



PORSCHE



# The new 911 GT3 models

Time is precious





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# IS TIME RACING PAST? THEN OVERTAKE IT.

Where better to imagine a 911 GT3 than on a race track? So, we have selected three spectacular courses for you, where the 'newcomers' can show off their strengths to the max in tight corners and long straights. Jump in and join us for a few fast laps and thrilling seconds on the race track.



**GRAND PRIX  
MONACO**



**GRAND PRIX  
SINGAPORE**



**GRAND PRIX  
PAUL RICARD**

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The Grand Prix de Monaco is considered to be one of the three crowns of motorsport, alongside the Indianapolis 500 and the 24h of Le Mans. The winding track in the Monegasque principality is the mother of city circuits. The story of the Monaco Grand Prix began in the 1920s, but it really took off in 1955 when it became a permanent feature in the Formula 1 racing calendar. Although the average speed of approximately 150km/h through the narrow streets of Monaco is relatively low, the glamour factor is higher than any other city in the world.

It may not be steeped in tradition, but it does have a place in the history books: in 2008, Singapore was given the green light for the first Formula 1 race to be held at night. 1,500 spotlights illuminate the spectacle of the Marina Bay Street Circuit, covering 5,063 kilometres. The course is fascinating with the nocturnal magic of the Asian metropolis and the many 90-degree bends, which expose tyres and materials to extreme stress. A constantly changing grip level and tropical temperatures make the Singapore Grand Prix a real challenge.

The Circuit Paul Ricard on the Côte d'Azur has everything an enthusiast could wish for. But the heart of a motorsport lover also beats faster here because the race track,, completed in 1970, offers plenty of performance thanks to its long straights and the spectacularly designed run-off zones. And, from 1971 to 1990, also races in the highest formula class. Used mainly as a test track for some time, since 2018 we have seen Formula 1 races held once more on the 5,842 kilometre circuit.

Carpe diem, they say – seize the day. But we are Porsche. And so our motto for the new 911 GT3 models is: carpe secundum – get the most out of every second.

We know that your time is precious. And every minute in the cockpit is valuable. So, we have once again intensified everything that makes a sports car: performance, tuning, aerodynamics.

With 375kW (510PS) and increased driving power, but also with an extremely performance tuned chassis and double wishbone front axle for even more precise response. And with the swan-neck rear wing on the new 911 GT3, which increases downforce and shortens the lap time.

The 911 GT3 with Touring Package also sets the performance tone – but with focus primarily on the road. Thanks to ingenious aerodynamics, cornering remains impressive, even without a large rear wing.

Whether it's a long winding mountain pass or a narrow chicane: the new 911 GT3 models make sure that every tenth of a second and every percent of extra agility is accounted for. Because even at the limit, you can still boost your performance.

Time flies. This is your time. Hop in.

**The new 911 GT3 models.  
Time is precious.**

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 75.



CARPE SECUNDUM.

# NORDSCHLEIFE OR GOTTHARD PASS? THE MAIN THING: CURVES.

MODELS



## 911 GT3

### » REAR WING

WITH SWAN-NECK CONNECTION TO MINIMISE LOSS OF DOWNFORCE

### » DOWNFORCE

TWICE AS MUCH AS ITS PREDECESSORS



#### 911 GT3 highlights film

Every second counts on the race track: scan the code or visit [www.porsche.com/911GT3-highlights](http://www.porsche.com/911GT3-highlights) and start the film.

#### Two power athletes in comparison:

the new 911 GT3 with fixed rear wing and swan-neck design puts a horizontal exclamation mark on the race track. Not only visually, but of course also functionally. This is because mounting from above increases downforce and therefore improves cornering abilities. And shows where this 911 GT3 feels most at home: on the race track.

The innate preserve of the 911 GT3 with Touring Package is the open road. Ideally, a landscape full of challenging corners. Because even without the fixed rear wing, it is designed for downforce-oriented aerodynamics and performance extremes. The rear spoiler of the 911 GT3 with Touring Package extends automatically. Not everyone will immediately recognise the 911 GT3 with Touring Package on the road. But that is precisely what increases its puristic appeal. And the driving experience.

## 911 GT3 WITH TOURING PACKAGE

### » REAR SPOILER

EXTENDS AUTOMATICALLY FOR HIGH DOWNFORCE

### » TAILGATE GRILLE

WITH 'GT3 TOURING' LOGO

### » SILVER-COLOURED DETAILS

E.G. FOR SIDE WINDOW TRIMS, TAILPIPE TRIMS AND 'PORSCHE' LOGO ON THE REAR.



#### 911 GT3 with Touring Package highlight film

Every corner counts: scan the code or visit [www.porsche.com/911GT3-touring-paket-highlights](http://www.porsche.com/911GT3-touring-paket-highlights) and start the film.



## » HIGH-SPEED NATURALLY ASPIRATED ENGINE

4.0-LITRE SIX-CYLINDER HORIZONTALLY OPPOSED ENGINE

» **375KW (510PS), 470NM**

» **9,000RPM**

MAXIMUM ENGINE SPEED

» **3,4 SEC**

FROM 0 TO 100KM/H (PDK)

» **318 KM/H**

$V_{MAX}$  (PDK)



## » DOUBLE WISHBONE FRONT SUSPENSION

EVEN MORE PRECISE AND DIRECT RESPONSIVENESS

» **REAR-AXLE STEERING**

FOR GREATER STABILITY AND INCREASED AGILITY

For fuel consumption, CO<sub>2</sub> emissions and efficiency class,  
please refer to page 75.



**WE SPEND 99% OF OUR DEVELOPMENT TIME  
ON THE LAST 1%.**

AERODYNAMICS AND DESIGN



A rear view of a blue Porsche 911 GT3 driving on a racetrack at night. The car is positioned in the center-left of the frame, moving away from the viewer. The rear features a prominent rear wing supported by two vertical struts, a red LED light bar across the rear, and a license plate that reads 'S 0GT 3992'. The track is illuminated by warm yellow lights, and the background shows blurred structures and a large American flag, suggesting high speed. The word 'REAR.' is written in white capital letters on the left side of the image.

REAR.

Time is precious? For our aerodynamicists, this also applies to every gram. Every gram of downforce. Because more downforce means greater contact pressure and therefore a higher maximum cornering speed, thanks to the increased wheel load and improved static friction. So the vehicle gets through the bend faster and better.

The new aerodynamics concept of the 911 GT3 follows this maxim. And it therefore reinforces once again the principle of 'form follows function'. Everything must be subordinated to it: wings, diffusers, air intakes. The aim: excellent grip in every driving scenario.

The rear of the new 911 GT3 is powerful. A powerful downforce is generated by the new wing attached to the top, as previously used on the 911 RSR. It is carried by two aluminium supports that are integral to the vehicle bodyshell. The so-called swan-neck connection ensures that there is a clean flow around the base of the wing, leading to significantly less loss of downforce.

The completely new diffuser with large slats on the rear is aerodynamically efficient. It delivers up to four times more downforce than the rear diffuser of its predecessor.

A battle cry against the headwind: the front apron of the new 911 GT3 models with their large openings. The incoming air cools the brakes, the coated air intake grilles protect against foreign objects. The air outlets in the central radiator are now integrated into the carbon bonnet and emphasise the motorsport look.

Downforce. Balance. Cooling. Everything must be in harmony. The wide front spoiler lip ensures additional downforce on the front axle. Thanks to the new front diffuser, downforce on the front axle and vehicle balance can now be adjusted in stages. Together with the aerodynamically improved underbody panelling, downforce on the front axle and vehicle balance can be optimally coordinated. The air control elements behind the front wheels have been completely revised and now deliver twice the amount of downforce with the same air resistance.

When examining all measures taken to improve aerodynamics, the new 911 GT3 with fixed rear wing achieves approximately 60% more downforce than its predecessor. In the Performance position, which is not road-approved, it delivers more than twice as much downforce for use on the race track.

But before you start calculating now: get on the race track where you can experience the performance directly.



FRONT.



Want to see aerodynamics and performance in action? Scan the code or visit [www.porsche.com/911GT3-aerodynamics](http://www.porsche.com/911GT3-aerodynamics) and start the film.

# LIGHTWEIGHT CONSTRUCTION.



Carbon-fibre reinforced plastic (CFRP)

Aluminium

Lightweight glass

Lightweight construction always goes into detail: every gram is filed down so as to fight for every weight saving. The proportion of lightweight components made of aluminium and carbon-fibre reinforced plastic (CFRP) has been increased once again, while maintaining the same stability. For even greater agility, typical of motorsport.

The front lid is made of carbon-fibre reinforced plastic (CFRP), previously a privilege of the 911 RS models. The rear wing is also made of carbon, as is the roof on request.

The use of lightweight glass for the windscreen, side windows and rear screen is new on the 911 GT3 models. It is highly durable, scratch-resistant and particularly lightweight.

As a result, the new 911 GT3 achieves a power-to-weight ratio of just 2.81kg/PS and a drag coefficient of 0.34. That's how you set new best times. Effortlessly. And above all, light.



Would you like to see how lightweight construction affects performance on the race track? Scan the code or visit [www.porsche.com/911GT3-lightweight](http://www.porsche.com/911GT3-lightweight) and start the film.



**AND WHERE DO YOU SEE  
YOURSELF IN 3.4 SECONDS?**

DRIVE AND CHASSIS

For fuel consumption, CO<sub>2</sub> emissions and efficiency class,  
please refer to page 75.

# ENGINE.



Would you like to see the new 911 GT3 at its limit? Scan the code or visit [www.porsche.com/911GT3-performance](http://www.porsche.com/911GT3-performance) and start the film.

A naturally aspirated engine, what else? With a full four litres of displacement and six cylinders. In a horizontally opposed layout. In the rear. Just as you would expect from a 911. Six individual throttle valves ensure an even more direct engine responsiveness that is easier to control. With a high-revving concept that scratches the 9,000 mark. And with a maximum torque of 470Nm which has been increased by another 10Nm compared with its predecessor. All this with a purebred sound that will blow you away in every direction.

On this technical basis, the engine of the new 911 GT3 models generates a maximum output of 375kW (510PS) from exactly 3,996cm<sup>3</sup>. With the standard 7-speed Porsche Doppelkupplung (PDK), the 911 GT3 accelerates from 0 to 100km/h in just 3.4 seconds. Top speed? Doesn't stop until it reaches an impressive 318km/h. The 911 GT3 with Touring Package is no less performance focused. With manual transmission, it passes the 100km/h mark in just 3.9 seconds, with a maximum speed of 320km/h.

The drive unit of the new 911 GT3 models was developed in the same place that we build our race cars: Flacht. It is modelled on the basic engine of the 911 GT3 Cup, and is particularly robust and high-performing. The oil supply principle, which uses a separate engine oil tank, and the concept of four valves per cylinder with cam followers and rigid valve control have been derived directly from motorsport.

The 911 GT3 and 911 GT3 with Touring Package use six individual valves instead of a central throttle valve. For optimum supply of air to each cylinder. This simultaneously improves the responsiveness, controllability and gas throughput – especially at high speeds. And, as a consequence, improves performance.

The more central position of the rear engine mounts is new. The resulting more streamlined tuning of the mounts reduces engine vibrations and also stabilises the vehicle – especially during dynamic cornering with bumps.

And now? It's your turn.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 75.



The large volume of the lightweight, stainless steel sports exhaust system with rear silencer and two central stainless steel tailpipes reduces exhaust back pressure and increases performance. A stereo lambda control circuit regulates the exhaust gas composition and monitors pollutant conversion in the catalytic converters.

In interaction with the sports exhaust system, the variable intake manifold made of plastic and featuring two switchable resonance valves helps to ensure efficient gas cycles and a high throughput.

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

And all of this for a few tenths of a second in performance. Time is simply precious to us.

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For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 75.

## EXHAUST SYSTEM.

#### **7-speed Porsche Doppelkupplung (PDK):**

Gear changes are time consuming. After all, every switching operation basically means that the engine 'waits' to see what happens next. So the quicker the power is transferred from the engine to the wheels, the quicker you will reach your destination.

This also explains why the Porsche Doppelkupplung (PDK) comes from motorsport, where gear changes in milliseconds and practically without interruption in the power flow provide better acceleration – and better placements.

The 7-speed PDK of the new 911 GT3 has been tuned to be even sportier. Shift throws on the gearshift paddles are crisp and short. Alternatively, you can also change gears directly with the PDK gear selector, which is based on a manual gear

lever. No matter how you shift, with seven performance-oriented gears there's plenty of racing feel.

What about the gear changes? You'll feel them. And hear them. The electronic transmission control offers more immediate and faster traction upshifts and downshifts on overrun. In PDK Sport mode, downshifts when braking are more aggressive while, when accelerating, the shift points are moved even further towards the rear.

A new feature is gear selection during dynamic downshifting. If, for example, when braking before a bend, the driver pulls on the gearshift paddle before the correct engine speed is reached, the PDK 'remembers' this gear change and shifts back automatically as soon as the optimum engine speed is reached.

#### **6-speed GT sports manual transmission:**

Optional in the 911 GT3 and standard in the 911 GT3 with Touring Package, it injects the pure and even more direct driving feeling back into the cockpit. With six performance-oriented gears, extremely short shift throws and exceptionally precise, short gear changes. The focus is not on every tenth of a second, but on unconditional driving pleasure and unfiltered emotions. The manual gearbox also saves another 17kg in weight.

One thing is certain: the dynamic throttle-blip function will not treat your endorphins to a pit stop. All with a sound that makes it unmistakably clear how close you have come to motorsport.

# TRANSMISSION.

For the first time in a 911 GT3, a double wishbone front suspension has been installed. The system is derived directly from the 911 RSR – and brings you valuable seconds ahead:

The responsiveness of the front axle has been significantly improved once again through this axle principle – and the associated lower friction in the shock absorbers. In addition, the new axle geometry allows for a set-up that provides greater cornering stability and even more immediate steering response. For even faster cornering speeds.

On the rear axle, the proven multi-link axle in the LSA concept (lightweight, stable, agile) is used with an increased number of ball joints for even greater precision.

Ride height, camber and the stiffness of the anti-roll bars can be individually adjusted on both axles. Stiffer springs, together with the helper springs typical of motorsport, are used both front and rear. A new shock-absorber technology also allows more powerful driving characteristics, with simultaneously increased driving comfort.



Do you love corners and want to see the chassis in action? Scan the code or visit [www.porsche.com/911GT3-chassis](http://www.porsche.com/911GT3-chassis) and start the film.

# CHASSIS.



## CONTROL SYSTEMS.

### **Rear-axle steering with sports set-up:**

At low speeds, the system steers the rear wheels in the opposite direction to that of the front wheels. This increases agility, especially when cornering. At high speeds, the system steers the rear wheels in the same direction as that of the front wheels. This increases driving stability, above all at high speeds or when overtaking on the race track.

### **Porsche Active Suspension Management (PASM, -20mm):**

This electronic adjustment of the shock absorber system actively and continuously adjusts the damping force on each wheel, based on current road conditions and driving style. PASM has two settings: 'Normal', which is a blend of performance and comfort, and 'Sport' where the set-up is much firmer.

### **Porsche Stability Management (PSM):**

PSM is an automatic control system for maintaining stability at the limits of dynamic driving performance. The systems can be completely switched off in two stages. For intentionally sporty handling on the race track.

### **Porsche Torque Vectoring Plus (PTV Plus):**

In conjunction with the 7-speed PDK, the system operates with an electronically regulated and fully variable rear differential lock with fully variable torque distribution. For increased traction and improved lateral dynamics, as well as enhanced stability when cornering under load change conditions and when changing lanes.

### **'Smart' lift system:**

available as an option, the lift system raises the 911 GT3 at the front axle by around 40mm. To increase ground clearance at speeds of up to approx. 35km/h. A new feature is the automatic lift function which is based on personally stored position data.

## WHEELS AND TYRES.

For the first time, the 911 GT3 is on differently sized wheels: with 20-inch wheels on the front axle and 21-inch wheels on the rear axle. Wide wheels mean a large tyre tread area and, therefore, high dynamic performance.

The wheels are silver-coloured as standard and made of forged alloy. The black central locking device with 'GT3' logo is typical of motorsport – and highly functional.

Tyre sizes: 255/35 ZR 20 on 9.5 J × 20 at the front, 315/30 ZR 21 on 12 J × 21 at the rear. Road-approved sports tyres ensure the necessary grip.\*

Tyre Pressure Monitoring (TPM), fitted as standard, features a race track mode which accounts for the lower pressure of cold tyres before an outing on the circuit.

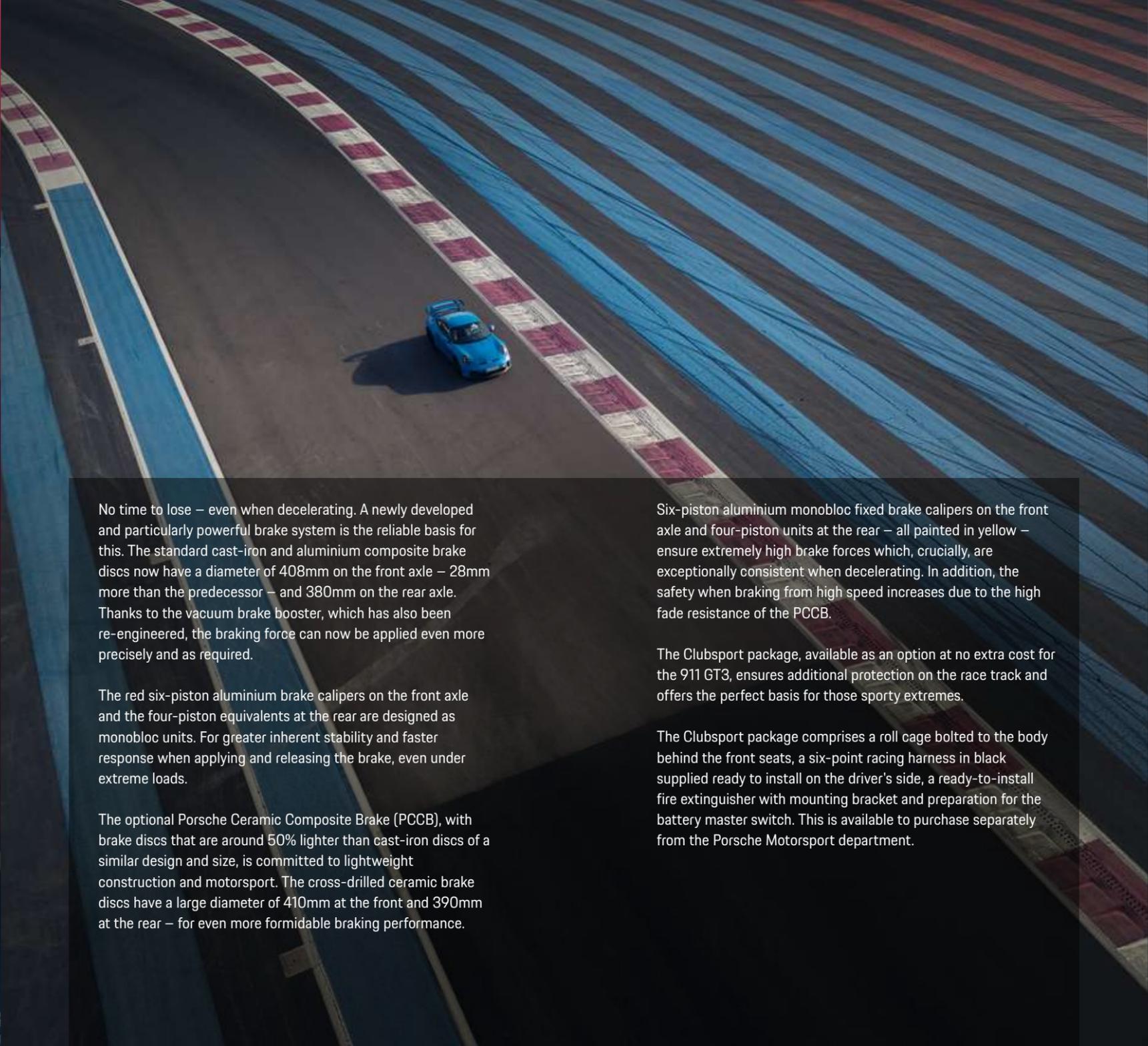
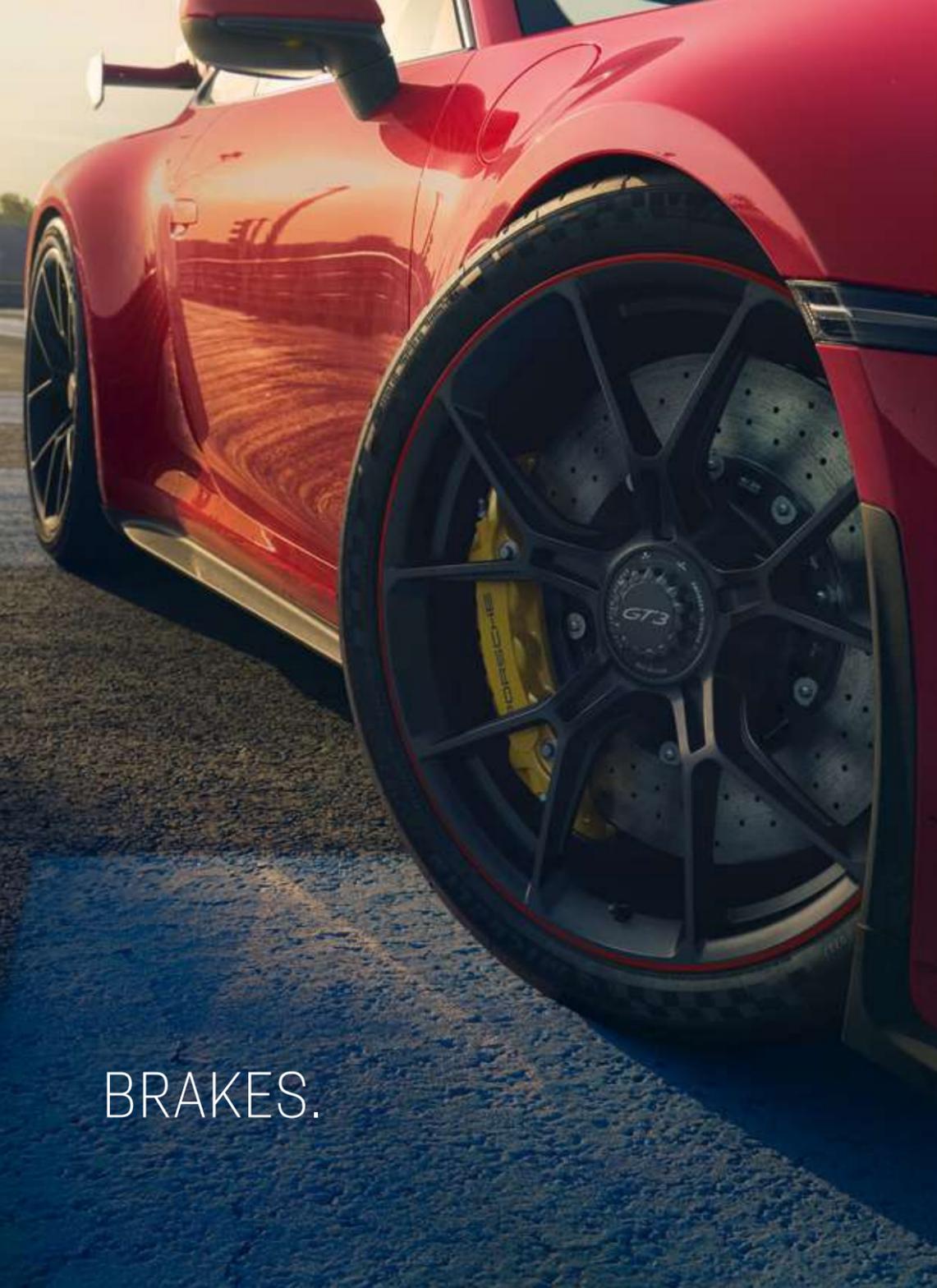
- 1 911 GT3 wheel painted in satin black with rim border painted in Shark Blue
- 2 911 GT3 wheel painted in silver colour
- 3 911 GT3 wheel painted in satin Dark Silver

\* The lower tread depth leads to an increased risk of aquaplaning on wet roads.

2

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1



## BRAKES.

No time to lose – even when decelerating. A newly developed and particularly powerful brake system is the reliable basis for this. The standard cast-iron and aluminium composite brake discs now have a diameter of 408mm on the front axle – 28mm more than the predecessor – and 380mm on the rear axle. Thanks to the vacuum brake booster, which has also been re-engineered, the braking force can now be applied even more precisely and as required.

The red six-piston aluminium brake calipers on the front axle and the four-piston equivalents at the rear are designed as monobloc units. For greater inherent stability and faster response when applying and releasing the brake, even under extreme loads.

The optional Porsche Ceramic Composite Brake (PCCB), with brake discs that are around 50% lighter than cast-iron discs of a similar design and size, is committed to lightweight construction and motorsport. The cross-drilled ceramic brake discs have a large diameter of 410mm at the front and 390mm at the rear – for even more formidable braking performance.

Six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all painted in yellow – ensure extremely high brake forces which, crucially, are exceptionally consistent when decelerating. In addition, the safety when braking from high speed increases due to the high fade resistance of the PCCB.

The Clubsport package, available as an option at no extra cost for the 911 GT3, ensures additional protection on the race track and offers the perfect basis for those sporty extremes.

The Clubsport package comprises a roll cage bolted to the body behind the front seats, a six-point racing harness in black supplied ready to install on the driver's side, a ready-to-install fire extinguisher with mounting bracket and preparation for the battery master switch. This is available to purchase separately from the Porsche Motorsport department.

## CLUBSPORT PACKAGE.



**EVERYTHING YOU LOVE ABOUT PORSCHE.  
BUT FASTER.**

INTERIOR AND INFOTAINMENT



At the sporting limit, it is always about being direct. Especially on the race track, but also in terms of ergonomics in the cockpit. In this sense, the interior of the new 911 GT3 models is leading the way. It reflects on classic 911 virtues, but extends them to new technological possibilities. The principle: analogue fascination meets digital integration.

High-tech: the high-resolution 7-inch TFT displays on the left and right of the rev counter which show configurable vehicle information on virtual instruments. In addition, the latest generation of Porsche Communication Management (PCM) with 10.9-inch touchscreen display impresses with a completely revised display and control concept and clearly structured and individually selectable content.

A new feature is the selectable track screen, which displays the relevant driving data for the race track upon request, e.g. tyre pressure, g-force, stopwatch, water temperature as well as oil temperature and oil pressure. So you have all information directly in front of you and can fully concentrate

on the race track. In conjunction with the 6-speed sports manual transmission (the same as with the PDK gear selector with the manual gate), the track screen also displays a shift assistant.

**911 GT3 interior:**  
The GT3 sports steering wheel of the new 911 GT3 with PDK gearshift paddles in Dark Silver colour enables short shift throws like in motorsport. The non-slip steering wheel rim in black Race-Tex sits comfortably in the hand, even during sporty driving. All materials are puristic and yet of high quality – in addition to the black Race-Tex, black leather and trim strips in black with inlays in brushed aluminium in Anthracite.

The design of the PDK gear selector is based on a manual lever. It enhances the puristic nature of the interior, while the manual shift function emphasises its sporty character.

1 Track screen

## COCKPIT.



INTERIOR.

**Interior of the new 911 GT3 with Touring Package:**

the interior of the new 911 GT3 with Touring Package is dominated by leather – instead of Race-Tex. Further evidence that it was built especially for those drivers who do not confine themselves to the race track. The partial leather trim with black stitching of the steering wheel rim and top centre marking is finished in smooth-finish leather. This can also be found on the gearshift lever, door panel armrests, lid of the centre console storage compartment and door pulls.

The seat centres of the Sports seat Plus are made of black fabric, and the Porsche Crest is embossed on the headrests. The sill guards are finished in brushed aluminium in black, as are the trim strips on the dashboard, centre console and doors. The overall impression: authentic GT sport, paired with cultivated understatement.

For all lovers of pure driving dynamics, the 911 GT3 with Touring Package is equipped with the 6-speed GT sports manual transmission and dual-mass flywheel as standard. The shift throws are short, the driving pleasure is unfiltered and the driving experience is so direct that you will think of nothing but the next gear and the next bend.

The 911 GT3 with Touring Package is also available with a 7-speed Porsche Doppelkupplung (PDK) as an option.



# SEATS.

A good seat should feel like a second skin. Preferably after just a few seconds – for as many racing hours as possible.

## Sports seats Plus:

Sports seats Plus with elevated side bolsters, electric seat height and backrest adjustment as well as the manual fore/aft adjustment are standard. On the 911 GT3, the side bolsters are covered in leather, the seat centres are made of black Race-Tex, and the 'GT3' logo on the headrests is embroidered in silver colour. The 911 GT3 with Touring Package has the Porsche Crest embossed on the headrests and the seat centres are made of fabric. The side bolsters on the seat cushion and backrest have a firm, sporty padding and offer excellent lateral support – even for your pelvic area. The backrest shell is finished in Dark Silver colour.

Adaptive Sports seats Plus with 18-way electric adjustment of seat positions are available on request.

## Full bucket seats:\*

Full bucket seats made entirely of carbon-fibre reinforced plastic (CFRP) with a carbon-weave finish and integrated thorax airbag are available as an option. They offer particularly good lateral support at minimal weight. The fore/aft adjustment is manual, the height adjustment is electric. The cover is made of black leather as standard, with a seat centre in black perforated Race-Tex, lined in a contrasting colour. With embroidered 'GT3' logo in silver colour on the headrests. The full bucket seats on the 911 GT3 with Touring Package also feature the Porsche Crest embossed on the headrests and the seat centres are made of fabric.

\* Child seats are not compatible with full bucket seats.

- 1 Full bucket seat
- 2 Sports seat Plus
- 3 Adaptive Sports Seat Plus



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## CHRONO PACKAGE.

Time is precious? In all honesty, at this point we take it a little more precisely. Because here we are talking about tenths and hundredths of a second.

In addition to analogue and digital stopwatches on the dashboard, the optional Chrono Package offers the following functions: PCM is upgraded to include a special performance display, enabling you 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 – accurate to a hundredth of a second, of course. It is also possible to view the current fastest lap and range until empty. Any travelled distances can be recorded and benchmark times defined.

With the Porsche Track Precision app\*, your performance can be measured and evaluated in even greater detail. The app allows your driving stats to be accurately displayed, logged and analysed on your smartphone. The lap timer can be stopped automatically by means of a precise 10Hz GPS

signal from PCM, manually using the control lever of the Chrono Package or, for even greater precision, by the optional lap trigger available from Porsche Tequipment. Recorded times can be compared directly on the smartphone.

On the race track, the app visualises dynamic performance and, in addition to sector and lap times, also shows how the current lap compares with a defined reference lap. Graphical analyses of driving data plus a video analysis help the driver to continue improving their performance. Recorded stats, circuit and driver profiles can be managed and shared directly from your smartphone. For even greater precision in your lap time measurements, like in motorsport, a lap trigger is available from Porsche Tequipment. This can be placed next to the start/finish line on the circuit where it will clock and share your lap times automatically. For more detailed information, visit [www.porsche.com/tequipment](http://www.porsche.com/tequipment) and discover everything that the lap trigger has to offer.

Whether on the race track or on the road, Porsche Connect enhances the existing vehicle functions of the 911 GT3 models with intelligent services and apps, all of which are designed to make the connection between driver and car even closer – to intensify that Porsche fascination, and to make the challenges of everyday life quick and easy to overcome.

Porsche Connect provides assistance with helpful services. Through the Porsche Connect app, you can synchronise destinations and calendars with your Porsche, plan trips with Real-time Traffic Information from Porsche Communication Management (PCM) and use music services on your smartphone. Be navigated, informed and entertained by your Porsche. The Navigation & Infotainment package helps you to reach your destination faster, thanks to route calculation with up-to-date online maps. Using the voice recognition interface you can easily search for information, such as the weather at your destination, and have current news on the economy, politics and sport read aloud to you. Especially if you are not on the race track – or are just on your way there.

\* App usage permitted on private land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.

## PORSCHE CONNECT.

Note: Porsche Connect services include a free inclusive period of use, the length of which may vary by services package and country but shall not be less than three months. The full range of Porsche Connect services or individual services thereof may not be available in some countries. In addition, an integrated SIM card with data allowance for use of selected Porsche Connect services will be included in the price in some countries. For use of the WiFi hotspot and the other non-included Porsche Connect services, e.g. music streaming, via integrated SIM card in some countries, a chargeable data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using a SIM card of your own. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit [www.porsche.com/connect](http://www.porsche.com/connect) or consult your Porsche Centre.



**EVERY SECOND IS AN OPPORTUNITY.**

PORSCHE MOTORSPORT

# CLOSER TO YOUR DREAM. QUICKER TO YOUR DESTINATION.

## The new Porsche 911 GT3 Cup.

In motorsport, every second is precious – especially those spent chasing your dream. The new 911 GT3 is ideal for those who dream of adrenaline on the race track – and don't even have to change the sports car for the journey home. For all who want to go that decisive step further, we have developed the new Porsche 911 GT3 Cup.

It is the continuation of our vision to build the most versatile GT race car in the world. Both aspiring talents and experienced professionals enjoy the thoroughbred performance of the 911 GT3 Cup. Of course, there are some similarities with the road-approved 911 GT3: sitting deep in the rear beats the very same heart, the 4.0-litre six-cylinder horizontally opposed and naturally aspirated engine with an output of over 500PS. In addition to the production line in Zuffenhausen, the two extreme athletes also share components such as the double wishbone front suspension, which was developed for the race track.

It was designed for the very thing our customer teams around the world dream of: to battle for the best possible times and podium places in the Porsche One-Make-Series and other racing series. This is why the new vehicle design also understands its colours: the 911 GT3 Cup shows the stage of the Porsche One-Make-Series. Where this team spirit can be felt the strongest. And in its 2021 première season, it will compete in several One-Make-Series simultaneously: in the Porsche Carrera Cups in Asia, Benelux, Germany, France and the USA, as well as the Porsche Mobil 1 Supercup, the teams will fight for victory with this new high performance athlete.

The new Porsche 911 GT3 Cup marks not only the arrival of the latest generation of the world's best-selling race car, but also the newest team member for all those involved in customer motorsport. Because motorsport is a team sport. Because we know that every pilot is only as good as the team behind them. A team that is always working together to face new challenges and make dreams come true. We call it Dream Spirit.

Already dreaming? Excellent.

Visit [www.porsche.com/motorsport](http://www.porsche.com/motorsport) to discover more about the new 911 GT3 Cup and DreamSpirit.





# SUMMARY.

Two character types.  
Two homes.  
Two versions of the most athletic 911 in the garage.  
One principle: 911 GT3.

Whether powerful fixed rear wing or subtle active spoiler. Whether within a hundredth of a second or with the time to relax on Sunday morning. Whether narrow circuit or serpentine. The 911 GT3 models embody sporting excellence. 70 years of racing experience. Impressive performance and cornering stability that keeps you ahead of the game in the cockpit. To ensure that you squeeze the maximum out of every second of what a sports car has to offer: adrenaline, fascination, emotion.

**The new 911 GT3 models.**  
**Time is precious.**

Heuer  
WATCH MONACO GP

MONACO GRAND PRIX

TAG Heuer TAG Heuer

MONACO

S GT 3510

**EVERY DETAIL COUNTS.**

PERSONALISATION



# TOP PERFORMANCES NEVER LOOKED SO GOOD.

The Porsche 911 GT3 stands for everything that characterises a real sports car. This feeling of unadulterated racing performance is now also available for your wrist: just like its motorised counterpart, the Porsche Design Chronograph 911 GT3 captivates with its sporty design, powerful performance and high-quality finish. What makes this already special timepiece even more exclusive? The fact that it is reserved exclusively for 911 GT3 owners.

It comes complete with a variety of design features and materials drawn directly from the sports car. It is available in two different designs: the sporty variant is accentuated by a ring on the dial in striking Shark Blue while the puristic version features the same colour ring in classic black. As is usually the case with Porsche Design watches, both models are distinguished by their optimum readability: set against the black background of the sporty dial, the hands and indices in white and yellow immediately catch the eye. The chronograph is worn on a soft, high-quality strap\* made of genuine Porsche vehicle leather, complete with 'GT3' embossing and stitching in contrasting colours – either in Shark Blue or GT Silver depending on the design.

\* Sizes M and L are included in the delivery and can be easily changed without tools thanks to the quick-change system.



BEAT YOUR  
BEST TIME.



Chronograph 911 GT3



Chronograph 911 GT3  
with Touring Package

The search for peak performance requires a solid foundation. Find it in the chronograph 911 GT3 with a high-quality case made from lightweight, durable, high-tech titanium. And it only takes a look under the 'bonnet' to see that this timepiece was inspired by a champion. The Porsche Design WERK 01.200 has a flyback function that combines start, stop and reset into a single process, making the Chronograph 911 GT3 the perfect companion on the race track. The movement is COSC certified – a title awarded only to the most accurate watches. It is powered by a winding rotor derived from the 911 GT3 wheel, which is optionally available in six designs to match the car configuration. Each rotor cap is finished with a distinctive fastener that features the 'GT3' logo in silver colour.

Those who have opted for the vehicle with the Touring Package can also do the same for the matching chronograph. The Chronograph 911 GT3 with Touring Package extends the Porsche feeling from the road to the wrist through an intelligent transfer of design features, colours and materials of the legendary sports car. With its titanium case, black bezel, ring on the dial in metallic Agate Grey and the rotor with a design derived from the wheel of the Porsche 911 GT3, it is a sporty and elegant eye-catcher.

Every Porsche 911 GT3 and 911 GT3 with Touring Package reflects its owner's personality. Which is why in selected markets\*, in addition to the presented designs, there are even more personalisation options available on the Porsche Design Watch Configurator. After completing your personalisation, you will receive a code that you can use to order your personally designed timepiece from your local Porsche Centre.

For further information on the Chronograph 911 GT3, the Chronograph 911 GT3 with Touring Package and the ordering process visit [www.porsche-design.com/911GT3](http://www.porsche-design.com/911GT3) or rather [www.porsche-design.com/911GT3TouringPackage](http://www.porsche-design.com/911GT3TouringPackage)

\* Configurator available in Germany, Great Britain and the USA, and in Switzerland from 06/21. Edition: 03/21.

# COLOURS.

## Standard exterior colours.



White



Black



Guards Red



Racing Yellow

## Metallic exterior colours.



Carrara White Metallic



Jet Black Metallic



Agate Grey Metallic



Gentian Blue Metallic



Dolomite Silver Metallic



GT Silver Metallic

## Special exterior colours.



Shark Blue



Lava Orange



Crayon



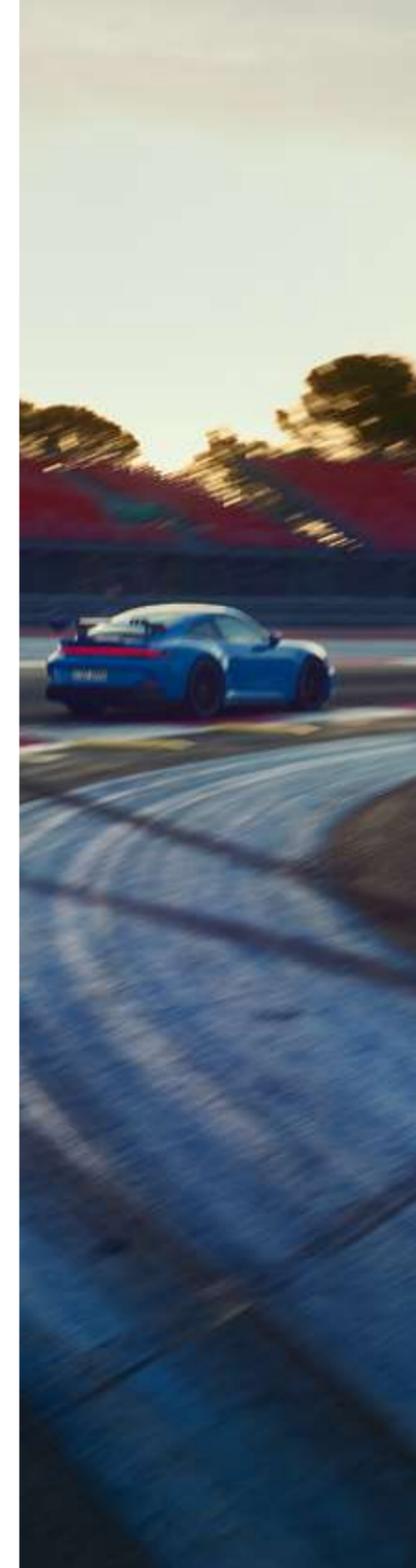
Python Green

## Exterior colours to sample.

Choose from an extended range of solid and metallic colours with a number of historic Porsche and classic colours.

## Exterior colour of your choice.

Highlight the individuality of your Porsche with a colour developed specially for you, based on your sample.



# PORSCHE EXCLUSIVE MANUFAKTUR.



Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realising customer wishes. Known until 1986 as the Porsche 'Sonderwunschprogramm', then 'Porsche Exclusive' – and now Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. We transfer our experience and passion together with your inspiration to the car – and that's how we bring dreams to life. Directly from the factory.

None of this would be possible without originality, enthusiasm and attention to detail, beginning as early as the consultation stage. That's because we keep in mind one thing above all else: your particular wishes and requirements, turning 'a' Porsche into 'your' Porsche.

And how do we turn your dreams into reality? With composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather and carbon. Added value is achieved through dedication and finesse. Or to put it another way: the intersecting of sporty performance, comfort, design and your personal taste. A Porsche with your signature touch.

We offer a wide range of personalisation options, with visual and technical enhancements. For the interior and exterior. From a single alteration to extensive modifications. Your inspiration is our passion.

Be inspired by our examples on the following pages and visit [www.porsche.com/exclusive-manufaktur](http://www.porsche.com/exclusive-manufaktur) to learn everything you need to know about configuring these extraordinary vehicles.



Your inspiration.  
Our passion.



The fastest love affair of your life.

The new 911 GT3 in Racing Yellow.

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## A configuration example from the Porsche Exclusive Manufaktur.

- 1 Motorsport decals in black, wheels painted in satin Dark Silver, Porsche Ceramic Composite Brake (PCCB) with brake calipers painted in black (high-gloss), exterior mirror upper trims in carbon, lightweight carbon roof, side model logo in black, stone guard film in matt black
- 2 Exclusive Design taillights, model designation painted in exterior colour
- 3 Door sill guards in brushed aluminium in black, illuminated, floor mats with leather edging, pedals and footrest in aluminium
- 4 Interior trim package with decorative stitching and embroidery in contrasting colour (Racing Yellow), interior package painted in exterior colour, dashboard and door panel trim package in leather, seat belts in Racing Yellow, 'PORSCHE' logo on storage compartment lid in Race-Tex, steering column casing in leather, rev counter dial and Sport Chrono stopwatch in Racing Yellow, air vents in leather with slats painted, sun visors in Race-Tex

## A configuration example from the Porsche Exclusive Manufaktur.

- 1 LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus), wheels painted in satin black, Porsche Ceramic Composite Brake (PCCB) with brake calipers painted in black (high-gloss), exterior mirrors painted in exterior colour
- 2 Extended interior package in matt carbon<sup>1)</sup>, Sports seats Plus backrest in leather with decorative element in matt carbon, Sport Chrono stopwatch and rev counter in white
- 3 Extended interior package in matt carbon<sup>1)</sup>, Exclusive Manufaktur leather interior in two-tone combination, black and Lipstick Red<sup>2)</sup>,<sup>3)</sup>, pedals and footrest in aluminium, sun visors in Race-Tex
- 4 Exclusive Design taillights, privacy glass



Win hearts.  
In a fraction of a second.

The new 911 GT3 with Touring Package in black.

1) Finished in matt carbon: dashboard trim strip, door panel trim strip insert, centre console trim, steering wheel trim, illuminated door sill guards, Sports seats Plus backrest in leather with decorative element  
Note: the decorative trim is finished in black, the steering wheel in black leather.  
Only available for vehicles with Sports seats Plus.

2) Provisionally available from 12/2021.

3) In conjunction with adaptive Sports seats Plus, rear seat backrest painted in Dark Silver colour as standard and in conjunction with full bucket seats, seat shell including rear seat backrest made of CFRP in carbon-weave finish.

# HIGHLIGHTS.

Porsche Exclusive Manufaktur.

- 1 Wheel painted in satin Neodyme
- 2 Stone guard film in matt black, LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus)



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- 3 Lightweight carbon roof, motorsport decals in black
- 4 Wheel painted in satin black with rim border in Guards Red



**EVERY SECOND COUNTS.  
EVERY MILLIMETRE.  
AND EVERY GRAM.**

TECHNICAL DATA

# TECHNICAL DATA.

	911 GT3 / 911 GT3 with Touring Package
<b>Motor</b>	
Type	Aluminium naturally-aspirated horizontally opposed engine
Cylinders	6
Displacement	3,996cm <sup>3</sup>
Max. power (DIN) at rpm	375kW (510PS) 8,400
Max. torque at rpm	470Nm 6,100
Maximum engine speed	9,000rpm
<b>Transmission</b>	
Drive	Rear
Transmission	7-speed Porsche Doppelkupplung (PDK)
<b>Chassis</b>	
Front axle	Double wishbone front suspension with anti-roll bar, all suspension mountings ball-jointed
Rear axle	Multi-link rear axle with integrated helper springs, anti-roll bar, selected suspension mountings ball-jointed
Steering	Electromechanical power-assisted steering with variable steering ratio and speed-sensitive steering force adjustment
Brakes	Six-piston aluminium monobloc fixed brake calipers at front, four-piston aluminium monobloc fixed brake calipers at rear, ventilated and lowered cast-iron discs, brake disc chambers made of aluminium, calipers in red
Brake disc diameter	408mm at the front and 380mm at the rear
Wheels	Front: 9.5 J × 20 ET 46    Rear: 12 J × 21 ET 45
Tyres	Front: 255/35 ZR 20    Rear: 315/30 ZR 21

	911 GT3	911 GT3 with Touring Package
<b>Performance</b>		
	PDK/manual transmission	Manual transmission/PDK
Top speed	318km/h / 320km/h	320 km/h / 318km/h
Acceleration 0–100km/h	3.4secs / 3.9secs	3.9secs / 3.4secs
Acceleration 0–160km/h	7.0secs / 7.9 secs	7.9secs / 7.0secs
Acceleration 0–200km/h	10.8secs / 11.9 secs	11.9secs / 10.8secs
Flexibility 100–200km/h in 5th gear	– / 13.3secs	13.3secs / –
<b>Unladen weight</b>		
	PDK/manual transmission	Manual transmission/PDK
(DIN)	1,435kg / 1,418kg	1,418kg / 1,435kg
(EC) <sup>1)</sup>	1,510kg / 1,493kg	1,493kg / 1,510kg
Permissible total weight	1,782kg / 1,765kg	1,739kg / 1,756kg
<b>Dimensions/drag coefficient</b>		
Length	4,573mm	4,573mm
Width (including exterior mirrors)	1,852mm (2,027mm)	1,852mm (2,027mm)
Height	1,279mm	1,279mm
Wheelbase	2,457mm	2,457mm
Luggage compartment volume (VDA)	132 litre	132 litre
Tank capacity (refill volume)	64 litre (optional 90 litre)	64 litre (optional 90 litre)
Drag coefficient	0.34	0.35

	911 GT3	911 GT3 with Touring Package
<b>Fuel consumption/emissions (WLTP)<sup>2)</sup></b>		
	PDK/manual transmission	Manual transmission/PDK
Fuel consumption low, l/100km	20.4/21.5	21.4/20.7
Fuel consumption medium, l/100km	12.4/12.7	12.9/12.5
Fuel consumption high, l/100km	11.5/11.1	11.0/11.1
Fuel consumption extra-high, l/100km	11.9/11.5	11.4/11.9
Fuel consumption combined, l/100km	13.0/12.9	12.9/12.9
CO <sub>2</sub> emissions combined in g/km	294/293	292/293
Particulate filter	Yes	Yes
Emissions standard	EU6 AP	EU6 AP

1) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 75kg for the driver.

2) Data determined in accordance with the measurement method required by law. Since 01 September 2018 all new cars are approved in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure to measure fuel consumption and CO<sub>2</sub> emissions. You can find more information on WLTP at [www.porsche.com/wltp](http://www.porsche.com/wltp). Fuel economy and CO<sub>2</sub> emission figures are only intended as a means of comparing different types of vehicles tested under the same test cycle. New WLTP homologated vehicles are therefore not directly comparable with any vehicles tested under NEDC. For Plug-in Hybrid Electric Vehicle (PHEV) range and Equivalent All Electric Range (EAER) figures are determined with the battery fully charged, using a combination of both battery power and fuel. Values are provided for comparison only. To the extent that fuel consumption or CO<sub>2</sub> values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. Extra features and accessories (attachments, tyre formats etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics which may result in a change in fuel consumption and CO<sub>2</sub> values. Additionally, weather and traffic conditions, as well as individual driving styles, can all affect the actual fuel consumption, electricity consumption, and CO<sub>2</sub> emissions of a car.

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