

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

The first double wishbone front suspension in a 911 Cabriolet

24/07/2026 The first double wishbone front suspension in a 911 Cabriolet

Predictable, precise and smooth driving characteristics are essential for optimal handling and driving pleasure. For this reason, the new 911 GT3 S/C is equipped with the highly effective suspension components of the 911 GT3 models. In a first for the cabriolet body style, Porsche is using a double wishbone front suspension setup in the 911 GT3 S/C. Its design includes an anti-dive system, in which the front ball joint of the lower wishbone has been offset downwards so that the control arm is at a steeper angle. Under braking, this generates a resistive torque that counteracts the suspension compression caused by the braking force. This noticeably reduces the pitching motion of the car under heavy braking. Also new in the open-top 911 are special aero-profiled control arms. The lower wishbones of the front suspension are designed with an aerodynamically shaped teardrop profile. They optimise the airflow in and through the wheel arches, which experience a high degree of high velocity airflow and turbulence, thereby reducing drag. Furthermore, they direct the airflow specifically towards the front brakes for additional cooling.

The 911 GT3 S/C also adopts the newly designed bump stops from the 911 GT3 (**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). With its shorter design, the linear suspension travel is extended by 27 mm at the front and 24 mm at the rear. Drivers particularly notice the benefits on fast, undulating motorways, where the wheel load fluctuations are reduced and directional stability of the wheels is improved. The carbon-fibre anti-roll bars, drop links and shear plate on the rear axle are carried over from the 911 S/T. The suspension tuning of the new 911 GT3 S/C mirrors that of the fixed-head 911 GT3.

Brakes and wheels with GT3 performance

To ensure that the enjoyment of the Cabriolet remains constant and safe, even under the highest loads, the 911 GT3 S/C is equipped with the PCCB system as standard, an upgrade that is available as an option for fixed-roof variants of the 911 GT3. It features 410 mm brake discs on the front axle and 390 mm discs at the rear. Compared to conventional brakes with cast iron discs, the ceramic composite braking system offers several advantages, including discs that weigh only about half as much. This contributes significantly to the 911 GT3 S/C being the lightest open-top 911 of the current model generation. In addition, the reduced unsprung mass brings clear advantages for agile driving, for example on winding mountain passes. Another advantage of the ceramic brake system is its greater thermal resistance.

The new 911 GT3 S/C is equipped as standard with lightweight magnesium forged wheels, as previously found on the 911 S/T. A special highlight of the wheels, giving them a striking appearance, is their California Gold paint. The colour choices of Black (satin) and Dark Silver (satin) are also optionally available. Porsche also offers a Silver paint finish as a no-cost option. Exclusively with the Street Style package, the wheels can be ordered painted in Slate Grey Neo (high gloss). Pyro Red wheels are also available as an option. As is customary in Porsche's GT3 range, the 911 GT3 S/C features centre-lock wheels – similar to those typically found in motorsport. The use of lightweight magnesium and the back-milled spokes save a total of about 9.1 kilograms in weight compared to comparable forged aluminium wheels, greatly reducing the unsprung and rotating masses. The driver feels this effect in the form of improved agility and enhanced driving precision.

With the GT3 S/C, Porsche is offering customers the opportunity, for the first time, to choose the colour of their brake callipers via Porsche Exclusive Manufaktur. In addition to the standard yellow, there is a choice of six other expressive colours, including orange, blue and white.

MEDIA ENQUIRIES



Oliver Hilger

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

Consumption data

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

911 GT3 S/C (WLTP)*: Fuel consumption combined: 13.7 l/100 km; CO_2 emissions combined: 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).

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_332698_en.mp4

Link Collection

Link to this article
https://newsroom.porsche.com/en/press-kits/911-GT3-s-c/Chassis-and-performance.html