

HOLINGER



ENGINEERING



Complete Transmission Solutions for 996/997 Cup

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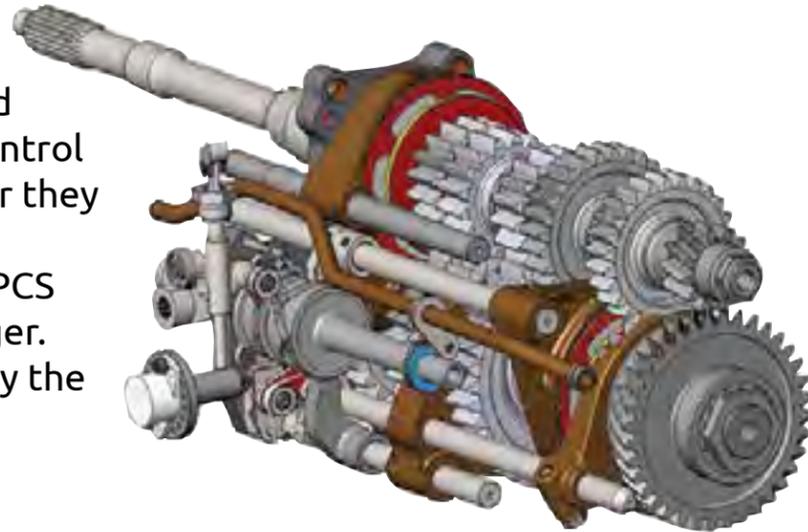


HOLINGER PCS

The Original.

Holinger's own sequential gearkit conversion made for 911s was adopted by Porsche Motorsport and was the control transmission in every 911 "cup" racecar they built through 2012.

Now, the complete range of Holinger PCS spares is available directly from Holinger. Why buy an imitation when you can buy the original?



PCS001 HOLINGER PCS Kit

Gearbox kit designed to convert the standard Porsche 996/997 GT3 transmission to sequential shift, dog-change. Paddle-shift upgrade available. See back cover.

PCS301 HOLINGER PCS Kit

Kit as above designed for G97/50 transmission as used in 997TT

Features

- Original PCS with widest gears for highest strength
- **Profile ground gears**, for increased efficiency and durability.
- Torque rating for endurance events is 800Nm (600ft.lb).
- The gearbox kit includes 6 forward ratios and the selection mechanism.
- Extensive range of ratios to select from.
- Input is via a removable quill shaft.
- Optional non-standard clutch splines and lengths are available to customer specifications.
- A gear position sensor is supplied for interfacing with an electronic dash display. Alternatively a stand-alone gear indicator display is available for cars not fitted with an electronic dash.
- Case hardened nickel chrome steel is used for all gears and shafts.
- The selector forks are high strength aluminium bronze.



HGL-MP1 HOLINGER Remote Gearlever

Holinger's Remote Gear Levers are exceptionally lightweight, machined from 6061-T6 Aluminium, anodised and available in several configurations. They also come with an integral Shift Cut Gear Knob and Neutral Lockout actuation system.



HOLINGER Cup Type Spares

The complete range of replacement parts, including upgrades and updates is now available directly from HOLINGER. Here are just a few of the most popular spares and update kits available. We offer the complete range of HOLINGER spare parts for all versions. We stock a complete range of ratios, including original Cup specification. Please contact us with your requirements.

40.310.172140K 2012 Cup 3rd-4th Update Kit

Includes wider 3rd and 4th gear pairs, sleeves, spacers, and needle bearings to update a 2009-2011 Cup gearbox to 2012 spec.

Ratios are 31:18 (1.722) / 28:20 (1.400). Many other ratios available.

PCS038-039

Updated 3rd-4th Selector Fork and Rod

Larger 16mm diameter rod is a standard replacement in 2009 and later cars, and a direct-fitting upgrade on earlier models when both the rod and fork are replaced at once.



Better Than Original.

Take advantage of Holinger's experience in motorsport to improve - to go beyond - the original.

40.310.PCS4K

PCS 1st-4th Conversion Kit

Converts 2008 and later Cup gearboxes to the widest PCS 1st through 4th gears for maximum strength and durability. Includes mainshaft, 1st through 4th gear pairs, selector hubs, selector rings, spacers and sleeves. Standard ratios are 38:12 (3.769) / 32:15 (2.133) / 31:18 (1.722) / 28:20 (1.400). Many other ratios available.

PCS003B

Bearing Retaining Plate, HD

This Heavy Duty Bearing Plate is stiffer than any Cup version, helping to reduce pinion shaft flex in high torque applications.



07.305.15002

Inline Oil Filter Assembly

Anodized aluminum filter housing with replaceable element is a direct replacement for standard Cup filter. Integrated magnet.

07.305.150-01 Replacement element with magnet

40.309.HDC HOLINGER Limited Slip Differential, 911 Cup

HOLINGER's limited slip differentials are designed in-house to perform precisely under the harshest racing conditions. Accuracy in manufacture and high grade materials are crucial to performance. This newest addition to our Cup car range is built to outperform the competition while simultaneously solving the shortfalls of the original Cup car's LSD. As with all Holinger designs, this differential was built to be an heirloom, not a consumable. You'll find quality at every turn.

- Ramp and Plate design capable of a wide range of preloads
- Disc Springs produced in-house available in a wide range of rates and designs to suit customer requirements.
- Strength-optimized housing adds fatigue resistance in critical areas
- Gears made from finest VAR alloy steel
- Clutch plates from hardened CrMo and spring steels
- Reversible ramps feature large contact areas at crosses
- ARP2000® fasteners



CREATING
SUCCESSFUL
SOLUTIONS



PORSCHE CUP 997 "plug and play" PADDLE SHIFT KIT

The HOLINGER **"SPEEDSHIFT"** paddle shift system allows fast and precise gear changes combined with lower gearbox degradation.

The conversion kit is easy to install and includes all necessary components. It is available for both engine types: 3.6L and 3.8L. Shift actuator is fitted directly on gearbox for faster, more precise shifts.

Take advantage of our expertise and many years of OEM experience.



SPEEDSHIFT

means:

- Clutchless shifting
- No miss-shifts
- No overrevving of the engine
- Gentle gearbox use
- Preprogrammed software
- 2D high speed data recording
- Pneumatic actuated system



Base unit



Shift paddles



Wiring loom



Shift actuator



Blip valve block



Blip cylinder

4999002A Speedshift Cup 2007 - 09
4999003A Speedshift Cup 2010 - 13