



PORSCHE



The new 911 GT3

Limits pushed

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Pole position	6
The new 911 GT3	8
Aerodynamics and design	12
Thrust	16
Engine	18
Transmission	24
Ideal line	28
Chassis	30
Reserves	38
Active safety	40
Passive safety	42
Cockpit	46
Interior	50
Pit stop	58
Motorsport	60
Environment	70
Character	74
Personalisation	76
Panorama	84
Limits pushed	86
Summary	88
Technical data	90



An eight-thousander among sports cars.

The new 911 GT3.

The first is apparently the most exhilarating place to be these days. The final square centimetres have yet to be explored here. This may be where others turn back but, for us, it is only just the beginning – the start of a journey towards new sporty destinations. Indeed, two hundredths of a second are worlds apart. So let's get going. In the new 911 GT3.

The first item on our journey checklist is an engine that delivers greater power,

drives faster and maintains composure even in the red zone. The innovative high-revving flat-six engine of the new 911 GT3 peaks at 9,000 rpm and exploits its 3.8-litre capacity to generate a power output of 350 kW (475 hp).

A glance at the stopwatch reveals 3.5 seconds from 0 to 100 km/h. This makes the new 911 GT3 an even faster sprinter than its predecessor – by point six of a second to be precise. In motorsport, that's half an eternity. Top speed isn't reached until 315 km/h.

While speed can propel you to the limit, it isn't enough to keep you there. There has to be plenty of potential kept in reserve for every corner. Direct with no detour. Safe with no hesitation.

The core competencies of Porsche were exactly what we needed, as well as the imaginativeness of our engineers. The result is a chassis that has been adapted specifically for the racetrack and, with rear-axle steering fitted as standard, delivers increased agility even on everyday journeys.





For the first time, 7-speed Porsche Doppelkupplung (PDK) is fitted as standard, with short ratios designed exclusively for the 911 GT3. The shift throws of the gearshift paddles on the steering wheel are even shorter and gear changes are even more dynamic so as to provide even better acceleration.

The rear of the new 911 GT3 is 44 mm wider than that of the previous model. In addition, the track at the rear axle has been widened by 31 mm, which improves lateral dynamics. The addition of 100 mm to the wheelbase has significantly increased driving stability. Fitted as standard, Porsche Torque Vectoring Plus

(PTV Plus) helps to ensure even greater stability when cornering, while rear-axle steering provides extraordinary agility and more dynamic overtaking manoeuvres on the racetrack.

The new 911 GT3 explores the lower limit in terms of fuel consumption thanks to intelligent technologies such as PDK, DFI and a low vehicle weight.

All in all, the new 911 GT3 is a precision instrument, giving you everything you could need to push your own boundaries. Indeed, part of the brief for our engineers was to build a manageable sports car that feels at home on the racetrack,

yet can be taken to brand new sporty destinations by drivers who aren't able to tackle the Northern Loop of the Nürburgring day in day out.

The new 911 GT3 preserves tradition for the future – a principle that the 911 has embodied for 50 years. It aims to push the boundaries of what is possible, on each new day.

911 50
50 Years of the Porsche 911 – Tradition. Future

For fuel consumption, CO₂ emissions and other data, please refer to the

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Aerodynamics and design.

Clear rules apply at the limit. One of them being that a sporty design alone is not enough. Each detail must also serve a particular function.

The new front end has further improved the aerodynamics of the centre radiator. This is revealed to the eye by the customary 911 GT3 air outlet to the front of the luggage compartment lid. Together with the wider front spoiler lip, it provides much more downforce at the front axle. All cooling air openings are protected by titanium-coloured air intake grilles. These

are an indication of what lies at the centre of the concept: motorsport.

Bi-Xenon headlights are fitted as standard. Their design is reminiscent of Porsche motorsport classics. Sleek direction indicators, daytime running lights and position lights boasting LED technology create that contemporary contrast. LED headlights are also available as an option.

The mirror base of the SportDesign exterior mirrors reflects the v-shaped styling of the wheel spokes and air intake opening in the front end.

Three words sum up the rear: wider, sleeker, sharper. LED taillights emphasise the horizontal contouring of the rear. The central twin tailpipe of the sports exhaust system is painted black.

From afar, the fixed rear wing visibly distinguishes the 911 GT3 from a 911. The wing, wing uprights and rear lid are made of a lightweight synthetic material. The ram-air collector intake is now a single unit.

That's the downforce and engine air induction prerequisites fulfilled. The aerodynamics have also been enhanced

by the new underbody paneling with diffuser function at the rear. The result is considerable downforce for considerable driving stability and a drag coefficient of 0.33.

The new 911 GT3 has an even sturdier and safer stance on the tarmac. Nowhere does it feel more at home than at the limit.







THRUST

**Two hundredths of a second are worlds apart.
What are we waiting for?**

Engine.

Located just above the tarmac and positioned low down in the rear is the newly developed water-cooled six-cylinder aluminium engine with four valves per cylinder, VarioCam and a separate engine oil tank.

This high-revving concept promises exceptional power. The engine has a maximum speed of 9,000 rpm. Maximum torque of 440 Nm is available at 6,250 rpm and maximum power output is produced at 8,250 rpm. Particularly lightweight

titanium connecting rods facilitate the unit's impressive rpm capability.

The engine taps into its capacity of 3.8 litres to generate a maximum power output of 350 kW (475 hp). This corresponds to a power output per litre of 92 kW (125 hp). The new 911 GT3 tears acceleration limits asunder: it sprints from 0 to 200 km/h in just 3.5 seconds – 0.6 seconds faster than its predecessor. The 200 km/h mark is also reached 0.9 seconds sooner, after precisely 11.4 seconds.

How is that possible? Thanks to a weight-to-power ratio of only 4.1 kg/kW (3.0 kg/hp), a great deal of fine-tuning and the short transmission ratios of Porsche Doppelkupplung (PDK). These increase torque and acceleration potential in all seven gears. Limits? The new 911 GT3 accepts that only the other side of the 315 km/h mark is beyond its reach.

Direct fuel injection (DFI), fitted in a 911 GT3 model for the first time, makes a decisive contribution to the efficiency of the engine – and its power output.

It does it with millisecond precision and a pressure of up to 200 bar for optimum mixture formation and combustion in the combustion chamber.

