



3/9/09

Information and installation for 1973 Carrera RS 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 hooded 911 ('73 and older). Our kit contains all the needed fiberglass body panels to convert to an RS. **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 a long/short #21SL), front bumper #003, front fenders #29, a duck tail #14, and rear bumper #001.

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.

RS optional items:

RS hood rubber draw latches #26, RS Engine lid draw latches #25, and RS chin spoiler #004A.

Other options are carbon fiber dash top #144cf, 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. Remove 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.



Stock bumper above, RS bumper below

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.



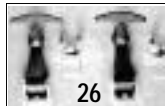
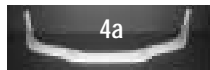
If you do not want to use the rubber draw latches, we have a great solution! We make a long hood with the backing from a short/ hood #021SL, so that you can still use the existing latching mechanism that is on your '74-89 Porsche.



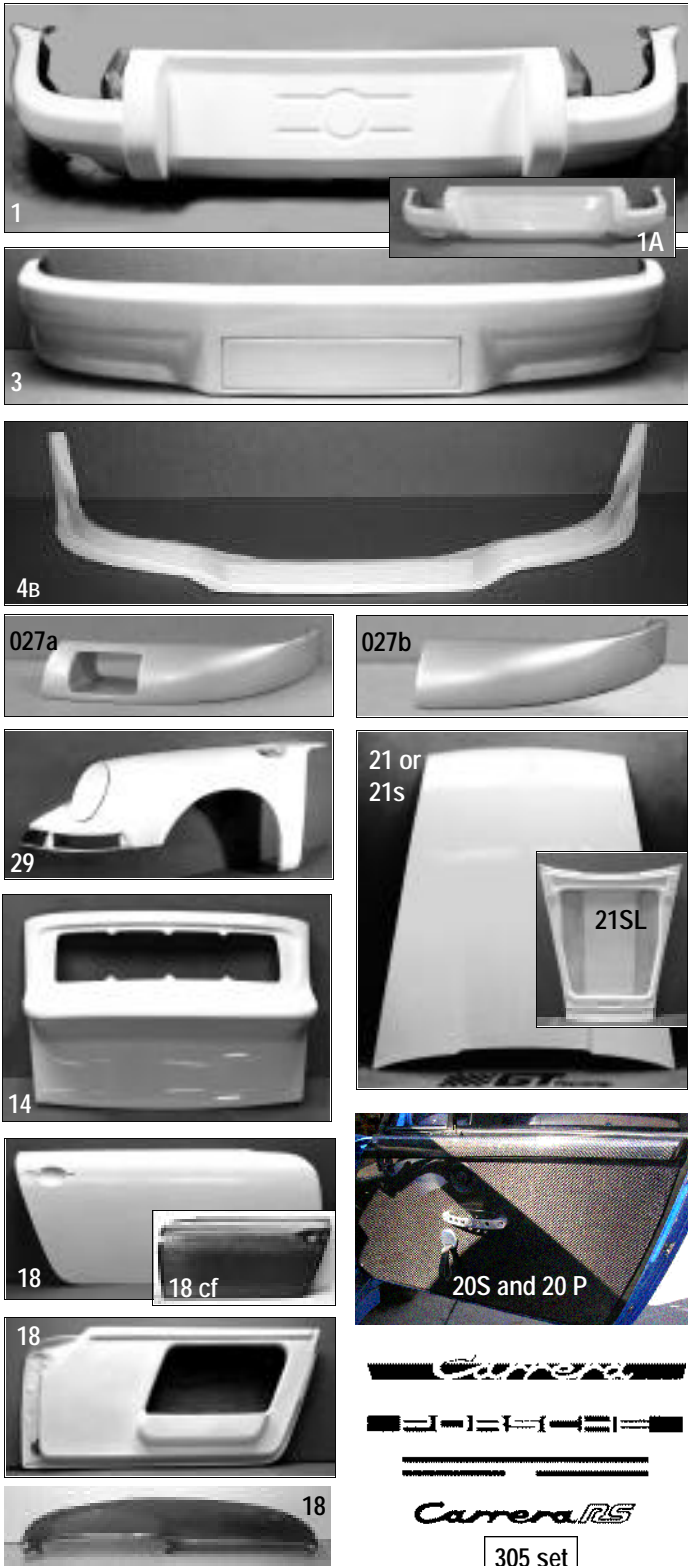
The bumpers:

Some fabrication will have to be done to mount the RS bumpers. For the front bumper in the photo, 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.



911 RS '69 -'73 PARTS



- 001 **911 RS REAR BUMPER 9", '69-73**495.95 CF N.A.
One piece fiberglass, an exact duplication of factory original including mounting brackets, bumperettes and license center panel. For 9" flares or SC flares. This bumper can also be used on stock bodied cars. (Avg wt 8 lb).
- 001A **911 RS REAR BUMPER 9", '69-73**495.95 CF N.A.
One piece rear bumper. Same as #001 only with short bumperettes, to allow for megaphones. Including mounting brackets.
- 003 **911 RS FRONT SPOILER BUMPER, '66-73**345.95 CF N.A.
An exact duplication of factory original, with removable oil cooler blank (opening 4 1/8" x 19 1/2"). To be used with stock fenders.
- 014 **911 RS DUCK TAIL**495.95 CALL
The incomparable look of the distinctive Carrera RS.
- 021 **911 RS FIBERGLASS HOOD, '66-73**495.95 880.95
Includes backside of hood with reinforcement. Also hardware for bolting to your existing hood hinge and hardware for the closing latch. Reinforced with Cormat for minimum flexing. (Avg wt 11 lb) Original weight 42 lb.
- 029 **911 FENDERS 9", 65-73, pr**695.95 CF N.A.
Average 6 lbs each (original wt. 28 lbs left, 25 lbs right)

OPTIONAL PARTS

- 004B **911 RSR SPLITTER-CHIN SPOILER, '73**186.95 N.A.
Use with #004. Kevlar composite. The extra depth plus the 2" lip will add significant down force.
- 008 **911 RS GRILL 19 1/2 X 4 1/4**58.95
- 018 **911 R STYLE, LIGHT WEIGHT DOORS, pair**898.95 1194.95
- 020 **911 R & 935 DOOR HINGES, billet aluminum, pair** ... N.A. 90.95
- 020B **911 R & 935 DOOR to BODY HINGES, alum, pair** ... N.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, pair** N.A. 420.95
- 021sL **911 RS FIBERGLASS HOOD, w/short back**495.95 N.A.
Includes short backside of hood with reinforcement
- 025 **911 RS ENGINE LID DRAW LATCHES, pair**34.95 N.A.
Rubber with stainless steel hardware, 2.3 inch length. Use on the rear deck/engine lid.
- 026 **911 RS 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, pair**38.95 N.A.
Unique, no parts to lose, single action locking and unlocking. Silver.
- 027A **911 AIR SCOOP/TURN SIGNAL BLANK, pair**159.95 320.95
- 027B **911 RACING TURN SIGNAL BLANK, pair**122.95 250.95
- 144 **911 DASH TOP**275.95 625.95
- 305 **CARRERA RS DECALS, FULL SET**202.95
2 side scripts, bumper stripes, ducktail "Carrera RS" and "Porsche".

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 & shimms 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 also make our fenders without a gas bucket for those customers that want to use an under the hood gas filler.



Fiberglass vs Carbon Fiber:

GTRacing makes high quality, light-weight fiberglass parts. You can see by the photos how straight and well fitting our panels are. 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.