

Porsche 911 (RUF Kompressor) Review

By [Sajeev Mehta](#) on June 8, 2006

When you realize the Walther P22 in your hand is no match for your opponent's Colt Python .357 Magnum... that's a bad thing. By the same token, one look at the sick power of a force-fed AMG cruise missile or a glance at the latest big-cube 'Vette can ruin the fashion-conscious Porscheophile's entire day— no matter what they say about pedigree, finesse and handling. Yes, today's horsepower wars hit zer dicht to Zuffenhausen's 300-ish horsepower heartland. Luckily, Porsche lovers have a secret weapon: the RUF [Auto](#) Centre.



The internationally-known Porsche tuning-haus offers an extensive selection of 911 eye candy. Case in point: our tester's front and rear valances. The RUF-exclusive bodywork is deeper and more forward thinking than stock, giving the 911 an altogether keener stance— and virtually guaranteeing some expensive scuff repair. RUF's five-spokes are mercifully, purposefully flat and, mission critically, a half inch wider at both ends. Back in bling world, the RUF appearance package adds a bi-plane spoiler sporting both painted and exposed carbon-fiber wings. Like, awesome.



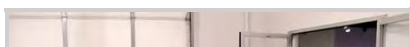
RUF's retina-scorching red runner may attract more attention than a stock Carrera, or Adriana Lima, but metrosexual Teutonic purists rejoice: our tester's interior upgrades were limited to a new RUF-embossed airbag cover and heat-soak friendly aluminum shift knob. Of course, the RUF's meat and potatoes lie under that spoiler. It's all about the Bauhaus blower: die Kompressor uber alles.

American consumers buy into the experience via RUF's modish Dallas digs. There, in search of Biblical power, donor engines are rent asunder; RUF moves the legendary flat-six's compression ratio into boost-country via thicker head gaskets. Unlike other tuners, RUF developed their Kompressor package from scratch, carefully mating Porsche's Germanic precision to the raw grunt of a boost-fed American dragster. While only a fully trained and licensed 911 mechanic understands the mechanical purity of RUF's engineering, there's not a driver alive who won't appreciate the 100 extra ponies crammed under the RUF.

One of the first and most amazing things you notice about RUF's mechanical conversion is the complete lack of supercharger whine. At full chat, the RUF-tuned exhaust transforms the stocker's John Phillip Souza cadence into a Battle of the Bands throw-down. And yet, aside from an occasional "whoosh," you'd never know a bolt-on supercharger lurks atop the legendary boxer flat six. That is, until the clutch introduces the Kompressor to Mother Earth. One of the real joys of RUF's conversion— or any properly installed supercharger— is the way the pressurized pleasure works in perfect harmony with the vehicle's existing torque curve and gear ratios. A stock 911 is plenty quick. A 911 with a RUF Kompressor is plenty quick times two. Once the RUF [car's](#) engine enters Variocamland, available thrust errs on the towering side of immense— to the point where it's a straight fight between firing synapses and forward momentum. This bad boy keeps all but the turbo twelve-pot AMG drivers out of sight, out of mind.



Pavement snuffling spoiler aside, OEM is the name of the game around town. The 911's famous light effort clutch, accurate shifter and precise steering mean the RUF is still the gold standard in street legal [sports cars](#). The 19" RUF-specific hoops and lowered suspension (invisible unless a stock 911 is available for comparison) offers more grip and less body roll with an insignificant increase in impact harshness. That's all good, 'cause the RUF Kompressor was born to hustle the chicanes.



The RUF Kompressor takes the 911's game to the next level. Whereas a stock two-wheel drive 911 requires a practiced hand to prevent rear



stock two-wheel drive 911 requires a practiced hand to prevent nose bobbling from becoming speed-scrubbing understeer, the RUF-mobile feels a lot more Cayman-esque: balanced, planted and willing to pivot on its axis. And that means you can approach corners faster, stay on the power longer and hit the go-go juice sooner. No question: this is the Porker to take (and win) at a Porsche club-sponsored driving event.

On the street, the RUF 911 Kompressor cuts corners like a bad builder. The modified Carrera handled everything I dished out with ease— regardless of pavement quality, speed or turn radius— its stellar torque curve constantly taunting me to get on it and get on with it. Mid-corner launches with a

Kompressor underfoot transform a quick exit into a joy ride on a catapult, without even tickling the PSM.

RUF's Kompressor package adds more wholesome 911-goodness to a standard Carrera: speed, more speed and, um, a bit more speed. At the same time, the install doesn't snag the everyday supercar's cape, leaving all but a fraction of its legendary loping abilities. In fact, the Kompressor gives naturally-aspirated Porsche patrons a reason to sing "stand by your Carrera" instead of the obligatory nutting-up for a 911 Turbo. Factor the flawless installation, punchy powerband, unique style and a two-year warranty, and the only thing left to ponder is why Porsche doesn't build 'em like RUF.

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European First Drive: 2006 Ruf R Kompressor

Media Player



2006 Ruf R Kompressor Picture

Porsche engines are rarely things of beauty, and the same is true here. Thankfully it goes — and sounds — much better than it looks. Just above and behind the Ruf logo is the compact ASA-built supercharger. | September 15, 2009 | Volker Strueh

European First Drive: 2006 Ruf R Kompressor

Brilliant engineering and exploitable performance make for one slick and stealthy sports car

By [Nick Kurczewski, Contributor](#) | Published Oct 26, 2006

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Standing on the side of the road as ace photographer Volker Strueh busily snaps photos of the 2006 Ruf R Kompressor, I have a moment to reflect on how painless my baptism to Ruf driving has been. I'm still in one piece and, most importantly, so is the car. The cows in the field behind me seem less impressed, mooing incessantly between chomps of grass. Maybe they're Brabus Mercedes fans?

Whatever the cause of my bovine friends' consternation, I'm certain that if they could slide behind the wheel of the new R Kompressor and wrap their hooves around the thick steering wheel, they, too, would understand the magic Ruf has worked here. Unfortunately for them, they're cows. Luckily for me, I'm not. Better still, I have some driving time left with this wickedly stealthy sports car before returning it to the factory.

Living in the shade of Big Brother

It's hard to imagine a car with 435 horsepower, a top speed of 189 mph and a price in the region of \$130,000 as being entry-level. Though no matter how crazy that sounds, the R Kompressor remains a few hundred horses shy of Ruf's current top offering, the chest-thumping Rt 12. However, it's also about \$100,000 cheaper.

When I arrive on Day One of two at Ruf headquarters in Pfaffenhausen, Germany, the Rt 12 press car is still being cleaned. Thinking quickly — or simply wanting to get rid of the pesky American journalist — Ruf's PR man, Marc Bongers, suggests I try the supercharged R Kompressor while waiting for the main course of Rt 12. Oh, all right, twist my arm.

As automotive hors d'oeuvres go, the R Kompressor is very tasty and much less awkward than mastering a pair of escargot tongs. Sliding into the hip-hugging Ruf bucket seats, I note that the dash is basically that of the regular [Porsche 911](#). Ruf's trademark green-digit dials, shiny Ruf aluminum pedals and gearknob, and the aforementioned sport seats constitute the bulk of interior modifications.

D'oh and whoa!

After fumbling around like a dolt, I remember the simple automotive rule that all Porsches (and Ruf's) have their ignition to the left of the steering column. I must be nervous. Aside from this inauspicious beginning, it soon becomes apparent how user-friendly the R Kompressor really is.

Despite a clutch that initially feels a touch heavy, the car pulls away smoothly. The burble from the 3.8-liter supercharged flat-6 sounds aggressive without dominating the experience. I sampled this engine once before, in the Italian-suited and Ruf-powered [Studio Torino RK Spyder](#). In the R Kompressor the engine gains 15 horses and mercifully loses some of the RK Spyder's overwhelming exhaust growl.

The supercharger is a mechanical unit made by ASA, and is driven from the crankshaft by a V-belt. A maximum boost of 8.7 psi is on tap. Twin water-cooled intercoolers, a Ruf-designed aluminum intake manifold, sport catalytic converters and revised engine electronics comprise the extensive engine revisions. The net result: 435 hp at 7000 rpm and 347 pound-feet of torque at 5000 rpm.

Ruf likes to brag that this supercharger system allows for excellent torque, with the ability to rev high without a drop in power (more often the realm of rev-happy turbocharged engines). This boast is proven on the road, where the R Kompressor pulls strongly and smoothly throughout the entire rev range. The clutch becomes friendlier with practice and the six-speed manual transmission has a precise mechanical feel.

On the empty country roads surrounding Ruf's factory, the R Kompressor feeds a wealth of information through the steering wheel. The lowered suspension and those chunky 19-inch alloys should conspire to knock a few fillings loose. Instead, the ride is stable, firm and allows great confidence with plenty of comfort.

The 255/35ZR Pirellis front and 305/30ZR Pirellis rear offer tremendous grip that's more than a match for anything I throw at the car on these twisty and unfamiliar roads. A button on the console switches between Normal and Sport suspension settings. It's hard to tell the difference. I leave it in Normal mode, aim for the horizon and bask in the power of that supercharged flat-6 blaring behind me.

A Ruf is a Ruf is a...kit?

The sinister-looking black R Kompressor I sampled was without some of the exterior goodies that Ruf normally fits to the car. A slightly over-the-top carbon-Kevlar rear wing is offered, but frankly, it looks better without it.

With the suspension lowered a few centimeters and Ruf's aggressive front and rear bumper treatment, the R Kompressor is a cool, low-key kind of sports car. At a glance, it looks little more than a mildly tweaked 911, and hardly like a car capable of challenging an [Aston Martin V8 Vantage](#), [Bentley Continental GT](#) and [Ferrari F430](#).

And while the R Kompressor can be ordered as a built-from-the-ground-up Ruf version — with Ruf

VIN to prove it — the supercharger package is also available as a kit. For American customers, the conversion can be performed much closer to home. The Ruf Auto Centre in Dallas has been selling complete Pfaffenhausen-built Rufs and also performing Ruf-certified modifications since 2004. All current normally aspirated 997 Carreras and the previous-generation 996 with 3.4- or 3.6-liter engines can receive the supercharged engine. Price and horsepower figures vary, depending on make and model. The Ruf Auto Centre provides a complete list on [its Web site](#). The cheapest upgrade costs as much as a four-cylinder [Honda Accord](#), and you'll need to take the bus for two weeks while the work is completed. Trust me, it's well worth it.

Ruf 3.8 R Kompressor

Mean green machine.

By Sam Mitani • Photos by Marc Urbano

It's the Gumby color that grabs your attention when you lay eyes on the Ruf 3.8 R Kompressor. This distinctive green hue was offered by Porsche in the 1970s though quickly discontinued because of lack of popularity. Alois Ruf says this green surface peels off (it's not paint but a decal) to reveal the car's true color, black. But the more time you spend with the Ruf R Kompressor, the more you realize it's what's inside that makes this thing so special.

The car began life as a standard Porsche 911 Carrera, with Ruf restyling the front and rear ends, fitting wider fenders all around, and lowering the body several centimeters. The front air dam has been completely restyled, with larger vents and a pronounced spoiler lip. There's a new rear wing that's similar to the classic whaletail of the 1970s. The overall look of the car is clean and aggressive.

The appearance of the 3.8 R Kompressor is a direct reflection of how it drives. It doesn't behave like the 650-bhp thug, the Ruf Rt 12 (Ampersand, December 2005), but performs with the smoothness of a well-mannered assassin. The car accelerates in a surprisingly linear fashion, without the sudden jump to light speed you find in the Rt 12...at least that's how it felt from the driver's seat. Our test equipment revealed that the subdued Ruf flat-out flies. It ran to 60 mph in 4.0 seconds, despite being fitted with snow tires, required by law in many parts of Germany during the winter. The folks from Ruf said that the car would be a few ticks quicker with summer tires in the dry.

Although the car was essentially a base 911 before its transformation, the engine came from a Carrera S. Before dropping the 3.8-liter flat-6 into the 911's engine compartment, Ruf bolted on a supercharger and intercooler. The supercharger is a centrifugal type driven by a planetary gearset that works off the crank. Maximum boost is 7.3 psi gauge (or, as the Europeans often report boost, 22.0 psi absolute). The engine also gets Ruf's custom intake and exhaust system. The result is 435 bhp with 347 lb.-ft. of torque.

The suspension has been retuned to provide flatter cornering, which usually translates to a harsh ride quality. But the R Kompressor's ride is more than bearable because the base 911's was quite supple to begin with. Bilstein shocks also help the car's turning prowess.

After half a day with the R Kompressor touring the



Ruf R Kompressor

Price	est \$135,000
Engine	supercharged 3.8-liter flat-6
Horsepower	435 bhp @ 6000 rpm
Torque	347 lb-ft @ 2800–6200 rpm
Transmission	6-speed manual
Brakes, Front	13.0-in. drilled & vented discs
Brakes, Rear	13.0-in. drilled & vented discs
Tires, Front	Fulda Kristall Supremo 255/35ZR-19*
Tires, Rear	Fulda Kristall Supremo 305/30ZR-19*
Wheels	cast alloy; 19 x 8 1/2 f, 19 x 11 r

Swabian countryside, it's tough not to want one. The 3.8 R Kompressor may just be the ideal car for tooling around in Southern California: stylish, smooth-mannered yet very fast. Now the trick is coming up with \$135,000 to buy one. **Continued...**

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Suspension MacPherson struts, lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar/multi-link, coil springs, elect. adj tube shocks, anti-roll bar

Curb weight est 3200 lb

Upgrades: Ruf R Kompressor supercharger kit, Ruf body kit (front spoiler and rear wing), Ruf interior trim (Ruf gauges, steering wheel, pedals, footrest), Ruf/Bilstein sport suspension

* summer tire size and ratings.

www.ruf-automobile.de



Acceleration

0-60 mph 4.0 sec

1/4 mile est 12.0 sec

SUNDAY, AUGUST 13, 2006

RUF R Kompressor Based On The Porsche 997

2007 RUF R Kompressor

RUF Press Release

The RUF R Kompressor is the latest RUF creation. The body styling of the RUF R Kompressor merges the aesthetics of a plain and discreet line with pure sportiness. Whereas the front of the R Kompressor expresses pure dynamics, the design of the rear is more



unobtrusive. The spoiler rear hood and the rear wing are made of high-quality Kevlar-Carbon. Aerodynamically optimized RUF side mirrors complete the optical design of the R Kompressor.

The interior is conservative - as it is usual for RUF vehicles. The RUF instruments with green scaling make the classic flair. Even in fast driven turns the RUF bucket seats offer very good side support. The RUF sport steering wheel, the RUF gear knob, the RUF aluminium pedal set and the foot rest finish the sportive and elegant interior.

Another aesthetic detail are the 19" wheels in the classic RUF style. At the front axle the width of the wheels is 8.5" and they are equipped with 255/35 ZR 19 Pirelli tyres. 11" wide wheels and 305/30 ZR 19 Pirelli tyres are used at the rear axle. The high performance RUF brakes are fitted with 4-piston-aluminium-callipers and 330 mm ventilated and drilled cast iron disks in the front and 330 millimetres and 4-pistons-calipers in the rear.



The RUF 3.8 litre Kompressor engine is a 6



cylinder 24 valve engine which is equipped with a Kompressor and two water-cooled intercoolers. This engine offers the best acceleration, good torque and high top speed. The impressive

performance and the powerful torque constantly present at all engine speeds. The basis of the supercharged engine is the centrifugal Kompressor with a planetary gear box. This supercharger works like a mechanic turbo charger which is operated by a v-belt. The maximum boost is 0.6 bar. The engine has an aluminium intake manifold which was developed by RUF with two integrated intercoolers, optimized injection valves, a lower base compression, sport catalytic converters with greater performance and a newly adjusted electronic engine management system. Both integrated water-cooled intercoolers are supported by an electronic pump with a cooling fluid from the additional water cooler at the front spoiler.

The 3.8 litre supercharged engine of the RUF R Kompressor achieves 435 hp (320 kW) at 7,000 rpm and has a maximum torque of 347 lb ft (470 Nm) at 5,000 rpm.

The RUF R Kompressor accelerates in 4.1 seconds from 0 – 62 mph (0 – 100 kph) and 13.5 seconds from 0 – 125 mph (0 – 200 kph). Top speed, depending on the gear transmission ratio, is 189 mph (302 kph).

The R Kompressor is manufactured at RUF Automobile GmbH in Pfaffenhausen, Bavaria. The "Manufacturer of high-performance cars" has been renowned for building the fastest street legal sports cars. Each RUF vehicle has its own RUF VIN number. All RUF R Kompressor are handmade – from laying the harness, to fitting the interior, to mounting the suspension and brake kit to the "wedding" – fitting the engine-gear-box-unit into the body. Before we deliver a RUF R Kompressor, we test-drive every vehicle in detail. The result is a masterpiece – a high performance car "Made in Pfaffenhausen"!