GMG Porsche 991 GT3 Harness Bar V2.0 Installation Instructions

Thank you for purchasing the finest harness bar available for the new Porsche 991 GT3. These directions and pictures will help with the installation of our product and we have taken every possible step to make this manual as informative as possible but as with any modification to your beautiful new GT3, we HIGHLY recommend a professional installation using the proper tools and equipment. A few minor modifications to the carpet panels WILL BE NECESSARY and if not performed correctly can become an expensive mistake. GMG cannot be responsible for panels that are damaged, wiring that was cut by "accident", or the extra HOURS it took to hand file a panel that could have easily been done in minutes if the proper tools we used. Enjoy!! ☺

STEP 1 – Start by opening both doors all the way, lowering both windows and removing both the driver and passenger seats. It is recommended that at this point you use a towel or some other means of protection to drape across the interior door panels as well as the bulkhead threshold in order to best protect your car from any potential damage during removal and installation of your seats and the new harness bar. Take special care to make sure you have assistance as there are wiring connections under the seat that will need to be carefully disconnected.

STEP 2 – With both seats out of the way, proceed with the removal of the rest of the interior panels that need to come out. The rear panels and GT3 rear seat delete panel remove without tools as do the plastic cups that surround the belt tethers. These panels use clips and Velcro and can appear to very tight. Pull carefully and set aside to be trimmed later. Remove the plastic wiring guides that are under the delete panel as these will not be reused with the harness bar installation.

STEP 3 – Disconnect the rear damper wiring CAREFULLY and remove the G-Sensor from the driver side and all 6 shock nuts to prep for the rear portion of the harness bar installation. Remove the upper Styrofoam deck and set aside for installation later. Use an air saw or a new blade on a razor knife to trim a few inches from the edge of the lower Styrofoam base make room for the rear shock tower plates.

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STEP 4 – With the help of an assistant, gently place the rear portion of the harness bar inside the cabin of the GT3. Make sure that the wiring for the rear dampers gets placed THROUGH the center hole on the base plate of the rear bar. At this point you can run the shock top nuts back onto the studs. Leave them ALL just slightly loose so the back bar can still be moved around slightly to ease with mating to the main hoop portion that will be involved in the next step.

STEP 5 – Installation of the main hoop. Start by peeling back the carpet to expose the transverse bulkhead of the GT3. You will see 2 horizontal bolts on each side. Use a socket to remove the bolts. SAVE THE OEM BOLTS as these will be reused to anchor the main hoop to this structural part of the chassis.

Lay the main hoop in place with the assistance of a second person and rest the base plates of the hoop onto the bulkhead. Now lean the bar back and move the rear portion of the bar up and out of the way until the main hoop is in place. Now bring the two pieces of the harness bar together and align the clevis joints on both upper corners.

STEP 6 – Attaching the bars and torquing. The staff at GMG will always do our best to make sure that the time has been taken to inspect every bar before it leaves. We will also sand down the areas where the two clevis halves mate to each other as well as chasing the threads to make sure you have proper bolt engagement. That being said, sometimes when the bars go together there may be some additional sanding of the mating surfaces as well as some powercoat that has been left in a thread. This is the time to make sure everything is clean and the Allen cap-head bolts can reach the proper depth in each of the 6 holes. We recommend anti-seize compound on the hardware before you install it since the black oxide hardware can in RARE instances rust to the clevis joint making any future removal nearly impossible with damage to the harness bar or worse case, having to cut the bar out entirely.

Use a SMALL amount of anti-seize on the threads. Start with the driver side and make sure all 3 clevis joints line up. Due to the zero-gap tolerance of any clevis joint, sometimes a rubber hammer or a punch to guide the bars to line up will be necessary. Make sure ALL THE HARDWARE is in before you tighten anything.

Finally put the OEM bulkhead bolts back into place through the new harness bar base plate. Go through each of the 6 clevis bolts, all 6 rear shock nuts, as the 4 base plate bolts and tighten.

STEP 7 – Now that the harness bar is tight, reinstall the G-Sensor in its original location as this was only removed to keep the new harness bar from possibly damaging it during installation. Reconnect the rear damper wiring and route around the bar so they wiring lays naturally.

Lay the Styrofoam upper deck back in place. You will see that the outermost edges need to be trimmed in order to clear the new harness bar. Cut these pieces of as seen in the images below. Lay the main carpeting back in place. Some very minor trimming will need to be down to go around the vertical bar of the main hoop.

STEP 8.1 – Trimming your interior panels. GMG has provided a template at the rear of this instruction manual that you can use to make your outlines to cut both the rear shelf as well as the lower GT3 seat delete panel. PLEASE REMEMBER THAT THIS IS STILL ONLY A TEMPLATE. Great care has gone into this design and both your GT3 and our harness bars are built with proper tooling but some small variances in the chassis layout and bar can make a small difference in what needs to be cut. SO REMEMBER, YOU CAN ALWAYS CUT MORE… YOU CAN NEVER CUT LESS!!! Please use our template as a guideline only!

On the rear shelf you removed earlier you will notice on the vertical out edge there is a small “cut-line”. After you cut out the template place the edge up against this line as well as the outer edge of the panel. Depending on the color of your interior use a Sharpie that you can see well so you do not make a mistake. Trace both the driver and passenger side slots where the rear bars will protrude out of the shelf.

Due to the thickness of the material of the rear shelf we recommend a proper air saw or an electric saw with the equivalent capability. This will turn an hour long job into a few minutes and will minimize the mess associated with using a die grinder or Dremel tool. Cut slightly inside your traced outline (as you can always cut more later if needed). Use a typical “brake parts cleaner” to remove any visible Sharpie marks from the OEM carpet.

This rear trim piece is fairly pliable but is still not easy to reinstall with the harness bar mounted in position. You will need to slide the shelf under the main hoop and around the bars in order to get it in. Once you get it all the way back you will see if looks completely deformed…. Believe it or not with a few careful tugs and some “mild” cursing, it will lay back where it is supposed to go. Double check your trimmed areas to see if you are happy with the fitment and redo the process is necessary. At this point also make sure that you reinstall the small corner trim piece before the panel is completely installed.

At this point you can put together the rest of your interior. The rear trim panel and tether cups removed in the earlier steps will snap right back in with a little effort and some physical contorting in order to reach them. Be careful with the rear snap-in panel as it has plastic guides that can bend or break easily.

STEP 8.2 – Trimming the GT3 rear panel. Please take great care in the following step. This panel is NOT cheap to replace through your local Porsche dealership and the plastic carpet retaining tabs can break if you are not extremely careful.

You will not need to remove the entire carpet from the hard plastic shell. Just enough on each corner to pull that carpet back far enough to trim the reliefs for the main hoop. Start by using a plastic body tool or a standard screwdriver. Take care to not damage the carpet edges or the plastic retaining strip. There is enough "give" in the carpet to scoop the retaining strip and remove it from the tabs one at a time. Once you get to the corner, a little more effort will be used to pull the carpet away and paid back as seen in the second image above.

From the template provided, cut out the relief templates and lay onto the BOTTOM side of your panel. Your cuts and alignments should be done to the bottom of the panel, NOT FROM THE TOP.

Each pattern is marked driver and passenger. Place the template against the forward most carpet retaining tab and the outer edge of the plastic panel and mark your lines. Use an air saw or equivalent to make cutting through the plastic panel an easy task. A narrow blade will be key here since you will need to make a sharp 180 degree turn in a rigid material. As noted above, make sure you DO NOT CUT OFF THE RETAINING TAB.

At this point you can pull the carpet back onto the panel. Make sure you get full engagement of the retaining strip back onto each tab and that you pull your corners tight so there are no wrinkles in your carpet. Now it is time to trim back the carpet and "notch" it to fit around the main hoop bars. A small portion of the plastic retaining strip will need to be carefully cut off. Use a sharp pair of wire cutters if possible. Make sure to leave enough so that there can still be enough engagement onto the forward most retaining tab. Now use a FRESH SHARP razor blade to cut down the middle. DO NOT CUT THE SAME SHAPE from the carpet. Leave about ¼" of room from the inmost radius cut on the plastic. This will allow the carpet to "fold" around the bars giving it a flusher look.

Now trim the tiny pieces of plastic off the carpet and fold the carpet back over as shown below. When you go to release the panel around the bars, you will want to have your hands positioned so you are holding into these areas so when the plastic panel starts to slip around the bars, this area of carpet is still tucked under the panel.

STEP 9 – Installing the final panel. With your hands on the cut portions of the carpet, bring the panel inside the car. Now press the panel together allowing it to bend slightly upwards in the middle. This will allow the panel to slip under the new x-brace. AS you release the panel pay attention to your cut carpet areas and make sure to keep tucking the carpet around the bar as the panel relaxes back into position. This panel uses a Velcro type material which can catch easily so be careful to keep those areas from contacting until you are ready to press the panel into its final position.

Once the main hoop bars are clear and the panel is fitting correctly, press the panel down to contact the Velcro retaining pads as well as centering the panel into the rear bucket areas. Line up your one retaining bolt and tighten to spec. Place the rubber trim cover back into the plastic cup. You can now reinstall your factory seats or other options and enjoy your GT3!!

This now completes the installation of your GMG GT3 Harness Bar V2.0. We have made every effort to make these instructions as informative as possible but please do not hesitate to contact our sales team with any questions or concerns you may have. Your total satisfaction is our number 1 goal!!

Don’t forget these other popular options for your GT3. From bolt-in style 4, 5 and 6 point harness and anchor kits, to the EXCLUSIVE GMG seat belt anchor plates and billet wrap-around belt guides.

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