



3/9/09



Information and installation for 1973 Carrera RSR Kit. for 1974 through 1989 911's

It's not as hard to do as you might think to backdate your short hooded 911 to a long hood 911 ('73 and older). Our kit contains all the needed fiberglass body panels to convert to an RSR. **But we do recommend** using a body repair shop, experienced in fiberglass work and specifically a shop that works on Porsches. But many customers do the conversion their self.

You will need:

A long hood #21 (or the long/short #21SL), front bumper #004, front fenders #27, rear quarter panels #35-T11, a duck tail #14, and rear bumper #002.

The main difference between the early and later cars is that the turn signal is in the fender and in the '74 and later, it is in the bumper.

RSR optional items:

RSR hood rubber draw latches #26, RSR Engine lid draw latches #25, and RSR chin spoiler #004A. #004A is the same add-on chin spoiler shown on Peter Greig's RSR.

Another good option is our part #004B. This is a spoiler with a 2" splitter. (Aspoiler goes straight down and a splitter goes straight out) This spoiler/splitter works so well that it is barred in Vintage Racing. It creates between 250 and 300 lbs of down-force... that translates to less lift!

Other options are RSR flares (front and rear set #38), carbon fiber dash top #144, aluminum door hinges #20 and 20B, carbon fiber door panels #20P, and 911 door sill #20S

Starting in the front: You start by removing the front fenders... open the hood and remove the carpeting, spare tire, jack, and also remove the hood. There are 10 mm sheet metal fasteners and shims holding the fender on, and with it are the snap fasteners for the carpet to snap to - save these. Next, inside the wheel well, remove the 10mm fasteners for the closing panel, the gas bucket cable and gas filler, etc. Open the car door, and at

the A pillar area remove the two 10 mm bolts. Now your fender is ready to be removed.

Removing the front bumper: At this time you may start to remove the front bumper. The 'smile' (rubber front seal), is also fastened to the front fender with small fasteners. The 'C' clamp that holds the 5 mph bumper shocks must be removed, ect. You will also need to remove or loosen (and let dangle) the horns, windshield reservoir and fuel evaporation tank. Remount these after installing the new bumper and fenders.

Removing the rear bumper:

Removing the rear bumper is similar to removing the front. Remove the fasteners on the 5 mph shocks, ect. You can use these as support tubes for the underside of the rear bumper.

NEXT: Some fabrication will be needed. Remove the rear Panel "Porsche" so that the new rear bumper (with the bumperets) will fit nicely into that center area.

INSTALLATION:

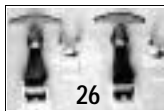
The hood latching system: The 1973 Carrera RS & RSR's used rubber draw latches to hold down both the hood & rear duck tail. This method is what GT Racing recommends. It makes for an easy installation and an authentic looking finished model.

If you do not want to use the rubber draw latches, we have a great solution! We make a long hood with the backing from a short hood #021SL, so that you can still use the existing latching mechanism that is on your '74-89 Porsche.

The bumpers:

Some fabrication will have to be done to mount the RSR bumpers. For the front bumper, I simply drilled a hole in the front bulkhead and used a long 3" plus bolt to fasten it to the existing bumper bracket already in your new bumper.

In the rear, you need to remove the center two long fiberglass brackets on the fiberglass bumper to fit it to a later car.



Stock bumper above, RSR bumper below



Fender installation:

Fenders must be shimmed. Shims are installed between the fender flange and the hood rail. To achieve the best fender to hood seam width, the 'fender crown' (the curve at the top of the fender next to the hood) is also adjusted to match that of the hood. Then bolts & shims are installed and tightened one at the time... working down from the cowl to the bumper..

Fender gas bucket

Use the gas bucket door that was on your fender, use the same pull cable to open the gas door.

Fender gas bucket deleted

We make our fenders also with out a gas bucket for those customers that want to use an under the hood gas filler.



How to install quarter panels or fender flares.



1. Put car on jack stands. Measure distance from tub of car to outer lip of quarter panel, use a level in the center of the wheel arch. The bubble should be in the center. When you put on the flare you can find the placement of the top of the wheel arch. (see photo #6) mark the inside of the chassis where the level was.



2. Example photo with the RSR rear bumper on the car showing how much wider your quarter panel will be. 2" wider per side.



3. Have someone help hold fender flare on quarter panel and draw a line on the panel with a magic marker. Then draw another line 1 1/2" or 2" down from that line. That will be your "cut off" line.



4. Use a cut-off tool to cut old quarter panel off of the car. Use cut-off wheel, air chisel, or plasma cutter.



5. Example: air chisel cut-off tool.



6. Grind off paint in preparation to glue on fender flare. You can use a flange air tool to put a 90° jog in the quarter panel. The advantage of using this tool is that you don't have to use as much filler.

7. Attach fender flare with sheet metal screws, **using level to find the same position of the top of the wheel arch.**

8. Take measurements from the inside of chassis to outer lip or wheel arch and front and back of fender flare. Be sure they are the same from side to side.

9. Fit rear bumper to fender flares, making sure that both sides flare out equally.

10. If you have to move the sheet metal screws to make both sides equal, DO IT! Now it's time to glue on the flare. Use a good 3M 2-part glue. Go to your auto body paint supply store and buy what they recommend. The next day, remove sheet metal screws. Grind and fill gap with Duraglass. Finish with bono. Fill underside with seam sealer.

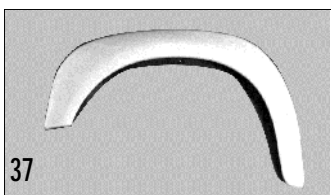
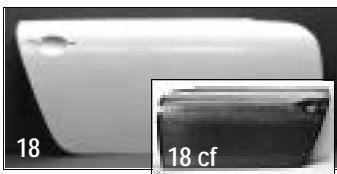
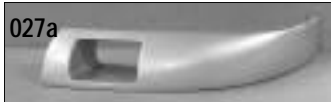
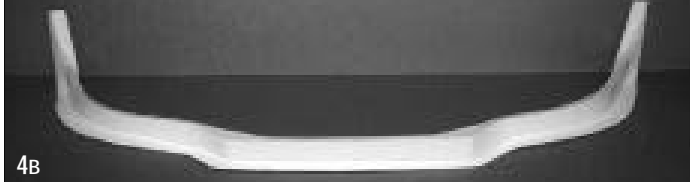
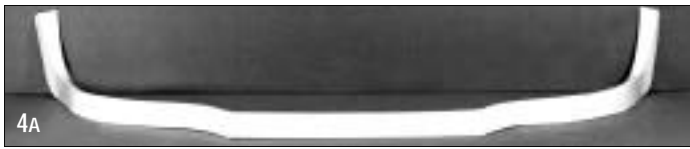
911 RSR '69 -'73 PARTS

PART # FIBERGLASS CARBON FIBER

- 002 911 RSR REAR BUMPER 11", '69-73495.95 N.A.**
One piece duplication of factory RSR.
NOTE: shorter bumperettes and cutouts on bottom of bumper for megaphones is the difference for the RSR (11" flares).
- 004 911 RSR FRONT SPOILER BUMPER 9", '73395.95 N.A.**
Features an oil cooler opening (opening 4 1/8" x 19 1/2") with oil cooler grill.
- 008 911 RS GRILL 19 1/2" x 4 1/4"49.95 N.A.**
- 014 911 RS DUCK TAIL499.95 CALL**
The incomparable look of the distinctive Carrera RS.
- 021 911 RSR FIBERGLASS HOOD, '66-73495.95 880.95**
Includes backside of hood with reinforcement.
Also hardware for bolting to your existing hood hinge and hardware for the closing latch. Reinforced with Comat for minimum flexing. (Avg wt 11 lb) Original weight 42 lb.
- 027 911 ST/RSR FRONT FENDERS 9", 65-73, pr705.95 N.A.**
- 027A 911 AIR SCOOP/TURN SIGNAL BLANK, pair159.95 320.95**
- 027B 911 RACING TURN SIGNAL BLANK, pair122.95 250.95**
- 035-T11 911 TURBO / RSR QTR PANELS 11", pair495.95 N.A.**
Complete rear quarter panel from lid to door.

OPTIONAL PARTS

- 004A 911 RSR CHIN SPOILER 9", '73176.95 N.A.**
To be used under #4 per the factory and Peter Greg's RSR.
- 004B 911 RSR SPLITTER-CHIN SPOILER, '73186.95 N.A.**
Kevlar composite. To be used under #4 bumper.
The extra depth plus the 2" lip will add significant down force.
- 018 911 R STYLE, LIGHT WEIGHT DOORS, pair988.95 1232.95**
- 020 911 R & 935 DOOR HINGES, billet aluminum, pairN.A. 90.95**
- 020B 911 R & 935 DOOR to BODY HINGES, alum, pairN.A. 90.95**
- 020P 911 DOOR PANELS FOR INTERIOR, carbon fiber, pr n.a. 450.95**
With billet aluminum door handle, door pull surround and leather pull strap.
- 020s 911 DOOR SILL, carbon fiber, pairN.A. 420.95**
- 021sL 911 RSR FIBERGLASS HOOD, w/short back495.95 N.A.**
Includes short backside of hood with reinforcement
- 025 911 RSR ENGINE LID DRAW LATCHES, pair34.95 N.A.**
Rubber with stainless steel hardware, 2.3 inch length.
Use on the rear deck/engine lid.
- 026 911 RSR HOOD RUBBER DRAW LATCHES, pair .44.95 N.A.**
With stainless steel hardware, 3.6 inch length. Use on hood.
- 026A 911 HOOD/DECK LID PINS, pair38.95 N.A.**
Unique, no parts to lose, single action locking and unlocking. Silver.
- 037 911 RSR FRONT FLARE 9", '65-73, pair259.95 CF N.A.**
For early cars.
- 038 911 RSR REAR FLARES 11", '69-73, pair259.95 CF N.A.**
For early cars. Can be bolted on like 993 cup flares.
- 035-9 911 RS/SC QTR PANELS 9", pair495.95 N.A.**
Complete rear quarter panel from lid to door. 6 to 7 lbs.
- 305 CARRERA RSR DECALS, FULL SET202.95**
Includes 2 side scripts, ducktail "Carrera RS", ducktail



Fiberglass vs Carbon Fiber:

GT Racing makes high - quality, light weight fiberglass parts. We do not recommend carbon fiber parts. There are disadvantages to using carbon fiber parts. There is not that much weight savings over good fiberglass parts. There is a much higher cost, higher cost of repairs and some pattern print-through effect on the paint... all pointing to the superiority of fiberglass. For race cars, it is an exception.



Shown with #16 Whale tail and # 4b chin spoiler