

## RUF Automobile

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## **RUF RGT-8**

"History's first proper eight-cylinder 911".

Almost 10 years ago to the day, RUF began to fill niches in the market with the, at that time new, water-cooled Porsche models. The first RUF RGT was based on the Porsche 996. It used the 3.6 litre engine from the GT3 as the base with the crankcase from the air-cooled 3.6 litre engines. The engine delivered 385 HP (283kW). The car itself ran on 18" RUF alloy wheels and the narrow body was optimized aerodynamically. The vehicle was fitted with our discrete but functional Integrated Roll Cage.

In 2004 the story continued, this time based on the Porsche 997. Immediately recognizable by the carbon composite fender extensions both front and rear. The powerplant was a naturally aspirated 3.8 litre unit delivering 445 HP (327kW). A dry-sump oil system ensured sufficient lubrication even under tough racing conditions. A roll-cage was fitted standard ensuring a high level of passive safety. The RGT was supplied with a chassis optimized for the race track and ran on 19" alloy wheels.

March 2010 and the time is right for RUF to announce the next generation of RGT, the RGT-8. This spectacular prototype vehicle is powered by a completely new RUF-designed V-8 engine with a 180° crankshaft "Flatcrank". Four valves arranged spherically together with multipoint fuel injection ensure optimal mixture conditions while the dry-sump system supplies the necessary lubrication. The lightweight engine has a very compact design, has a capacity of 4.5 litres arranged as a V-8 and delivers 550 HP (404 kW) at 8500 rpm and complements with a maximum torque of 369 lbs.ft (500 Nm) at 5400 rpm. At all stages of the design process, compactness and weight saving were of priority, the result of which is a total engine weight of less than 200 kg. A 6-speed gearbox with shortened gear shift movement transfers the power to the rear axle. To ensure the best adhesion characteristics, the RGT-8 is supplied with Michelin Pilot Sport Cup tires running on 19" RUF forged alloy wheels utilizing a single central retaining nut. The powertrain is rounded off with sturdy ceramic brakes as standard for optimal braking.

The current Porsche 911 forms the basis for the RGT-8 chassis which is then further optimized with bodywork components from RUF. As always, an Integrated Roll Cage is supplied delivering increased chassis stability and passive safety. In addition, we are pleased to offer a Frère Package which enhances the standard vehicle with special front fenders, nose and dashboard components. The styling was inspired by the 550 Coupé with which Paul Frère, the Belgian race driver, won the best of class at the 24 Hours of Le Mans in 1953.

RUF RGT-8 production start is planned for 2011.

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## SPECIFICATIONS SPECIFICATIONS

### Body:

- 2 seated coupé with integrated roll-cage
- 2 racing type bucket seats
- Aluminium doors and front hood
- Carbon fibre engine cover and rear spoiler

### Engine:

- Lightweight-8-Cylinder-90°-engine with racing DNA
- 180° crankshaft "Flatcrank"
- 4,5 Liter displacement
- Power output 404 kW (550 bhp) @ 8500rpm
- Maximum torque 500 Nm @ 5400rpm
- Aluminium crankcase and cylinder heads
- Water cooled, cylinderheads and engineblock cross flowed
- 4-valve system with spherical layout
- 4 camshafts with hydraulically timed valve system for in- and outlet
- Hydraulic valve tappets
- Dry sump oil lubrication with two windage trays for each of the 4 chambers
- Individual chamber oil suction with 2 suction intakes
- Waterpump, generator and AC compressor are directly driven of the Engine (no belts), located at the lowest position
- Sequential fuel injection system
- Individual cylinder ignition coils
- Electronic engine management system
- Electronic throttle control system per bank with 2 butterflies
- 3-Way catalytic converters with stereo closed loop lambda control
- On-Board-Diagnosis for continuous monitoring of the exhaust system

**Transmission:**

Rear wheel drive with 6 speed manual gearbox

**Chassis:**

Electronic stability control system, ABS, traction control, automatic limited-slip differential

RUF high performance brakes with ceramic discs, perforated and air cooled

Front brake disc diameter 380 mm

Rear brake disc diameter 350 mm

Forged RUF alloy wheels with single central retaining nut

Front : 9Jx19 with 245/35 ZR 19

Rear : 12Jx19 with 325/30 ZR 19

Michelin Pilot Sport Cup tires

All specifications are subject to variation, as specified for the prototype RUF RGT-8

**ONLINE-SHOP**

Our Online-Shop offers the possibility, to buy parts and accessories from RUF automobiles exclusively.

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Since 2006 we are a member of the "Verband der Automobilindustrie".



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