

GT3 Engine: Flywheel and Pulley

Vehicle Type: **911 GT3 (997)**

Model Year: **As of 2007**

Concerns: **Flywheel and pulley**

Information: **Replacing dual-mass flywheel with single-mass flywheel.**

We have discovered that the **dual-mass flywheel, which is installed as standard** in the GT3 engine (vehicle type 997810/-811), is being replaced in the dealer organization with the single-mass flywheel from the GT3 RS engine (vehicle type 997850/-851).



Information

Due to an increasing number of reported faults, we expressly wish to point out that the installation of the single-mass flywheel (from the GT3 RS) in the GT3 engine is **not approved by Porsche**.

Since the 911 GT3 (997) engine application is designed for the dual-mass flywheel, conversion to the **single-mass flywheel results in the following problems and consequences:**

- The single-mass flywheel causes fluctuations and vibration in the lower rpm range, thereby reducing the smooth-running performance of the engine.
- The crankshaft is subjected to one-sided loading, causing stress peaks that can result in damage to the crankshaft.
- The one-sided loading of the crankshaft can cause the pulley to come loose, resulting in damage to the belt drive and engine.
- Any damage relating to conversion or damage that can be attributed to conversion is not covered under warranty.

Please advise your customers of this information accordingly.

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