

911 GT3 (WLTP)*: Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G

Pure and with racing roots: The new Porsche 911 GT3

24/07/2026 Pure and with racing roots: The new Porsche 911 GT3

Since its introduction in 1999, the 911 GT3 has embodied the perfect combination of true racing roots and everyday usability. To mark its 25th anniversary, the new version of the road-going sports car makes its debut with an even more lightweight design and a naturally aspirated 4.0-litre boxer engine producing 375 kW (510 PS) and 450 Nm. For the first time, the new model will launch simultaneously in two versions: as a track-focused sports car with a rear wing, and as a more understated version with the Touring Package. With tailor-made Packages and innovative options, the GT3 variants can be further individualised to the customer's taste and intended use. For the first time, a Weissach Package is 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 optimise the air flow. Redesigned Matrix 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 apron. This allows for larger air inlets and a neatly structured appearance. 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 ensure that the downforce balance between the front and rear axles is maintained 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 modifications from the current 911 GT3 RS. The 911 GT3 comes as standard with 255/35 ZR 20 (front) and 315/30 ZR 21 (rear) sports tyres with improved wet grip; optionally, road-legal track tyres are available.

Touring Package available from launch and even more customisable

With the model 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 programme 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 tear-off edge, the famed Gurney flap, and an optimised fin design on the underbody provide aerodynamic balance. The interior offers high-quality leather upholstery and a classic sporty ambience.

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 customised 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," says Porsche brand ambassador Walter Röhrl. "It instils even greater confidence in the car because it responds more smoothly from the centre position without losing any of its directness. The shorter gear ratio also significantly enhances driving pleasure on country roads."

Lightweight design throughout

The low overall weight of the 911 GT3 contributes to its agile and direct handling. The new 911 GT3 focuses on strict lightweight design. New lightweight aluminium wheels reduce the unsprung mass by more than 1.5 kg compared to the previous model. Optionally, magnesium wheels are available with the Weissach Package or the Lightweight Package. They save nine kilograms. A new lightweight 40 Ah lithium-ion battery contributes to the low mass by shaving off another roughly four kilograms. In the lightest configuration, the new 911 GT3 weighs just 1,420 kg.

Eight per cent shorter gear ratio

The 4.0-litre 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 extremely effective emissions control system, Porsche has managed to produce an exhilarating soundscape. The previous power output of the six-cylinder boxer engine was maintained, thanks to a series of optimisation measures. The cylinder heads have been redesigned, and the steeper camshafts carried over from the 911 GT3 RS provide even more responsive power delivery in the upper rev range.

Flow-optimised individual throttle valves are also fitted, as well as optimised oil coolers. The boxer engine retains its output of 375 kW (510 PS). This means that each kilowatt of the revamped high-revving naturally aspirated engine only has to move 3.8 kg of weight (2.8 kg/PS) in the lightest vehicle configuration. 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 per cent shorter than in the predecessor. Both gearbox options are available for both the 911 GT3 and the 911 GT3 with Touring Package. With the PDK, the new 911 GT3 accelerates to 100 km/h in 3.4 seconds and reaches a top speed of 311 km/h (manual gearbox: 3.9 s; 313 km/h).

“On the track, the new 911 GT3 enables even better control because it rides even smoother over bumps and when driving over kerbs thanks to the optimised damper tuning,” says brand ambassador Jörg Bergmeister. “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 lightweight sports bucket seat

For the new 911 GT3, a new lightweight sports bucket seat with a folding backrest and a seat shell made of carbon-fibre-reinforced plastic is available as an option. The seat is equipped with an integrated thorax airbag, electric height adjustment and manual longitudinal adjustment; a three-stage seat heater is available as an option. The headrest padding can be removed. This provides a more ergonomic position for most drivers when wearing a helmet while driving on the racetrack. 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 Sports Seats Plus with electric 18-way adjustment can 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, however, the 911 GT3 is not started with a button, but still with a rotary ignition switch. An optionally available roll cage demonstrates the car's closeness to motorsport. The digital instrument panel in the centre supports the driver with a clearly structured display and control concept. Thanks to the contrasting colour scheme, the rev counter and stopwatch can be read at lightning speed. The 'Track Screen' display mode reduces the digital displays to the left and right of the tachometer to key data on tyres, oil, water and fuel and indicates the optimal shifting time to the driver by way of a shift flash. If desired, the tachometer display can be rotated so that the rev limit of 9,000 rpm is at the 12 o'clock position.

Individual packages for 911 GT3 and 911 GT3 Touring

Porsche offers various equipment packages for the new 911 GT3. With the Weissach Package, 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 fibre, as are the roof, end plates of the rear wing, exterior mirror top shell, front window triangle trim, and the airblades in the front valance. An exposed-carbon-weave strip extends over the front lid, 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 Racetex. Carbon-fibre door handles, along with storage nets, complement the lightweight interior door panels. A carbon-fibre roll cage and lightweight forged magnesium wheels are available as options.

For the 911 GT3 with Touring Package, Porsche offers the Lightweight Package. Here, the roof painted in the exterior colour as well as the anti-roll bar, anti-roll bar drop links and shear plate on the rear axle are made of carbon fibre. The lightweight forged magnesium wheels and the lightweight door panels are also part of the Package. In conjunction with the standard six-speed GT sports gearbox, the shortened gear lever from the 911 S/T is used. At the base of the gear lever, a plaque with the inscription 'Lightweight' indicates that the car features the Package.

For the 911 GT3, with its large rear wing, the Clubsport Package for track use is available at no extra charge. It includes a bolted steel roll cage in the rear, a six-point racing harness for the driver, and a handheld fire extinguisher. The optional lightweight sports bucket seats are a prerequisite for this.

"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 customised even more specifically to the intended use or the driver's preferences."

Exclusive chronograph is a ‘sports car for the wrist’

Exclusively for owners of the 911 GT3 and the 911 GT3 with Touring Package, Porsche Design presents an exceptional timepiece that translates the design and performance of the sports car to the wrist. The 911 GT3 chronograph and the 911 GT3 Touring chronograph are equipped with the precise, COSC-certified Porsche Design WERK 01.200 movement, which has a flyback function. The ultra-lightweight titanium case, optionally with black titanium carbide coating, combines sports car design with modern watchmaking.

The dial, in a GT3 style with yellow accents and hexagonal structure, mirrors the car’s instrument panel, while the winding rotor is based on the design of the GT3 wheels. The colour ring of the dial is available in all exterior colours of the 911 GT3 and the Touring Package, as well as in the colours of the Paint to Sample programme. The strap, crafted using original Porsche interior leather and thread, is also matched to the respective configuration of the car.

MEDIA ENQUIRIES



Oliver Hilger

Spokesperson 911 and 718
+49 (0) 170 / 911 3915
oliver.hilger@porsche.de

Consumption data

911 GT3 with Touring Package (WLTP)*: Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G

911 GT3 (WLTP)*: Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Link Collection

Link to this article
https://newsroom.porsche.com/en/press-kits/911-GT3/Summary.html

Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Porscheplatz 1
70435 Stuttgart