

### 4.1.5 PCCB

(optional)

The Porsche Ceramic Composite Brake (PCCB) was introduced as standard equipment on the 911 GT2 in 2001 and as an option on the 911 Turbo (since October 2002) and 911 Carrera 4S (since November 2002). It will now be offered as optional equipment on the new 911 GT3.

#### Technical specifications

- Six-piston monobloc aluminium fixed calipers at front
- Four-piston monobloc aluminium fixed calipers at rear
- Yellow paint finish on calipers
- Carbon fibre-based ceramic discs with involute cooling channels and cross-drilling
- Disc diameter: 13.79 in. (front and rear)
- Disc thickness: 1.34 in. (front), 1.10 in. (rear)
- Brake pads specially developed for use with PCCB ceramic discs

PCCB combines low unsprung weight with high levels of friction and long-term durability to enhance the quality, safety and pleasure of driving.

For more information, please refer to the Product Information brochure for the Porsche 911 Turbo and 911 GT2.

#### Key benefits

- 50% reduction in rotating and unsprung masses compared with equivalent cast-iron discs
- Rapid response under braking
- Exceptional fade resistance with consistently high levels of friction
- Extended service life on all brake components
- Exceptional corrosion resistance
- Exceptional safety reserves even under the most extreme road and track use

## 4.2 Engine and gearbox mounts

The new 911 GT3 uses the same three-point mounting system for engine and gearbox as proven on the 911 Carrera.

The gearbox mounting was specially redesigned to adapt the 911 GT3 gearbox (see Section 3, 'Transmission') to the current 911 Carrera 4 body. The 'double U' arrangement features rubber insulation on the gearbox side, while the mount itself bolts directly onto the body.

The engine is secured using a metal bracket that is bolted to the crankcase at one end, and attached to the body at the other using a hydraulically damped mount.

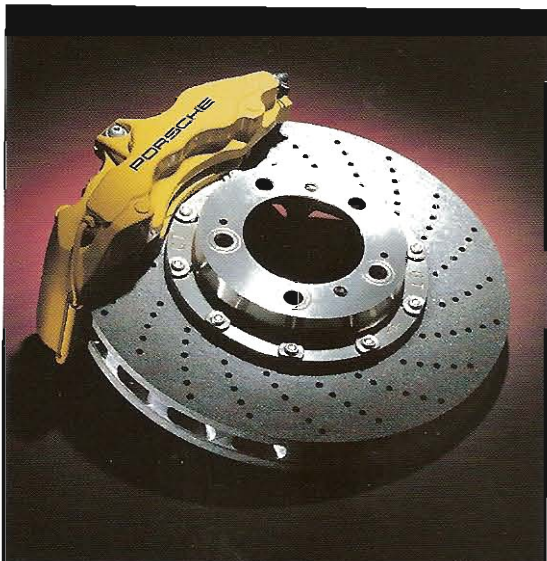


Fig. 17:  
PCCB