PORSCHE
SPRINT CHALLENGE
NORTH AMERICA
BY YOKOHAMA

# General Regulations for

# Series run on Circuits / Automobile Sport

**Part 2.3 – Specific Technical Regulations**
**by Porsche Motorsport North America**
(v0.4 / 1.11.2024)

## Porsche Sprint Challenge North America
and
## Porsche Sprint Challenge USA West

**Model: 718 Cayman GT4 RS Clubsport (982)**

**MY 2020 - 2024**

Foreword:
United States Auto Club, hereinafter called USAC, is hosting the Porsche Sprint Challenge North America for 2024.

Organization:

Porsche Sprint Challenge North America
4910 W. 16th Street
Speedway IN 46224
US

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# 2 982 GT4 RS CS Specific Technical Regulations

## 2.1 General information

Technically identical cars with the designation Porsche 718 Cayman GT4 RS CS Type (982), built by Dr. Ing. h.c. F. Porsche AG in a small production run based on the Porsche Cayman GT4 RS, shall be used for the event. Only cars of model year from 2020 (982) see following general car description are permitted.

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of USAC shall be final regarding any interpretation of these Regulations. The USAC reserves the right to amend and extend these rules.

**Important information**
Certain special parts used in the Porsche 718 Cayman GT4 RS CS Type (982) cannot be obtained via the Porsche dealer organization but instead can only be obtained from the motorsport parts sales department at Porsche Motorsport North America.
**Porsche Motorsport North America**
19800 South Main Street
Carson, CA 90745
Email: pmnaraceparts@porschemotorsport.com

The cars must comply with the requirements of these technical regulations. Technical inspection and acceptance of the cars is undertaken by the Technical Scrutineers.

## 2.2 Engine

### 2.2.1 General description

- Aluminium six-cylinder mid-mounted boxer engine
- 3,996 $cm^3$; stroke 81,5 mm; bore 102 mm Max. rpm: 8750 rpm
- Dual-mass flywheel
- Water cooling with heat management for engine and gearbox
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded max. E10
- Electronic engine management

The engines are sealed at Porsche AG or PMNA prior to delivery. A Car with an unsealed engine or with adamaged seal is not permitted to participate in the Series under any circumstances. The competitor is responsible for the state of the seals and their presence at all times. Missing or deteriorated seals will be considered an infringement of these Regulations. All repairs and internal maintenance operations must

be performed by PMNA following Porsche AG specified run times.  Any intrusion into the engine is forbidden.

Any work on the engine that requires the seal to be opened is only permitted to be undertaken at PMNA or PAG. An engine change must be approved in writing by USAC prior to the change. If the engine is changed following Qualifying, the car may start the race from the back of the grid.

Engines can be called in and inspected at the instructions of the Technical Scrutineering team. Before the engines are delivered and refitted, a new seal shall be affixed at PMNA or Porsche AG.

### 2.2.2 Engine electronic control units

The specific serialized electronic control unit as submitted in the entry process incl. the complete wiring harness must be used without modification(s) for the duration of the event. USAC reserves the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the Event. USAC reserves the right to reprogram the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time of an Event. It is thus ensured that the status of the program and data is identical for all participating Cars. Except as provided for herein, no additional electronics may be installed between the ECU and the engine. It is the Competitor's responsibility to ensure that the engine electronic control unit is programmed with the latest software from PMRSI.
Traction control is allowed during the entirety of the Event.

### 2.2.3 Exhaust system

Like in the general car description (see Item 2.1), it is only allowed to use the original exhaust system, starting from the manifold, exhaust pipes, the catalytic converters and the muffler. It is not allowed to modify any of these parts.

- Manifold: 9F2254450/ 00
- Exhaust pipes incl. Catalytic converters: 9F2.254.351C / 50C
- Muffler (Loud): 9F2.251.052

## 2.3 Power transmission (Gearbox/Differential Lock)

- Porsche 7–speed PDK gearbox
- Internal pressure-oil lubrication with active oil cooling
- Mechanical differential lock optimised for motorsports (Ramp angles: ACCEL 50°/DECEL 35°)

The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual and must not be changed.

## 2.4 Lubrication system

### 2.4.1 Lubricants

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during any event.
The addition of any additives or any chemical changes to the lubricants are prohibited, unless specified in these Technical Regulations.

### 2.4.2 Engine:

Mobil 1 ESP X3 0W-40 engine oil is compulsory.

**Engine coolant**: The use of 2 liters of corrosion inhibitor (Part # 9F0100628) and 22 liters of distilled water is approved. The use of any glycol-based products is PROHIBITED.

### 2.4.3 Transmission:

Mobilube 1 PTX 75W-90 transmission oil is compulsory.
Pentosin FFI 3 clutch oil is compulsory.

## 2.5 Brakes

It is not permitted to modify the car to endurance brake calipers, even if they might be listed in the parts catalogue.

### 2.5.1 General description

Two independent brake circuits adjustable by the driver via brake balance system.

- Front axle:
    - Six-piston aluminium racing calipers in mono-bloc design with "anti-knock-back" piston springs
    - Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
    - Racing brake pads
- Rear axle:
    - Four-piston aluminium racing calipers in mono-bloc design with "anti-knock-back" piston springs
    - Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
    - Racing brake pads

Only standard master brake cylinders are permitted for the 2 brake circuits on the

- Front axle diameter: 17.8 mm
- Rear axle diameter: 17.8 mm

A knock-back spring must be installed in each case under each brake piston of all brake calipers.
External thermal or chemical treatment of these springs is prohibited.

## 2.6 Wheel Suspension

### 2.6.1 General description front axle

- McPherson suspension strut, adjustable in height, wheel camber and track
- Double shear track rod connection
- Heavy-duty spherical bearings
- Racing shock absorbers
- Forged & adjustable top mounts
- Double-blade-type adjustable anti-roll bar
- Electrohydraulic power steering with variable steering ratio
- Tire pressure monitoring system

### 2.6.2 General description rear axle

- Multilink rear suspension, adjustable in height, wheel camber and track
- Double shear track rod connection
- Racing shock absorbers
- Double-blade-type adjustable anti-roll bar
- Tire pressure monitoring system

### 2.6.3 Suspension adjustments

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible combined thickness of the spacer washers in the front and rear axle control arms are:

- Front axle: 18.0 mm
- Rear axle:  18.0 mm

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by USAC bulletin at any time before or during any Event. It is permitted to fix the camber shims in position with aluminium tape.

All bearing points of the front and rear control arms must be left in the position in which they are delivered and specified in the Technical Manual.

Entrant must always comply with tire operational requirements per SSR. Camber and pressure values may be altered at any time by the designated tire supplier by means of a Yokohama Bulletin.

### 2.6.4 Anti-roll bars

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed. Only the respective setting options given in the Technical Manual are permitted to be used.

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the spare parts catalogue are permitted to be used to compensate for the axial clearance.

### 2.6.5 Shock absorbers/springs

Only the factory-installed type KW shock absorbers and KW chassis springs in their original condition are permitted to be used. The original delivery condition of the bump stops must not be modified in any way. The only approved springs are listed in the table below. The use of any other spring other than the springs listed below is prohibited.

| | Main Spring Part # | Rate (N/mm) | Intermediate Ring Part # |
|---|---|---|---|
| Front | 9F2411105D | 160 | 9F2409423D |
| Rear | 9F2511121D | 170 | 9F2409423G |

## 2.7 Wheels (flange + rim) and tires

### 2.7.1 General description

- Front axle:
  - Single-piece light-alloy rims according to Porsche specification (APP) 9J x 18 ET 41
  - Treaded transportation tires; tire size: 25/64-18
  - Part number: 9F2601017A
- Rear axle:
  - Single-piece light-alloy rims according to Porsche specification (APP) 10,35J x 18 ET 47,5
  - Treaded transportation tires; tire size: 27/68-18
  - Part number: 9F2601075A

### 2.7.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tire pressure and temperature sensors and run with valve stems as supplied by PMNA and valve stem caps as supplied by Yokohama. TPMS systems must be operational during the entire Event.

The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Wheel rims are not permitted to be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

### 2.7.3 Tires

**General**

USAC reserves the right to regulate tires and the eligibility of certain tires and tire manufacturers and may do so at any point in the season and may modify or waive any part of this regulation at its sole discretion. Decisions of USAC are Conclusive.

All tires used in a Session must be specifically designed for automobile racing and must be approved by

their manufacturer for such use.

**Tire Manufacturers**
The only permitted tire manufacturer is Yokohama.
Only the version of Yokohama tires approved for the Series with the following specification and supplied by the official supplier announced by USAC is permitted to be used for the duration of the Event and the official test. All wheels must be fitted with valve stem caps as supplied by Yokohama, at all times on the racetrack.
Tire warmers are prohibited; grooving of or otherwise modifying dry or wet tires is prohibited; Chemical treatment of tires is prohibited; tire pressure control valves are prohibited.
Any action designed to alter the tires as supplied, or to use alternate tires, is prohibited.

Slick tires
- Front: 250/650R18 Advan A005
- Rear: 280/680R18 Advan A005

Rain tires
- Front: 250/650R18 Advan A006
- Rear: 280/680R18 Advan A006

Camber and Pressure values must be respected at all times. Should the tire manufacturer prescribe a rotational direction for its tires, then any departure from the manufacturer's recommendation is prohibited.

### 2.7.4 Tire marking: See Sporting Regulations

### 2.7.5 Tire damage: See Sporting Regulations

### 2.7.6 Treatment:

Any chemical, mechanical or thermal treatment of the tires is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tire scraping") is prohibited. The use of heated covers, materials or other means of changing or preserving the temperature of the tires is prohibited for the entire duration of an event. From the time of the pre-start until the end of any session, approved tires are not allowed to be covered. This applies for slick as well as rain tires.

**Prohibited:** Tire modification; Use of a traction compound or any substance that might alter the physical properties of a tire as supplied by its manufacturer; "Grooving" Dry tires to create intermediate style Wet tires; Tire warmers or any other means of artificially warming tires; Any method of regulating tire pressure on-track. Any action, other than ordinary on-track use, designed to alter the tires as supplied. Anything not specifically permitted is prohibited.

**Permitted:** Cleaning rubber "pick-up" from used tires via heat gun and scraper.
**Operational Requirements**: Tire manufacturers may issue bulletins stating the following operational

requirements:

- Minimum cold and/or hot pressures.
- Minimum and/or maximum front and/or rear camber settings.
- Direction of installation on the Car.
- Noncompliance may result in penalties.

**Access:** Officials of USAC and the tire manufacturer shall always have free access into the Competitor's pit and Paddock space to validate the operational requirements including tire pressures and alignment settings.

**Location:** If marked by their manufacturer for a specific position on the Car, tires must only be used in those position(s) for which they are marked (such as LF, RF, LR, RR or direction of operation). See Supplemental Regulations.

## 2.8 Bodywork and dimensions

### 2.8.1 General description

- Lightweight bodywork with smart aluminium-steel composite construction
- Integrated (welded) roll cage, in compliance with FIA homologation regulations for safety cages
- Front bonnet with quick release fasteners, air duct for brake cooling
- Removable rescue hatch in compliance with the latest FIA safety regulations
- Pre-equipped fixation point for center safety net attachment
- Lightweight exterior:
    - Flax composite-reinforced plastic doors with sport-design rear-view mirrors
    - Carbon-fibre-reinforced plastic adjustable rear wing (7 positions)
    - Polycarbonate door windows
- Rear underfloor with NACA ducts for brake and driveshaft cooling

**Modified 718 GT4 Cockpit**

- Ergonomic driver-oriented center console
- Steering wheel with quick release coupling, control panel and shift paddles
- Adjustable steering column with steering angle sensor
- Race bucket seat with longitudinal adjustment
- Homologated to latest FIA requirements
- Individual padding system
- Shock absorbing roll cage safety cover for leg protection at driver's foot well
- Six-point racing safety harness
- Built-in air jack system (three jacks) with valve mountable on both sides of the car

### 2.8.2 Overall car dimensions and overhangs:

The overall length of the car is 4,458 mm +/- 10 mm
Total width: 1,817 mm

The wheelbase of the car is 2,476.0 mm +/-10 mm, measured at the centres of the wheel hubs at ride height with the wheels straight ahead.

The front overhang is 1,070 mm +/-10 mm, measured from the middle of the wheel of the front axle to the leading edge of the car (first point in the direction of the longitudinal axis, including front lip).

The rear overhang is 912 mm +/-10 mm, measured from the middle of the wheel of the rear axle to the rear edge of the car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

### 2.8.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

### 2.8.4 Windscreen

As a replacement to the original part, a heated windscreen as shown in the spare parts catalogue is permitted. The windscreen is permitted to be connected to the electrical system of the Car and the heating function is permitted to be used.

To protect the windscreen and as a safety measure, 'tear-off' screens are permitted to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of USAC.

Front and rear windows must remain stock OE. Damaged or Cracked windshields must be approved by the Technical Director prior to track use.

### 2.8.5 Rear window

Only the genuine Porsche Cayman GT4 RS rear window in their original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

### 2.8.6 Cockpit

**Seat**

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green color on the illustration of **Attachment 6**. Only the substitution of original unmodified padding by another original unmodified padding in a different size is permitted.
Upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in **Attachment 6**) is permitted, as long as the original padding is not modified or removed.

The areas shown in yellow color on the illustration of **Attachment 6** may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm).
A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, colored in black. For further components (seat shells, seat paddings, seat

insert etc.) that are subsequently installed within the applicable FIA regulations, a proof must be provided to the organizer during technical scrutineering upon request.

The use or change is subject to approval by the Series Organizer/Technical Scrutineers.
The provisions of FIA International Sporting Code Appendix J Article 253-16 must be complied with all the times.

The preferred supplier for padding components is the seat manufacturer (Recaro).
The original seat mounting (seat rails and bracket) must be retained and must not be modified.

**Safety nets**
Every car must be equipped with the valid safety nets as specified in the spare parts catalogue and mounted in compliance with the official Porsche Motorsport North America mounting instructions in the Technical Manual. See also P1 of these Technical Regulations.

**Driver comfort systems**
A cooling system with cooling vest and/or helmet air is allowed. Installation according to the manufacturer's instructions is the sole responsibility of the participant.

- Driver cooling systems must use non-flammable refrigerant (e.g., R134a, water)
- The Driver cooling system must be mounted in the passenger seat area attached to the authorized ballast plate, as shown in **Attachment 3**.
- The mounting may serve no purpose other than retaining the cooling system in the event of a collision.
- All driver cooling system components must be securely mounted using appropriately sized and quality metal hardware and be able to withstand an impact of 30g.
- The use of open hook strap and or loop fasteners (Velcro) is prohibited.
- The Driver cooling system may utilize the OE compartment ventilation for cooling system operation, only if the installation complies with these Technical Regulations.
- NACA ducts mounted to the door windows are prohibited.
- Any remote controls must be mounted on or around the center tunnel, securely with metal hardware and able to withstand 30g.

### 2.8.7 Additional roof hatch accessories

The Car has an opening in the roof in order to make using the KED system easier should it become necessary to rescue the Driver.
The car has a roof hatch (to facilitate Driver extraction) which is connected to the roof via 7 livelocks and which must be accessible at all times (no foiling or painting of live locks is permitted).

### 2.8.8 Ground clearance of car

The minimum ground clearance of the ready-to-drive Car (with the Driver in the Car and slick tires in compliance with Article 2.7.3 in the Technical Regulations, at 29 psi ±0.5 psi air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the

Event.

For the entire duration of the event the ground clearance of the front axle is to be a minimum of **97.0 mm** and the clearance at the rear axle a minimum of **100.0 mm**. The measuring points (see **Attachment 5**) at the front axle are the reference surface at the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is permitted to be changed within the existing adjustment range. Failure to meet the minimum ground clearance is a violation of the Technical Regulations.
Ride height of vehicle is measured "ready to race" including driver's weight, Dry-Type (slick) tires, and without fuel. The ride height must only be changed within the existing OE adjustment range.

Ride height may be measured at any time during the Event. The procedure includes a straight steering wheel ensuring the front wheels are straight. If the USAC personnel deems too much "pickup" on the tire, the Team may be instructed to remove it or clean the tire surface.

### 2.8.9 Measuring method

The minimum ground clearance of the ready-to-drive Car is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive Car including the Driver (Or substituted Official Driver Weight) on board, standing on the measuring plate. If the measuring gauges can be inserted the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by USAC. USAC may also use instruments such as calipers or depth gauges to determine the Car ground clearance.

USAC may at any time in their absolute discretion check the ground clearance measurement with any set of tires allocated to the respective competition number used during the session that the check is performed during or after. If Technical Scrutineers deems there to be too much "pickup" on the tire, the Team may be instructed to remove it or clean the tire surface or change the tires.

The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with USAC.

## 2.9 Aerodynamic Devices

The original position of the wing section is permitted to be changed within the specified scope in the Technical Manual (Using only matching numbered position holes in conjunction with each other) for adjustment. Rear wing supports must be as delivered: Part # 9F2827453A and 9F2827454A.

Furthermore, it is permitted to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork.

Apart from the above, taping over any slots in the bodywork, wings, OE fuel door, or other permanent parts, joints and openings is not permitted. The use of tape, wrap or any material to cover the radiator openings is prohibited. Taping over of body slots and openings is not allowed. Radiator fins must not be modified in any way except for damage from debris under normal use.

Any alteration or amendment outside the above set parameters will render the Car non-compliant with the Technical Regulations and may be subject to penalties from USAC.

## 2.10 Electrical equipment

**General description**

- COSWORTH color display ICD with integrated fault diagnosis.
- Electronic throttle system.
- Fire extinguishing system (extinguishing agent: FE36 and NOVEC gas).
- Lightweight 12 V, 60 Ah battery (LiFePO4) leak-proof, placed in the co-driver foot well.
- Alternator 175 Amp.
- Lighting system:
    - LED daytime running light.
    - LED rear lighting system and rain light in compliance with the latest FIA Homologation Regulation.
- CAN connection (data logger, video system).

Optionally, the usage of the following electrical equipment is permitted:

- Charging cable (1x 9F0051763B).

Battery: Stock OE

- See Car Specific Parts Catalog for specific legal battery.
- Must remain in stock location.
- Must be securely mounted.
- Battery cover is required.

It is not permitted at any time for any Competitor to read any sensors, with any equipment, which are not allocated to the Competitior's own Team. Any Competitor breaching this regulation may be disqualified from the relevant session, Race, or competition.

Competitors are not permitted to install any additional electronic system/s such as lap timers, aftermarket data systems, displays, etc.

### 2.10.1 Data transfer

The use of radio-based information transmission in the vehicle (e. g. telemetry) is forbidden. Except for the following items.

- The usage of the built-in tire pressure monitoring system, which uses radio transmission for its

functionality.

- Video telemetry using VBOX as described in these technical Regulations.
- RaceLink data package as required by USAC

Video telemetry systems include but are not limited to GPX, LiveU Solo, etc. All systems must be pre-approved by USAC. Video telemetry systems must be mounted to metal surface, using metal hardware, must be able to withstand crash of 30g and must not impede driver egress from either door.

### 2.10.2 Radio system

Entrants may install a single two-way voice radio with Car-to-pit communication capability in compliance with the corresponding Series Sporting Regulations.
Radio must be mounted securely to a metal surface using metal hardware as shown. The mounting location must be on the passenger side of the tunnel behind the battery master switch and chassis harness. Mounting must be able to withstand crash of 30g and location must not impede driver egress. Pit to car voice radios are required to be working in all phases of competition.

### 2.10.3 Data recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the Car's chassis number and must not be exchanged without consent from USAC. Only the setups approved by Porsche Motorsport North America are permitted to be used for the duration of the Event.

The use of Toolset 7 is required, and no other version of Toolset is allowed.

- Only GPS beacon coordinates approved by USAC or Porsche may be used to create lap times in the recorded data. See Technical Information PA10_0549 for GPS beacon coordinates.
- Tire circumferences set to "Yokohama" or as specified by USAC or PMNA. Below are the required Yokohama tire circumferences.
    - Front Slick 2069.0 mm
    - Front Wet 2011.0 mm
    - Rear Slick 2146.0 mm
    - Rear Wet 2103.0 mm

All recorded data from every session during an Event relating to the competition must be made available to USAC and PMNA at any time.

Any additional electrical connection to the Car's wiring harness is not permitted. Installations required or approved by USAC are exceptions to this rule. Where the USAC or PMNA requires an additional part or system to be fitted for development purposes, the competitor is not permitted to access any of the associated data unless specific agreement is given in writing by USAC.
OE Data loggers are mandatory and exclusive. OE Data logger defined in vehicle Technical Manual.

Permitted sensors are those listed in Porsche technical manual: The sensors delivered on the car from Porsche AG, PMNA, are the **only** ones allowed. No additional sensors.

GPS sensors are permitted only for OEM loggers, VBOX video system and series required marshalling electronics. All GPS sensors must be mounted according to **Appendix 8**.

All other sensors are prohibited for the duration of an event. No other sensors or wiring looms are permitted, (connected, or disconnected), to be attached to the car.

### 2.10.4 Timing transponder

Transponders must be mounted inside the front right fender well. See **Appendix 7**

The MyLaps RaceLink unit is mandatory for all cars. MyLaps RaceLink Club, or RaceLink Pro are required and may be purchased from USAC. The LED light system must be mounted in such a way that the driver can see the LEDs when lit.
The recommended installation includes the in-car LED light system mounted according to the details in **Appendix 7**. It is recommended the LED be mounted to the driver side A-pillar of the roll cage at a height which is on the same horizontal plane as the driver eye level marking. The LED can be oriented vertical or horizontal so that the driver can see the LEDs when lit.

Power Supply for the Race Link unit

- GT4: Supply connector 1 or 2 DT04-2PL012

### 2.10.5 In Car Camera/Data

Only in-board or on-board cameras which have been approved by USAC and/or sporting matters and TV purposes are permitted to be used.

- VBOX Video HD2 system is required and must be installed per the Porsche camera system manual on PMRSI. The Video HD2 unit must be mounted to the roll cage on the passenger side just in front of the B-pillar using the bracket RLACS268.
- USAC has the right to impound footage from competitors at the discretion of the Race Director at any time during the event.
- A team may be required to fit and use cameras as assigned and provided by USAC.
- Team must execute and maintain a current media rights and usage license per USAC RULES.
- Use of the series specific VBOX Video scene file provided by PMNA (located in PMRSI) is required and only team logo placement and channel units change to the scene is allowed.
- Use of VBOX USB Logging Cable (RLCAB073) is allowed and must be securely attached.
- A Team is prohibited to remove the video storage device (SD card or USB stick) while the car is under "Parc Fermé" conditions unless instructed to do so by USAC personnel.
- A Video system must be able to record a complete race distance.
- GPS Antenna location must conform to diagram in **Appendix 8**.
- The approved system parts for the GT4 RS CS are as follows:

| Part Number | Item | Quantity |
|---|---|---|
| RLVDHD2HT | VBOX video HD2 Kit | 1 |

| | | |
|---|---|---|
| RLACS222/329 | VBOX Video HD2 1080p Camera -3m | 2 |
| RLACS260/286 | Roll Cage Camera Mount | 2 |
| RLACS270 | Heavy-Duty Camera Clamp for HD2 | 2 |
| RLACS262 | GPS Low Profile Antenna with RG-174 & SMA -3m | 1 |
| RLACS221 | VBOX Video HD2 Mono Microphone -2.5m | 1 |
| RLACS268 | VBOX Video HD2 Rollbar Mounting Bracket | 1 |
| RLACS273 | Camera Mount Extension for Camera 1 | 1 |
| RLCAB073 | USB Logging Cable (Optional) | 1 |
| RLCAB015L | CAN Interface Cable | 1 |
| RLCAB014LE | Unterminated Power Supply | 1 |
| CUSTCAB00118 | PORSCHE Cayman GT4 CAN/Power Cable | 1 |

## 2.11 Miscellaneous

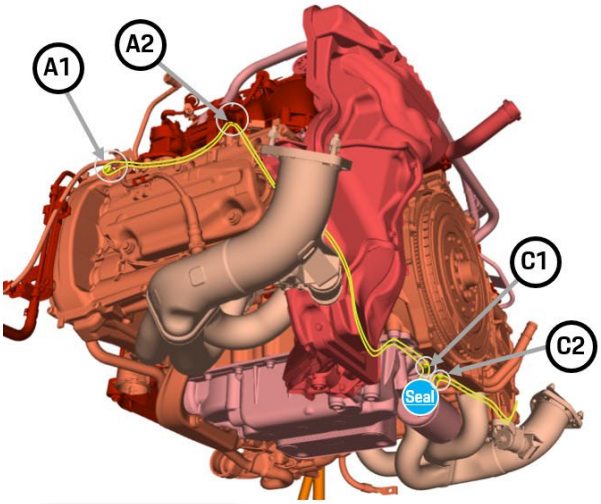
### 2.11.1 Seals Locations

The following seals are affixed:

- Engine:
- Valve cover, left (1x)
- Valve cover, right (1x)
- Oilsump (1x)

If seals and marks are applied to the Car by USAC or Porsche, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the Car can be disqualified from the Event.

Seals that have fallen off during the Race or are damaged must be notified to USAC in writing no later than one hour after closure of the “Parc Fermé”.

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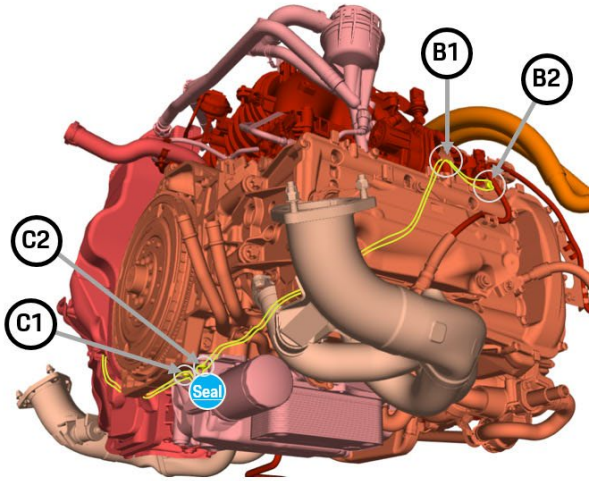


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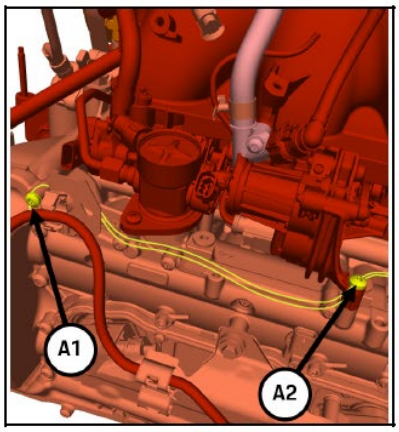
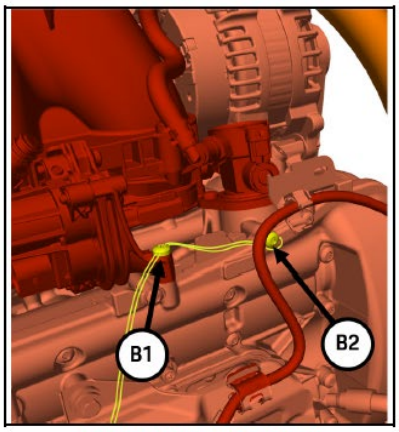
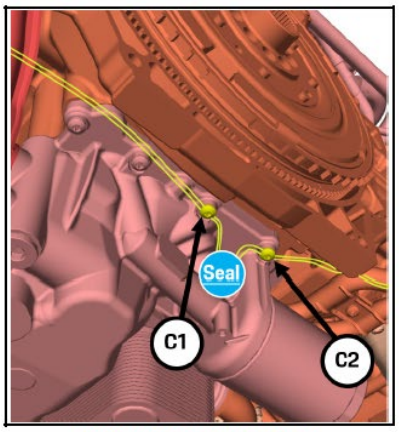



LOCKWIRE BOLT POS A1 & A2




LOCKWIRE BOLT POS B1 & B2

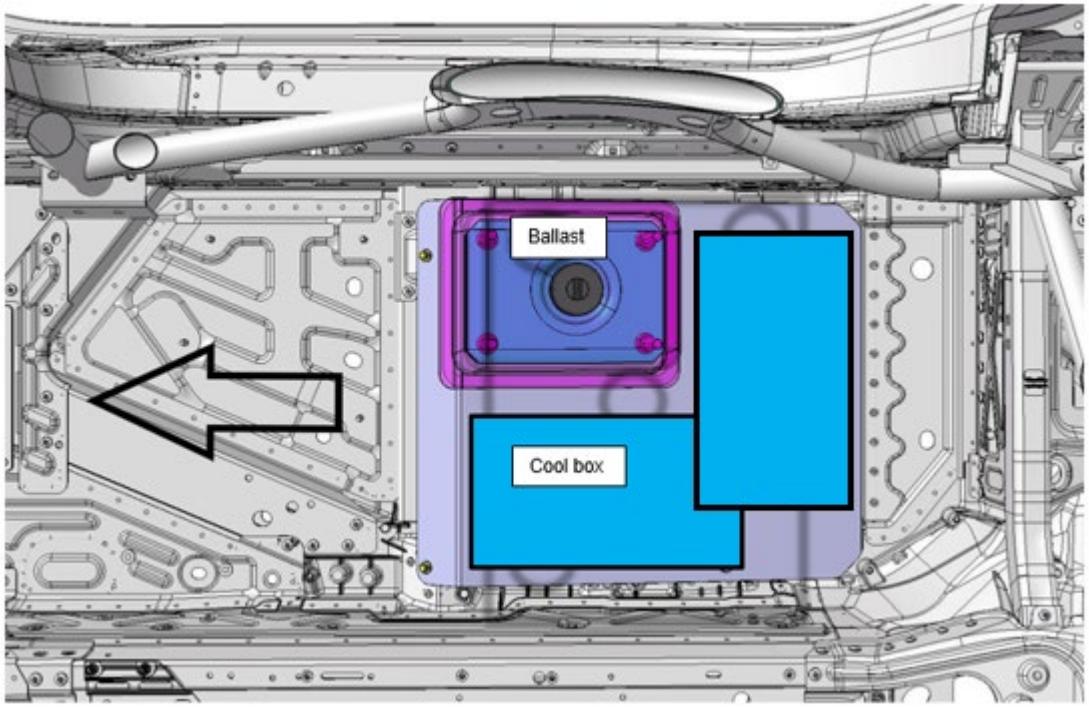



LOCKWIRE BOLT POS C1 & C2

# 3 Attachments/Drawings

## 3.1 Attachment 3 – Ballast weights

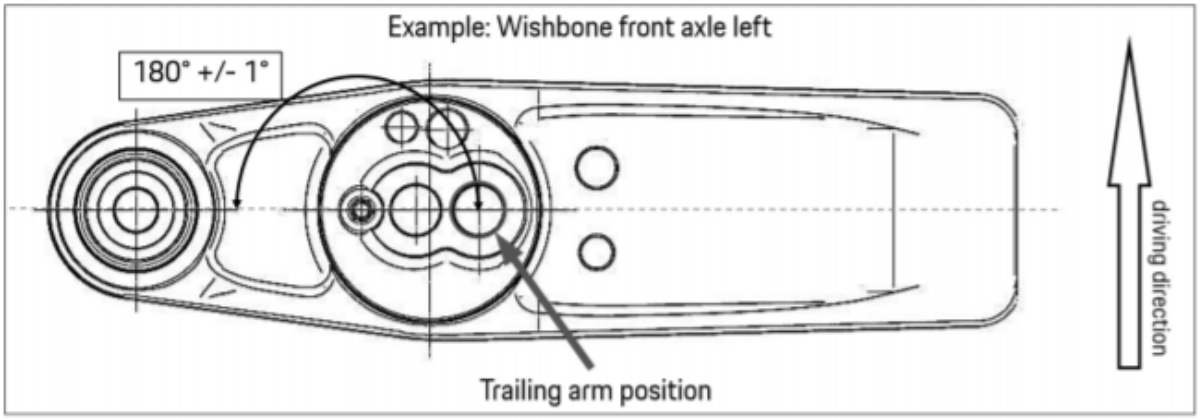
**Ballast Position and Optional Coolbox locations** Note: Chassis shown may differ.




**GT4 RS Clubsport Ballast Components** See GT4 RS Clubsport Parts Manual for more information.

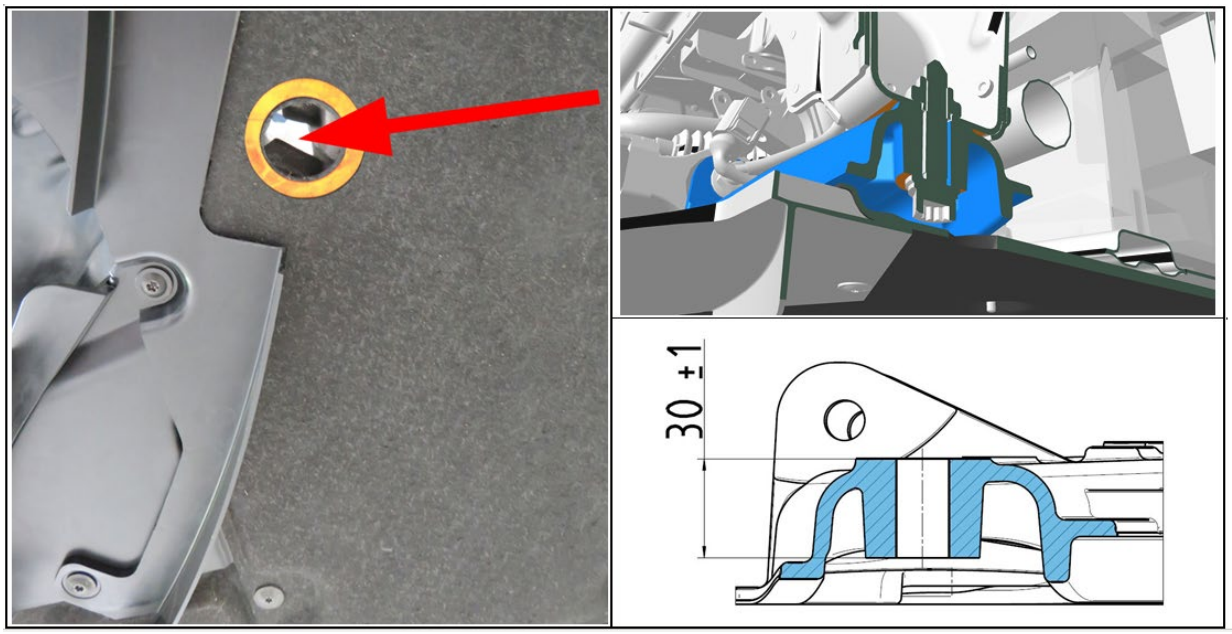
| # | Description | Part Number | Qty Required |
|---|---|---|---|
| 1 | Base Plate | 9815048478A | 1 |
| 1 | Base Plate Alternate | 9915048477B | 1 |
| 2 | Washer | 99902526402 | 4 |
| 3 | Torx Screw | WHT007443 | 4 |
| 4 | Washer 13x24x2.5 | N 01153119 | 5 |
| 5 | Hex Nut M12x1.5 | WHS001904 | 5 |
| 6 | Threaded bolt M12x1.5 | WHS001902 | 5 |
| 7 | Additional Weight 2 kg | 9F1801141 | |
| 7 | Additional Weight 3.4 kg | 9F1801141A | |
| 8 | Hexagon Nut 12x1.5 | N 0150816 | 5 |
| 9 | Nut for Cover | WHS001903 | 1 |
| 10 | Covering auxiliary weight (Double – Clear) | 9915048657A | 1 |
| 10 | Covering auxiliary weight (992 – Single - Black) | 9F1801575 | 1 |

## 3.2 Attachment 4 – Control arms

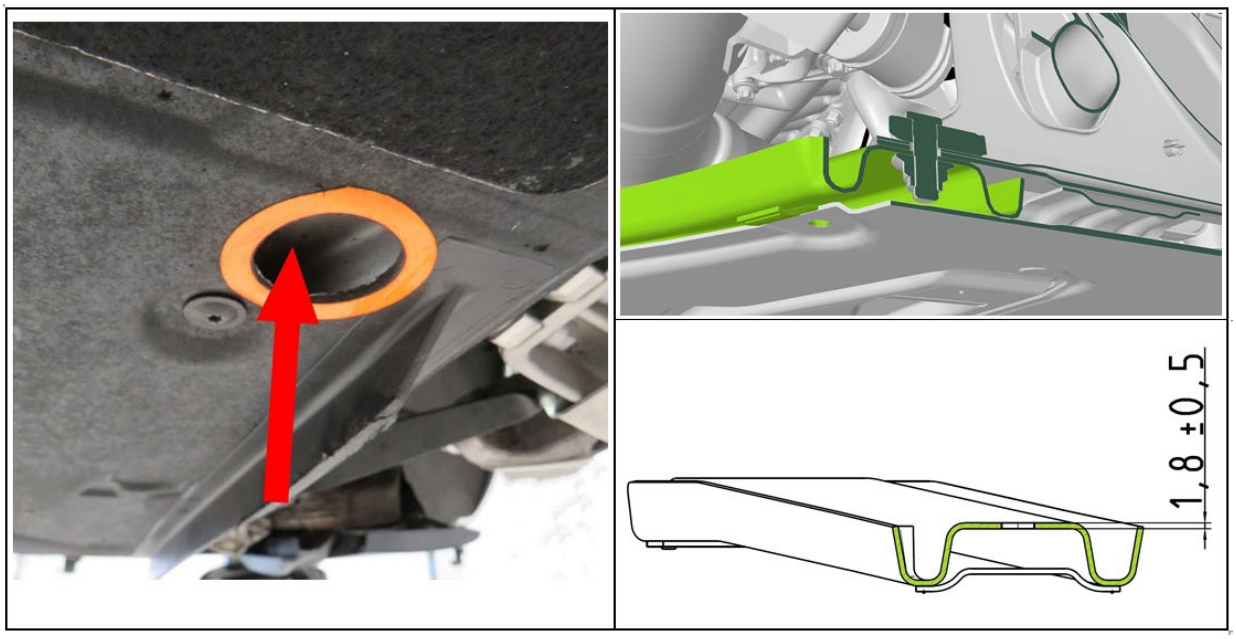


## 3.3 Attachment 5 – Ride height measurement locations

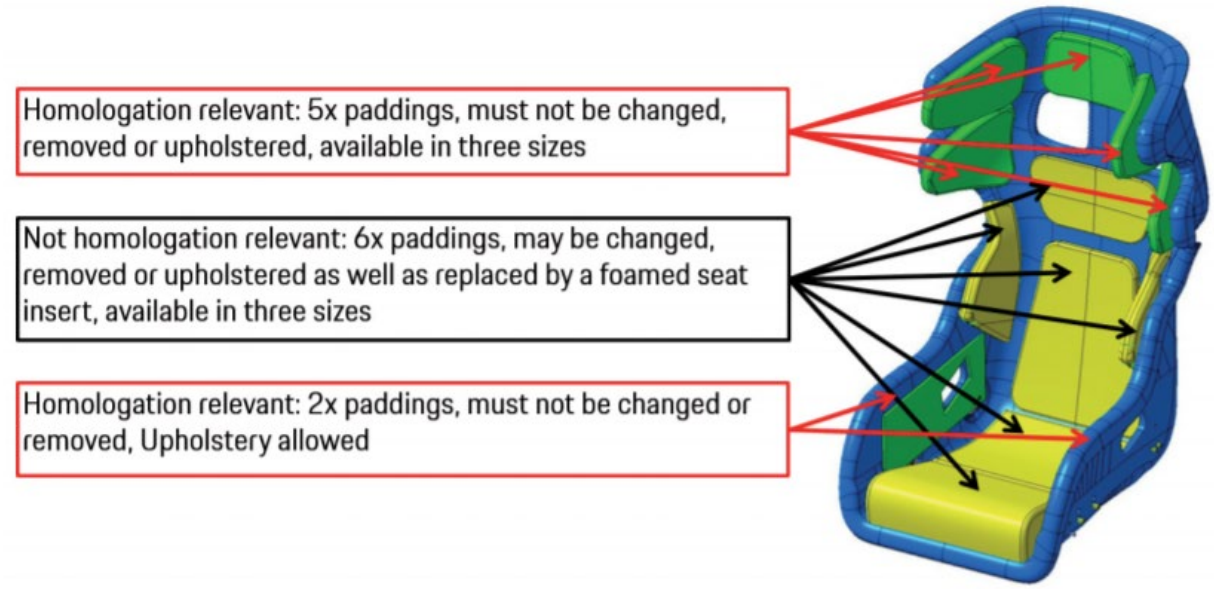
**Front axle**




**Rear axle**

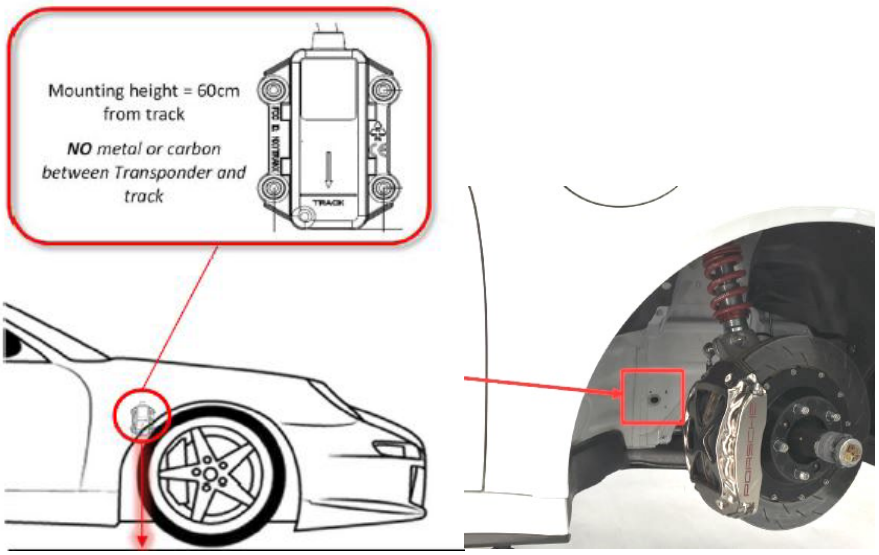


## 3.4 Attachment 6 – Seat padding



## 3.5 Attachment 7 - Transponder and RaceLink

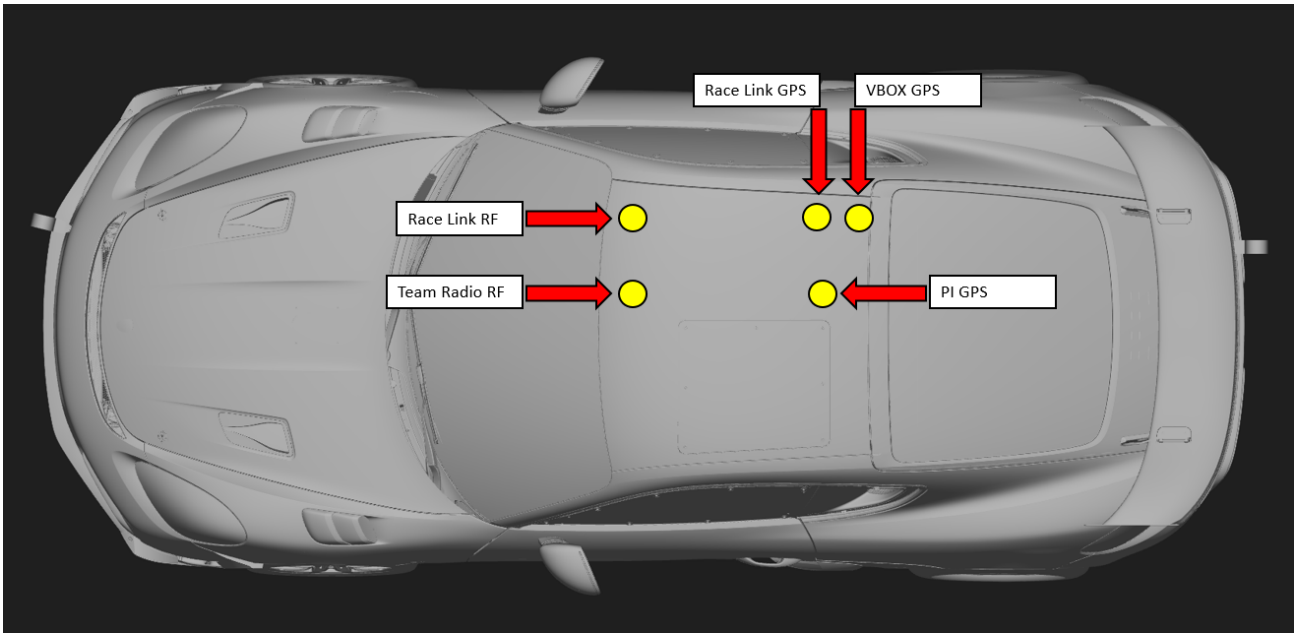
### Transponder mounting location




### Race Link recommended mounting location

## 3.6 Attachment 8 – Antenna mounting

**Required mounting locations for GPS and RF antennas.**



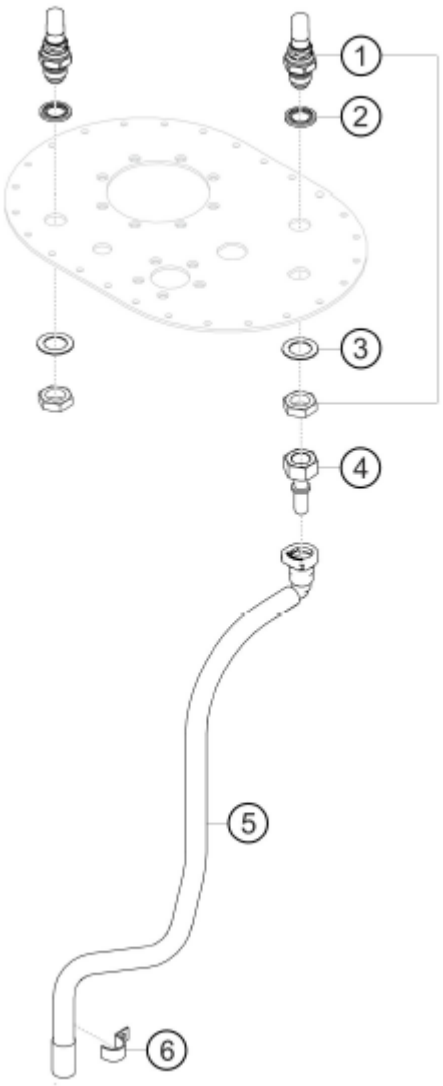
## 3.7 Attachment 9 - Closed loop fueling

**De-Fueling Kit Parts**

The installation of the "Defueling kit" dry break fuel couplers to allow closed loop fueling operation is shown below. Please see the PA10 0353 991.2 GT3 Cup Parts Catalogue for more information, below is an expert from the catalogue showing required parts.

**Closed Loop Fueling Components**

| # | Description | Part Number | Updated # | Qty Required |
|---|---|---|---|---|
| 1 | QUICK RELEASE COUPLING | 9971101918C | 9F1201568 | 2 |
| 2 | SEALING WASHER | 9912018839A | WHS001808 | 2 |
| 3 | WASHER 20X30.8X1.2 | WHT004800 | | 2 |
| 4 | ADAPTER PIECE | 9F0201156 | | 1 |
| 5 | HOSE | 9F0201627 | | 1 |
| 6 | CLAMP 1X18 | 90017101401 | | 1 |



**De-Fueling Kit installation**