About 996 Decklids, Wings and Tailbases

1. Decklids. There are three distinct types and sizes of 996 rear decklids. Carrera/GT3, Turbo and C4S. These decklids are different sizes and are not interchangeable. There are also 2 body styles to consider, Coup or Convertible. Not all tailbases or wings will fit on convertibles because some are too tall and will interfere with the sliding roof cover.

Carrera / GT3	37.5" X 17.5"
C4S	37.5" X 18"
Turbo	37.75" X 20"

Decide what engine style you have and which body style then consider the options.

2. A decklid or tailbase consists of a top half and a bottom half which faces the engine, called the liner. The Liner style must match the engine type. For example a Carrera engine has intakes placed differently then on a GT3 engined car.

3. Tailbases and Wings also come in 2 types. A complete decklid, one that completely replaces the stock steel decklid, and an Insert. A wing or Tailbase that is installed into the original steel decklids recess after the electric wing components are removed.

4. Wiring Harness. Factory decklids are equipped with electric wings, a cooling fan, an engine compartment light and a third brake light. When you replace this stock decklid with a fixed wing the computer will need to recognize this or a fault code will register on the dashboard. It is possible to reuse the existing decklids wiring harness to accomplish this but in most cases it is much easier to purchase the correct harness for the new tail or wing.

Getty Design has several unique, proprietary insert Wing styles that do not require a complete new harness such as the Pedestal Wing.

5. Decide on either Street or track. Decklids for track use are much more focused than those for the street. Accessories need on street cars like the fan lights and latches are often deleted.

6. Consider a specialized wing just for track events. Once a decklid has been setup it literally only takes minutes to remove it and replace with another one, so having a track only wing and a street only wing is not difficult.