

PORSCHE

The new 2025 Porsche 911 GT3

U.S. Press kit

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Highlights

The new Porsche 911 GT3 and GT3 Touring: Highlights

- **Exhilarating and responsive powertrain**

The high-revving 4.0-liter naturally aspirated engine combined with a shortened final-drive ratio compared to the predecessor offers a responsive, exciting power delivery.

- **Optionally available for the first time with the Weissach Package**

The Weissach Package, now available as an option for the first time on the 911 GT3 with fixed rear wing, optimizes the sports car with lightweight components specifically geared towards use on track, as well as giving it an even sportier appearance thanks to visible carbon fiber features.

- **911 GT3 with Touring Package available to order from launch**

For the first time, the 911 GT3 is launching simultaneously with a fixed wing and as a 911 GT3 with Touring Package.

- **Premiere of the optional Lightweight Package**

The optional Lightweight Package for the 911 GT3 with Touring Package includes revised interior equipment, additional carbon fiber components and forged magnesium wheels.

- **Innovative new lightweight bucket seat with folding function**

The track worthiness of a full bucket seat combined with everyday usability and access to the optional rear seat system in the 911 GT3 with Touring Package.

- **Fresh design from front to rear**

Redesigned front and rear fascia and spoilers optimize the aerodynamic balance of the GT3 models. Larger cooling-air inlets improve the air supply to the drive components.

Summary

Roots in racing: The new 2025 Porsche 911 GT3

Since its introduction in 1999, the 911 GT3 has embodied the perfect combination of motorsport technology and everyday usability. To mark its 25th anniversary, the new version of the roadgoing sports car makes its debut with a design that saves even more weight than the predecessor, and a naturally aspirated 4.0-liter boxer engine producing 502 hp and 331 lb.-ft. of torque. For the first time, the new model will launch simultaneously in two versions: as a track-focused sports car with a fixed rear wing, and as a more understated version with the Touring Package, which includes a more subtle, adaptive rear spoiler. With tailor-made optional packages and innovative options, the GT3 variants can be further individualized to the customer's taste and intended use. For the first time, a Weissach Package is optionally available for the 911 GT3, which offers even more custom configuration options for use on the track. In addition, the sports car comes with a more extensive list of standard equipment plus other options that further enhance its precision and performance.

911 GT3 with modern styling

The new 911 GT3 models feature a sharpened design at the front and rear, as well as revised aerodynamics. In both variants, the new contour of the front diffuser, the refined shape of the spoiler lip, and modified fins on the underbody optimize the air flow. Redesigned Matrix Design LED headlights, available on the 911 GT3 with an optional white accent ring, combine all the frontal light functions of the 911 and make it possible to dispense with additional lights in the front fascia. This allows for larger air inlets. At the rear, the diffuser, air inlets and rear lid have all been redesigned. The rear wing of the 911 GT3 has new angled end plates.

Porsche uses specially developed, aerodynamically shaped trailing arms with a teardrop profile on the double-wishbone front axle. They increase downforce in the wheel arch at high speeds and improve brake cooling. To help maintain downforce balance between the front and rear axles even when braking from high speeds, the suspension engineers have

reduced pitching (anti dive). On the new 911 GT3, the front ball joint of the lower control arm has been set lower on the front axle to facilitate this. The 911 GT3 has adopted these features from the current 911 GT3 RS. The 911 GT3 comes as standard with 255/35 ZR 20 (front) and 315/30 ZR 21 (rear) UHP tires with improved wet grip. Optionally, customers can also buy model-specific, street-legal ultra-high performance track tires through approved retailers.

Touring Package more customizable, available from launch

With the 2025 model year update, Porsche is defining the variants of the 911 GT3 even more clearly. For the first time, the popular Touring Package will be available right from the market launch. The “Touring Package” designation goes back to an equipment variant of the 1973 911 Carrera RS 2.7. It has been part of the GT3 model program since 2017. It’s even more distinctive in the new 911 GT3, as reflected in the ‘911 GT3 touring’ logo on the rear lid grille. The 911 GT3 with Touring Package dispenses with the fixed rear wing, preserving the timelessly elegant lines of the 911. An extendable rear spoiler with a Gurney flap and an optimized fin design on the underbody provide aerodynamic balance. The interior offers high-quality leather upholstery and a classic sporty ambiance.

For the first time, a rear seat system for the 911 GT3 with Touring Package is available as an option. This allows the everyday sports car that delivers maximum driving pleasure on sweeping country roads to be customized even more individually to the customer’s wishes. “Particularly on winding country roads, you can clearly feel that the steering is even better tuned than in the predecessor,” Porsche brand ambassador Walter Röhrl said. “It instils even greater confidence in the car because it responds more smoothly from the center position without losing any of its directness. The shorter gear ratio also significantly enhances driving pleasure on country roads.”

Extensive lightweight design

The carefully controlled curb weight of the 911 GT3 contributes to its agile and direct handling. The new 911 GT3 focuses on strict lightweight design. New lightweight aluminum wheels reduce the unsprung mass by roughly 3.7 pounds compared to the previous

model. Optionally, magnesium wheels are available with the Weissach Package or the Lightweight Package. They save approximately 20 pounds. A new lightweight 40 Ah lithium-ion battery saves roughly 10.8 pounds.

Eight percent shorter gear ratio

The 4.0-liter naturally aspirated engine in the new 911 GT3 has been designed for current, significantly stricter emissions standards and is equipped with two particulate filters and four catalytic converters. Even with this system, Porsche has managed to produce an exhilarating exhaust note. The previous power output of the six-cylinder boxer engine was maintained, thanks to a series of optimization measures. Redesigned cylinder heads and the camshafts – carried over from the 911 GT3 RS – provide even more responsive power delivery in the upper rev range.

Flow-optimized individual throttle valves are also fitted, as well as optimized oil coolers. The boxer engine retains its output of 502 hp. In addition, both the seven-speed dual clutch transmission (PDK) and the six-speed GT manual transmission feature a final drive ratio that is eight percent shorter than in the predecessor. Both transmission options are available for both the 911 GT3 and the 911 GT3 with Touring Package. With the PDK, the new 911 GT3 accelerates to 60 mph in 3.2 seconds and reaches a top track speed of 193 mph (manual gearbox: 3.7 s; 194 mph).

“On the track, the new 911 GT3 enables even better control because it rides even smoother over bumps and when driving over curbs thanks to the optimized damper tuning,” brand ambassador Jörg Bergmeister said. “The anti-dive system noticeably reduces the pitching movement when braking. As a result, the balance of the car remains significantly more consistent under all conditions.”

Innovative folding lightweight bucket seat

For the new 911 GT3, a new, folding lightweight bucket seat made of carbon fiber reinforced plastic (CRFP) is available as an option. In addition to the new folding feature, these seats allow for standard three-stage heating, and allow the driver to remove the

headrest padding to improve cabin ergonomics while the driver wears a helmet. The folding function of the backrest, which is activated via a pull loop, enables access to the optional rear seat system offered for the first time in the 911 GT3 with Touring Package. As an alternative, Adaptive Sport Seats Plus with electric 18-way adjustment can also be ordered.

The black, standard two-seater cockpit in the new 911 GT3 is based on the design of the current 911 models. Unlike the Carrera models, the 911 GT3 is not started with a button, but still with a rotary ignition switch. The digital instrument panel in the center supports the driver with a clearly structured display and control concept. Thanks to the contrasting color scheme, the tachometer and stopwatch can be read quickly and efficiently. The “Track Screen” display mode reduces the digital displays to the left and right of the tachometer to essential data on tires, oil, water and fuel and indicates the optimal shifting time to the driver via a shift flash. If desired, the tachometer display can be rotated so that the 9,000 rpm redline is at the 12 o’clock position.

Individual option packages for 911 GT3 and 911 GT3 Touring

Porsche offers various equipment packages for the new 911 GT3. With the Weissach Package, optionally available for the first time on the 911 GT3, the sports car can be configured even more individually for use on the track. The anti-roll bar, anti-roll bar drop links and shear plate on the rear axle are made of carbon fiber, as are the roof, end plates of the rear wing, exterior mirror top shell, front window triangle trim, and the airblades in the front fascia. A visible carbon fiber strip extends over the hood, roof and rear wing. Additional leather and Race-Tex upholstery enhance the look of the interior. For the first time, the upper surface of the dashboard in the 911 GT3 is trimmed in anti-glare Race-Tex. Carbon-fiber door grab handles, along with storage nets, complement the lightweight interior door panels. Lightweight forged magnesium wheels and folding lightweight bucket seats are available as options with the Weissach Package and combined they save over 48 lbs.

For the 911 GT3 with Touring Package, Porsche offers the optional Lightweight Package. Here, the roof – painted in the exterior color – as well as the anti-roll bar, anti-roll bar drop

links and shear plate on the rear axle are made of carbon fiber. The lightweight forged magnesium wheels and the lightweight door panels are also part of the package. In conjunction with the standard six-speed GT sport manual gearbox, the shortened gear lever from the 911 S/T is used. At the base of the gear lever, a plaque with the inscription “Leichtbau” indicates that the car features the optional Package.

“The new 911 GT3 has become even more exhilarating and individual,” says Andreas Preuninger, Head of GT Cars. “We have worked on many details and given it many features that our customers have requested. This allows the GT3 to be customized even more specifically to the intended use or the driver’s preferences.”

New front and rear fascia

The new Porsche 911 GT3 is closer to motorsport than ever before. The advancements in the 911 model series have allowed Porsche to even further improve the cooling-air flow and the aerodynamics of the 911 GT3. The aim here is always to achieve the optimal reduction of lift with the least possible drag.

The redesigned Matrix Design LED design headlights of the 911, with the characteristic four-point light signature, integrate all the frontal light functions. As an option, a white accent ring surrounds the main headlights. Separate auxiliary light modules are no longer fitted at the front. This enables larger air inlets to be installed. They give the front end a sculpted, functional appearance with clear, defined contours and supply even more cooling air to the front brakes and the front radiators. This used air then exits through the air outlets in the front luggage compartment lid. These features also reduce the aerodynamic lift on the front axle. As is the case for all motorsport cars, form follows function. Aerodynamically shaped control arms on the front suspension further improve the aerodynamics of the 911 GT3. They reduce turbulence in the front wheel wells, which are subject to powerful airflows, especially at high speeds. The 911 GT3 adopts the teardrop profile of the components from the 911 GT3 RS.

The fundamental principle of functional performance also applies to the redesigned front spoiler lip. Together with the modified contour of the front diffuser, it reduces lift on the front axle. These measures, in conjunction with optimization of the underbody panels, improve the air flow under the car and the overall aerodynamic balance. As with the previous model, there are additional air outlets in the rear fascia. The redesigned rear lid further improves the supply of cooling air to the power unit.

A distinctive key element of the 911 GT3 is the fixed rear wing painted in body color. It remains a core component of the aerodynamics concept, as well as a distinctive symbol of the motorsport credentials of the 911 GT3. The redesigned end plates, which are angled slightly outward, are also painted in body color.

Elegant silhouette: 911 GT3 with Touring Package

The fixed rear wing has been omitted for the 911 GT3 with Touring Package. Instead, it features the extendable rear spoiler from the Carrera but with a Gurney flap. Together with modifications to the front and the underbody, it aims to offer excellent balance. The 911 GT3 with Touring Package is a sports car with exceptional everyday usability. It offers an exciting driving experience while also retaining the classic and elegant silhouette of the 911.

The 911 GT3 with Touring Package is also set apart by finer details, such as the elegant silver-colored side window surrounds that contribute to its sleek appearance. Above the engine, the 911 GT3 with Touring Package includes a rear lid grille specially designed for this model variant, featuring the “GT3 touring” logo. In contrast, the model designation below the “PORSCHE” logo on the rear is no longer included in the design. At the rear, the model’s unique fin shape can also be seen.

Customers can choose between exterior colors from the Legends, Dreams, Shades and Contrasts color worlds. Legends includes the popular classic colors of the 911 GT3: Oak Green Metallic Neo and Slate Grey Neo. Dreams includes bright, vivid colors like Cartagena Yellow Metallic and Lugano Blue. Shades, on the other hand, offers elegant, muted hues such as Vanadium Grey Metallic, while Contrasts comprises Black and White.

In addition, customers have access to the Paint to Sample and Paint to Sample Plus programs from Porsche Exclusive Manufaktur. They offer a wide range of other colors, right up to an individual color of the customer’s choice. There are currently more than 120 shades available.

Lightweight design throughout

Intelligent lightweight construction is one of the basic principles of motorsport, and therefore one of the key design features of all Porsche GT models. The performance of a sports car is directly related to its mass.

The basis for this is a lightweight aluminum-steel construction and the extensive use of carbon fiber components throughout the car. The lightweight measures include the carbon fiber hood and a lightweight 40-Ah lithium-ion battery fitted as standard. These elements alone reduce the weight by around ten pounds compared to the previous model. Plus, the finely designed yet robust forged alloy wheels offer a 3.3 pound weight advantage compared to the wheels of the predecessor. They measure 20 inches on the front axle and 21 inches on the rear axle as standard. As usual on the 911 GT3, they are also equipped with a center mounted wheel lock. A particularly lightweight stainless steel sport exhaust system with two black central tailpipes comes as standard.

On request, the 911 GT3 can be even lighter and more agile thanks to optional lightweight folding bucket seats, the optional Lightweight Package (911 GT3 with Touring Package only) and optional the Weissach Package (911 GT3 only). The packages each contain, among other things, stripped-back, puristic interior door cards, carbon-fiber interior door grab handles and storage nets in the door panels.

Puristic interior, innovative seating options

As a road-approved sports car, the 911 GT3 instils an authentic motorsport feeling both inside and out. The interior is black. Some surfaces are highlighted with visible carbon fiber finish to accentuate the minimalist color scheme. A combination of leather and Race-Tex is used. Additional areas can be trimmed in these high-quality materials as an option. Contrasting stitching in GT Silver, Guards Red or Shark Blue is also available on the 911 GT3.

The 911 GT3 with Touring Package is equipped with black leather trim as standard: the steering wheel rim, gear lever, door panel armrests, storage compartment lid in the center console, interior door handles and seat side bolsters are trimmed with smooth-finish leather. The seat centers are upholstered in fabric. Additional leather elements can be configured as an option. Decorative stitching is available in GT Silver or Black.

The Porsche 911 GT3 is equipped with the four-way electrically adjustable Sport Seats Plus as standard. The 18-way electrically adjustable Adaptive Sport Seats Plus are also available as an option. With the standard two-seat layout, the cockpit of the GT3 signals exceptional performance. The 911 GT3 with Touring Package has the option of adding rear seats, making it a 2+2 for the first time.

The seat shell of the new lightweight folding bucket seat is made of carbon fiber. Compared to the standard Sport Seats Plus, this reduces the car's weight by around 17 pounds. A thorax airbag, electric height adjustment and manual fore/aft adjustment are integrated in the seat. The padding on the headrest can be removed. This makes wearing a helmet in the car more comfortable. Seat heating is standard. The new lightweight folding bucket seat can be configured for both models of the 911 GT3.

In addition to the GT3-specific equipment, the 911 GT3 benefits from numerous innovations that have been introduced across the 911 model series. This includes, for example, the cooled smartphone tray in the center console, which enables wireless charging at up to 15 watts.

Cockpit: stripped back to the essentials

The cockpit of the 911 GT3 is designed for sports performance. A 12 o'clock marking indicates the center position of the sports steering wheel. The engine is started in the traditional way – by turning the ignition switch on the driver's door side of the steering wheel. The intuitive and user-friendly "Porsche Driver Experience" control concept focuses on the driver, so the controls for all of the essential driving functions are positioned directly around the steering wheel. This further development of the 911 control concept is particularly evident in the motorsport-inspired GT3.

Part of the new control and display concept is the instrument panel, which is designed as a high-resolution 12.6-inch curved display. In the center of the display is the tachometer, which is especially easy to read thanks to its distinctive color scheme. Depending on the display mode, the 9,000-rpm redline can be found in the traditional position or at the 12 o'clock mark. The "Track Screen" strips back the digital displays to the left and right of the tachometer so that only data relevant to driving such as tire pressure and temperature, oil pressure, oil temperature, fuel level and water temperature are visible. In addition, there is a gearshift indicator and shift flash; the latter is particularly useful when driving on closed courses. It suggests the next gear change at the optimum engine speed. A centrally positioned 10.9-inch touchscreen controls all functions of the Porsche Communication Management (PCM) system as usual.

An analog stopwatch in the center of the dashboard features as part of the Chrono Package. It adopts the same high-contrast and easy-to-read color scheme as the tachometer. Alternatively, the colors Guards Red, Arctic Blue and White are available from Porsche Exclusive Manufaktur.

Optional packages: improved dynamics for both GT3 variants

For the first time, Porsche is offering the optional Weissach Package for the 911 GT3, sharpening the car both technically and visually. Lightweight features can be seen in the body, chassis and interior. The rear anti-roll bar, its drop links, and the shear plate on the rear axle are made of carbon fiber. Like the front lid and rear wing, the roof is also made of

carbon fiber. The components are painted in the exterior color but with a center stripe showing the carbon fiber weave.

In addition, the end plates of the rear wing, the exterior mirror top shells, the front window triangle trim, and the front air blades are made of visible carbon fiber. Lightweight interior door panels with storage nets and carbon fiber door handles round off the interior. Optional lightweight magnesium wheels and folding lightweight sports bucket seats can further reduce the weight. Overall, the Weissach package in combination with magnesium wheels and Full Bucket Seats reduces the weight of the 911 by about 48 pounds.

Lightweight Package for the GT3 with Touring Package

Conversely, the Lightweight Package is optionally available for the 911 GT3 with Touring Package. It enhances driving pleasure and vehicle dynamics by providing particularly agile and direct handling thanks to extensive lightweight features throughout. In addition to the lightweight front luggage compartment lid, which is fitted as standard, the body-colored roof, the rear anti-roll bar and its drop links, and the shear plate are made of lightweight carbon fiber. The lightweight forged magnesium wheels are also included in the package, as are the puristic, stripped-back interior door panels with storage nets and carbon fiber handles. The Lightweight Package reduces the total weight of the sports car by about 48 pounds. In combination with the six-speed GT sport manual transmission, the Lightweight Package also includes the shortened gear lever from the 911 S/T. A plaque at the base of the gear selector bearing the inscription "Leichtbau" indicates that the car is the weight-optimized variant.

High revs, short final drive ratio

The technical highlight of the 911 GT3 is its powertrain, which is also reflected in the driving experience. The naturally aspirated 4.0-liter boxer engine with a rated power output of 502 hp and a maximum torque of 331 lb.-ft. is based on a system developed for motorsport. Only a few modifications were needed to make the car suitable for use on the road. The six-cylinder engine has six individual throttle valves. A dry-sump lubrication system with a fully variable oil pump and separate oil tank takes care of the oil-supply requirements, which are crucial for a high-revving engine. The heavily loaded connecting-rod bearings are lubricated directly by oil pump via the crankshaft.

To achieve the impressive 9,000 rpm redline, Porsche uses solid cam finger followers instead of hydraulic valve lifters. Titanium connecting rods, forged pistons and an additional oil supply via the crankshaft helps ensure stability at high engine speeds. Plasma-coated cylinder walls reduce friction. Porsche equips the naturally aspirated engine of the 911 GT3 with two particle filters and four catalytic converters. The lightweight stainless steel exhaust system, with the two centrally positioned tailpipes characteristic of the model, creates an impressive sound, even with the new emission control system.

The 911 GT3 is fitted with a seven-speed dual-clutch gearbox (PDK), while a six-speed GT sport manual transmission with automatic intermediate throttle function (Auto Blip) is available as an option; Auto Blip can be activated or deactivated as desired. In contrast, the manual transmission is standard on the 911 GT3 with Touring Package, with the PDK available as an option.

While the PDK enables optimal acceleration with optimized shift times, the focus of the manual transmission is on ultra-short shift travel and a direct connection between the driver and the powertrain, as well as maximum driving pleasure. Compared to the PDK, it also shaves 35.9 pounds off the car's weight. For both the PDK and the GT sport manual transmission, the final-drive ratio is eight percent shorter compared to the previous model. This enhances agility and high-revving exhilaration in all gears, as well as noticeably improved overall dynamics.

Aerodynamically optimized double-wishbone front suspension

Even in uncompromising sports cars, smooth driving behavior is important in contributing to better handling and improved everyday usability. For this reason, Porsche has redesigned the bump stops of the suspension struts on the new 911 GT3. Shorter bump stops extend the spring travel on the front axle by 27 mm and on the rear axle by 24 mm. This reduces wheel-load fluctuations and the directional behavior of the tires, which is particularly noticeable on bumpy roads..

For the first time, Porsche is using special aerodynamically designed wishbones on the front suspension of the 911 GT3. The principle originates from the track-proven 911 GT3 RS. With an aerodynamic teardrop-shaped profile, the lower wishbones optimize air movement in the wheel housings, which are subject to powerful airflows. In this way, they reduce lift and direct the air to the front brakes for cooling.

The new 911 GT3 has also adopted the anti-dive system from the 911 GT3 RS: the front ball joint of the lower control arm is set lower on the front axle of the 911 GT3 RS. This gives the control arm a steeper angle. When braking, this generates torque that counteracts the suspension compression, which significantly reduces pitching motion.

Brakes and wheels

The size of the brakes on the Porsche 911 GT3 reflects its high performance level and its role as a road-legal track tool. The standard brake system consists of brake rotors with a diameter of 408 mm on the front axle and 380 mm on the rear axle. The system features cast-iron brake rotors aluminum brake calipers.

Porsche Ceramic Composite Brakes (PCCB) are also available as an option. They are characterized by their high thermal load capacity and low mass: the brake rotors have a weight about half that of comparable cast iron rotors. The resulting reduction in unsprung mass significantly improves the driving dynamics. The PCCB brake rotors measure 410 mm at the front and 390 mm at the rear.

The Porsche 911 GT3 is fitted with forged center-lock alloy wheels as standard (20 inches on the front, 21 inches at the rear). They are available in a total of six color choices. The lightweight forged magnesium wheels of the same dimensions, which are included in the Lightweight Package and available as an option for the Weissach Package, are offered in four color choices. This wheel option saves approximately 19 pounds compared to the standard wheels.

Porsche ultra-high-performance (UHP) tires are fitted as standard; 255/35 ZR 20 on the front axle and 315/30 ZR 21 on the rear. They aim to offer a high level of driving stability, including while cornering, as well as optimal grip and improved driving behavior in wet conditions compared to the previous generation. Optionally, customers can also buy model-specific, street-legal ultra-high performance track tires through approved retailers, which offer a special tire compound and slick-like tread design to further improve grip on dry roads.

Exclusive: 911 GT3 chronograph and 911 GT3 Touring Package chronograph

The sports car for the wrist

The 911 GT3 chronograph and 911 GT3 Touring Package chronograph are the elegant and racing-inspired counterparts for the wrist. Porsche always develops its sports cars and these exclusive watches simultaneously, to ensure that the watch design is perfectly in harmony with the car. All Porsche watches are produced in Porsche's own watchmaking workshop, which was founded in 2014 in Solothurn, Switzerland.

The housing of the 911 GT3 chronograph and the 911 GT3 Touring Package chronograph is made from titanium or titanium with a black titanium carbide coating, depending on the model. The strap and decorative stitching are made of genuine Porsche car leather in a color matching the configuration of the customer's car. The dial matches the design of the Sport Chrono clock from the instrument panel. It features a new hexagonal shape and is finished in the same exterior color as the car. The hour markers are raised, for clarity.

The 911 GT3 chronograph and 911 GT3 Touring Package chronograph models are reserved exclusively for owners of the new 911 GT3 or 911 GT3 with Touring Package, respectively. Both variants are powered by the COSC-certified Porsche Design WERK 01.200 movement and a 911 GT3 rotor, or the 911 GT3 Weissach rotor for models with the Weissach Package. The rotor replicates the details of the car's wheels, even the center cap with GT3 lettering or two-tone Porsche crest.

The 911 GT3 chronograph or 911 GT3 Touring Package chronograph can be further personalized with engraving. The vehicle identification number (VIN), for example, is a popular choice for this.