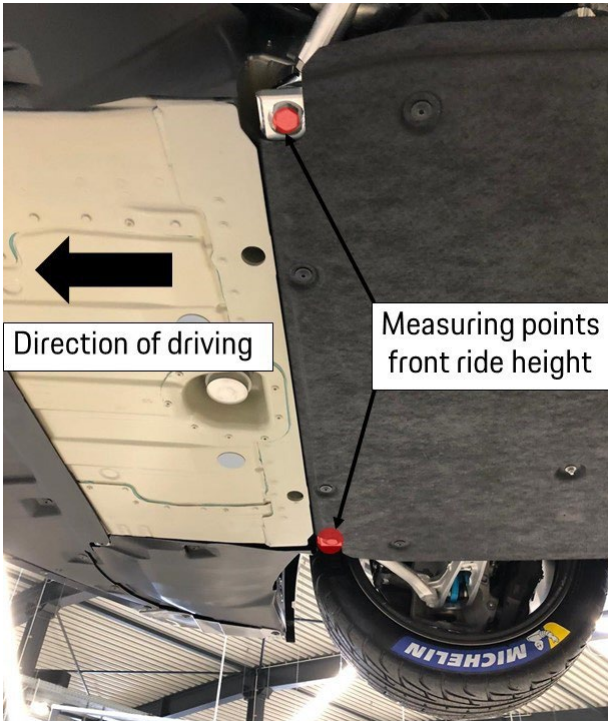
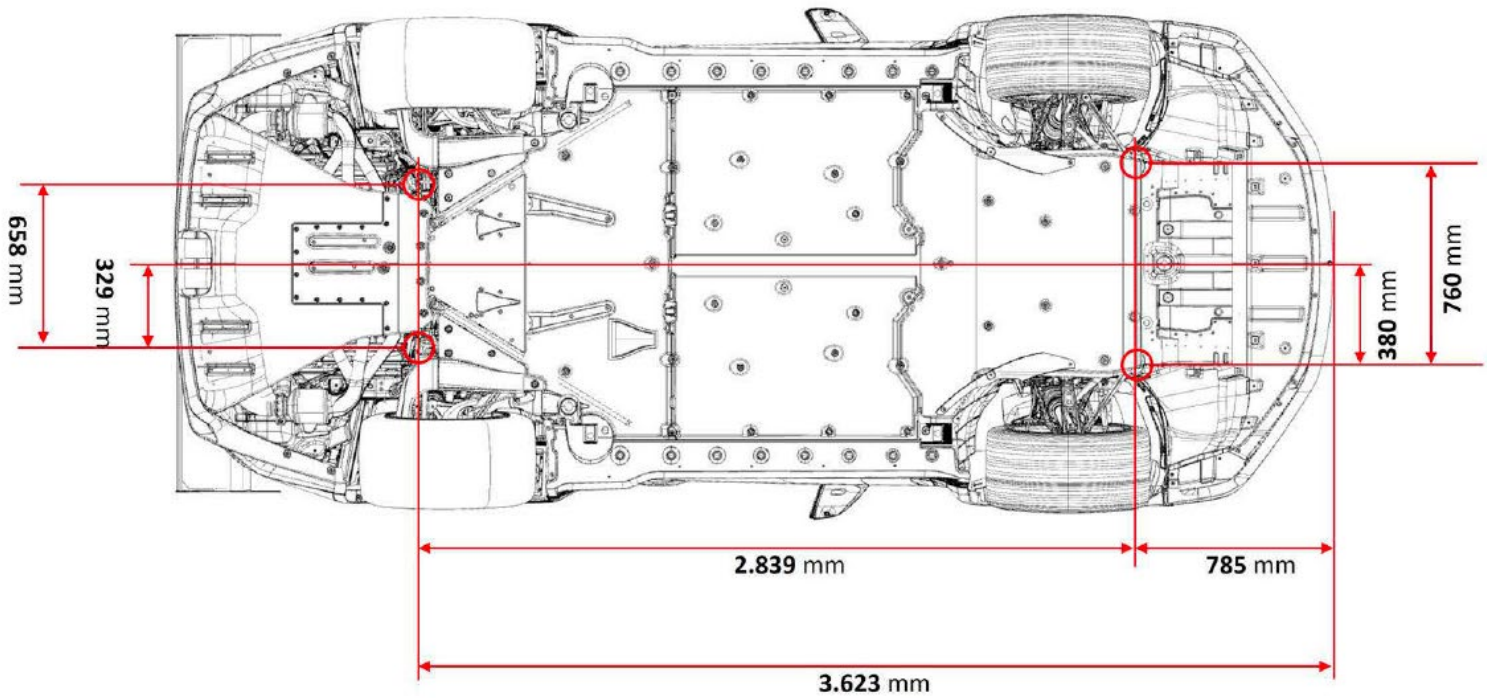
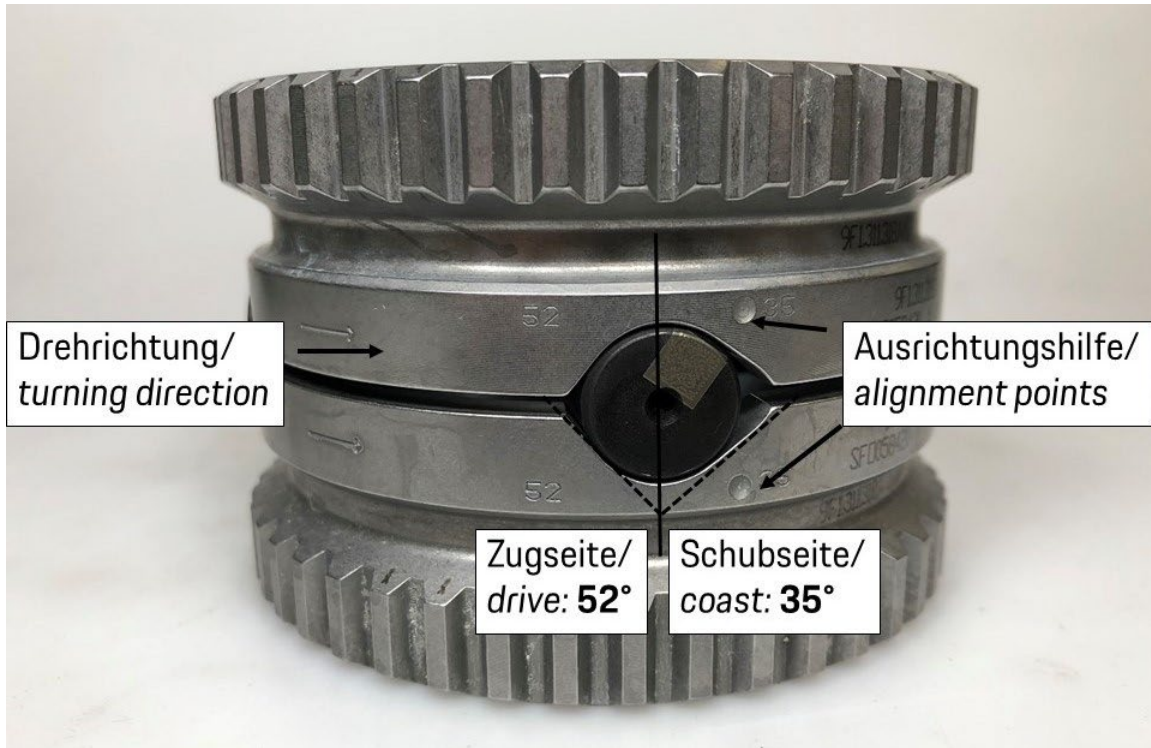


Fig. 42: Example of outer safety net

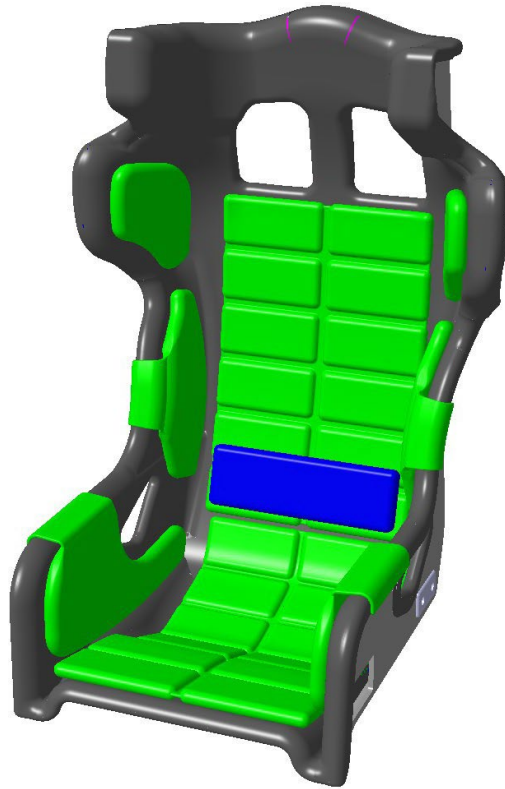
Attachment 3-Minimum ground clearance, front and rear axle



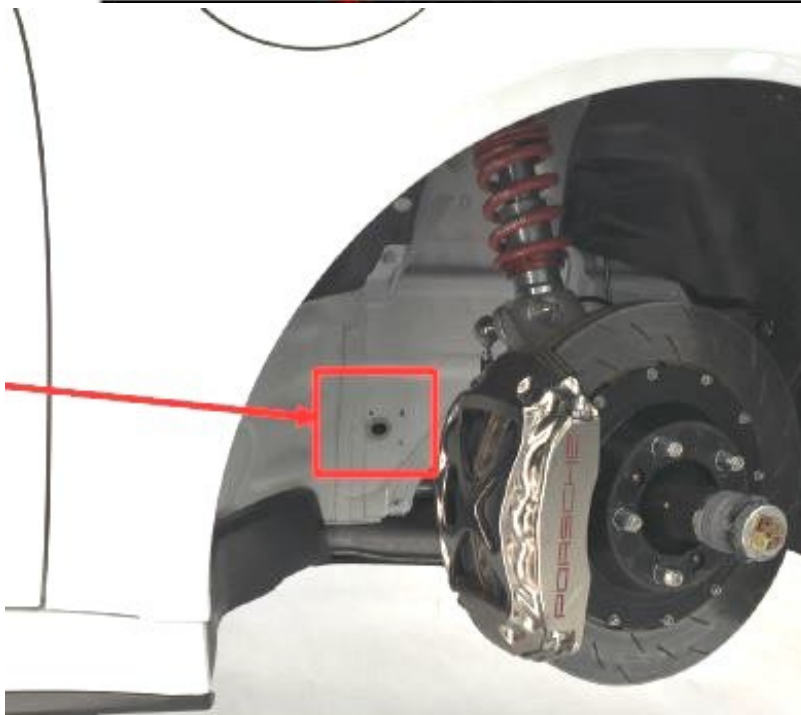
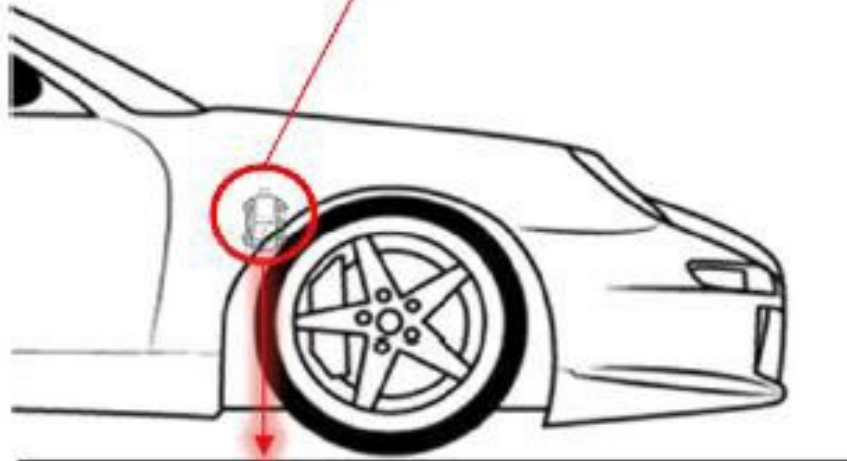
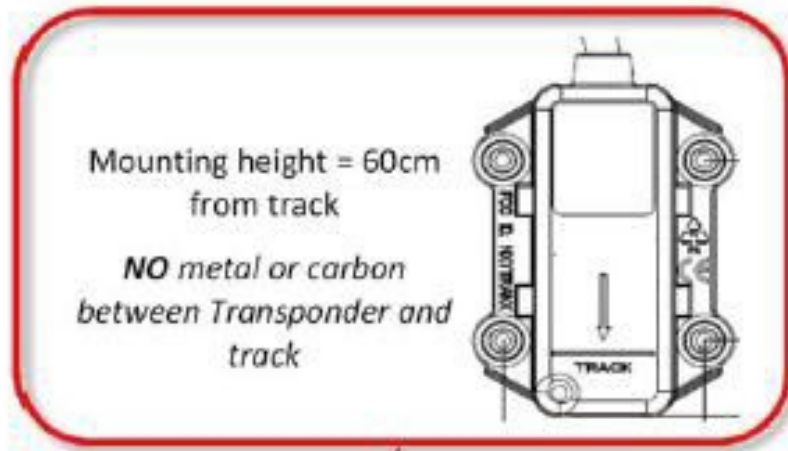
Attachment 4-Differential lock ramp breakover angle



Attachment 6-Seat Padding



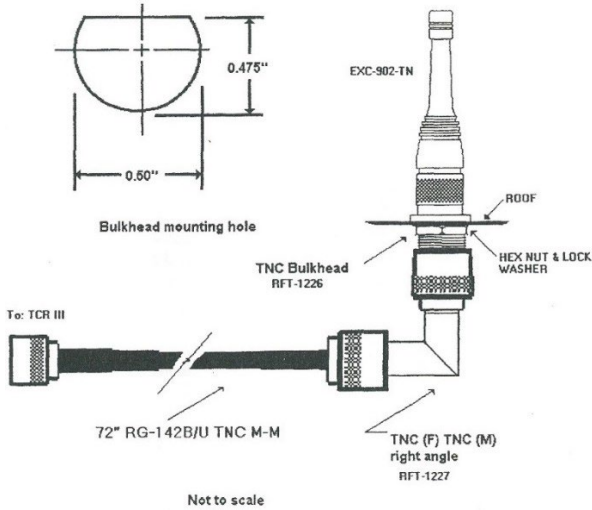
Attachment 7-Transponder Mounting Position



Attachment 8-Yellow Light System

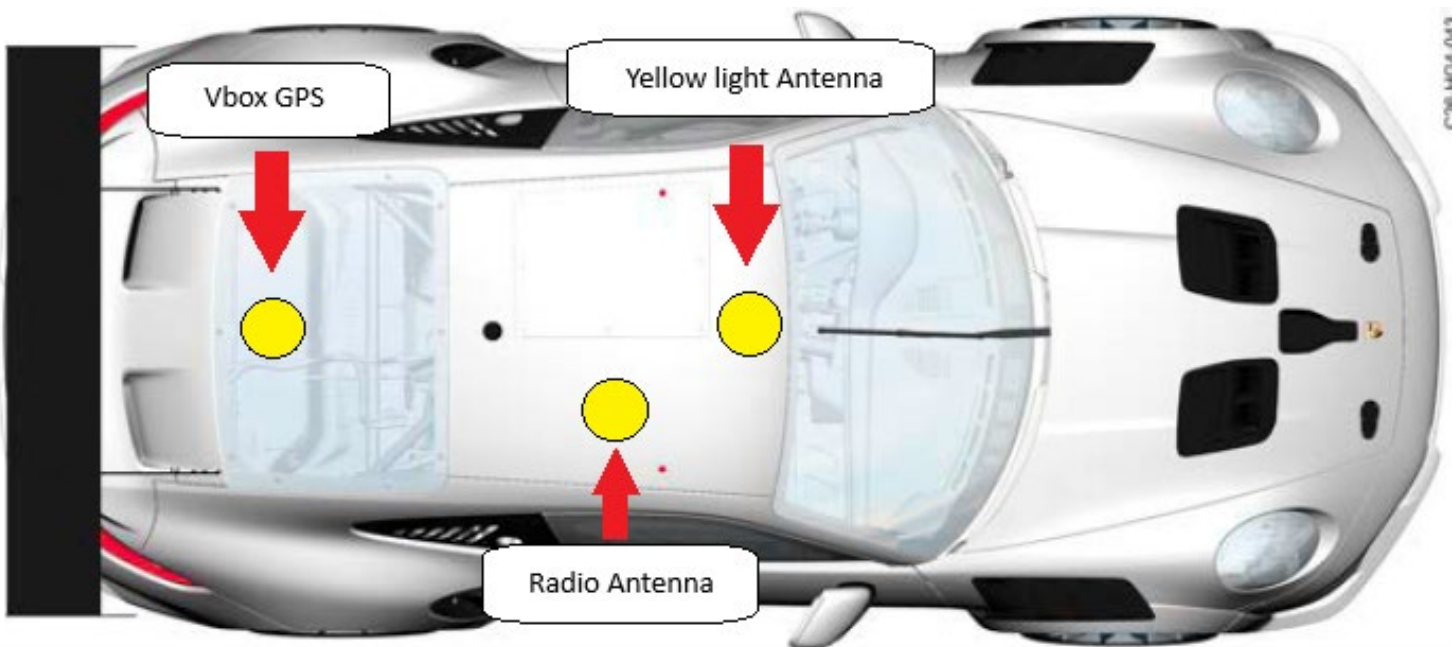
Antenna Installation: The supplied antenna must be mounted:

1. On the Car roof as per Article 9
2. Away from another antenna
3. Following the diagram below (a ground plane is not required):



Attachment 9 - Antenna Locations

*Vbox GPS attached on top of package tray

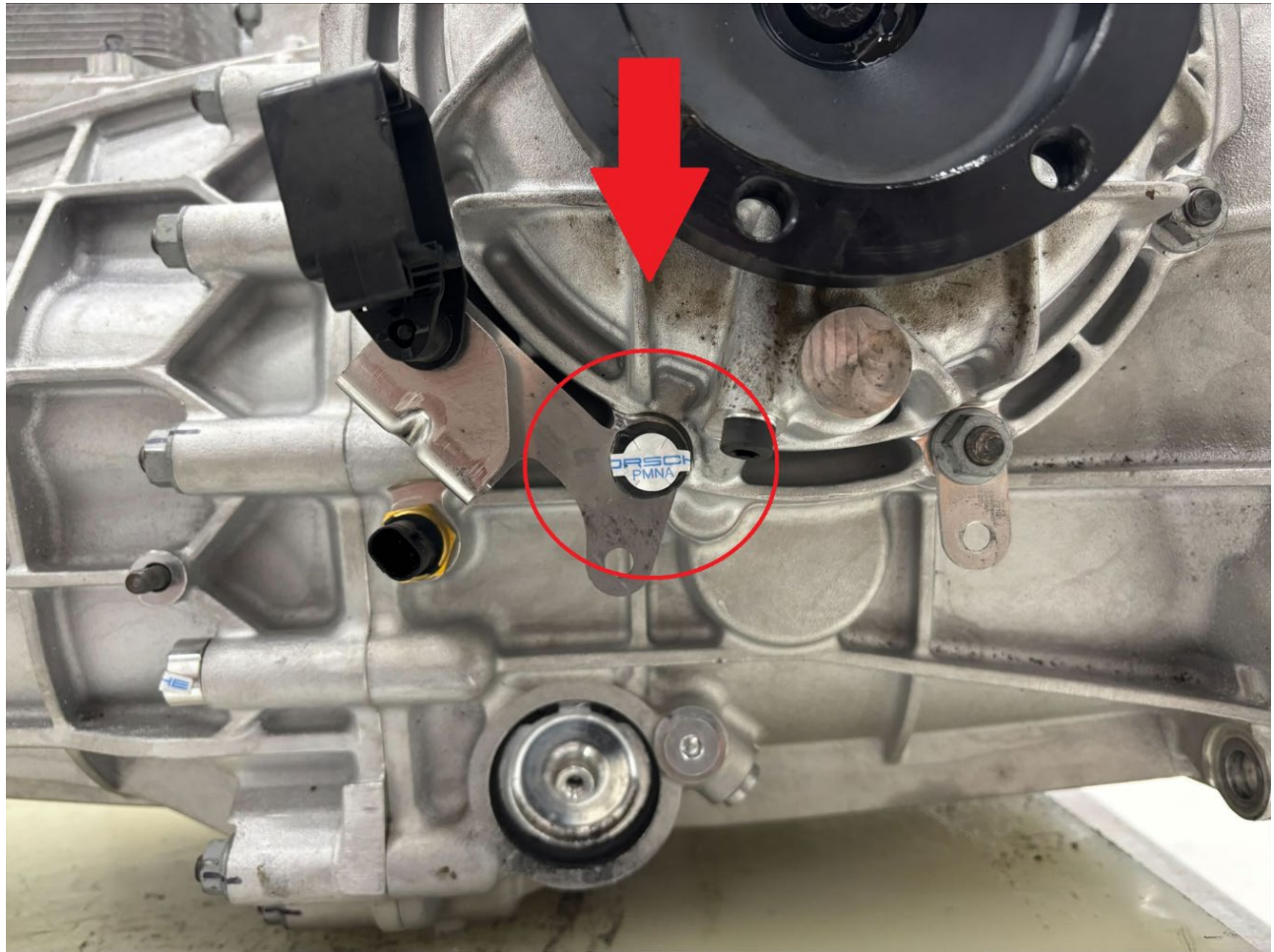


Attachment 10 - Seal Locations

(Exact bolt location of the RFID seal may vary slightly)

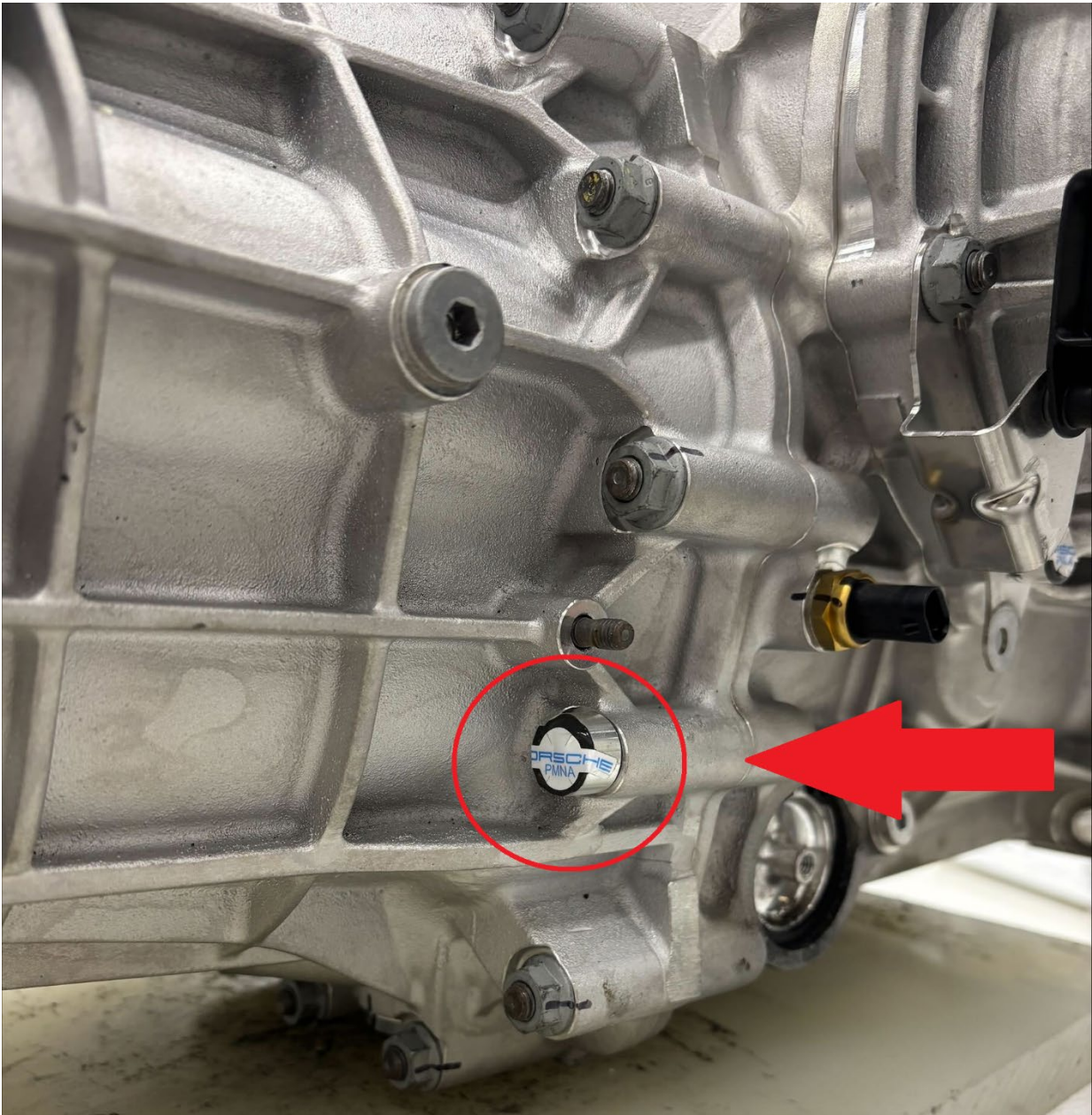
Gearbox Seal Locations:

Differential cover RFID seal location LHS



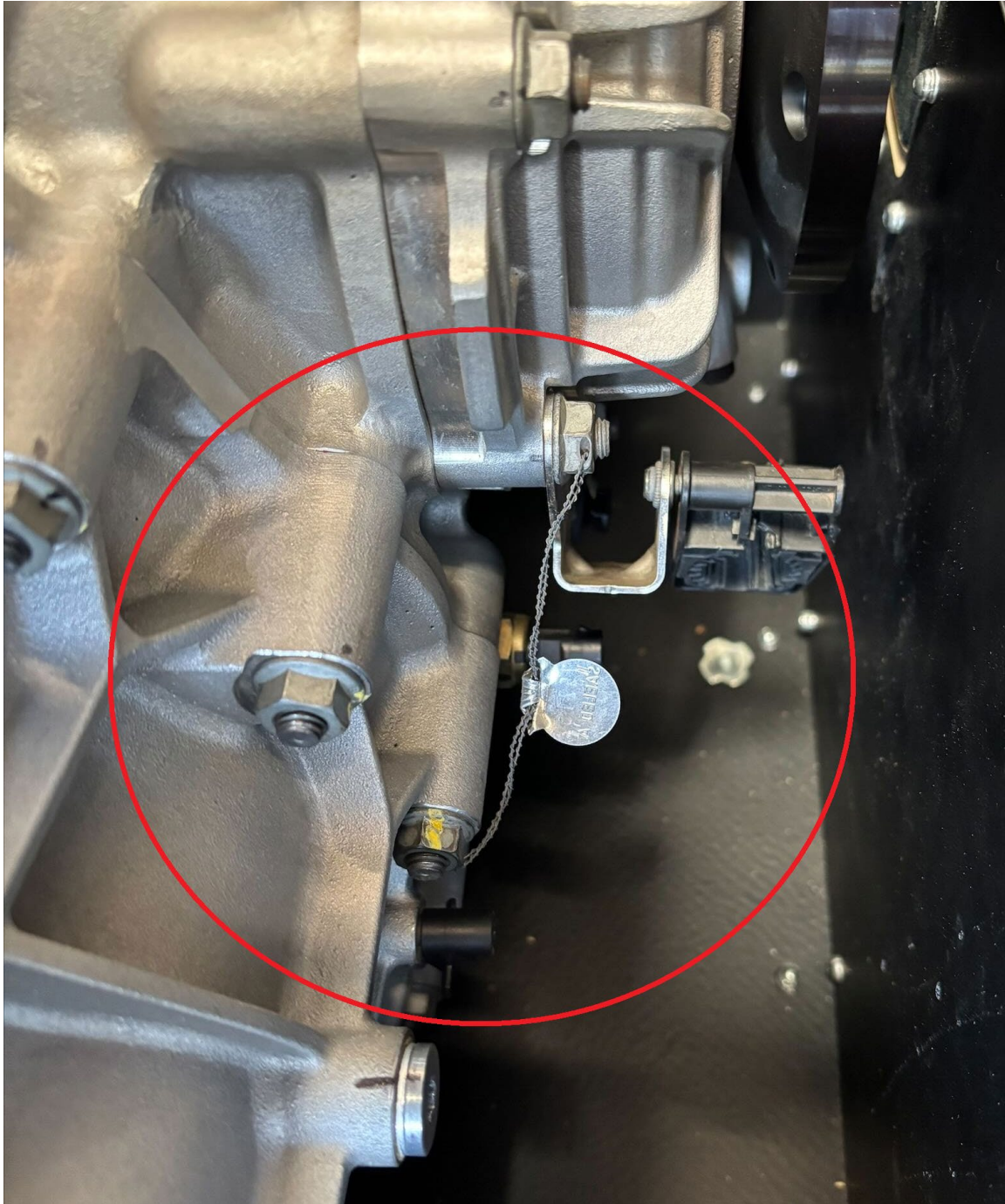
Gearbox Seal Locations:

Gearbox tail housing RFID seal location LHS



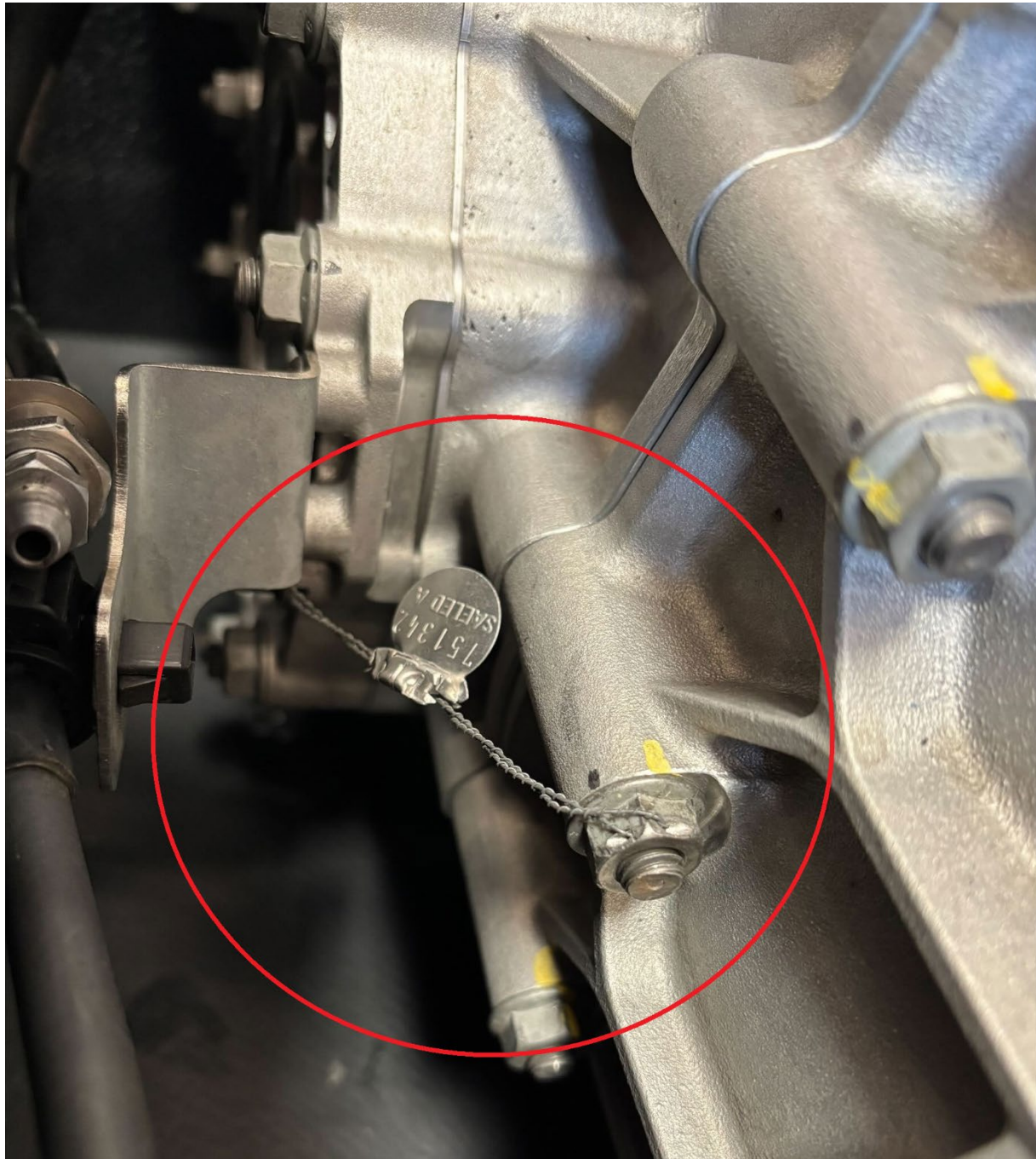
Gearbox Seal Locations:

Differential cover wire seal location LHS



Gearbox Seal Locations:

Gearbox tail housing wire seal location RHS



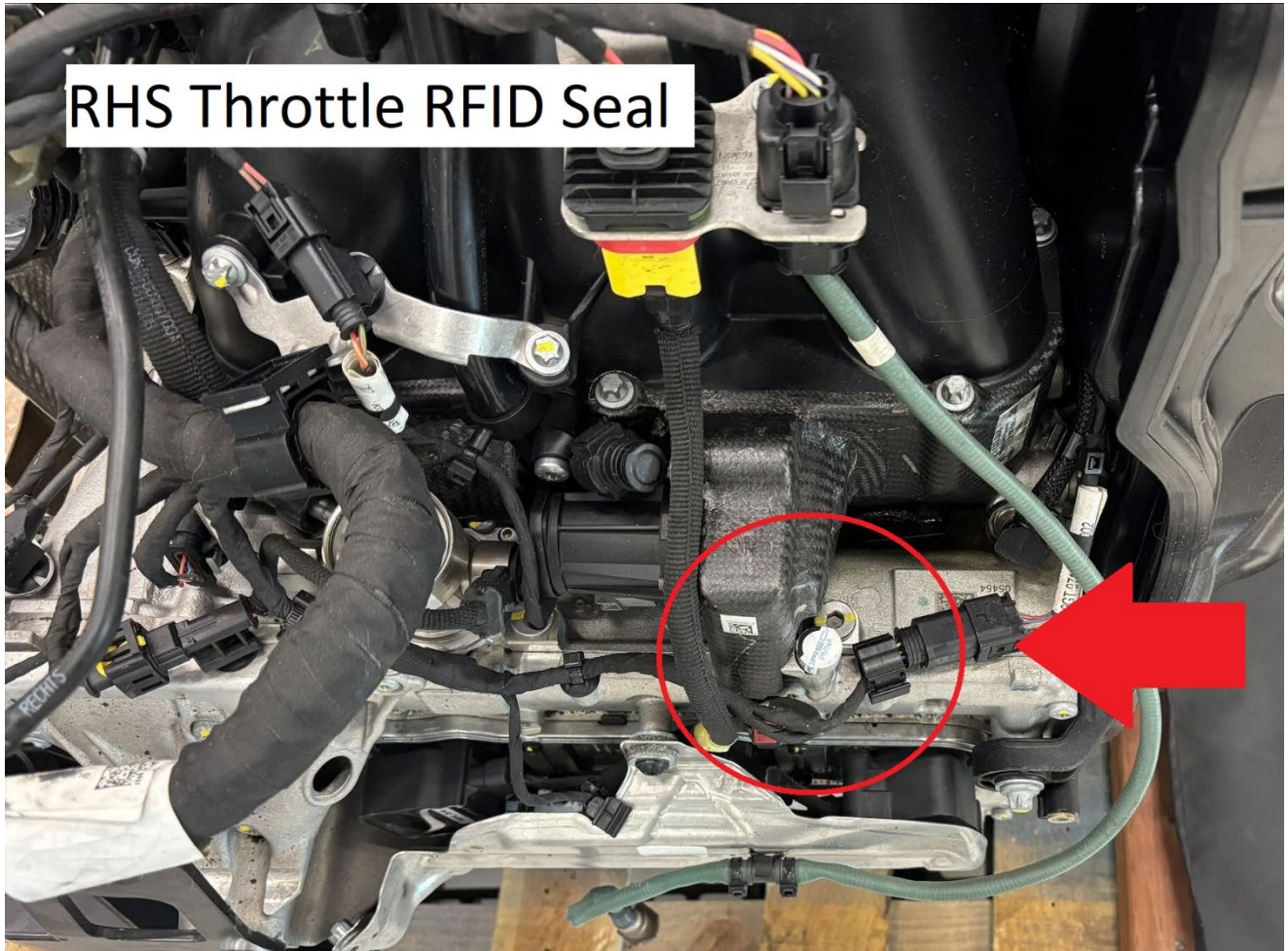
Gearbox wire seal types:

Depending on gearbox repair history the following gearbox wire seals are approved.



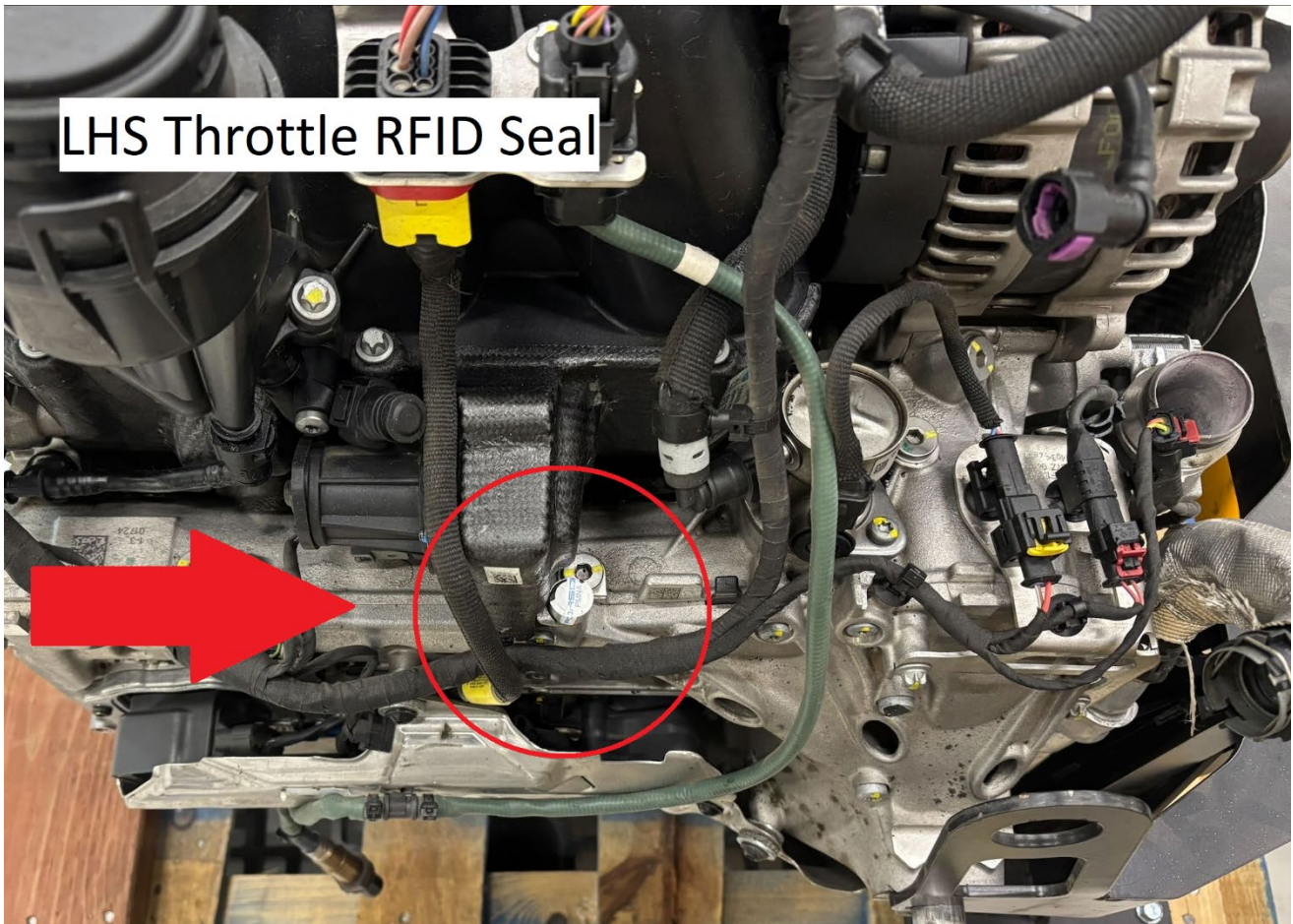
Engine Seal Locations:

Throttle assembly RFID seal location RHS



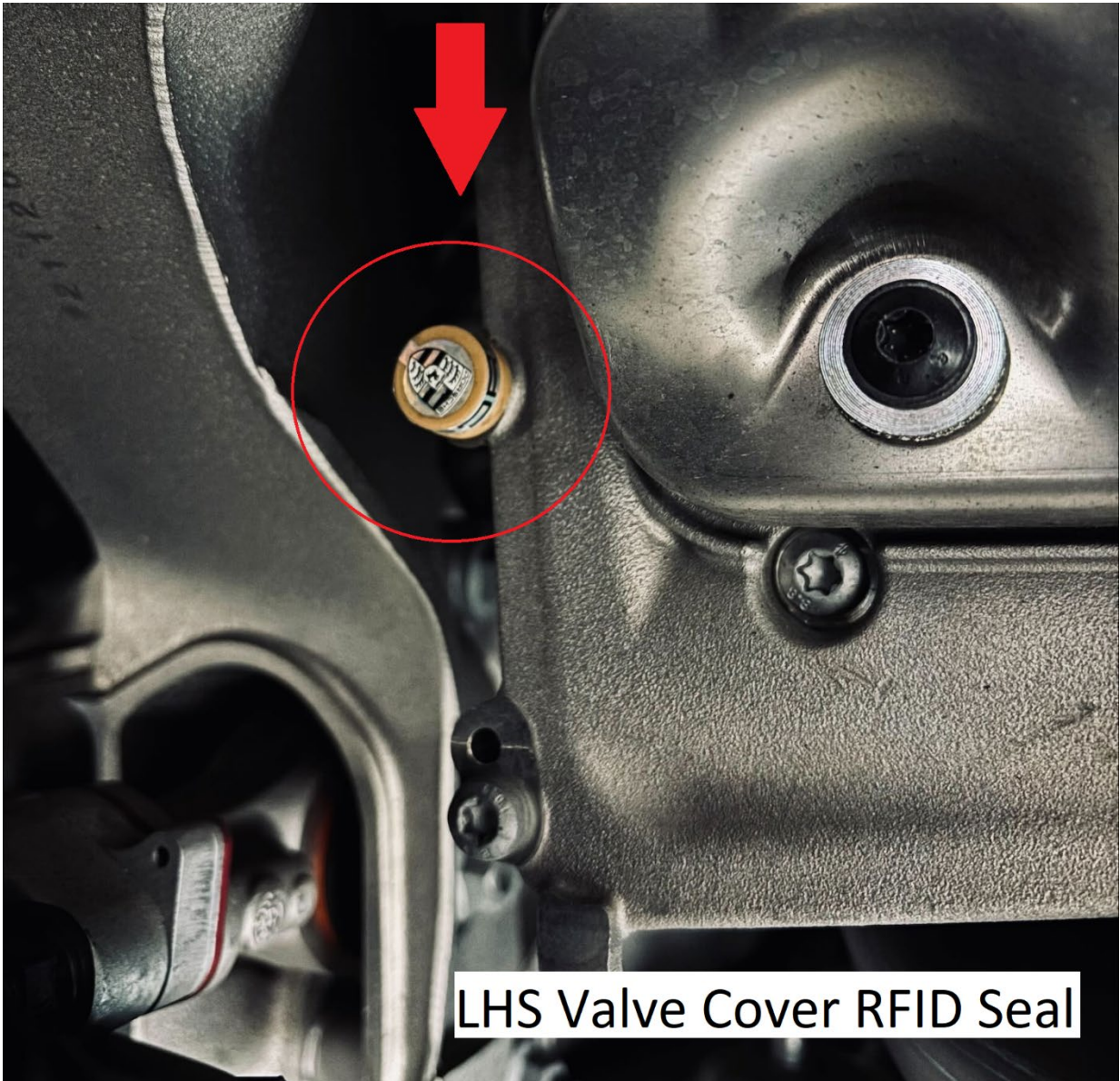
Engine Seal Locations:

Throttle assembly RFID seal location LHS



Engine Seal Locations:

Valve Cover RFID seal location LHS



LHS Valve Cover RFID Seal

Engine Seal Locations:

Valve Cover RFID seal location RHS



Engine Seal Locations:

Oil Pan RFID seal location (View from bottom)

