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The 2022 Porsche 911 GT3

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Highlights

The new Porsche 911 GT3: closer to motorsport than ever before

Born to race, raised on the Nürburgring Nordschleife

The new 911 GT3 displays impressive performance potential on racetracks like the Nürburgring Nordschleife. There it set a lap time of 6:59.927 minutes; more than 17 seconds quicker than its predecessor. Development driver Lars Kern set this time during the final testing and calibration work on the car. Porsche brand ambassador Jörg Bergmeister achieved similar lap times on the same day, proving the consistent performance of the new model.

High-revving boxer engine built for motorsport

The 4.0-liter, 502 hp, high-revving flat-six revs to 9,000 rpm, creating an especially engaging and emotional driving experience. The maximum torque of the naturally aspirated six-cylinder boxer engine has increased from 339 to 346 lb.-ft. Like in motorsport, the intake system features six individual throttle bodies. Additionally, the lightweight Sport Exhaust system weighs less than in the predecessor.

Manual or automatic gear changes

In addition to a six-speed GT manual transmission with dynamic “auto-blip” function, a seven-speed Porsche Doppelkupplung (PDK) transmission is also available. Like in motorsport, this allows gear changes within milliseconds without interrupting tractive force. The 0 to 60 mph sprint with the seven-speed PDK only requires 3.2 seconds. Both transmissions are specific to the 911 GT models. As with every 911 GT3 in the past, the new model is exclusively rear-wheel drive.

Front axle with motorsport DNA

With the new 911 GT3, a newly developed double-wishbone front axle adapted from the successful Le Mans-winning 911 RSR appears for the first time in a series production 911. Among other things, this setup offers greater camber stiffness and significantly mitigates lateral forces acting on the shock absorbers. The result is extraordinarily agile turn-in behavior and predictable cornering.

Rear-axle steering with even more precise guidance

As in the previous 911 GT3, a five-link rear axle based on the “LSA” concept (lightweight, stable, agile) guide the rear wheels. However, in this generation the lower control arms gain additional ball joints for added precision in an area of the chassis that endures particularly high stress. Special shock absorbers combine greater suspension comfort with improved performance and capability. Like on the previous 911 GT3, rear-axle steering is also fitted as standard. This system turns the rear wheels by up to two degrees in or opposite to the front axle steering direction, depending on the driving speed. The result is improved cornering stability at high speeds and a smaller turning radius at low speeds.

Larger brakes

With a diameter of 408 millimeters instead of 380 millimeters, the standard brake rotors on the front axle are considerably larger than in the predecessor. Despite sharing their diameter with those one the 911 Turbo, they weigh 17 percent less thanks to a narrower friction ring. Like the forged alloy center-locking wheels, they reduce rotating masses. In addition to high-performance summer tires, street-legal track tires are now also available as an option for the first time on a non-RS GT model.

Lightweight by design

Thanks to extensive use of lightweight materials, the new 911 GT3 weighs virtually the same as its predecessor. Lightweight glass in all the windows, the lightweight stainless steel Sport Exhaust system and optimized brake discs along with a LiFePO₄ starter battery contribute to the ambitious weight target. The battery alone saves roughly 22 lbs compared to the battery in the previous 911 GT3. The result: a weight-to-power ratio of 6.23 lb/hp for the manual transmission model.

Many components made of carbon fiber

The body of the new 911 GT3 was also designed with weight savings in mind and now contains an even higher proportion of carbon fiber reinforced plastic (CFRP). The lightweight composite material is used both for the hood and for the rear wing and spoiler. The roof is also optionally available in CFRP.

More downforce for faster lap times

The aerodynamics of the new 911 GT3 are adapted from the 911 RSR Le Mans racecar. The functional rear diffuser generates four times as much downforce as on the predecessor,

as the interplay between the front diffusers and the wide spoiler lip allow more consistent airflow along the fully clad vehicle underbody. The “swan-neck” uprights supporting the rear wing also allow air to flow more freely under the rear wing. Consequently, the new 911 GT3 generates roughly 50 percent more downforce than its predecessor in the standard aerodynamic setting. In the track-only performance position, the downforce can increase by as much as 150 percent.

Summary

High-performance sports car with race suspension and efficient aerodynamics

The seventh-generation 911 GT3 was developed in close collaboration with Porsche Motorsport. It transfers pure racing technology into a production model more than ever before. The double wishbone front axle layout and sophisticated aerodynamics originate from the successful 911 RSR racecar, and the 502 hp four-liter six-cylinder boxer engine is practically identical to the engine used in the new 911 GT3 Cup racecar.

Equipped with the seven-speed PDK, the new 911 GT3 accelerates from 00 mph in 3.2 seconds and is capable of a top track speed of 197 mph. Drivers seeking a more purist-centric experience may also choose a six-speed manual transmission wherein the 0-60 mph sprint requires 3.7 seconds and the top track speed increases slightly to 198 mph. The sophisticated aerodynamics benefit from experience gained in motorsport and generate significantly more downforce without noticeably affecting the drag coefficient. In the performance position, the manually adjustable wing and diffuser elements significantly increase the aerodynamic downforce to allow high cornering speeds. This is intended only for track use.

It is there that the 911 GT3 can exercise its full capability. During final calibration and development work, it lapped the Nürburgring Nordschleife, traditionally the benchmark for all sports cars at Porsche, more than 17 seconds quicker than its predecessor. Development driver Lars Kern needed just 6:59.927 minutes for a full 20.8-kilometer lap. The shorter 20.6-kilometre circuit, which had previously served as the benchmark, was completed in 6:55.2 minutes. Running on the optionally available Michelin Pilot Sport Cup 2 R tires, the new model consistently delivered its performance over several laps in the expert hands of both Kern and Porsche brand ambassador Jörg Bergmeister.

Despite having a wider body, larger wheels and additional technical features, the weight of the new GT3 is on a par with its predecessor. It weighs 3,126 lbs. with the manual transmission and 3,164 lbs. with the PDK. The CFRP front hood, lightweight glass windows, optimized brake discs and forged alloy wheels ensure weight discipline, as does the rear compartment cover. The lightweight Sport Exhaust system reduces the weight by roughly 22 lbs.

Its racing DNA is visible in practically all the details of the new 911 GT3. The cockpit is in line with the current model generation. The new “track screen” reduces the digital displays to the left and right of the central tachometer, to information such as tire pressure indicator, oil pressure, oil temperature, fuel level and coolant temperature, which are essential when driving on a track. It also includes a visual shift assistant with colored bars to the left and right of the tachometer and a shift light derived from motorsport.

Especially for the Porsche GT models, customers are increasingly requesting personalized equipment. For this reason, the Porsche Exclusive Manufaktur range is also available for the new 911 GT3 and is supplemented by options such as a lightweight roof made of exposed carbon fiber. Other highlights include exterior mirror tops made of carbon fiber, darkened LED matrix headlights and matching clear taillights without red components. Black wheels with Guards Red or Shark Blue pin stripes are also optionally available. In the interior, equipment details such as the dials for the tachometer and dashboard chronograph, seat belts and trim strips set elegant accents in the body color or other desired color.

The model

The Porsche 911 GT3 at a glance

Powertrain:

A 4.0-liter, naturally aspirated six-cylinder boxer engine, which has a redline of 9,000 rpm, generates up to 502 hp at 8,400 rpm and 346 lb.-ft. of torque at 6,100 rpm. Power is sent to the rear wheels via either a seven-speed Porsche Doppelkupplung (PDK) transmission configured specifically for the GT3 with Porsche Torque Vectoring Plus (PTV+) or a six-speed GT Sport manual transmission with a mechanical limited-slip differential with an asymmetrical locking ratio (30 percent traction, 37 percent overrun). A lightweight stainless steel Sport Exhaust system with two black central exhaust tips is standard, as are individually configurable Sport and Track drive modes that the driver can select via a mode switch on the steering wheel.

Performance (PDK/manual transmission):

Acceleration from 0 – 60 mph in 3.2 seconds (PDK) / 3.7 seconds (manual)
Top track speed of 197 mph (PDK) / 198 mph (manual)

Chassis:

A double wishbone front axle equipped completely with ball joint type chassis mounts is used for the first time in a 911 road car. At the rear, a multi-link rear axle, fitted mostly with ball joint chassis mounts, and integrated helper springs as well as a GT3 specific rear-axle steering setup provides additional precision. A sport chassis with adjustable toe, camber and anti-roll bar settings allows for adjustments tailored to specific tracks and driver preferences. Porsche Active Suspension Management (PASM) Sport dampers that lower the ride height by 20 mm are standard. Porsche Stability Management (PSM) including ABS, with optional deactivation in two stages (ESC OFF and ESC+TC OFF). The front wheels measure 9.5 J x 20 ET 46 with summer tires in 255/35 ZR 20 rear wheels measure 12 J x 21 ET 45 with summer tires 315/30 ZR 21.

The standard cast iron brake rotors now have a 408 mm diameter on the front axle with six-piston calipers. Despite sharing their size with those on the 911 Turbo, they are 17 percent lighter. The rear brake rotors have the same 380 mm diameter as the predecessor model and use 4-piston calipers. Porsche Ceramic Composite Brakes (PCCB) are also available as option, with 410 mm front rotors and 390 mm rear rotors.

Exterior equipment:

A newly designed front fascia specific to the 911 GT3 includes large intake that feeds air through two outlets in front of the hood, which is now made of carbon fiber reinforced plastic (CFRP). Manually adjustable front diffusers contribute to aerodynamic downforce that increases by between 50 and 150 percent compared to the prior 911 GT3 depending on their position, of which the most aggressive is reserved for track use. The fixed rear spoiler is also made of CFRP and sits below the large rear wing, supported by swan neck uprights. A large, functional rear diffuser incorporated in the underbody paneling is visible as well. LED headlights in black including the Porsche Dynamic Light System Plus (PDLS Plus) are standard equipment as is the PORSCHE lettering on the rear in satin black. A GPS-based front axle lift is available as an option. Wheels finished in satin black with a pinstripe in either Shark Blue or Guards Red are available as are headlights with LED rings in the same color. Customers may also now specify brake calipers in black.

Interior equipment:

Electrically adjustable, 4-way Sport Seats Plus with seat centers in Race-Tex are standard equipment with the option to upgrade to either 18-way Sport Seats Plus or to Full Bucket Seats. The headrests are embroidered with the “GT3” logo. A 360 millimeter diameter GT3 multifunction sport steering wheel with a 12 o’clock center marker and – for the first time on a 911 GT3 – a drive mode switch is also standard equipment. A leather and Race-Tex interior with contrast stitching in either GT Silver is standard while contrast stitching in Guards Red or Shark Blue is available as an extra cost option. A central analog tachometer sits between two high-resolution displays that offer a minimalist “Track Screen” display layout that clusters essential information around the tachometer. A GT-specific PDK gear selection lever with a separate gate for manual gear selection sits in the center console and is movable via a press of the button on top.

High-revving naturally aspirated engine with thrilling sound

The high-performance athlete's heart of the Porsche 911 GT3 sits at the rear: the naturally aspirated, 4.0-liter six-cylinder engine creates a distinctly emotional experience. This engine is similar to that of the 2019 911 Speedster and is virtually the identical to the engine in the 911 GT3 Cup race car with a peak 502 hp arriving at 8,400 rpm ahead of a 9,000 rpm redline. Therefore, much of the racing technology is shared. For example, on the intake side, each of the six cylinders has its own throttle valve at the end of the variable resonance intake system. This is positioned particularly close to the intake valves, improving air supply and control precision. The central throttle valve is preserved as a back-up solution. However, this is continuously open during normal operation.

Rigid valve train, high-performance oil supply system

Like in motorsport, speed-resistant valve actuation takes place via rigid valve levers. Porsche sets the correct valve clearance at the factory by means of interchangeable shims, meaning there is no need for later adjustment. This reduces the maintenance required both for use on normal roads and track days. The VarioCam technology ensures camshaft control adapts precisely to engine speed and load condition. A crankshaft with large bearing diameters, wide connecting-rod bearings and plasma-coated cylinder liners ensure lower friction losses and reduce wear.

The high longitudinal and lateral acceleration forces produced by the new 911 GT3 on racetracks mean that the oil supply for the high-revving engine is of particular importance. Like in motorsport, this is performed by a dry-sump lubrication system with a separate oil tank. With a total of seven suction stages, this routes the engine oil back into the external reservoir quickly and efficiently, while lubrication of the highly loaded connecting-rod bearings takes place directly via the oil pump through the crankshaft.

Lightweight exhaust system with two particulate filters

The stainless steel Sport Exhaust system ensures that the 911 GT3 responds powerfully and has a unique sound that can vary using an electrically controlled continuously adjustable exhaust flap. It also saves about 22 lbs. as compared to the exhaust system in the prior GT3 model.

Weight-reduced and performance-optimized PDK transmission

As with the previous GT3, customers for the new model can choose between a manual transmission and a PDK dual-clutch transmission. Unlike on the current 911 Carrera, the PDK developed in motorsport has seven instead of eight forward gears. Omission of the overdrive gear also saves weight and underlines the performance focus of the new 911 GT3. The characteristic advantages of the PDK technology remain unchanged: like in motorsport, it changes gears in milliseconds without any perceptible interruption in power delivery as well as optimum acceleration values, while the intelligent automatic mode offers a high degree of daily usability and reduces fuel consumption.

The PDK gear selector has an ergonomic design. As an alternative to the practical shift paddles behind the sports steering wheel, it also again has a separate gate for manual gear changes. Like in motorsport, it can be pulled back to shift up and pressed forward to shift down.

Purist GT gear changing pleasure with throttle blip function

The six-speed GT manual sports transmission offers a particularly pure, engaging driving experience. It weighs roughly 37 lbs. less than the seven-speed PDK. Matched perfectly to the engine characteristics, it makes changing gears yourself a true delight with a short lever and shift travel. When downshifting, the “AUTO BLIP” throttle blip function can be optionally used to synchronize gears. The new 911 GT3 with PDK has an electronically controlled rear differential lock. On the model with manual gearshift, a mechanical system compensates the drive torque between the two wheels with a locking ratio of 37 percent in overrun and percent in traction.

More than 17 seconds quicker than the predecessor

For Porsche, one value serves as a particularly fitting reflection of the true character of this motorsport-oriented driving machine: 6:59.9 minutes – the notarized lap time which the new 911 GT3 set on the Nürburgring Nordschleife. The new 911 GT3 was 17.5 seconds faster than the predecessor model and was even able to narrowly beat the time of the 2019 911 GT3 RS.

For comparison: with the first generation of the 911 GT3 based on the model series 996, the two-time World Rally Champion and current Porsche brand ambassador Walter Röhrl first beat the eight-minute mark with a road-going sports car in 1999, completing a lap in a time

of 7:56.3 minutes. However, a shorter track length was used as the basis for this at the time: this omitted the section in front of grandstand 13 and served for a long time as the benchmark – a common practice back in the day. In the hands of test driver Lars Kern, the new 911 GT3 needed only 6:55.2 minutes for this layout. This benchmark makes it possible to accurately measure the progress that the 911 GT3 family over the past 21 years: it is reflected in the time of just over one minute gained on the most demanding track in the world.

Chassis

Motorsport–bred suspension sets performance standards

The chassis of the new 911 GT3 makes comprehensive use of thoroughbred motorsport technology like no other production model from Porsche has before. This applies in particular to the front wheel suspension: their completely newly developed double wishbone design is taken from race cars. It was already used by Porsche in 2005 in the legendary RS Spyder LMP2 prototype and was then adopted for the 911 RSR Le Mans class winner in 2017. It is now used for a road-going 911 from the sports car manufacturer for the first time and lends the 911 GT3 exemplary turn-in agility in combination with higher cornering performance and greater braking stability. In short, it makes the GT sports car faster and more predictable, and at the same time improves its drivability.

The new double wishbone front axle offers numerous advantages compared with the conventional MacPherson spring strut layout. It offers higher camber stiffness under high compression and provides more constant support specifically for the outside wheel during a corner. This increases cornering force potential over the entire spring travel. At the same time, the double wishbone design inherently counteracts brake dive due to the different angles of the longitudinal axes; a task that is otherwise solved by means of stiffer spring rates. The advantages of this are obvious: softer springs can be used that respond more sensitively to uneven road surfaces. Spring struts installed at an oblique angle serve the same purpose: here, the wheel can also evade any acting forces towards the rear instead of only in upward direction.

In addition, the double wishbone front axle eliminates potentially disturbing lateral forces on the shock absorbers when cornering. These can lead to distortion in the form of cornering loads and cause higher frictional losses. Andreas Preuninger, overall project director for GT road cars, explains this as follows: “Let us assume you are doing knee bend exercises and someone pushes you from the side – with a MacPherson suspension you would lose your balance. A double wishbone axle stabilizes you in the shoulder area, and you can continue the exercise undisturbed ...”

Multi-link rear axle with additional ball joints

To balance the chassis, the proven LSA (lightweight, stable, agile) five-link rear axle is equipped with additional ball joints for the lower control arms. Used instead of

elastokinematic rubber elements, they reduce and contribute to a particularly precise connection to the body on the inner and outer sides. As a result, they also create an even more direct connection to the road. Like on the front axle, the camber and anti-roll bar stiffness can be adjusted individually. The stiffer springs are supported by helper springs. Like on Porsche race cars, these extend the spring travel and make sure that the vehicle does not lose contact with the ground on crests, for example, in spite of the high spring rates. Special shock absorbers round off the comprehensively upgraded suspension. These permit a larger bandwidth between the soft and hard characteristics as well as faster and more precise response of their valve system. They therefore successfully manage the balancing act between greater comfort in everyday driving on the one hand and better performance on the other.

Rear-axle steering increases agility and stability

The rear-axle steering system also makes a significant contribution to the driving dynamics of the 911 GT3. Up to a speed of 31 mph the rear wheels turn by a maximum of 2.0 degrees in the opposite direction of the front axle. This virtually shortens wheelbase, reducing the turning radius and creating more direct turn-in behavior. In contrast, the rear wheels steer in the same direction as the front wheels by up to 2.0 degrees at speeds above 49 mph to create a virtual lengthening of the wheelbase, further increasing cornering stability. Between 31 and 49 mph, the rear-axle steering system responds depending on the situation.

Like on the previous model, Porsche offers the optional front axle lift system for the new 911 GT3. At speeds up to 31 mph it increases the ground clearance by 1.18 inches (30 mm) at the push of a button, and allowing the car to navigate driveways or speed bumps more easily. The intelligent "Smart Lift" memory function stores the position of the obstacle and then automatically lifts the car at this location in the future.

Active chassis systems underline high-performance character

Porsche Stability Management matches the dynamic character of the high-performance sports car and intervenes when necessary to assist the driver. As in all Porsche GT models, the PSM of the new 911 GT3 can either be switched off fully or with traction control (TC) still active. This makes it possible to exploit the full potential of the vehicle on a racetrack.

Porsche Active Suspension Management variable damping control offers advantages both during spirited driving and in daily driving operation. Specially configured for the 911 GT3,

the dampers offer two control maps: The default “Sport” setting offers sufficient ride comfort for long-distance driving, while “Track” reduces body movements further. Additionally, the 911 GT3 sits 20 mm lower than the 911 Carrera.

Weight-optimized and with high load resistance: the brake system

The more powerful brakes of the new 911 GT3 are able to reliably cope with the improved performance. Internally vented cast-iron brake rotors are used as standard, and are now dimpled instead of cross-drilled. In other words, the holes, which primarily serve to clean brake dust from the brake pads, are provided with cone-shaped openings. The result is higher material strength and more powerful braking action. The front rotors are also much larger than on the predecessor model and have a diameter of 408 mm, a 22 mm increase versus the predecessor model. Although their diameter is the same as the standard brakes on the 911 Turbo, they weigh 17 percent less due to the narrower rotor— this offers a double benefit for the agility of the sports car in terms of the unsprung and rotating masses.

Two special air paths optimize brake cooling on the front axle: the upper path is responsible for internal cooling of the brake, while the lower path makes use of the underbody airflow and cools the brake rotor. The latter is clamped by especially rigid aluminum Monobloc fixed calipers with six pistons. These respond quickly and offer a precise pressure point even under high loads. The brake rotors at the rear wheels have an unchanged diameter of 380 millimeters and monobloc brake calipers with four pistons. Like at the front, the calipers are painted red in each case, but are also available in high-gloss black. The brake pads of the new 911 GT3 do without the use of copper for the first time.

Optionally available: Porsche Ceramic Composite Brake (PCCB)

The Porsche Ceramic Composite Brake (PCCB) system is optionally available for the new 911 GT3. It is characterized by yellow-painted brake calipers, which can also be ordered in black if desired. The ceramic composite material used here has a high thermal load capability and significant weight advantages: the PCCB brake rotors – with a diameter of 410 millimeters at the front and 390 millimeters on the rear axle – weigh about 50 percent less than a cast iron rotor of the same size. As a result, they reduce the unsprung and rotating masses even more, which in turn greatly benefits driving dynamics.

Lightweight forged wheels with staggered tires

Like the rest of the current-generation 911 model line, the 911 GT3 uses staggered wheel sizes for the first time – this was previously a characteristic of the RS models. 20-inch wheels are used at the front and 21-inch wheels at the rear. The rim width at the front has been increased from 9.0 to 9.5 inches. Nevertheless, the forged alloy wheels save 1.76 lbs compared to the wheels on the predecessor model. The 911 GT3 wheel has a silver painted finish as standard. It is alternatively also available in satin-gloss Dark Silver, Neodyme and Black. The latter option can also be upgraded with pin striping in Shark Blue or Guards Red.

High-performance summer tires, racetrack tires optionally available for first time

Tires naturally have a great influence on the performance of the new 911 GT3. As standard equipment, the 911 GT3 comes with high performance summer tires measuring 255/35 ZR 20 at the front, and 315/30 ZR 21 at the rear, marking a 10 mm increase in width for both front and rear compared to the previous model, resulting in a larger contact patch. Also available as a factory approved option through Porsche dealers, customers may choose a street-legal track tire. This is the first time Porsche offered an N-spec ultra-high-performance tire on a non-RS model. These tires focus specifically on dry pavement performance both from a tread and compound perspective.

As with the previous 911 GT3, there is a special track mode for the standard tire pressure monitoring system (TPM) that takes into account the tire pressure difference between cold and warm tires when driving on a racetrack.

Muscular body, streamlined form

The new 911 GT3 already looks fast when standing still. This starts with the optimized front end with its generously sized openings. These route air in a targeted way to the front brakes and radiators. This air is then discharged behind the centrally positioned radiator through the newly designed two-part outlet opening in the lightweight hood. The precise design of this air duct improves the airflow and increases cooling efficiency while reducing aerodynamic lift at the front axle. The same also applies to the completely revamped air guide elements behind the front wheels: although their aerodynamic drag has remained unchanged compared with the predecessor model, they generate double the amount of downforce.

The front diffusers also benefit from this: in combination with the wide spoiler lip, they ensure a more constant airflow along the fully clad vehicle underbody particularly at higher speeds. The new 911 GT3 harvests the fruits of this aerodynamic design at the rear axle. Here, the functional rear diffuser supplemented by large fins accelerates the air to create a suction effect that contributes to overall downforce while adding minimally to aerodynamic drag.

Performance setting for maximum racetrack downforce

The rear wing underlines the focus on the downforce characteristics of the 911 GT3. Its swan-neck mounting is similar to the setup used with the 911 RSR. Two aluminum brackets hold the wing element from above, allowing undisturbed airflow underneath the wing. This reduction in flow losses increases the downforce and leads to well-balanced negative lift conditions together with the many other detailed measures. In the factory setting, this downforce already exceeds the value for the predecessor model by 50 percent.

In the Performance position of the aerodynamic components, the downforce is increased by 150 percent. This setting is reserved for track use and offers extensive adjustment options: the attack angle of the rear wing can be adjusted manually in four stages, while sliding elements known as “air curtains” influence the airflow in the front diffuser. As speed increases, the additional downforce improves grip through higher wheel loads – and this in turn benefits cornering speeds. Like in racing, the aerodynamic balance of the new 911 GT3 can be individually adapted to track conditions and driving style.

Intelligent lightweight construction, sporty weight-to-power ratio

When developing the latest 911 GT3, Porsche paid particular attention to the weight-to-power ratio: this is one of the most informative values for describing the performance of race and road vehicles. With the six-speed manual transmission, the ratio is 6.23 lb/. This takes the seventh 911 GT3 generation even closer to the level of thoroughbred racecars than before.

The improvements include the new lightweight hood made of carbon fiber reinforced plastic (CFRP), weight-optimized brake discs and forged alloy wheels, lightweight glass for all windows and the lightweight stainless steel Sport Exhaust system. The new rear compartment cover behind the front seats and the PDK dual-clutch transmission also contribute important grams of weight savings. The now standard 60 Ah LiFePO4 starter battery alone saves more than 22 lbs compared with the previous 911 GT3. A 40 Ah variant is also available. This is a further 7.7 lbs lighter.

Driver-focused cockpit

The two-seat interior of the new 911 GT3 is aptly referred to as a cockpit: the focus is clearly on the driver. The standard Sports Seats Plus show this with their high side bolsters. A mix of leather and Race-Tex upholster the seats, offering a good balance between comfort and grip. The leather head restraints feature a silver “GT3” logo, while the backrest shell is finished in contrasting dark silver. Porsche optionally offers the adaptive sports seats Plus with electric 18-way adjustment.

Full Bucket Seats with an integrated thorax airbag are also available as an option. Their high side bolsters offer secure support in the pelvis and shoulder areas even for extremely sporty driving styles. They are also weight-optimized with openings in the carbon fiber design for multi-point harnesses. As a pair they save about 26 lbs compared to the standard Sports Seats Plus. Height adjustment is performed electrically on both the driver’s and front passenger sides, while fore-and-aft adjustment takes place manually. The black center section is made of partially perforated and color-backed Race-Tex. As with the exterior paintwork, the contrasting colors GT Silver, Guards Red and Shark Blue are available for this and for the “GT3” logo of the head restraints.

GT3 multifunction sports steering wheel with Mode switch

The three-spoke GT3 Multifunction Sport steering wheel now has a standard Mode switch integrated for the first time on a 911 GT3. It can be reached particularly easily there and permits fast switchover between the “Normal” setting and the customizable “Sport” and “Track” modes.

Dashboard with analogue tachometer and track screen

The instrument cluster behind the steering wheel is one of the highlights of the new 911 GT3 with its special functions: it combines the classic 911 design with five round dials with the advantages of two high-resolution TFT displays. The scale of the analogue, centrally positioned tachometer extends up to the impressive mark of 10,000 rpm – a necessary measure because the four-liter six-cylinder boxer engine of the 911 GT3 allows a maximum engine speed of 9,000 rpm. On the left and right next to this, the seven-inch displays show different vehicle information depending on the chosen configuration. The left display is

reserved for the “Speed & Assist” area and the right display for “Car & Info.” The functions are controlled by the buttons on the multifunction steering wheel.

The new track screen feature of the 911 GT3 reduces the display to the information that matters most on the track: on the right, for example, fuel level, oil temperature and oil pressure, on the left side, the coolant temperature and the information from the tire pressure monitoring system. The latter can distinguish between the tire pressure of cold and warm tires. The tachometer is also flanked by a shift assistant: like in modern racecars, it indicates the optimum moment for changing gear by means of lights in graded colors.

Digital tools for optimized race track performance

The optional Chrono package of the 911 GT3 combines the analogue stopwatch on the dashboard with a digital stopwatch function in the instrument cluster. There is also an additional performance overview in the 10.9-inch full HD touch display of the Porsche Communication Management. A lap trigger is also optionally available. This can be obtained through Porsche Tequipment and records lap times automatically and with particularly high precision. Like in motorsport, the collected data can then be analyzed and compared in the standard Porsche Track Precision App on a smartphone or laptop. The wiring necessary for this already comes with the new 911 GT3 from the factory.

The PCM display is among the central elements of the Porsche Advanced Cockpit, which the new 911 GT3 shares with all other models of the current 911 generation 992. It serves as the basis for operating numerous functions, ranging from the various sound systems, online navigation, general information on vehicle settings and status messages through to selected functions of integrated smartphones.