



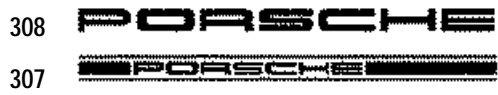
**911 R
CONVERSION PARTS**

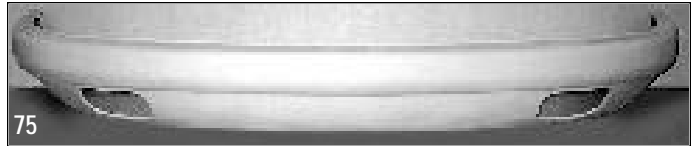
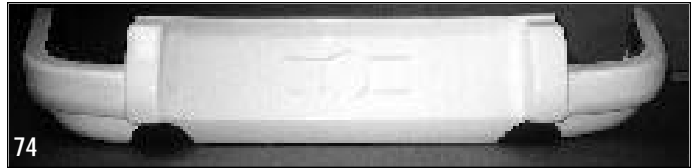
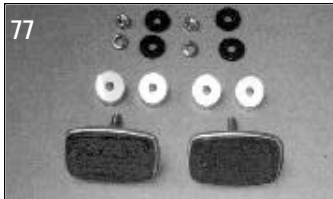
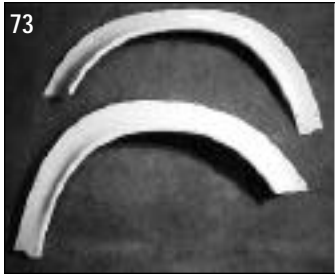
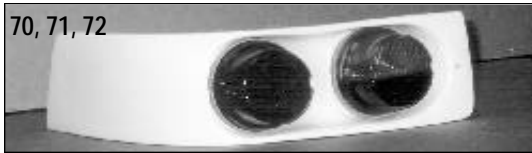
PART # FIBERGLASS CARBON FIBER

- 018 **911 R STYLE, LIGHT WEIGHT DOORS, pair**988.95 1232.95
Average weight 9 lbs. Bottom hinge is molded into door.
- 020 **911 R & 935 ALUMINUM DOOR HINGES, pair** 95.95
Hand crafted from billet aluminum.
- 020B **911 BODY to DOOR HINGES, pair** Billet alum **NEW** 95.95
- 028 **911 R FENDERS, '65-68, pair** 665.95 895.95
One piece with headlight bucket and vertical installed.
- 065 **911/911 R QTR WINDOW, pr**495.00
Vacuum formed with open louvers and water drip pan.
Our reproduction of the factory's 911R Porsche window.
- 070 **911 R TAILLIGHT HOUSING, pair** 240.95
- 071 **911 R TAILLIGHT, RED LENS, pair**149.95
- 072 **911 R TAILLIGHT, AMBER/RED LENS, pair**149.95
- 073 **911 R REAR FENDER FLARE 7", '67, pair**185.95
- 074 **911 R REAR BUMPER**495.00 695.95
This unique rear bumper was used only on the '67 911 R.
It featured one piece construction & short bumperettes.
It can be used on any short wheelbase 911 '65-68.
- 075 **911 R FRONT BUMPER**330.95 495.95
- 076 **911 R ENGINE LID HINGES, pair**195.95
These unique hinges were used only on the 911R. They
have the unusual capability of letting you "FLIP OVER"
the engine lid onto the rear window. Photo page 15.
Mount 10 1/2" from gutter.
- 077 **911 R REAR REFLECTORS, pair**119.95
Place on rear bumper under tail light.
- 079 **911 R LEATHER WINDOW STRAPS, pair** 39.95
- 080 **911 R BUTTONS, pair** For leather window straps 15.95
- 081 **911 R LEATHER DOOR STOPS, pair** 18.95
- 082 **911 R LEATHER DOOR OPENERS, pair** 36.95
Replaces inside door handle.
- 307 **EARLY 911 SIDE SCRIPT DECAL, pair** 110.95
- 308 **PORSCHE positive DECAL** 24.95
for trunk lid/front bumper 33", each.

PORSCHE'S 911R was Ferdinand Piech's experiment with production-based vehicles – how light can we make it and how hard can we push it? Marks of the R: outside dry sump oil fill cap for ease of refill during pit stops, and plastic side and quarter windows, with snorkels to bring the air in and louvers to help it out. Even the outside mirrors were considered for their weight.

Piech's engineers weighed every piece of equipment going onto the 911R. The individual taillight lenses together weighed nearly 1/2 kg less than the standard taillight fixture. Rubber tie-downs replaced heavy metal latches for the front and rear deck lids. Four prototypes and twenty production models were built, each weighing 810 kg (1,760 lb).





THE REAL REASON FOR ALUMINUM DOOR HINGES.

The Porsche factory did make aluminum door hinges for the "R" in its quest to make a 911 as light as possible. They continued to use them on their later 911 race cars. But that's not the only reason that GT Racing decided to manufacture these hinges. In 1993, it was becoming more difficult to find "used up" doors to take the steel hinges from, for use on our 911 R doors. When a junk yard removes a hinge from a usable door, the door virtually loses its value. Therefore GT Racing began to manufacture #20 our aluminum door hinge. They are drilled and polished to work as great as they look. This year we are also making the matching body hinge #20B.

If you so chose, you may use the hinge from the door you have removed from your Porsche, but, that will make your original door less valuable.

TECH TIP FOR 911R REAR QTR WINDOWS
For #65: The Porsche factory "glued in" the window.

CONVERTING TO A 911 R

To convert to a 911 R replicar you must have a short wheelbase 911. This type of 911 was produced up to 1968. One other choice would be the 1972 911. This is the only year that the factory produced the 911 with an external oil tank filler... just like the 1967 911 R. However you must change the rear trailing arms and rear banana to an early car to shorten the wheelbase.

NOTE: Engine lid hinges must be mounted in line with the direction of the chassis, to prevent breaking.

