

# PORSCHE



**The lightweight RS's turn-in points can be gauged to a thousandth of an inch**

Porsche  
Supercar

Press Impressions

Subject: Rebirth of a legend  
World première for the new 911 Carrera RS  
at Motor Show '90, Stand 322, Hall 3,  
19th-30th September, 1990

Date: 14.9.90

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Press release sent to all motoring press.

The new lightweight, 260 bhp, 911 Carrera RS, which makes its world première at Motor Show '90, is the first production sports car from Porsche to be given the famous "RS" designation since the legendary 911 Carrera RS 2.7 and 3.0-litre models were produced in limited quantities in the early seventies. Traditionally, Porsche has exclusively reserved the letters "RS" for a lighter and more powerful version of a given model.

The new 911 Carrera RS is closely based on the 911 Carrera 2 Cup cars which made their successful debut this season in Europe. Powered by the familiar flat-six, air-cooled, normally-aspirated engine, whose tractive power and

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reliability have already been proven in racing, the car offers true enthusiasts an extra driving experience. The additional 10 bhp over the standard 911 Carrera 2 twin-ignition engine is achieved via a modified engine management system and the car is, of course, equipped with a computer controlled 3-way metallic exhaust gas catalytic converter.

The engineers at Porsche's Research and Development. The new 911 Carrera RS's racing heritage is above all characterised by its light weight. At approximately 1230 kg, the sports car is some 10% lighter than the standard 911 Carrera 2. This significant weight reduction has been largely achieved by deleting many comfort features including electronic operation of the thinner glass side windows, electronic adjustment of the front seats, central door locking and alarm system, folding rear seats, power steering (except rhd), interior sound insulation material, luggage compartment carpets, PVC underbody protection plus the optional automatic full climate control and heated front seats. At the front, two strongly contoured Recaro bucket seats are provided to firmly retain occupants during high lateral acceleration. Manually adjustable turbo-look exterior mirrors and an aluminium front bonnet also contribute to the weight saving achieved in the interests of optimum performance.

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The combination of the more powerful engine and lighter weight allows the new 911 Carrera RS to improve the 0 - 62.5 mph (0 - 100 km/h) by nearly half a second from the standard 911 Carrera 2's time of 5.7 seconds down to 5.4 seconds. Top speed is the same at 162 mph but incremental acceleration times are better.

The engineers at Porsche's Research and Development Centre at Weissach have naturally tuned the chassis to match the car's more sporty character. The chassis has been lowered by 40 mm and stiffer springs and Sport shock absorbers fitted. In order to match the extra performance, braking performance has been further enhanced by the provision of large, internally ventilated and cross-drilled 911 Turbo discs at the front and the race proven rear brake discs and callipers from the Carrera Cup cars at the rear. Optimal deceleration is thus provided by a readjusted ABS braking system.

The new 911 Carrera RS is also fitted with Cup design, magnesium light alloy, five-spoke 7.5J x 17 front and 9J x 17 rear wheels equipped with 205/50 ZR 17 and 255/40 ZR 17 ultra-low profile tyres respectively. This wheel/tyre specification has been specifically selected with

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homologation to Group N/GT production car formulae  
in mind where standard wheel rims have to be  
used.

With the exception of the wider Cup design  
wheels and Turbo-look exterior mirrors, the new  
911 Carrera RS is identical in appearance to the  
standard 911 Carrera 2. The retractable rear  
spoiler automatically extends at 50 mph and  
retracts at around 6 mph to enable the classic  
line of the 911 to be retained when the car is  
stationary. Together with the smooth bodywork  
and flat undertray, a lift coefficient  
approaching zero is achieved in the interests of  
performance safety at high speeds.

Production of the new 911 Carrera RS will  
start in the Summer of 1991 with a total  
projected production run of approximately 1800  
units, 1000 of which will be produced by the end  
of 1991 for homologation in Group N/GT in  
readiness for the 1992 motor racing season. Keen  
Porsche racing drivers will thus have at their  
disposal in 1992 a car eligible for this category  
of racing and hopefully can emulate the many  
racing successes of the legendary Carrera RS.

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TECHNICAL DATA

PORSCHE 911 CARRERA RS

The new 911 Carrera RS represents a synthesis between Porsche's production and racing car heritage by combining all the elements of high performance, design integrity and exclusiveness in an impressive and sporting manner.

Engine

Air-cooled, six-cylinder, four-stroke horizontally opposed boxer engine, dry sump lubrication, 3-way exhaust gas metal catalytic converter.

- Ends -

Capacity

3400 cc/193 in<sup>3</sup>

Engine Output

101 kW at 6100 rpm (250 hp DIN)

Maximum Torque

314 Nm at 5000 rpm

Power Transmission

Engine and 5-speed gearbox in single drive unit at the rear.

Brakes

ABS dual-circuit hydraulic brake system with large internally ventilated and cross-drilled disc brakes front and rear, four-piston fixed callipers, brake servo.

Chassis

41 mm lower, sports springs, shock absorbers and stabilizers.

Weight

DIN empty weight : 1230 - 1250 kg

Performance

Acceleration from 0-100 km/h (0-62.5 mph) in 5.4 seconds  
Top speed 261 km/h or 162 mph