



PORSCHE



The new 911 GT3
Limits pushed





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GT3

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POLE POSITION

You can only reach new peaks if you're willing to push your limits.

The new 911 GT3.

The limit is the most exhilarating place to be these days. The final square inches have yet to be explored. And while this may be where others turn back, 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-liter capacity to generate a power output of 475 hp.

A glance at the stopwatch reveals 3.3 seconds from 0 to 60 mph. 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 track speed isn't reached until 195 mph.

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 1.7 in wider than that of the previous model. In addition, the track at the rear axle has been widened by 1.2 in, which improves lateral dynamics. The addition of 3.9 in to the wheelbase has significantly increased driving stability. Fitted as standard, Porsche Torque Vectoring

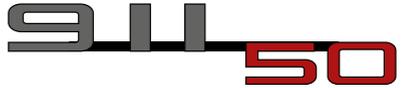
Plus (PTV Plus) helps to ensure even greater stability when cornering, while rear-axle steering provides extraordinary agility and more dynamic overtaking maneuvers on the racetrack.

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 need to push your own boundaries. Indeed, part of the brief for our engineers was to build a 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 and 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.



50 Years of the Porsche 911 – Tradition: Future

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 center 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-colored air intake grilles. These

are an indication of what lies at the center 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 emphasize the horizontal contouring of the rear. The central twin tailpipe of the sport 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.

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.







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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 aluminum 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 325 lb.-ft. 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 liters to generate a maximum power output of 475 hp. This corresponds to a power output per liter of 125 hp. The new 911 GT3 tears acceleration limits asunder: it sprints from 0 to 60 mph in just 3.3 seconds – 0.6 seconds faster

than its predecessor. The 124 mph 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 6.6 lbs/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.

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 2900 psi for optimum mixture formation and combustion in the combustion chamber.



VarioCam.

The upgraded VarioCam system is an engine timing concept that distinguishes between various engine speeds and load states so that timing can be adapted to suit the current power demand. It regulates not only the adjustment of the intake camshafts but also the exhaust camshafts in order to deliver increased power and torque.

Adjustments are controlled imperceptibly by the new electronic engine management. The results are extremely smooth running, better fuel economy, low emissions and, above all, high power and torque across the entire engine speed range.

Dry-sump lubrication.

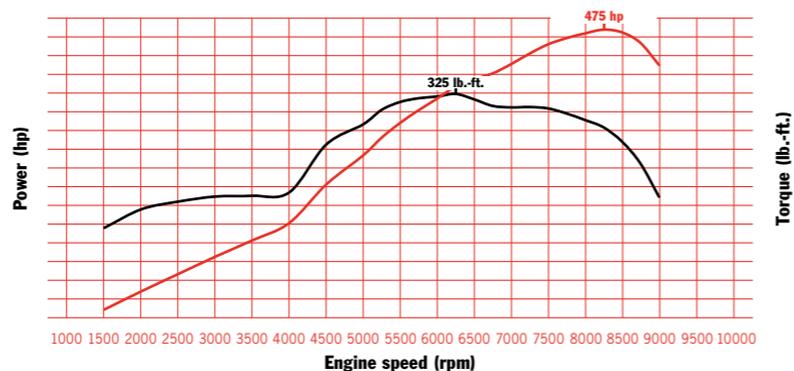
The engine oil supply is vital at the limits of sporty performance, especially in the presence of the powerful lateral and longitudinal forces that can be experienced on the racetrack.

Two oil scavenge pumps per cylinder head and two scavenge pumps in the crankcase return the engine oil quickly and efficiently to the external tank.

In conjunction with the electronically controlled oil pressure pump, this means that the engine has a reliable supply of oil to the crankshaft drive and both cylinder banks.

The new 911 GT3 is factory-filled with Mobil 1® fully synthetic high-performance oil. The excellent lubrication properties of

this oil ensure a reliable cold start, even at very low temperatures, and contribute not least to the durability of the engine.



911 GT3: 475 hp at 8,250 rpm, 325 lb.-ft. at 6,250 rpm



1. Cylinder head
2. Intake camshaft
3. VarioCam intake and exhaust camshaft controller
4. Timing chain
5. Valve spring
6. Intake valves
7. Follower
8. High-pressure injector (direct fuel injection)
9. High-pressure pump (direct fuel injection)
10. Crankshaft
11. Cylinder with Alusil liner surface
12. Forged aluminum piston
13. Forged titanium connecting rod
14. Variable intake manifold
15. Resonance flap
16. Electronically controlled throttle valve
17. Air-conditioning compressor
18. Water pump
19. Water thermostat
20. Separate engine oil tank (dry-sump lubrication)



Intake manifold.

In interaction with the sport exhaust system, the plastic variable intake manifold helps to ensure efficient gas cycles and high throughput.

To guarantee high torque and power across a broad engine speed range, the conventional distributor pipe in the new 911 GT3 is supplemented by a resonance pipe with resonance flap.

This is opened or closed depending on the engine speed. For optimum cylinder charge.

This results in an impressive torque curve, a high maximum torque and ultimate power output across a broad engine speed range.

Sport exhaust system.

The sport exhaust system of the new 911 GT3 has two front silencers, two catalytic converters and one rear silencer, which discharges into the central twin-tract tailpipes. The large volume of the exhaust system reduces exhaust backpressure and thus increases power output.

The two Lambda sensors of the stereo Lambda control circuitry regulate the

composition of the exhaust gas separately in each exhaust tract, while another pair monitors pollutant conversion in the respective catalytic converters.



**Motorsport history can be written in 60 years.
Or in milliseconds.**

Porsche Doppelkupplung (PDK).

It's the year 1984. Porsche unveils the 962 and a turbocharged flat-six engine capable of producing 680 hp. It's a racing car intended to push through existing limits and write its own motorsport history.

Now-legendary victories were to follow in Le Mans 1986 and 1987, introducing Derek Bell, Hans-Joachim Stuck and Al Holbert in a C version of the 962. A secret of its success was the double-

clutch transmission that Porsche had been continually refining since the 1960s. In the Porsche 962C, it enabled extremely fast gear changes, shaving off seconds in motorsport and minutes in the 24-hour race.

The subsequent transfer from the race-track to series production was equally successful. Today, Porsche Doppelkupplung (PDK) is setting standards on the road, with gear changes that take place in milliseconds and with almost

no interruption in the flow of power to provide faster acceleration and low fuel consumption.

And yet our engineers still were not satisfied – at least, not with the development of the new 911 GT3. So they pushed the limits once again. Their goal was to produce a transmission with gear ratios specific to the 911 GT3 and with a 50% reduction in shift throw on the even crisper and more dynamic gearshift paddles. The result was a PDK perfectly

tuned to match the 3.8-liter engine. This is the first time that it has been fitted in a 911 GT3, and it comes as standard.

Goal achieved. Racing feel included, with seven performance-oriented gears where even 7th gear has a sport ratio engineered for maximum speed. Manual operation of the 911 GT3-specific gear selector is based on the established motorsport principle: back to shift up, forward to shift down.



This is how it works. PDK is essentially two gearboxes in one and thus requires two clutches. This double clutch arrangement provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds. Highly responsive and

especially sporty – just as you would expect of the 911 GT3.

That in itself has consequences, not least for acceleration, for overall performance and for fuel economy. Positive consequences in fact. Driving feels even more dynamic and agility is increased.

What about the gear changes themselves? You'll feel them and you'll hear them. Just like before, or indeed more than ever. The electronic gearbox control

logic of the Intelligent Shift Program (ISP) offers more immediate and faster traction-induced upshifts and throttle-blip downshifts on overrun. In PDK SPORT mode, downshifts under braking are more aggressive while, under acceleration, the shift points are raised even further. So changing up a gear becomes a physical experience – and an emotive one.

Shift fast without a moment's hesitation. Just like the professionals.

IDEAL LINE



Being proactive, not reactive. Being there now, not soon. Instantaneous, not immediate. There is no room for hesitation at the limit.

Chassis.

The chassis of the new 911 GT3 has been engineered to meet the challenging demands of motorsport – and for this reason it also provides extremely sporty day-to-day driving. The ride height of the new 911 GT3 is 30 mm lower than that of the 911 Carrera. In conjunction with a series of specifically tuned chassis components, this offers extraordinary agility, a high degree of driving safety and stable handling, particularly in corners.

The independent front suspension combines McPherson-type struts with

longitudinal and transverse links. The rear axle has a multi-link suspension, following the LSA (Lightweight, Stable, Agile) concept. Height, camber, toe and the anti-roll bars can be individually adapted for use on the racetrack. Additional ball joints on the front and rear axles help to establish a particularly firm connection between the chassis and the body.

An optional lift system at the front axle raises the front end by 30 mm. Operable up to a speed of approximately 31 mph,

it minimizes the risk of grounding on curbs, ramps and garage entrances.

Rear-axle steering.

Fitted as standard, the new rear-axle steering combines performance and everyday practicality. An electromechanical adjustment system at each rear wheel enables the steering angle to be adapted based on the current driving situation, steering input and vehicle speed. The advantage for day-to-day driving: during low-speed maneuvers, the system steers the rear wheels in the opposite direction to that of the front wheels. This has the

virtual effect of shortening the wheelbase. The turning circle is reduced to make it easier to park. The advantage for sporty driving: during high-speed maneuvers, the system steers the rear wheels in the same direction as that of the front wheels. Driving stability is increased by the virtual extension of the wheelbase and agility is enhanced by the simultaneous steering of the front and rear axles, especially during overtaking maneuvers on the racetrack.





Dynamic engine mounts.

Simply responding at the limit means that you've already lost. On sporty drives in particular, it is essential not to underestimate the unforgiving forces of physics. Instead, they should be exploited in the interests of dynamic performance. This is what we do with dynamic engine mounts.

The electronically controlled system minimizes the oscillations and vibrations of the entire drivetrain, especially the

engine, and combines the benefits of a hard or soft engine mounting arrangement.

A hard engine mounting delivers optimum dynamic performance because it offers the highest degree of handling precision possible. Soft engine mounts, on the other hand, minimize oscillations and vibrations. While comfort is improved on uneven road surfaces, this comes at the expense of dynamic performance.

Our engineers have solved this problem by enabling the engine mounts to adapt their stiffness and damping performance to changes in driving style and road surface conditions. This has been achieved by use of a fluid with magnetic properties in interaction with an electrically generated magnetic field.

Handling is perceptibly more stable under load change conditions and in fast corners. The dynamic engine mount system

also reduces the vertical oscillations of the engine when accelerating under full load. The results are greater and more uniform drive force at the rear axle, increased traction and better acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts automatically soften to provide a greater level of comfort.

Pushing to the limit is one thing. Staying there is another.



Wheels and tires.

Twenty inches instead of the 19 on the predecessor model. Another improvement to dynamic performance that brings you closer to the sporty limit. The wheels are platinum-colored and made from a forged alloy.

The central locking device with 'GT3' logo is derived from motorsport. Compared with the conventional five-bolt wheel connection, it offers enhanced performance thanks to the reduction in rotating masses. And, of course, it ensures a faster wheel change, which is vital when you're in the pit and the clock is ticking.

Tire sizes are 245/35 ZR 20 on 9 J x 20 at the front and 305/30 ZR 20 on 12 J x 20 at the rear.

Road-legal sports tires on the new 911 GT3 help to provide the grip it needs. Bear in mind, however, that the reduced tread depth increases the risk of aquaplaning on wet surfaces.

Tire Pressure Monitoring System (TPMS) is fitted as standard in the new 911 GT3. Not only does it send warnings to the on-board computer's display screen in the event of a gradual or sudden loss of pressure, it also features a racetrack mode. This takes into consideration the

pressure and temperature characteristics of the tires on the track and precisely monitors the pressure set in each individual tire. In other words, TPMS is designed around your sporting passion.

Porsche Active Suspension Management (PASM).

This electronic active damping system offers continuous adjustment of the damping force on each wheel based on the current driving situation and your driving style.

At the press of a button, you can select between two different modes. 'Normal' mode is designed for sporty driving on

public roads and on wet racetracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.



Porsche Stability Management (PSM).

PSM is an automatic control system that helps to provide stability at the limits of dynamic driving performance. In addition to the anti-lock braking system, it includes Electronic Stability Control (ESC) and Traction Control (TC).

Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to help restore stability.

What's special about PSM in the new 911 GT3? The systems intervene with exceptional sensitivity and precision. In addition, the systems can be completely deactivated in two stages for deliberately sporty handling.

Porsche Torque Vectoring Plus (PTV Plus).

Porsche Torque Vectoring Plus is fitted as standard and has been specially adapted to the new 911 GT3. It operates in conjunction with an electronically regulated and fully variable rear differential lock. Numerous driving parameter inputs are the basis for the system's active control

outputs. The results are perceptible, particularly at the limits of dynamic performance: greater traction, increased lateral dynamics and a significant improvement in driving stability under the effects of load changes in corners and when the car changes lane. On surfaces with less grip, such as in the wet, the system strategically brakes the right or left rear wheel. This means that, whenever the car enters a corner, brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel. This improves steering behavior and increases agility.

In combination, both aspects of PTV Plus offer tangible benefits, giving you unrivaled pleasure at every twist and turn. It's just as well there happens to be so many waiting on the racetrack.

RESERVES





**Driving at the limit.
But never beyond.**

Brakes.

At the limit, you need one thing above all: reserves. Not only for power, but for safety, too. This is possible only with a race-proven technology on which the driver can depend. Only this can free up extra room for maneuvering.

The new 911 GT3 is therefore equipped with a particularly powerful yet light-weight brake system with a specifically

matched brake booster. The red six-piston aluminium brake calipers on the front axle and the four-piston equivalents at the rear are designed as monobloc units. This makes them tougher and enables a more rapid response and release of the brake, even under heavy loads.

That's not all. The brake dimensions on the new 911 GT3 have been enlarged to cope with the increase in engine power. The brake discs are 380 mm in diameter

not only at the front but now also at the rear. Thanks to their two-piece construction with cast iron brake discs and aluminum brake chambers, they reduce weight and thus the unsprung and rotating masses. The brake discs are cross-drilled and internally vented for powerful braking even in adverse weather conditions. Or when pitted against the challenges of motorsport.



Porsche Ceramic Composite Brake (PCCB).

From the start, Porsche has been synonymous with motorsport. Ever since 1948, we have pushed the boundaries of dynamic performance on the racetrack. We have taken the experience we have gained and applied it directly to the road. The optional Porsche Ceramic Composite Brake (PCCB) is a fine example. In numerous race series, including the Porsche Mobil 1 Supercup, it has been proven to withstand the harshest demands of the track.

Nevertheless, resting on our laurels isn't our style. That's why we have also adapted PCCB dimensions to match the performance capabilities of the new 911 GT3.

The cross-drilled ceramic brake discs are now 410 mm in diameter at the front and 390 mm at the rear for even more formidable braking performance.

The use of six-piston aluminum monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – helps to ensure extremely high brake forces which, crucially, are exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Excellent fade resistance provides greater balance when slowing from racetrack speeds.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of a similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses.

This results in better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional

high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

Driver and passenger airbags.

We use advanced airbag technology in the form of full-size driver and front passenger airbags, which are inflated in two stages depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimizing discomfort to the occupants.

Porsche Side Impact Protection System (POSIP).

POSIP, fitted as standard, consists of side impact protection beams in the doors and two side airbags on each side: an integral thorax airbag is located in each seat side bolster and an upwards-inflating head airbag is incorporated within each door.

Additional safety features include the headrests which form an integral part of each seat, an energy-absorbing steering column, three-point seat belts with pretensioners and force limiters and energy-absorbing elements in the dashboard.





**Designed for high speeds.
Speed of travel and speed of thought.**

Interior.

The sports car environment in the new 911 GT3 is perfectly adapted to the driver. Man and machine are as one. Which is just as well because, on the racetrack, there is usually only a fraction of a second in which to make the right decision. Accelerate or brake. Pass left or right. Refuel or chance another lap.

Speed is critical in the cockpit, too. The driver needs information that can be accessed quickly and an interior

ergonomics concept that enables even faster use of it.

The requirement is fulfilled by an ascending center console that places the gear selector within direct reach of the steering wheel, by ergonomic gearshift paddles on the steering wheel itself and by conveniently positioned controls that dispense with unnecessary gadgetry but do open up new possibilities on the racetrack. 30,000 racing victories were not achieved by engine power alone.

Instruments.

Precise and direct. True to Porsche style, the five circular instruments integrated in the cockpit lead the way. In the middle is the tachometer. Its dial face is titanium-colored and bears the 'GT3' logo. The gear and upshift indicator helps you to achieve optimum acceleration.

For the first time in a 911 GT3, the instrument cluster is equipped with a high-resolution 4.6-inch TFT color display. It provides you with data from the on-board

computer, including average speed and fuel consumption, fuel range and outside temperature, and allows you to view Tire Pressure Monitoring System (TPMS) information as well as data from the stopwatch of the optional Sport Chrono Package. It also reminds you of your selected communication and audio settings or displays the map of the optional navigation system – but only for the rare occasion you aren't on the racetrack.

Interior materials.

Durability, stability and resilience. These are the essential ingredients for materials in a sporty environment. It is an environment dominated by Alcantara®, leather and interior parts in Galvano Silver as well as brushed aluminum. Here, materials must be practical – and top quality. The fact that they also have the motorsport feel is a welcome bonus.

Alcantara® is easy to grip and maintain. For this reason, it is mainly found in places where there is direct contact: on the steering wheel rim and gear selector

as well as on the door handles, door armrests and lid of the center console storage compartment. The rooflining and C-pillar trims are also finished in Alcantara®.

Steering wheel.

Change gear like a motorsport professional with the GT3 SportDesign steering wheel with gearshift paddles. In the new 911 GT3, the shift throw of the paddles has been further reduced by 50%. Gearshifts become even more direct and precise.

The GT3 SportDesign steering wheel offers up to 1.3 in of height and reach adjustment. The steering wheel rim in black Alcantara® is easy to grip and remains in firm hands, even on sporty drives. The top center marking is another characteristic feature.

Sport seats Plus.

Sport seats Plus are fitted as standard in the new 911 GT3 and come equipped with elevated side bolsters, electric seat height and backrest adjustment and manual fore/aft adjustment. The seat side bolsters are upholstered in leather and the seat centers are lined in black

Alcantara®. The headrests are embroidered with the 'GT3' logo.

The side bolsters on the seat cushion and backrest have a firm, sporty padding and offer excellent lateral support. The backrest shell is finished in Silver Grey.

Adaptive Sport seats Plus.

Available on request, adaptive Sport seats Plus blend sport with comfort and are suitable for everyday driving or the racetrack. They feature side bolsters in leather, seat centers in black Alcantara® and an embroidered 'GT3' logo on the

headrests. Offering 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, cushion and backrest angle, seat depth, fore/aft adjustment and four-way lumbar support. The side bolsters on the seat surface and backrest can be individually adjusted for precision lateral support on winding roads and added comfort on long journeys.



1 Sport seat Plus
2 Adaptive Sport seat Plus



CDR audio system.

Fitted as standard, the CDR audio system features a seven-inch color monitor that also acts as a touchscreen, giving you quick and easy access to the most important functions and menus.

The integrated CD radio supports MP3 playback and features an FM dual tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control. Quality sound is produced by four loudspeakers and an integrated amplifier with an output of 2x 25 watts.

A universal AUX interface (e.g. for compatible MP3 players) is fitted as standard in the glove compartment.

Sound Package Plus.

The optional Sound Package Plus is ideal for your racing soundtrack. Nine loudspeakers and a separate amplifier with a total output of 235 watts create a sound experience that has been perfectly tuned for the car's interior.

Sound settings can be customized using the CDR or the optional CDR Plus audio system or Porsche Communication Management (PCM).

CDR Plus audio system.

To experience the limits of audio sophistication, tune into the optional CDR Plus audio system with an output of 235 watts and nine loudspeakers. All functions can be controlled directly from the high-resolution seven-inch WVGA TFT touchscreen display.

The radio with twin tuner is able to receive digital and analog signals and finds the best possible reception. This includes SiriusXM®, Satellite Radio and HD radio. In addition to audio CDs, the single CD/DVD drive supports tracks in MP3 format. External audio sources can be connected via the AUX interface integrated as standard. In this case,

functions are operated using the controls on the connected device itself. USB sticks, MP3 players, iPods® or iPhones® can be plugged in directly via the USB port, giving you immediate access to your music library, podcasts and audiobooks. With support for cover art, not only is your audio collection clearly organized, it looks fantastic too.



Porsche Communication Management (PCM) including navigation module.

Available as an option, Porsche Communication Management (PCM) is your control center for audio, navigation and communication functions. The main feature is the intuitive seven-inch touchscreen.

Radio functions include up to 42 memory presets and an FM dual tuner. The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. With the universal audio interface (USB) in the glove compartment, you can connect your iPod® or any other compatible audio source of

your choice. By means of the USB connection, it is also possible to download data from the performance display of the Sport Chrono Package, as well as data from the electronic logbook. In the opposite direction, you can transfer up to 10,000 tracks in MP3 format to the internal hard drive of PCM and create your own jukebox.

The navigation module of PCM with high-speed hard drive allows you to choose between a 2D display and a 3D perspective. In some regions, even terrain can be displayed in 3D.

Sport Chrono Package.

A precision instrument at the limit: the optional Sport Chrono Package, comprising an analog and digital stopwatch on the dashboard. It is operated by the control stalk for the on-board computer and presents timed hours, minutes and seconds in analog format. Seconds, tenths and hundredths of a second appear on the stopwatch display screen and are also duplicated on a digital display in the instrument cluster.

In conjunction with Porsche Communication Management (PCM), Sport Chrono

Package functionality is enhanced with a performance display and the ability to display, store and evaluate recorded lap times.

In this way, the driver can view the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to view the current fastest lap and range until empty. Any traveled distances can be recorded and benchmark times defined. After all, you can't push the limit in just one day.



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GT3

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**For all those who are not thinking about the 7:30 early flight to London.
And are thinking instead about lap times on the Nürburgring.**

Motorsport.

Competing for every hundredth of a second and calling on over 60 years of experience – that's Porsche Motorsport. But what's our motivation? Everyone who drives us forward with 100% passion and expertise – from the driver to the engineer. On all racetracks in the world. Everyone who shares the same dream, a dream that has been a reality for generations: Ferry Porsche's dream of a car that ought to be just as capable of winning as it is suitable for everyday use. And has so far led to more than

30,000 racing victories. Take, for example, the Porsche 956 – one of the most successful race cars of all time. Not to forget the other cars that promise the very same potential, such as the 911 GT3 RSR or the 911 GT3 Cup.

Two racing machines that have proven a success in circuit and endurance events. As successful as the entire brand, Porsche Motorsport has so far built more than 3,000 race cars, over 1,000 of which are still in use today. They appear at the lowest amateur levels and line up at the

very pinnacle of the sport, competing in US GT races and in over 19 one-make championships, including the Porsche Carrera Cup Germany and the Porsche Mobil 1 Supercup. New destinations await, not least the 24 Hours of Le Mans in 2014. A prototype newly conceived from the ground up is set to take to the grid with a view to extending the run of 16 outright wins at the Sarthe circuit.

For Porsche, however, what matters even more than a place on the winners' podium is how much experience is gained, as

well as the ideas and visions that the race inspires. All findings from the race-track are transferred into series production as design and test principles. Our exhaust turbocharging or double-clutch transmission technologies are two examples. This proximity between the race-track and the road is unique. It lets every Porsche customer take part in the race – directly or indirectly. It lets the customer feel what drives us. Yesterday, today and tomorrow: Spirit. Vision. Principle.





GT racing.

'Gran-Turismo' or GT racing cars are exclusively prepared for competition use. However, regulations state that they must be based on road-legal cars, with modifications restricted to a few specific areas. In the early 1990s, Porsche was the driving force behind the renaissance of international GT motorsport. In the meantime, Porsche has established successful collaborations with customer teams. Porsche supplies the race-ready cars and supports private teams with further development, technical services and the provision of factory drivers. Whether it's in the 24 Hours of Le Mans, the ALMS, the International GT Open or at national GT championships, Porsche private teams are regular race and championship winners.

GT3 Cup Challenges.

The gateway to semi-professional motorsport. Race locations include Australia, Brazil, Central Europe, Great Britain, Japan, Scandinavia, Switzerland, USA, Canada and the Middle East. Races are governed by the regulations of the Porsche Carrera Cup Germany. The prerequisite to participation is a national license.

Porsche Carrera Cups.

From the fastest one-make championship in Germany to the international top event. The Porsche Carrera Cups play host in many countries to first-class motorsport highlights, such as the German Touring Car Masters (DTM) or, most recently, the 24 Hours Nürburgring. The tradition of the Porsche Carrera Cup spans over

20 years. Since the first Porsche Carrera Cup Germany was staged in 1990, a further seven Porsche Carrera Cups have become established in France, Great Britain, Scandinavia, Italy, Japan, Asia and Australia. Races are held on almost every weekend of the motorsport season. The passion to win fuels the fight for every single inch: young upstarts challenge old hands, amateurs compete with professionals and rookies take on experienced customer drivers.

Porsche Mobil 1 Supercup.

The pinnacle of the one-make championships. Since 1993, the Porsche Mobil 1 Supercup has been held as part of the FIA Formula One World Championship – and as the only Gran Turismo race series. All cars are supported by professional

racing teams, which use two to three racing cars in the championship. The events take place mainly as part of the European Grand Prix, with a race distance of approximately 44 miles. The drivers, which include established personalities alongside promising new talent, give everything they have from start to finish. After all, another prize might just be up for grabs: a career in GT racing.

For further information, please visit www.porsche.com/motorsport.



Customer driver support.

Your Porsche race car can be sourced directly from the Porsche Motorsport department either at the development center in Weissach or at Porsche Motorsport North America, Inc. We can also provide you with all the support you need, both at home and overseas, if you wish to have your race car modified, and can also supply spare parts to teams wherever they are in the world. But that's not all: the Motorsport department is also your source for parts, kits and accessories for your Porsche, as well as advice on race regulations.

Support at the racetrack.

Each year, Porsche is present at more than 100 races throughout the world. Race engineers can advise you on setting up your car for the specific demands of individual tracks. Options range from gearbox ratios and aerodynamics to the full range of suspension settings. Porsche technicians will also assist you in the unlikely event that you encounter technical problems. On some races, we can even provide you with your own team of Porsche mechanics and, should you need to replace a non-wearing part during a race weekend, you can source it directly from the Porsche service trucks that attend various events.

Hospitality for Porsche Motorsport guests.

Porsche Motorsport guests can always look forward to exceptional hospitality at all Porsche one-make championship events. The Porsche hospitality area provides a relaxing alternative to the adrenaline-fueled action on the racetrack. Exclusive yet welcoming, it includes an attractive program of Porsche-themed activities.

Porsche Sport Driving School (PSDS).

At the Porsche Sport Driving School, students enjoy more track time than at any other North American school. You'll be piloting many of the newest Porsche models, with coaching from certified Porsche driving instructors.

For experienced drivers, the GT3 Cup Experience is the most advanced manufacturer driving curriculum available in North America. Students will pilot the 911 GT3, 911 Turbo, and GT3 Cup Car in a course centered around track time.

PSDS is located at Barber Motorsports Park – one of the newest and most exciting tracks in the country. With 2.38 miles, 16 turns, and over 80 feet of elevation change, the circuit is exciting and challenging.

The Renaissance Ross Bridge Golf Resort & Spa is the host hotel for the Porsche Sport Driving School – a luxury hotel surrounded by the natural beauty and lush landscape of a Robert Trent Jones championship golf course.

Novice or veteran, you'll come away with a greater appreciation of your Porsche and a powerful addiction to high-performance driving. For more information, visit porschedriving.com.







**The true challenge:
not merely getting faster, but better.**

Environment.

We've already spoken about our contribution to motorsport. To be more precise, about our responsibility for the future of motorsport. We meet this responsibility with intelligent technology, unconventional ideas and optimum performance.

Our approach to environmental protection is no different. In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer has long

been the same: high power output combined with high efficiency.

Porsche has managed to reduce fuel consumption significantly across all model ranges compared with the respective previous model even though performance has also been increased. This is made possible by an efficient drive concept, lightweight construction, optimized aerodynamics and low rolling resistance. The environmental management team at the Porsche Development Center in Weissach aims to demonstrate a high level of environmental responsibility.

Here, technological developments are carried out with environmental protection in mind. The goal is to enhance performance – but preferably not at the expense of the environment.

Fuel economy and recycling.*

Intelligent lightweight construction has been part of Porsche DNA since 1948 – for both technological and ecological reasons. And, of course, with competitive advantages in mind. In motorsport, weight is increasingly the number one factor of success. Lightweight construction is therefore the basis for low consumption

values combined with outstanding performance.

On the technical side, various components are made with a high proportion of aluminum, magnesium, plastics and super-high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter overall than conventional steel.

*Fuel Economy is TBD at time of printing.

On the ecological side, all materials used are meticulously selected. Each light-weight material is easily recyclable and all plastic components are labeled to facilitate separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting technical requirements.

In short, the new 911 GT3 is around 95% recoverable. In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental

protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.

Emission control.

The new 911 GT3 meets the LEV II emission standard in the USA. Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate emission values in their respective category. This puts the new 911 GT3 among not only the most powerful sports cars of the future, but also the cleanest.

This has been accomplished not least by the two catalytic converters and stereo Lambda control circuits, which monitor each cylinder bank separately. For each exhaust tract, two Lambda sensors regulate the composition of the exhaust gas. Another Lambda sensor for each cylinder bank monitors pollutant conversion in the respective catalytic converter.

Fuel.

All Porsche models – including the new 911 GT3 – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb CO₂ from the atmosphere.

The release of hydrocarbons from the fuel system has been minimized thanks to the active carbon filter and the multi-layered material from which the fuel tank is made. All fuel lines are made from multi-layered plastic, steel or aluminum.



CHARACTER



The limit doesn't always have to be red.

Colors.

Our standard palette allows you to choose between four solid colors – Black, White, Guards Red or Racing Yellow and, for an extra charge you can select one of six metallic colors or one of four special colors. A black leather interior is available on request.

With the Porsche Car Configurator at porscheusa.com, you can see how your chosen color scheme and other personalized features will look before you have even placed your order.

Standard interior color. Leatherette/leather/soft-touch paint/Alcantara®.



Black

Solid exterior colors.



White



Racing Yellow



Guards Red



Black



Metallic exterior colors.



Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Mahogany Metallic



Agate Grey Metallic



Basalt Black Metallic



Special exterior colors.



GT Silver Metallic



Lime Gold Metallic



Amaranth Red Metallic



Anthracite Brown Metallic





Taillight with clear glass look



Porsche Ceramic Composite Brake (PCCB)

Option	I no.	Page
Exterior.		
Metallic paint	<input type="radio"/> Code	73
Special colors	<input type="radio"/> Code	73
23.7 gallon fuel tank	<input type="checkbox"/> 082	
Porsche Dynamic Light System (PDLS)	<input type="radio"/> 603	
LED main headlights including PDLS+	<input type="radio"/> 602	12
Taillights with clear glass look	<input type="radio"/> XXG	78
Automatically dimming mirrors with integrated rain sensor	<input type="radio"/> P13	
Deletion of model designation	<input type="checkbox"/> 498	
Chassis.		
Porsche Ceramic Composite Brake (PCCB)	<input type="radio"/> 450	42
Front axle lift system ¹⁾	<input type="radio"/> 474	30
Platinum-colored wheels	<input checked="" type="radio"/>	35
Silver-colored wheels	<input type="radio"/> 346	

¹⁾ Available from October 2013 at the earliest.

The vehicles illustrated in the chapter on personalization may include additional options not featured in this brochure. For information on these options, please consult your authorized Porsche dealer. For more information on the individual optional equipment featured in this catalogue, please refer to the separate price list.

Option	I no.	Page
Interior.		
Seat belts in Guards Red	<input type="radio"/> XSX	76
Light design package	<input type="radio"/> 630	
Adaptive Sports seats Plus	<input type="radio"/> P07	48
Seat heating	<input type="radio"/> 342	
Fire extinguisher	<input type="radio"/> 509	
Smoking package	<input type="checkbox"/> 583	
Floor mats	<input type="radio"/> 810	
Luggage net in passenger footwell	<input type="checkbox"/> 581	

I number/extra-cost option Standard equipment Available at no extra cost





Leather interior with decorative stitching in red, seat belts in Guards Red and other optional equipment

Option	I no.	Page
Interior: leather.		
Leather interior package in black	○ Code	76
Leather interior with decorative stitching in red	○	749
GT3 SportDesign steering wheel in black smooth-finish leather	□	840 48
Audio and communication.		
CDR audio system ¹⁾	●	51
CDR Plus audio system ¹⁾	○ P27	51
Porsche Communication Management (PCM) including navigation system ^{1), 3)}	○ P23	53
Sound Package Plus	○ 490	51
Mobile phone preparation ²⁾	○	619
Telephone module ²⁾	○	666
Voice control system ²⁾	○	671
Six-disc CD autochanger ¹⁾	○	692
Six-disc CD/DVD autochanger ¹⁾	○	693
HD Radio® receiver	○	688
SiriusXM® receiver	○	686
SiriusXM® + HD Radio® receiver	○	690
Sport Chrono Package	○	639/640 53

○ I number/extra-cost option ● Standard equipment □ Available at no extra cost

¹⁾ May be incompatible with some copy-protected CDs (CDR) or audio CDs/DVDs (CDR Plus, PCM).

²⁾ Mobile phone preparation or telephone module in HFP mode: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength in the passenger compartment can be reduced because the phone can be connected up to the external aerial (feature depends on how specific mobile phones connect to the cradle). For information about the availability of a cradle for your mobile phone, please contact your Porsche Centre. The use of the telephone module for PCM via Bluetooth®, SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.

³⁾ For information on compatibility with your client device, please contact your authorized Porsche dealer.



Porsche Exclusive

Another area in which there are practically no limits.

Everything starts with the right advice to complement your exclusive wishes and requirements. We offer personal support and individual expert advice to each and every customer. So, why wait? Make an appointment with your Authorized Porsche

dealer to discuss your requirements. For the truly personal touch, contact our Porsche Customer Consultation Specialists at customerconsultations@porsche.us. You can see what we really mean by “customization” by making an appointment to visit our Customer Consultation Center in Beverly Hills, California. Here, you can

select the materials, such as Leather, Wood, Carbon, or Aluminum, and the paint finish you desire. With the advanced Porsche Car Configurator, you will be able to see a nearly life-size wall display of your creation. We want to show you what we can do and experience how we turn customer requirements into reality. All

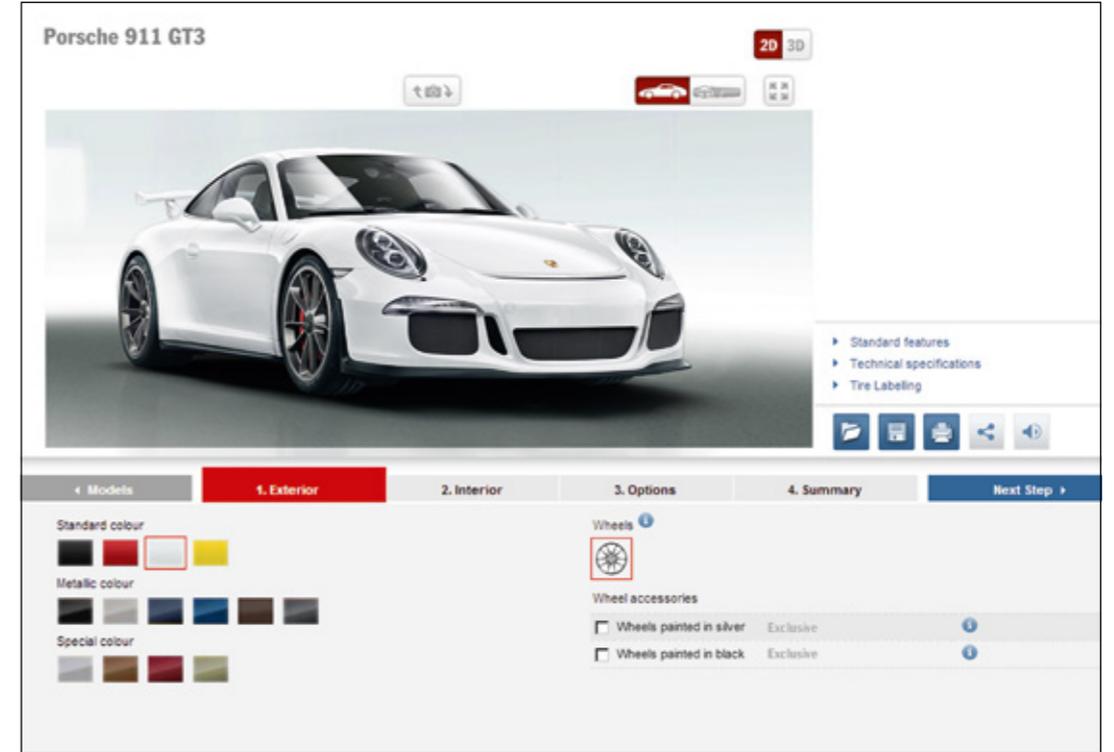
down to the smallest detail, just as you would expect from Porsche Exclusive. The Porsche New-Vehicle Limited Warranty applies for all Porsche Exclusive options and special designs. Please understand that some Porsche Exclusive options may require a longer delivery lead time.

Porsche Car Configurator

Define your own limits.

Taste, personality, style. You decide how to refine the 911 GT3 to your personal preference. With the Porsche Car Configurator, you can see the result instantly on your computer. Just four simple steps is all it takes to create the Porsche of your dreams. The Configurator allows you to select and deselect your options with ease, the price being calculated instantly every time. All equipment and selections can be displayed in 3-D to provide you with an excellent overview of your chosen car. You can also view your configuration from all angles, save it, and print it out directly.

To access the Porsche Car Configurator and find out more about the captivating power of Porsche, please visit porscheusa.com.



Panorama



Porsche European Delivery

Imagine touring the original factory and then being handed the keys for an even more gratifying opportunity: touring Europe in your brand-new Porsche vehicle. What happens next is up to you. Contact your local Authorized Porsche dealer for more information.



Porsche Exclusive

Realize your vision of the perfect Porsche with our factory customization program. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalize your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your Porsche, every product is fully guaranteed.



Porsche Roadside Assistance

Your ownership experience is enhanced with complimentary enrollment in the Porsche 24-Hour Roadside Assistance program. It includes coverage 24 hours a day, 365 days a year, for the duration of your warranty. Contact your Authorized Porsche dealer for specifics.



Porsche Financial Services

Competitive, convenient, and carefully crafted financing options can be customized to meet your needs. Ask your certified Porsche Sales Consultant for details.



Porsche Driver's Selection

Our distinctive collection of clothing and accessories combines timeless elegance with unmistakable quality. Visit your Authorized Porsche dealer or shop online at porscheusa.com/shop



Porsche Online

Explore the world of Porsche at porscheusa.com. News, information, and videos are at your fingertips. Even create a car as individual as you are with the online Porsche Car Configurator.

Follow us on:  

Porsche Approved Certified Pre-Owned

A meticulous 111-point inspection, a 2-year or 50,000-mile limited warranty, and 24-Hour Roadside Assistance make this program one of a kind. Contact your Authorized Porsche dealer for details.

Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation, as well as servicing, repair, and restoration for all types of Porsche classics. For more information, visit porscheusa.com/classic

Christophorus

Our bimonthly magazine for Porsche owners is packed with news, articles, and exclusive interviews covering every aspect of Porsche automobiles and the Porsche lifestyle.

Porsche Travel Club

Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, contact us by e-mail at travel.club@porsche.us

Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn firsthand from famed Porsche Racing drivers while they teach you at a world-class racing facility. Visit porschedriving.com for more information.

Porsche Clubs

With more than 120,000 members worldwide in 60 countries, know you are not alone in your passion for Porsche. Learn more about the brand and meet other Porsche enthusiasts just like yourself. Visit porscheusa.com for more information.

Porsche Museum

More than 80 vehicles are waiting to take you back through every stage of Porsche history. They include such icons as the 356, 911, and 917, and many other special exhibits presented in an atmosphere you can't experience anywhere else.



You can obtain the latest brochures for Porsche Exclusive, Porsche Driver's Selection, and Porsche Sport Driving Schools from your Authorized Porsche dealer.



PORSCHE
GT3

D S 0GT9911

**LIMITS
PUSHED**



When your real work day is a Sunday.

Summary.

One thing is clear already: the new 911 GT3 is going to change its driver.

With outstanding performance and by offering excellent manageability, it breaks through existing limits in the mind and on the tarmac. It compensates for weaknesses and turns them into strengths.

And, when doing so, it continuously adapts to deliver what the driver wants.

Where before there was only a corner, there is now the ideal line. Where before there was a car in front, there is now the next opportunity to overtake. Where before there was no way forward, there is the road to completely new horizons.

Driving to the max. The fastest lap. A new personal best. The passion for the sports car that comes with pushing your own limits.

In the new 911 GT3.

Engine

Cylinders	6
Displacement	3.8 liters
Max. power (DIN) at rpm	475 hp 8,250
Max. torque at rpm	325 lb.-ft. 6,250
Induction	Direct fuel injection (DFI)

Transmission

Layout	Rear-wheel drive
Gearbox	7-speed Porsche Doppelkupplung (PDK)

Chassis

Front axle	McPherson strut suspension
Rear axle	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted, electromechanical
Turning circle	36.4 ft
Brakes	Six-piston monobloc aluminium fixed brake calipers at front and four-piston units at rear, composite brake discs internally vented and cross-drilled

Chassis

Vehicle stability system	Porsche Stability Management (PSM) two-stage (ESC OFF, ESC+TC OFF)
Anti-lock braking system	ABS 8.0 (integrated into PSM)
Standard wheels	Front: 9 J x 20 ET 55 Rear: 12 J x 20 ET 47
Standard tyres	Front: 245/35 ZR 20 (sports tyres) Rear: 305/30 ZR 20 (sports tyres)

Weights

Unladen weight (DIN)	3,153 lbs
Unladen weight EC ¹⁾	3,318 lbs
Permissible gross weight	3,792 lbs

Performance

Top track speed	195 mph
Acceleration 0–60 mph	3.3 secs
Acceleration 0–99 mph	7.5 secs
Acceleration 0–124 mph	11.4 secs

Fuel consumption¹⁾

City	TBD
Highway	TBD
Combined	TBD

Dimensions/aerodynamics

Length	178.9 in
Width (including exterior mirrors)	72.9 in (77.9 in)
Height	49.96 in
Wheelbase	99.7 in
Tank capacity (refill volume)	16.9 gal
Drag coefficient	0.33

¹⁾ Not available at time of printing. Upon final EPA certification, fuel consumption and emissions data for the U.S. market will be available via porscheusa.com or from your local Authorized Porsche dealer.

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your authorized Porsche dealer. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (03/13). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colors may differ from those illustrated. Errors and omissions excepted. Porsche recommends seat belt usage and observance of traffic laws at all times.

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