



PORSCHE



The new 911 GT3

Born in Flacht



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A red Porsche 911 GT3 is shown from a side profile in a bright, modern workshop. In the background, there are other racing cars, including a white and blue Shell-sponsored Porsche and a red and white racing car with a large number 3 on its side. Stacks of tires and various workshop equipment are also visible.

Born in Flacht

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A side-profile view of a bright red Porsche 911 GT3 car body, which is a two-door coupe. The car is positioned on a blue and grey hydraulic lift in a clean, well-lit workshop. The car's body is highly polished and features a prominent rear spoiler. The interior of the car is visible, showing a black roll-over protection structure. The workshop has a large window on the left, a pegboard with tools on the back wall, and grey storage cabinets on the right. The floor is a light grey concrete.

The new 911 GT3



**A day in Flacht isn't 24 hours.
It's 8,640,000 hundredths of a second.**

The new 911 GT3.

Many have still never heard of it. Some believe it's all just a myth. For the true fan, though, behind the idyllic green hills of the Swabian region in Germany the promised land does exist: Flacht. The home of Porsche Motorsport. Our home. The place in which the Porsche heart beats the fastest. Where the transfer from motorsport into series production is routine daily practice. Where the proving ground is our playground. And precision is our greatest passion.

Here, in Flacht, is where the new 911 GT3 turned its first laps. Here is where the mighty sound of its 4.0-litre horizontally opposed and naturally aspirated engine roared for the first time. Here is where the chassis was tuned over the course of countless test kilometres with the meticulous scrutiny only otherwise afforded to the Porsche 919 Hybrid for Le Mans.

Our engineers invested all their racing experience into it, tweaking and honing into the night. Afterwards, they would all say: "It couldn't get any better." Only to ask themselves the next morning: "Could we not make it even better?" A hundredth of a second faster, a percentage point more agile, a gramme lighter?

Then – and only then – could we award the highest distinction there is at Porsche:

Born in Flacht.
The new 911 GT3.

For fuel consumption and CO₂ emissions, please refer to page 121.



When facts speak for themselves.

Highlights.

Sound: unadulterated engine sound of a pure-bred high-performance naturally aspirated unit.

Driving dynamics: racing chassis with dynamic engine mounts and rear-axle steering with GT tuning.

Performance: 4.0-litre six-cylinder horizontally opposed and naturally aspirated engine derived from the 911 GT3 Cup offering 368 kW (500 hp), 460 Nm and a high-revving concept.

Lightweight construction: bodyshell in aluminium and steel composite, front and rear end in lightweight polyurethane, rear lid, wing uprights and rear wing in carbon, connecting rods in titanium.

Transmission: performance-oriented 7-speed Porsche Doppelkupplung (PDK).
Optional: 6-speed GT sports manual transmission with short shift throws.

Design and aerodynamics: new front and rear end, Bi-Xenon main headlights, three-dimensionally shaped taillights, underbody panelling with finned rear diffuser, front spoiler and rear wing for aerodynamic downforce.

Safety: motorsport-tuned vehicle stability system, high-performance brake system with six-piston aluminium brake calipers at the front and four-piston equivalents at the rear axle.



Nothing but facts: Scan code or go to www.porsche.co.uk/911-GT3-highlights and start the film.

For fuel consumption and CO₂ emissions, please refer to page 121.



Aerodynamics and design

**We firmly believe in the laws of physics.
And in defying them time and time again.**

Aerodynamics and design.

The greatest resistance we know here in Flacht? Headwind. It's a matter of confronting it – with optimum aerodynamics and favourable drag coefficients. But it's also a matter of exploiting it. By using it to cool the brakes, for example – or as a supply of combustion air. And, of course, to generate downforce on the race track.

How do we reconcile these most conflicting of parameters? With a harmonious overall concept. And, of course, a design in which every detail must demonstrate its functionality first and foremost.

The new front end of the 911 GT3 makes one thing instantly clear: this car is not here simply to make up the numbers. Large openings left and right, together with new airblades on each side, improve cooling. Even the customary 911 GT3 air outlet to the front of the luggage compartment lid helps to

ensure plenty of fresh air. All cooling air intakes are protected by air intake grilles in titanium colour.

Responsible for the leaner build: lightweight polyurethane with hollow glass microspheres and carbon-fibre elements. The complete front end is made from this light yet extremely robust high-tech material. Responsible for the extra downforce at the front axle: the wide front spoiler lip.

Responsible for clear vision: Bi-Xenon main headlights, fitted as standard, including dynamic range control and headlight cleaning system. LED headlights are available as an option. Direction indicators, daytime running lights and position lights, all designed with LED technology, have now been made even sleeker – leaving a larger surface area for the air openings.

The first impression is like the second: the new 911 GT3 has a more imposing appearance. And always looks ready to pounce. More aggressive as well? We prefer to say: more impatient. At least for those on the race track who see it approaching in their rear-view mirror.





Squat is how the rear looks. And squat is also its stance on the road. That's because the 911 GT3 is an extra 44 mm wider and sits approximately 25 mm lower than the 911 Carrera. It's because the LED taillights are not only slimline, they are now also shaped three dimensionally. It's because the central twin tailpipe of the sports exhaust system is a visual clue to the car's low centre of gravity.

Like the front, the revised rear end is also manufactured from lightweight polyurethane. The rear lid, wing and wing uprights are in carbon. The central air outlet slit is larger and positioned higher than on the predecessor model. The two black-finish ram-air scoops on the rear lid supply the engine with combustion air.

A trademark of the GT models and a pointer in the direction of motorsport: the fixed rear wing. It is approximately 20 mm higher than on the predecessor model. For a further gain in downforce.

Four additional fins at the rear of the underbody panelling reinforce the aerodynamic effect of the diffuser. And they also appear to pull the new 911 GT3 down closer to the race track. Especially to those who just saw it overtake.



Touring Package





**Without wings?
The endorphins will still be released.**

Touring Package.

Duck tail, tea tray. Whether a 911 Turbo, 911 Carrera RS 2.7 or 911 GT3: the rear wing of the 911 has always challenged its fans with original names. Or should we say: nicknames? These fans will have to be strong now, but we promise: you will be more than richly rewarded. As with the new optional Touring Package, the 911 GT3 does without the fixed rear wing, but its 'wolf in sheep's clothing' appearance gives the vehicle a visual as well as dynamic driving purism that last but not least, will be expressed on the road.

As with the 911 Carrera, an automatically extendible rear wing ensures for the necessary downforce in the high-speed range. With the 911 GT3 with Touring Package, the rear wing is also given an aerodynamic outline edge in the exterior colour. Just above that: the especially designed rear lid grille with 'GT3 touring' badge. In contrast to the standard equipment, the headlights and taillights are not tinted. Moreover, the side window strips, the tailpipe trims of the sport exhaust system and the cover for the headlight cleaning system have been carried out in the classic silver colour. Just like the "PORSCHE" lettering on the rear. The Touring Package is also optionally available with a black exterior.



It will be even better for supporters of pure driving pleasure. In conjunction with the Touring Package, the 911 GT3 is equipped with the 6-speed GT sports manual transmission and dual-mass flywheel (see page 39). The shift throw is short with unfiltered driving pleasure – and the endorphins are released, as already promised.

Leather dominates the interior instead of Alcantara®. That is another indication that the 911 GT3 with Touring Package has been developed especially for those drivers who do not only see their territory on the race track. With the partial leather interior with decorative stitching in black,

the steering wheel rim and top centre marking are lined in smooth-finish leather. This also applies to the gear selector, door armrests, centre console storage compartment lid and door release levers. The seat centres are made of black fabric. The headrests are embossed with the Porsche Crest. The door sill guards are made of brushed aluminium in black, as well as the decorative trims on the instrument panel and centre console.

The new 911 GT3 with Touring Package: authentic GT sport paired with refined understatement. Those who thought these poles were diametrically opposed are in for a big surprise.

Drive





**Packed with up to 9,000 rpm.
And over 30,000 racing victories.**

Engine.

The engine of the new 911 GT3 is not meant as a friendly Swabian gesture, but as a throwing down of the gauntlet. To everyday life. To physics. But, above all, to all the other drivers on the race tracks of this world.

Brief for the new engine: naturally aspirated engine from motorsport, low down in the rear, six cylinders, horizontally opposed pistons. A full four litres of displacement. And high performance potential with unadulterated sound.

The new drive unit was developed – where else? – in Flacht. Particularly robust and powerful, it is based on the engine fitted in the 911 GT3 Cup.

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 train have also been derived directly from motorsport.

From its impressive capacity of 3,996 cm³, the engine draws a maximum power output of 368 kW (500 hp). With Porsche Doppelkupplung (PDK), fitted as standard, the sprint from 0 to 62 mph takes just 3.4 seconds and top speed is 197 mph. With the optional 6-speed GT sports manual transmission, the time is 3.9 seconds. Top speed? Not reached until 197 mph.

For fuel consumption and CO₂ emissions, please refer to page 121.



Legend

- ① Variable intake manifold
(two resonance flaps)
- ② Separate engine oil tank
(dry-sump lubrication)
- ③ Fine oil separator
- ④ Throttle valve
- ⑤ Crankshaft
- ⑥ Central oil supply
to crankshaft
- ⑦ Forged aluminium pistons
- ⑧ Cam followers
(rigid valve train)
- ⑨ VarioCam camshaft controller
- ⑩ Air-conditioning compressor
- ⑪ Water pump

At Porsche, natural aspiration also means a high-revving concept. The needle in the 911 GT3 doesn't hit red until 9,000 rpm. Maximum torque is 460 Nm – some 20 Nm more than is offered by the predecessor model. It is available at 6,000 rpm, while maximum power output is achieved at 8,250 rpm.

As far as the efficiency of the engine – and its power output – is concerned, direct fuel injection (DFI) makes a decisive contribution. It does so with millisecond precision and a pressure of up to 200 bar. For optimum mixture formation and combustion in the combustion chamber. And, relative to the engine's high power output, it helps to achieve favourable fuel consumption and comparatively low CO₂ emissions.

VarioCam.

VarioCam is an engine timing concept that distinguishes between various engine speeds and load states so that timing can be adapted to suit the current power demand. It regulates not only the adjustment of the intake camshafts but also the exhaust camshafts in order to deliver increased power and torque.

Adjustment takes place imperceptibly under the control of the electronic engine management. The result is very smooth running and, above all, high power and torque across the entire engine speed range.

High-revving concept.

The valves are operated by cam followers – a principle derived from motorsport. Clearance compensation between the camshafts and valves of the new 911 GT3 is realised not by hydraulic means, but by shim plates as part of a solid arrangement. This kind of valve timing design provides greater robustness and enables remarkably high engine speeds even under hard use.

For fuel consumption and CO₂ emissions, please refer to page 121.

Dry-sump lubrication.

Motorsport principles are also applied to the engine's oil supply. Continued lubrication is vital, especially at very high engine speeds of up to 9,000 rpm and under the effects of the particularly high lateral and longitudinal acceleration that can be experienced on the race track.

Seven scavenge pumps in total return the engine oil quickly and efficiently to the external oil tank. Together with a new oil pressure pump offering fully variable displacement, optimum oil pressure is assured in all operating conditions. This system provides reliable lubrication of hard-working components and increases the robustness of the engine under heavy use on the race track.

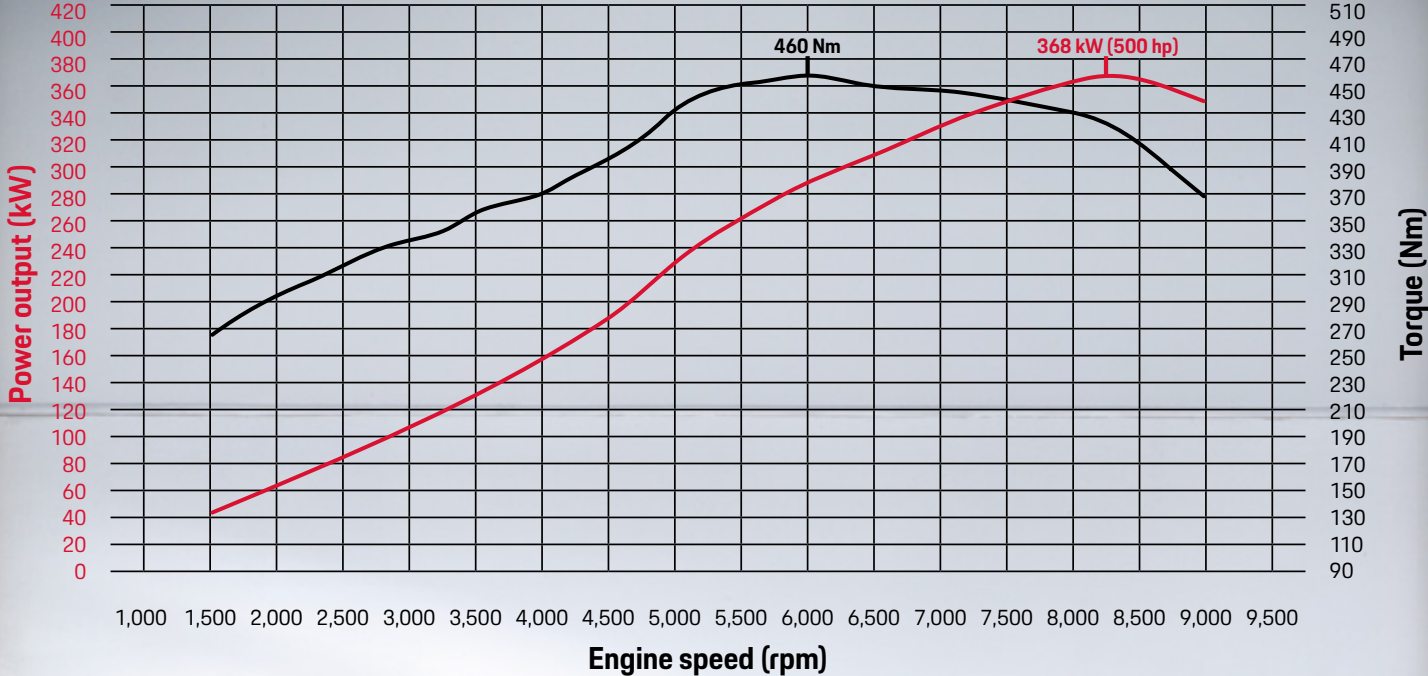
Also new is the particularly efficient supply of oil to the heavily loaded connecting rod bearings. This is realised by a central oil feed into the crankshaft. Another innovation sees the oil efficiently defoamed by a centrifuge before it is delivered to the separate oil tank. This engineering solution originates from high-performance motorsport and is also used in the Porsche 919 Hybrid, an LMP1 class competitor.

The new 911 GT3 is factory-filled with Mobil 1 fully synthetic high-performance engine oil. The excellent lubrication properties of this oil ensure a reliable cold start, even at very low temperatures, and contribute not least to the durability of the engine.

Intake manifold.

In interaction with the sports exhaust system, the variable intake manifold in synthetic material and featuring two switchable resonance flaps helps to ensure efficient gas cycles.

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



For fuel consumption and CO₂ emissions, please refer to page 121.

Sports exhaust system.

The sports exhaust system of the new 911 GT3 has two front silencers, two catalytic converters and one rear silencer, which discharges into the central twin-tract tailpipes. The large volume of the exhaust system reduces exhaust back pressure and thus increases power output.

In response to data provided by two Lambda sensors, the stereo Lambda control circuits regulate the composition of the exhaust gas separately in each exhaust tract. Another pair of sensors monitor pollutant conversion in the respective catalytic converters.





**An engineering milestone
consists of an infinite number of millimetres.**

Porsche Doppelkupplung (PDK).

Porsche Doppelkupplung (PDK) is part of Porsche motorsport history. In 1986 and 1987, the Porsche 962 secured overall victories in Le Mans – with the Doppelkupplung dual-clutch transmission that had undergone continuous development since the 1960s. The rapid gear changes added up to seconds and, over the course of 24-hour races, to minutes that would ultimately lead to era-defining victories.

Today, PDK is continuing to set standards – this time in series production. With gear changes that take place in milliseconds and with no interruption in the flow of power – for faster acceleration and moderate fuel consumption.

But it gets even better. In the 911 GT3, PDK boasts an even sportier setup – with the short gear ratios specific to the 911 GT3 and the crisp, short movements of the gearshift paddles.

The racing feel is down to seven performance-oriented gears, where even 7th gear has a sports ratio engineered for maximum speed. Manual operation of the gear selector is based on the established motorsport principle: back to shift up, forward to shift down.

This is how it works. PDK is essentially two gearboxes in one and thus requires two clutches. This double-clutch arrangement provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds.

All that has consequences, not least for acceleration, for overall performance and for fuel economy. Driving feels even more dynamic and agility is increased.

What about the gear changes themselves? You'll feel them and you'll hear them. The electronic transmission control logic of the Intelligent Shift Program (ISP) offers more immediate and faster traction-induced upshifts and downshifts on overrun. In PDK SPORT mode, downshifts under braking are more aggressive while, under acceleration, the shift points are raised even further. So changing up a gear becomes a physical experience – and an emotive one.



**It's going to end in tears.
Of joy.**

6-speed GT sports manual transmission.

In all honesty, we can't promise you a particularly great deal at this point. Apart from a whole lot of effort, sweat, aching muscles and tears. Tears of joy, that is, because the optional 6-speed GT sports manual transmission brings pure, hands-on pleasure back to the cockpit.

Six performance-oriented gears are available for you to select, with every single bite of the clutch also accompanied by a surge of adrenaline.

Your job: hand and leg work. Lots of it. The shift throw? Extremely short. Every gear change? Exceedingly precise.

With the 6-speed GT sports manual transmission, the focus is not on every tenth of a second, but on unconditional driving pleasure and unfiltered emotion.

By the way, the 911 GT3 with manual transmission including dual-mass flywheel and mechanically locking rear differential saves approximately 17 kg.

What does this mean for you? Unfiltered driving pleasure. On twisting roads as well as on the race track. In a thoroughbred sports car that will move you to tears of joy, time and time again.

The dynamic throttle-blip function gives your emotions no respite. And the sound will be music to your ears. No matter which gear you're in.

Chassis





**The crest of Flacht?
No, not the local heraldry.**

Racing-style chassis tuning.

It's nine in the morning. A typical Tuesday like any other. Or a Wednesday. Rolling green hills all around. The sun comes out. An idyllic Swabian scene.

The peace is shattered by a test car. It streaks across the Weissach test track. It drives through the northern corner, then the Can-Am-Nord section and then the Bott chicane. The Alter Hof ascent? Leaves it be on the left. In second gear, it negotiates the crest of Flacht. At high speed down onto the long straight – the hallowed halls of the Motorsport department sweep by in the side window.

What might sound like racing dedication is actually, and above all, a question of philosophy. Not so much that of Plato, Hegel and Kant, but rather the

philosophy of fine-tuning and, more specifically, the chassis of the new 911 GT3. And that, too, is a complex business.

Indeed, our engineers in Flacht work to the same parameters as in motorsport. At Porsche, technology transfer is not an empty promise.

School of thought until 10 years ago: the suspension had better be rock hard. As a result, springs, anti-roll bars and shock absorbers were configured accordingly. But hard doesn't always mean best performance. When the surface isn't quite as flat as a Swabian pancake, for instance, not all four wheels will have grip at all times. And that means less traction, less lateral acceleration and less braking power.

For a further improvement to driving dynamics, the new 911 GT3 benefits from a new chassis setup.

The results: excellent pitch, roll and directional stability and extraordinary steering precision. Long-distance comfort wasn't ignored either. To achieve all that, we think putting in a few thousand extra laps is worth the while.

Toe angle, camber and anti-roll bars can also be adjusted individually for race track use.



Rear-axle steering.

Fitted as standard, rear-axle steering combines performance and everyday driveability. An electromechanical adjustment system at each rear wheel enables the steering angle to be adapted based on the current driving situation, steering input and vehicle speed.

Advantage at low speeds: the system steers the rear wheels in the opposite direction to that of the front wheels. This leads to a virtual reduction of the wheelbase. Tight corners can be driven through more dynamically. Even parking is made easier and the turning circle is reduced.

Advantage at higher speeds: the system steers the rear wheels in the same direction as that of the front wheels. Thanks to this virtual extension of the wheelbase, driving stability and agility are increased – especially in the event of fast lane changes or during overtaking manoeuvres on the race track.

Dynamic engine mounts.

On the race track in particular, the unforgiving forces of physics should certainly not be underestimated. But they can be exploited. Not least in the interests of dynamic performance. This is what we do with dynamic engine mounts.

This electronically controlled system minimises the perceptible oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits of a hard or soft engine mounting arrangement.

A hard engine mounting delivers optimum dynamic performance because it offers the highest degree of handling precision possible. Soft engine mounts, on the other hand, minimise oscillations and vibrations. While comfort is improved on uneven road surfaces, this comes at the expense of dynamic performance.

Our engineers have solved this problem by enabling the stiffness and damping performance of the engine mounts to adapt to changes in driving style and road surface conditions. This has been achieved by the use of a fluid with magnetic properties in interaction with an electromagnetic field.

With a harder engine mounting, handling is perceptibly more stable under load change conditions and in fast corners. The dynamic engine mount system also reduces the vertical oscillations of the engine when accelerating under full load. The results are greater and more uniform drive force at the rear axle, increased traction and better acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts automatically soften to provide a heightened level of comfort.

Wheels and tyres.

The 20-inch 911 GT3 wheels are silver-coloured as standard and made from a forged alloy. The central locking device bearing the 'GT3' logo is the essence of motorsport. Compared with the conventional five wheel bolts, it offers enhanced performance thanks to the reduction in rotating masses. And, of course, it ensures a faster wheel change.

Tyre sizes:

245/35 ZR 20 on 9 J × 20 at the front,

305/30 ZR 20 on 12 J × 20 at the rear.

Road-approved sports tyres on the new 911 GT3 help to provide the necessary grip. Bear in mind, however, that the reduced tread depth increases the risk of aquaplaning on wet surfaces.

Tyre Pressure Monitoring (TPM) is fitted as standard. Not only does it issue warnings in the event of a gradual or sudden loss of pressure, it also features a race track mode. This factors in the lower inflation pressure of cold tyres before an outing on the circuit.



Porsche Active Suspension Management (PASM).

This electronic active damping system offers continuous adjustment of the damping force on each wheel based on the current driving situation and your driving style.

At the press of a button, you can select between two different modes. 'Normal' mode is designed for sporty driving on public roads and on wet race tracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.

Porsche Stability Management (PSM).

PSM automatically maintains stability even at the limits of dynamic driving performance. In addition to the anti-lock braking system, it includes Electronic Stability Control (ESC) and Traction Control (TC).

Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

What's special about PSM in the new 911 GT3?

The systems intervene with exceptional sensitivity and precision and can be completely deactivated in two stages for deliberately sporty handling.

Porsche Torque Vectoring Plus (PTV Plus) and Porsche Torque Vectoring (PTV).

PTV Plus has been specially adapted to the new 911 GT3. In conjunction with PDK, fitted as standard, the system operates with an electronically regulated and fully variable rear differential lock.

Numerous driving parameter inputs are the basis for the system's active control of the differential lock.

The results are greater traction, particularly at the limits of dynamic performance, increased lateral dynamics and a significant improvement in driving stability under the effects of load changes in corners and when the car changes lane.

PTV – in conjunction with the optional GT sports manual transmission – operates with a mechanically regulated rear differential lock.

On surfaces with less grip, such as in the wet, each system strategically brakes the right or left rear wheel. This means that, whenever the car enters a corner, brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, improving steering response and increasing agility.

The result: unrivalled pleasure at every twist and turn. It's just as well there happens to be so many waiting on the race track.



Safety and environment





**Even negative acceleration
cannot halt your record-breaking spree.**

Safety.

Brakes.

The new 911 GT3 also demonstrates top performance when it comes to negative acceleration. Here, we rely on our expertise of many years as well as technologies that have passed the acid test of motorsport.

The new 911 GT3 is equipped as standard with a particularly powerful brake system with a specifically matched brake booster. The red six-piston aluminium brake calipers on the front axle and the four-piston equivalents at the rear are designed as monobloc units. This makes them highly resistant to deformation and enables a more rapid response and release of the brake, even under heavy loads.

The brake discs are 380 mm in diameter, front and rear. Thanks to their two-piece construction with cast iron brake discs and aluminium brake chambers, they save weight and thereby reduce unsprung and rotating masses. The brake discs are cross-drilled and internally vented for powerful braking even in adverse weather conditions. Or when pitted against the challenges of motorsport.



Porsche Ceramic Composite Brake (PCCB).

Flacht is something like the gateway between the race car and the series production sports car. The optional Porsche Ceramic Composite Brake (PCCB) is the best example. In numerous racing series, including the Porsche Mobil 1 Supercup, it has been proven to withstand the harshest demands of the track.

PCCB dimensions are sized to match the performance potential of the new 911 GT3. That's why the cross-drilled ceramic brake discs have a diameter of 410 mm at the front and 390 mm at the rear – for even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high-speed braking is also improved thanks to its excellent fade resistance.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50 % lighter than standard discs of a similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses.

This results in better roadholding and increased comfort, particularly on uneven roads. Plus greater agility and further improved handling.

Airbags and Porsche Side Impact Protection System (POSIP).

Advanced airbag technology is integrated in the form of full-size driver and passenger airbags, which are inflated in two stages depending on the severity and type of accident.

The Porsche Side Impact Protection System (POSIP) also comes as standard. It comprises side impact protection elements in the doors and two side airbags on each side: an integral thorax airbag in each seat side bolster, and an upwards-inflating head airbag incorporated within each door.





**If you want to dish it out on the race track,
you've got to be hard enough to take it too.**

Club Sport Package.

Resilient materials, driving ability, a high level of safety. Those who mean serious business on the race track are not inclined to accept compromises in other areas either.

Available as an option and at no extra cost, the Club Sport Package is a particularly tough proposition – for additional protection on the race track. The ideal platform for attaining sporty extremes.

The Club Sport Package comprises a roll cage bolted to the body behind the front seats, a six-point racing harness in red supplied ready to install on the driver's side, a ready-to-install fire extinguisher with mounting bracket and preparation for battery master switch. This and the front roll cage elements for race events are available to purchase separately from the Porsche Motorsport department.



Flacht is not the only place that should remain idyllic.

Environment.

In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer? Excellent performance together with excellent efficiency.

Emission control.

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve relatively moderate fuel consumption and exhaust emission values in their respective category.

This is accomplished, on the one hand, through the efficient use of fuel by means of efficiency-enhancing technologies such as direct fuel injection (DFI).

On the other hand, catalytic converters with stereo Lambda control circuits provide efficient emission control.

Recycling.

Intelligent lightweight construction has been integral to the Porsche identity since the very beginning. Today, it is achieved by the purposeful use of lightweight polyurethane, aluminium and magnesium. All materials selected are easily recyclable. Recycled plastics are used where they meet our exacting technical requirements.

Fuel.

All Porsche models – including the 911 GT3 – are designed to operate on fuels with an ethanol content of up to 10 %, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance because it is derived from plants that absorb CO₂ from the atmosphere.

For fuel consumption and CO₂ emissions, please refer to page 121.





Interior and infotainment



Motorsport. To touch.

Interior.

The interior of a sports car is like an athlete's clothing: it must fit perfectly and feel like a second skin. Only then can human and machine function as a single, sporty entity. To deliver superlative performance, the driver needs information that can be accessed quickly and an interior ergonomics concept that enables even faster use of it.

The requirement is fulfilled by an ascending centre console that places the gear selector within direct reach of the steering wheel, by ergonomic gearshift paddles on the steering wheel itself and by conveniently positioned controls that dispense with unnecessary gadgetry but do open up new possibilities on the race track. Over 30,000 racing victories were not achieved by engine power alone.

Instruments.

Precise not fanciful, minimalist not trendy. True to Porsche style, the five round instruments integrated into the cockpit lead the way. The rev counter resides in the middle. Its dial is titanium-coloured and bears the 'GT3' logo.

The instrument cluster with 4.6-inch colour screen provides you with a continuous stream of data from the on-board computer, including average speed and fuel consumption, fuel range and outside temperature, and allows you to view Tyre Pressure Monitoring (TPM) information as well as the stopwatch of the optional Chrono Package. It also reminds you of your selected communication and audio settings or displays the map of the navigation system – but only for the rare occasion you aren't on the race track.

Steering wheel.

Change gear like a motorsport professional – using the Sports steering wheel with gearshift paddles. The sporty shift throw of the paddles is authentically short, making gearshifts even more direct and precise.

The Sports steering wheel offers up to 40 mm of height and reach adjustment. The steering wheel rim in black Alcantara® is easy to grip and remains in firm hands, even on sporty drives.

Useful before yet another left-right chicane on the race track: the top centre marking in red, available as an option.

Interior materials.

Durability, stability and resilience. These are the essential ingredients for materials in a sporty environment. It is an environment dominated by Alcantara®, leather and silver-coloured interior parts and brushed aluminium. Here, first and foremost, materials must be practical – and top quality. The fact that they also have the motorsport feel is a welcome bonus.

Alcantara® is easy to grip, wash and maintain. For this reason, it is mainly found in places where there is direct contact: on the steering wheel rim and gear selector as well as on the door handles, door armrests and lid of the centre console storage compartment. The roof lining and C-pillar trims are also finished in Alcantara®.

Sports seats Plus.

Fitted as standard in the new 911 GT3, Sports seats Plus come equipped with elevated side bolsters, electric seat height and backrest adjustment and manual fore/aft adjustment. The seat side bolsters

are upholstered in leather, the seat centres are lined with black Alcantara® and the headrests are embroidered with the 'GT3' logo in Platinum Grey.

The side bolsters on the seat squab and backrest have a firm, sporty padding and offer excellent lateral support. The backrest shell is finished in Silver Grey.

Adaptive Sports seats Plus are available on request. Featuring 18-way electric adjustment of seat positions, including side bolsters and lumbar support.

Full bucket seats.*

Available as an option: full bucket seats made completely of carbon-fibre reinforced plastic (CFRP) and with a carbon-weave finish. They offer particularly good lateral support for such minimal weight. Fore/aft adjustment is manual, height adjustment is electric. The seats are upholstered in black leather as standard with seat centres in Alcantara®, including contrasting stripes in Platinum Grey and the 'GT3' logo.

Sports bucket seats.*

These optionally available bucket seats feature a folding backrest, integrated thorax airbag and manual fore/aft adjustment for driver and passenger.

The carbon surface finish conceals a seat shell in glass-/carbon-fibre reinforced plastic. The backrest pivots are positioned high in the side bolsters to provide excellent lateral support to the pelvic region. The seats are upholstered in black leather as standard with seat centres in Alcantara®, including contrasting stripes in Platinum Grey and the 'GT3' logo.

Leather interior decorative stitching in red.

For an exquisite racing-style touch, red decorative stitching is available as an option for the leather interior. Depending on the seat variant, this is accompanied by red 'GT3' logos on the headrests or red contrasting stripes on the seat centres with 'GT3' logo. The 'GT3' logo on the rear transmission tunnel trim panel also comes in red.



* Child seats are not compatible with full bucket seats or Sports bucket seats.



Always punctual to the second.
It's the Swabian way.

Porsche Track Precision App.*

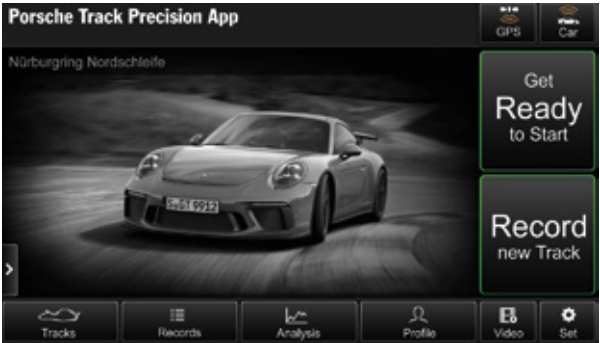
The 'Porsche Track Precision App' enables your driving stats to be displayed in detail, logged and analysed on your device. The lap timer can be stopped automatically by means of the precise 10-Hz GPS signal of PCM, manually using the control lever of the optional Chrono Package or, for even greater precision, by the optional lap trigger available from Porsche Tequipment. Recorded times can be compared directly from the smartphone.

On the race track, driving dynamic is visualised on your smartphone and, in addition to sector and lap times, the app is also able to show how the current lap compares with a previously defined reference lap. Graphical analyses of driving data plus a video analysis help the driver to keep improving driving performance. Recorded stats and circuit and driver profiles can be managed and shared from the smartphone itself.

For even greater precision in your lap time measurements, 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.co.uk/tequipment to discover everything that the lap trigger has to offer.

Chrono Package.

In addition to the analogue and digital stopwatch on the dashboard, the optional Chrono Package has the following functions: PCM is upgraded to include a special performance display, enabling you to view, store and evaluate recorded lap times. In this way, you can see the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to display the current fastest lap and range of the tank until empty. Any travelled distances can be recorded and benchmark times defined.



* App usage permitted on closed 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.



Get more day out of your everyday.

Porsche Connect.

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

Porsche Communication Management (PCM) including online navigation.

PCM is your control centre for audio, navigation and communication functions. In its latest generation with mobile phone preparation, audio interfaces and voice control system, it also features a high-resolution 7-inch touchscreen display enabling easy control of the majority of in-car functions.

On the move, you can enjoy your favourite music from a variety of sources, including CD/DVD drive, SD cards, internal 10-GB hard drive (jukebox), or

the USB connection, e.g. for connecting your iPhone®. Or you can simply listen to the radio.

Connect Plus.

The Connect Plus module implements connectivity in your Porsche. With it, you can integrate your smartphone optimally into your vehicle. A smartphone compartment in the centre console transfers the signal of your mobile phone to the external aerial of the car – conserving phone charge and providing optimum reception. Another feature is the LTE telephone module with SIM card reader for convenience, excellent reception and optimised voice quality. What's more, the Connect Plus module also lets you use our wide range of Porsche Connect services.

Porsche Connect services*.

The Connect Plus module gives you access to a range of helpful services, which are bundled into three dedicated packages: Navigation and

Infotainment Services, Connect App Services and Car Connect Services. These include, for example, the Real-time Traffic Information feature. With this aid, you can be sure that you're on the fastest route to your destination even before you set off. Throughout the journey, the Real-time Traffic Information is regularly updated – keeping you on the optimum route.

To let you use Porsche Connect services, the car comes with an integrated LTE-supported SIM card including data allowance for the first time. Now you no longer need to provide a SIM card of your own. For use of the WiFi hotspot and music streaming functions, a WiFi data package is available from the Porsche Connect Store. Of course, you can still use your own SIM card if you prefer. Please bear in mind that this will require a valid subscription to a mobile network provider of your choice (subject to charge).

* The Porsche Connect services come with an inclusive period of 24 months, excluding the Car Connect Services where the included period is 12 months of Remote Services only. Safety and Security services attract an additional subscription. An integrated SIM card – including data – is also included in the price, for the use of selected Porsche Connect services. A WiFi data package can also be purchased in the Porsche Connect Store to use the WiFi Hotspot and remaining Porsche Connect services, such as Music Streaming, via the integrated SIM card. Alternatively, you can use your own SIM card to establish a data connection. Further information about the free inclusive period of use and any subsequent costs as well as more information on the individual services is available online at www.porsche.co.uk/connect or from your Porsche Centre



Connect apps.

In addition to its range of smart services, Porsche Connect offers two smartphone apps. The first, Porsche Car Connect, lets you use your smartphone or Apple Watch® to retrieve vehicle data and remotely control selected vehicle functions. Another feature of Porsche Car Connect is the Porsche Vehicle Tracking System (PVTs) including theft detection.

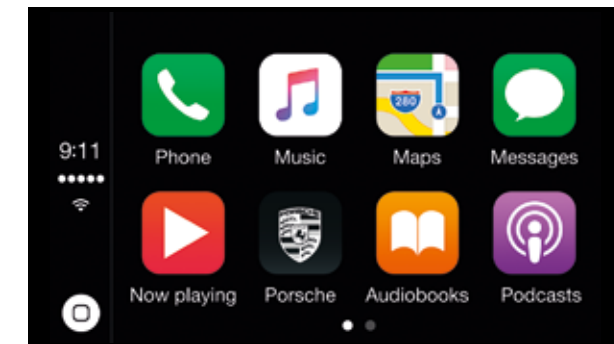
The second app is the Porsche Connect app. This allows you to send chosen destinations to your Porsche before you start your journey. As soon as your smartphone has connected to the Porsche Communication Management (PCM), you will be able to display them in the vehicle and transfer them directly to the navigation system.

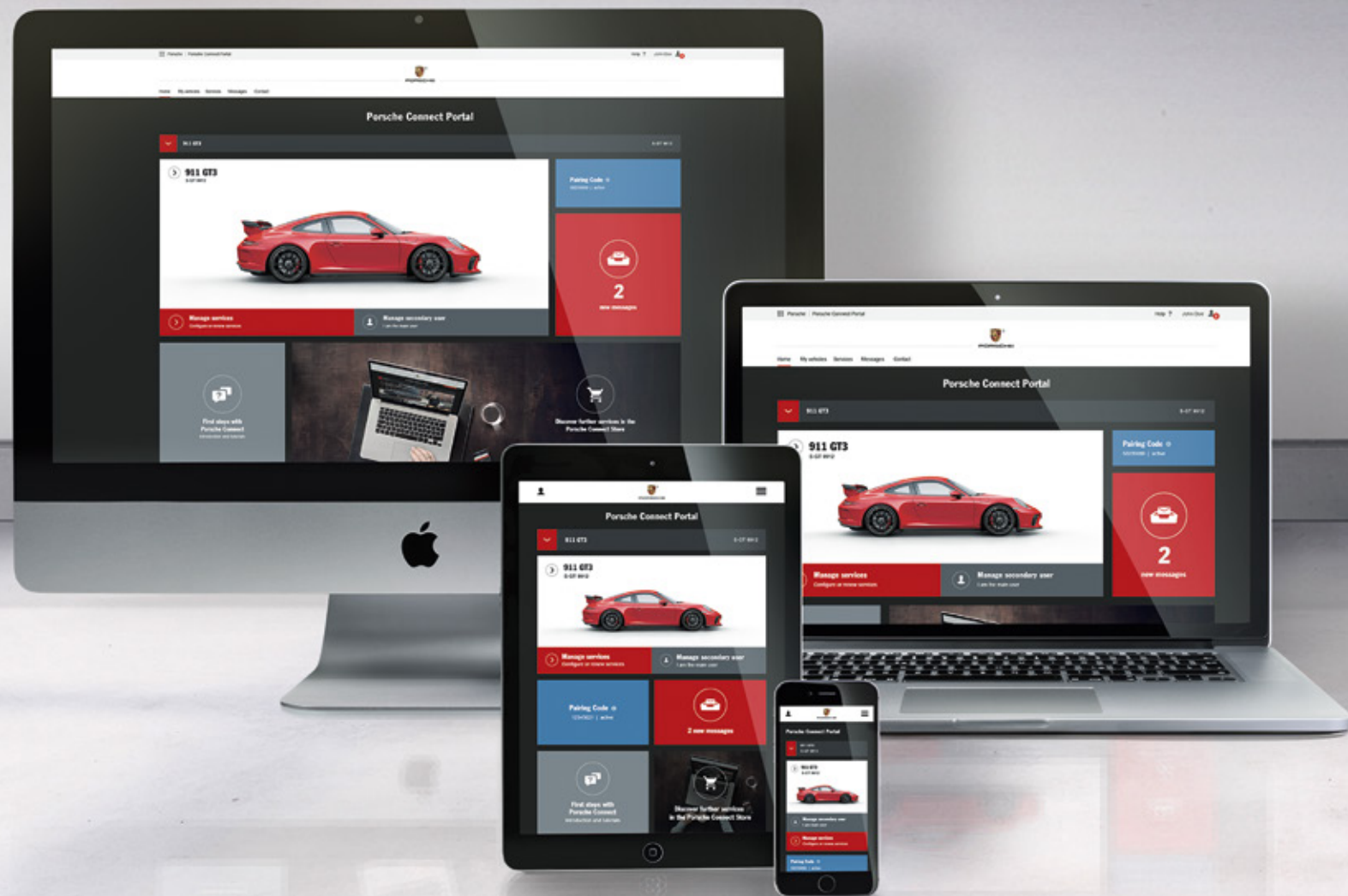
Even your smartphone calendar can be viewed directly on PCM and stored addresses used for navigation. What's more, the Porsche Connect App gives you access to millions of music tracks thanks to its built-in music streaming function.

At www.porsche.co.uk/connect, you can find further information about the apps and services available.

Apple® CarPlay.

Apple® CarPlay enables you to connect your iPhone® to your Porsche and have certain apps shown directly on the central display screen of Porsche Communication Management (PCM). With the Siri® voice recognition interface, you can conveniently use your apps on the move while keeping your full concentration on the road.





My Porsche.

Every Porsche can be configured to your preference. Porsche Connect is the same. With My Porsche – at www.porsche.co.uk/myporsche – you can manage your 911 GT3 and personalise your services to suit your interests. For example, you can add new destinations for your navigation system or select the news sources to keep you informed on any journey. My Porsche also lets you create additional users – such as family members or friends.

Porsche Connect Store.

Would you like to continue to enjoy your existing services beyond the initial free subscription period? Or purchase extra Porsche Connect services? Visit the Porsche Connect Store at www.porsche.co.uk/connect-store and discover more about what Porsche Connect has to offer.



**Soundtrack.
For the race track.**

Sound systems.

Sound Package Plus.

Sound Package Plus, with eight loudspeakers and a total output of 150 watts, delivers excellent sound. The amplifier integrated into Porsche Communication Management (PCM) optimally adapts the acoustic pattern in the vehicle interior to the driver and passenger.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been specially developed for the 911 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 12 fully active loudspeakers and amplifier channels including a patented 100-watt subwoofer integral to the vehicle bodyshell. This fully active system setup enables each individual loudspeaker to be optimally adapted to the vehicle interior and transforms the 911 GT3 into a fast-moving concert hall. Total output: 555 watts.



Motorsport



Capable of winning on the race track.

Our never-ending mission.

We've been in motorsport since the very first second. Not because we have to be. But because we simply can't imagine it any other way. Time and time again, we scrutinise every idea, every technology and every detail on the test bench.

We don't rely on the tried and proven, but on our employees' incessant drive to keep searching for new solutions. We use the past, our tradition, as a source of inspiration to develop new ideas. For an intelligent total concept. With the aspiration to ensure that every vehicle we produce reflects the principle of the dream that Ferry Porsche had over 60 years ago: to build a sports car capable of winning on the race track. A vision that became a reality with the first Porsche ever to be made: in 1951 with the Porsche 356, following its class victory at Le Mans.

In the meantime, we have recorded over 30,000 racing victories, including countless class wins in sprint and endurance races all around the world, as well as 19 overall triumphs at the 24h of Le Mans. With one goal: to apply the lessons learned to our series production vehicles. Indeed, motorsport is where ideas emerge that will continue to be developed, tested and trialled under the toughest conditions until they are not only fit for victory, but also fit for the road. Much like the new Porsche 911 GT3. A street-legal race car. Developed on the same test track and made on the same production line as the 911 GT3 Cup. A car that celebrates victories on the most demanding race tracks in the world. And so we will continue to explore our own direction. To believe in our ideas. To fight for our principles. To resist the temptation to follow blindly any current trend, and never ever be satisfied with

the new discoveries we may make. For the dream that Ferry Porsche envisaged. For the development of cars like the new 911 GT3. And for our neverending mission: to build the sports car of the future.

Mission: Future Sportscar.



Porsche Motorsport pyramid.

Sport driving events.

For us, it isn't only the evolution of the sports car that matters, but also that of the driver. At Porsche Sport Driving School events or club racing meets, experienced instructors impart their driving skills at the limits of dynamic performance – from the entry level all the way up to obtaining the motorsport licence.

Club sport.

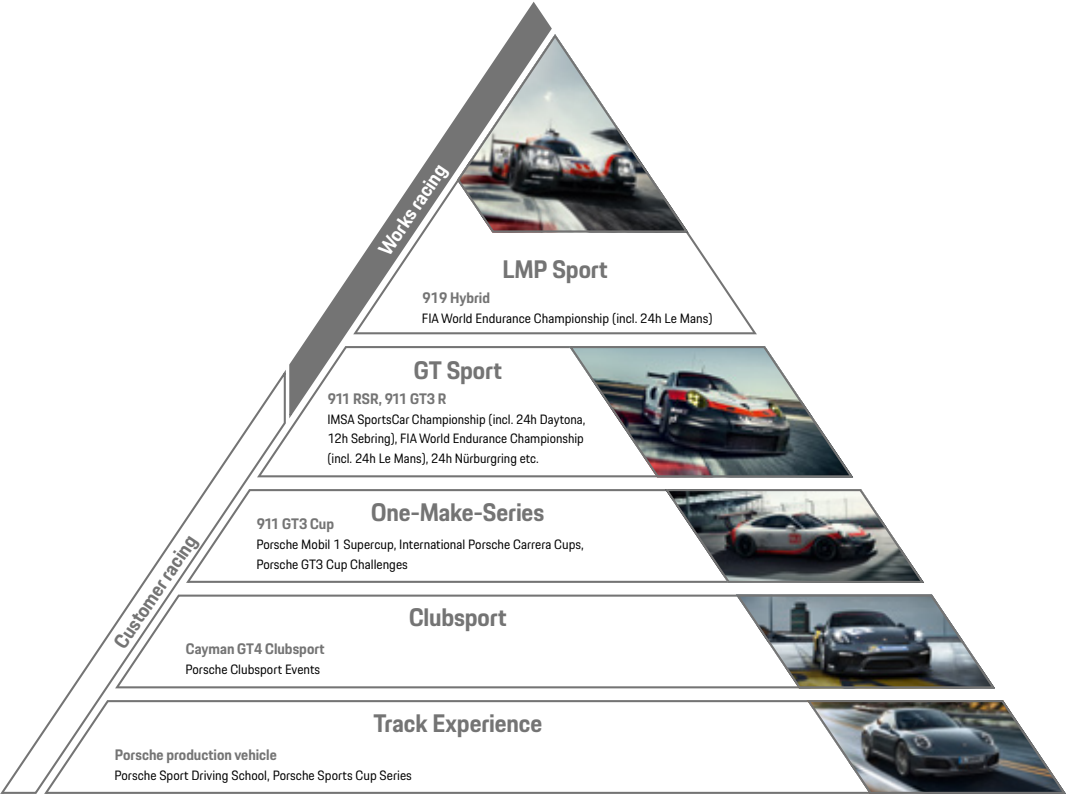
Professionals, budding pros and amateurs – club racing unites them all. And rebels. So named not for their driving style, but because they go driving whenever they like. With the Cayman GT4 Clubsport. A thoroughbred race car that enjoys a variety of grid opportunities. For no matter whether it's a sprint or a longdistance race – it is the perfect car for use between sport driving events and the One-Make-Series.

One-Make-Series.

Absolute equality of opportunity against the belief in oneself, young upstarts challenging old hands, amateurs competing with professionals. Our One-Make-Series – the Porsche Carrera Cup and the Porsche Mobil 1 Supercup – are customer racing championships staged across five continents. With the Porsche 911 GT3 Cup, a thoroughbred race car. At national and international level. Those who make it here can fight their way to the very top. True to the motto "May the best driver win", everything revolves around the ability of the individual, for the parameters are clear: all teams must line up in completely identical cars. Only the drivers and the teams can make the difference.

GT Sport.

GT sport is the bridge between customer and factory racing. With the 911 RSR and the 911 GT3 R, genuine racing stars represent customer and factory teams in the GT class as they compete for title honours in the FIA WEC, the North American IWSC and other GT race series around the world. In historic longdistance racing events, such as the 24h of Le Mans, the 24h of Daytona or the 24h Nürburgring, the best of the best enthral the fans as they fight for every single hundredth of a second.



LMP-Sport.

The top of the pyramid? The Le Mans Prototype 1 class (LMP1). The pinnacle motorsport event of the FIA WEC. And the home of our 919 Hybrid, the overall winner in the last three years at the 24h of Le Mans. The 19th for Porsche. The regulations of LMP racing challenge us in many areas. With strict rules for efficiency, safety and sustainability, the future viability of all kinds of technologies is put to the test race after race. Not only with a view to climbing the winners' podium, but also for the development of the sports car of the future. That's why we still do today exactly that which Porsche has represented for over 60 years. When it comes to technology, we know no compromise, only progress. Entirely in keeping with our Mission: Future Sportscar.



**Born in Flacht.
It clearly has great potential.**

Summary.

The new 911 GT3 was born in Flacht. The road has been its home – and its school – since day one. So, then, what should become of it?

An unadulterated sports car, naturally. One that breathes motorsport and defies the tarmac. A race car that pushes its drivers into their Sports seats more firmly than they would ever have imagined possible.

And, of course, a thoroughbred athlete that turns old dreams and new personal goals into achievable aims on the race track. But it's also a glimpse of motorsport to come, with technologies that make an appearance in Le Mans.

In this way, the new 911 GT3 unites superlative performance with renowned Swabian down-to-earth spirit. That, too, is typical of Flacht – and, in this combination, it is presumably one of a kind. It has everything it needs to hold its own on the roads and race tracks of this world. Now it's down to you to show it.

The new 911 GT3.

A red Porsche GT3 sports car is shown from a rear three-quarter view, parked in a modern, well-lit garage. The driver-side door is open, revealing the interior. The car features black multi-spoke wheels with red brake calipers and a rear spoiler. The license plate is 'S 67442'. The word 'GT3' is visible on the rear of the car. The word 'Personalisation' is overlaid in large white text in the bottom left corner.

Personalisation



**We believe in passion for the sports car.
And for every detail.**

Personalisation.

Just imagine if everything were possible. If you could create the sports car of your dreams. Without restriction. With a diverse range of colours. With extra personality and performance. Like Ferry Porsche did all that time ago with the first ever Porsche: the 356 No. 1.

On the pages that follow, we will show you how a dream car becomes a reality. For a clear overview, all available options have been organised by category. With the extensive colour palette and wide range of optional equipment, you can give even more personality to your 911 GT3. Let the following pages fill you with inspiration – and let your creativity run wild.

The possibilities are many. The limits are few and far between. Take Porsche Exclusive Manufaktur as an example, where you can have your 911 GT3 personalised even more comprehensively and entirely the way you envisaged. Directly on the shop floor. To the ultimate level. And for the most part by hand.

You can find out more about the ultimate form of personalisation on the following pages. By the way: we have taken special care to point out all the personalisation options available from Porsche Exclusive. You'll be amazed at what we can do.



Your inspiration. Our passion.

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 today we call it '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. It's how we bring experience and passion onto the car together with inspiration – it's how we bring dreams to life. Directly from the Manufaktur.

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

How do we fulfil these wishes? With composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, Alcantara®, carbon, mahogany or aluminium. That is how a product is created from dedication and craftsmanship. Or in other words: the intersection of sportiness, comfort, design and your personal taste. A Porsche with your characteristics.

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. As your inspiration is our passion.

Be inspired by our example showcased on the next page and visit www.porsche.co.uk/exclusive-manufaktur to discover everything you need to know about how to configure one of your very own.

A configuration example from the Porsche Exclusive Manufaktur.

- 1 Wheels painted in satin black, LED main headlights in black including PDLs, sideskirts painted, SportDesign exterior mirror upper trims and window triangle trims in carbon, SportDesign exterior mirror lower trims, headlight cleaning system covers and door release levers painted in black (high-gloss)
- 2 Privacy glass, 'PORSCHE' logo and model designation painted in black (high-gloss)
- 3 Carbon interior package, floor mats in carbon with leather edging, seat belts in Silver Grey, instrument dials and Chrono stopwatch in white, sun visors in Alcantara®, door sill guards in carbon, illuminated.

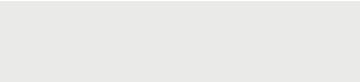


It's the same in motorsport
as it is for personalisation:
you have to give it your all from start to finish.

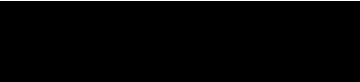
The 911 GT3 in Lava Orange.

Exterior colours.

Solid exterior colours.



White



Black



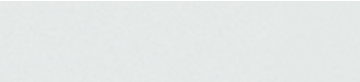
Guards Red



Racing Yellow



Metallic exterior colours.



Carrara White Metallic



Jet Black Metallic



Agate Grey Metallic



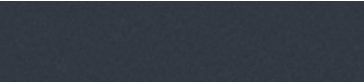
GT Silver Metallic



Rhodium Silver Metallic



Sapphire Blue Metallic

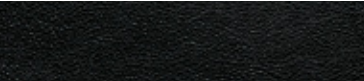


Graphite Blue Metallic



Standard interior colour.

Leatherette/leather/soft-touch paint/Alcantara®.



Black

Special exterior colours.



Carmine Red



Lava Orange



Miami Blue



Crayon





Privacy glass

Porsche Exclusive Manufaktur



SportDesign exterior mirror upper trims in carbon

Porsche Exclusive Manufaktur



'PORSCHE' logo and model designation painted

Porsche Exclusive Manufaktur



Door sill guards in carbon, illuminated

Porsche Exclusive Manufaktur



Personalised floor mats in carbon with leather edging

Porsche Exclusive Manufaktur



Wheel painted in satin black

Porsche Exclusive Manufaktur



Vehicle key painted with key pouch in leather

Porsche Exclusive Manufaktur



Storage compartment lid in Alcantara® with 'PORSCHE' logo

Porsche Exclusive Manufaktur



Fuel filler cap in aluminium look *Porsche Exclusive Manufaktur*



Wheels painted in satin aluminium



Wheels painted in satin black with rim edge painted in Guards Red *Porsche Exclusive Manufaktur*

Option	911 GT3	I no.
Drive.		
Fuel filler cap in aluminium look with 'PORSCHE' lettering and loss protection <i>Porsche Exclusive Manufaktur</i>	☐	XYB
Power transmission.		
6-speed GT sports manual transmission	☐	486
Chassis.		
Porsche Ceramic Composite Brake (PCCB)	☐	450
Front-axle lift system	☐	474
Wheels.		
Wheels painted in silver colour	☒	Standard
Wheels painted in satin aluminium	☐	341
Wheels painted in satin platinum <i>Porsche Exclusive Manufaktur</i>	☐	XDH
Wheels painted in satin black <i>Porsche Exclusive Manufaktur</i>	☐	XDK
Wheels painted in satin black with rim edge painted in Guards Red <i>Porsche Exclusive Manufaktur</i>	☐	XGT

— not available ☐ I number/extra-cost option ☒ standard equipment ☐ available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 GT3	I no.
Equipment packages.		
Touring Package	☐	032
Touring Package exterior in black	☐	039
Exterior.		
Metallic paint	☐	Code
Special colours	☐	Code
Deletion of model designation	☐	498
SportDesign exterior mirror lower trims painted in black (high-gloss) <i>Porsche Exclusive Manufaktur</i>	☐	XCS
SportDesign exterior mirror upper trims in carbon <i>Porsche Exclusive Manufaktur</i>	☐	XJW
'PORSCHE' logo painted ¹⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CWL
'PORSCHE' and 'GT3' logo painted ¹⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CWJ
Door handles painted in black (high-gloss) <i>Porsche Exclusive Manufaktur</i>	☐	XJA
Attachment point finishers in carbon ²⁾ <i>Porsche Exclusive Manufaktur</i>	☐	CSX

1) Paint finish in exterior colour or in black (high-gloss).
2) Provisionally available from 08/2017.



Touring Package



SportDesign exterior mirror lower trims painted in black (high-gloss) *Porsche Exclusive Manufaktur*



Attachment point finishers in carbon *Porsche Exclusive Manufaktur*



LED main headlights in black including PDLS *Porsche Exclusive Manufaktur*



Sports bucket seat



Adaptive Sports seat Plus

Option	911 GT3	I no.
Exterior.		
Headlight cleaning system covers painted ¹⁾ <i>Porsche Exclusive Manufaktur</i>	☐	XUB
Headlight cleaning system covers painted in contrasting exterior colour <i>Porsche Exclusive Manufaktur</i>	☐	CGU
Sideskirts painted ¹⁾ <i>Porsche Exclusive Manufaktur</i>	☐	XAJ
Lights and vision.		
Porsche Dynamic Light System (PDLS)	☐	603
LED main headlights including Porsche Dynamic Light System (PDLS)	☐	602
LED main headlights in black including Porsche Dynamic Light System (PDLS) <i>Porsche Exclusive Manufaktur</i>	☐	XEY
Automatically dimming mirrors with integrated rain sensor	☐	P13
Light design package	☐	630
Air conditioning and glazing.		
Windscreen with grey top-tint	☒	Standard
Privacy glass rear screen and rear side windows <i>Porsche Exclusive Manufaktur</i>	☐	XPL
Privacy glass (rear screen) <i>Porsche Exclusive Manufaktur</i>	☐	XPR

— not available ☐ I number/extra-cost option ☒ standard equipment ☐ available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 GT3	I no.
Seats and seat options.		
Sports seats Plus	☒	Standard
Full bucket seats	☐	P11
Sports bucket seats	☐	P03
Adaptive sports seats Plus (18-way, electric)	☐	P07
Seat heating	☐	342
Safety.		
Club Sport package (rear roll cage, preparation for battery master switch; supplied ready to install: six-point racing harness for driver's side, fire extinguisher with mounting bracket)	☐	003
Six-point racing harness for passenger seat	☐	579
Porsche Vehicle Tracking System Plus (PVTS Plus) ²⁾	☒	Standard
Fire extinguisher	☐	509
Comfort and assistance systems.		
Cruise control	☐	454
Reversing camera	☐	7X9
HomeLink® (programmable garage door opener)	☐	608

1) Paint finish in exterior colour.
2) PVTS Plus requires an additional subscription. Please speak to your Porsche Centre for further details.



Club Sport Package



Privacy glass *Porsche Exclusive Manufaktur*



Instrument dials in white *Porsche Exclusive Manufaktur*



Chrono stopwatch instrument dial in white *Porsche Exclusive Manufaktur*



Seat belts in Guards Red *Porsche Exclusive Manufaktur*

Option	911 GT3	I no.
Interior.		
Floor mats	●	Standard
Smoking package	○	583
Storage net in front passenger footwell	□	581
Instrument dials coloured – White – Guards Red <i>Porsche Exclusive Manufaktur</i>	○	XFJ XFG
Chrono stopwatch instrument dial coloured – White – Guards Red <i>Porsche Exclusive Manufaktur</i>	○	CGJ CGG
Seat belts coloured – Silver Grey – Racing Yellow – Guards Red – Miami Blue ¹⁾ <i>Porsche Exclusive Manufaktur</i>	○	XSH XHN X SX XHY

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 GT3	I no.
Interior.		
Interior package painted ²⁾ <i>Porsche Exclusive Manufaktur</i>	□	EKA/EKB
Air vents painted ³⁾ <i>Porsche Exclusive Manufaktur</i>	○	CTR
Air vent slats painted ³⁾ <i>Porsche Exclusive Manufaktur</i>	○	CDN
Air conditioning control panel painted ²⁾ <i>Porsche Exclusive Manufaktur</i>	○	CHL
Sports bucket seat belt passages painted ³⁾ <i>Porsche Exclusive Manufaktur</i>	○	CMT
Vehicle key painted with key pouch in leather ⁴⁾ <i>Porsche Exclusive Manufaktur</i>	○	DFS

1) Provisionally available from 01/2018.
2) Paint finish in exterior colour.
3) Paint finish in exterior colour unless otherwise specified at the time of order.
4) Paint finish in exterior colour and leather in interior colour unless otherwise specified at the time of order.



Interior package painted *Porsche Exclusive Manufaktur*



Air vent slats painted *Porsche Exclusive Manufaktur*



Sports bucket seat belt passages painted *Porsche Exclusive Manufaktur*



Leather interior package in black including extended items in Alcantara®



Steering wheel rim with top centre marking in red



Personalised floor mats with leather edging

Porsche Exclusive Manufaktur

Option	911 GT3	I no.
Interior: leather.		
Standard interior package in black including selected items in Alcantara®	●	Standard
Leather interior package in black including extended items in Alcantara®	○	Code
Leather interior decorative stitching in red	○	749
Steering wheel rim with top centre marking in red	○	886
Steering wheel rim and gear selector/lever in smooth-finish leather in black	□	878
Leather interior package <i>Porsche Exclusive Manufaktur</i>	○	EKC/EKD
Dashboard trim package in leather <i>Porsche Exclusive Manufaktur</i>	○	CZW
Personalised floor mats with leather edging <i>Porsche Exclusive Manufaktur</i>	○	CFX
Rear transmission tunnel in leather <i>Porsche Exclusive Manufaktur</i>	○	XZM
Leather steering column trim <i>Porsche Exclusive Manufaktur</i>	○	XNS
Sun visors in leather <i>Porsche Exclusive Manufaktur</i>	○	XMP
Storage compartment lid in leather with Porsche Crest <i>Porsche Exclusive Manufaktur</i>	○	XPT
Sports seat Plus leather backrest <i>Porsche Exclusive Manufaktur</i>	○	XWK

Option	911 GT3	I no.
Interior: Alcantara®.		
Door trim package in leather/Alcantara® <i>Porsche Exclusive Manufaktur</i>	○	CLP
Sun visors in Alcantara® <i>Porsche Exclusive Manufaktur</i>	○	XLU
Storage compartment lid in Alcantara® with 'PORSCHE' logo <i>Porsche Exclusive Manufaktur</i>	○	XLG
Storage compartment lid in Alcantara® with Porsche Crest <i>Porsche Exclusive Manufaktur</i>	○	XLJ
Belt outlet trims in Alcantara® <i>Porsche Exclusive Manufaktur</i>	○	CLN
Interior: aluminium/stainless steel.		
Brushed aluminium interior package	●	Standard
Anthracite brushed aluminium interior package	□	Code
Pedals in aluminium <i>Porsche Exclusive Manufaktur</i>	○	XXV
Door sill guards in stainless steel, illuminated <i>Porsche Exclusive Manufaktur</i>	○	XXB
Personalised door sill guards in stainless steel, illuminated <i>Porsche Exclusive Manufaktur</i>	○	CXC



Sun visors in Alcantara®

Porsche Exclusive Manufaktur



Pedals in aluminium

Porsche Exclusive Manufaktur



Door sill guards in stainless steel, illuminated

Porsche Exclusive Manufaktur

— not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.



Carbon interior package *Porsche Exclusive Manufaktur*



Door sill guards in carbon *Porsche Exclusive Manufaktur*



Personalised floor mats in carbon with leather edging *Porsche Exclusive Manufaktur*

Option	911 GT3	I no.
Interior: carbon.		
Carbon interior package <i>Porsche Exclusive Manufaktur</i>	☐	EKG/EKH
Door sill guards in carbon <i>Porsche Exclusive Manufaktur</i>	☐	X69
Door sill guards in carbon, illuminated <i>Porsche Exclusive Manufaktur</i>	☐	XXD
Personalised door sill guards in carbon, illuminated <i>Porsche Exclusive Manufaktur</i>	☐	CXE
Floor mats in carbon with leather edging <i>Porsche Exclusive Manufaktur</i>	☐	CHM
Personalised floor mats in carbon with leather edging <i>Porsche Exclusive Manufaktur</i>	☐	CHN

– not available ☐ I number/extra-cost option ☒ standard equipment ☐ available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 GT3	I-Nr.
Audio and communication.		
Porsche Communication Management (PCM) including online navigation, voice control system and mobile phone preparation	☒	Standard
Connect Plus including online navigation, Apple® CarPlay, LTE telephone module with SIM card reader, smartphone compartment, wireless Internet access ¹⁾ , Porsche Car Connect and comprehensive Porsche Connect services ²⁾	☒	Standard
Porsche Track Precision app	☒	Standard
Sound Package Plus	☒	Standard
BOSE® Surround Sound System	☐	9VL
Digital radio	☐	QV3
Chrono Package and preparation for lap trigger	☐	QR5
Deletion of audio and communication system	☐	P98
Factory collection.		
Factory collection in Zuffenhausen	☐	900
Factory collection in Leipzig including intensive driving induction	☐	S9Y

1) Internet access can be established via the integrated Porsche SIM card or using your own data-enabled SIM card. For using the wireless hotspot via the SIM card integrated in the vehicle, you have to purchase a wireless data package in the Porsche Connect Store. To use the wireless hotspot via your SIM card, a chargeable contract must be concluded via the mobile provider of your choice.
2) Please visit www.porsche.co.uk/connect for detailed information on everything that Porsche Car Connect has to offer.



BOSE® Surround Sound System



Chrono stopwatch



Deletion of audio and communication system

Accessories developed for 365 days full of life.

Porsche Tequipment.

With the Porsche Tequipment range of accessories developed specifically for your 911, you can style it entirely to your own preference. From the start, the same rules that apply to our vehicles also apply to the products of Porsche Tequipment: developed, tested and proven at the Development Centre in Weissach. By the same Porsche engineers and designers who made your car. Designed with the complete vehicle in mind and precisely tailored to your Porsche.

And your original car warranty? It will remain completely intact, whichever Tequipment products you ask your Porsche Centre to fit.

To discover more about Porsche Tequipment, please consult your Porsche Centre. Alternatively, all Tequipment products can be found online at www.porsche.co.uk/tequipment using our 'Tequipment accessories finder'.

- 1 Car Care Set: Interior and exterior care products optimally selected and formulated for your Porsche.
- 2 Porsche Charge-o-mat Pro: reduces battery charging time thanks to its increased charging power.
- 3 Key pouch in Alcantara®: With decorative stitching in selected colours and Porsche Crest.
- 4 Wheel sets: For enhanced individuality, agility and safety. And even greater driving pleasure.
- 5 Car cover: Tailored indoor and outdoor covers with Porsche Crest.

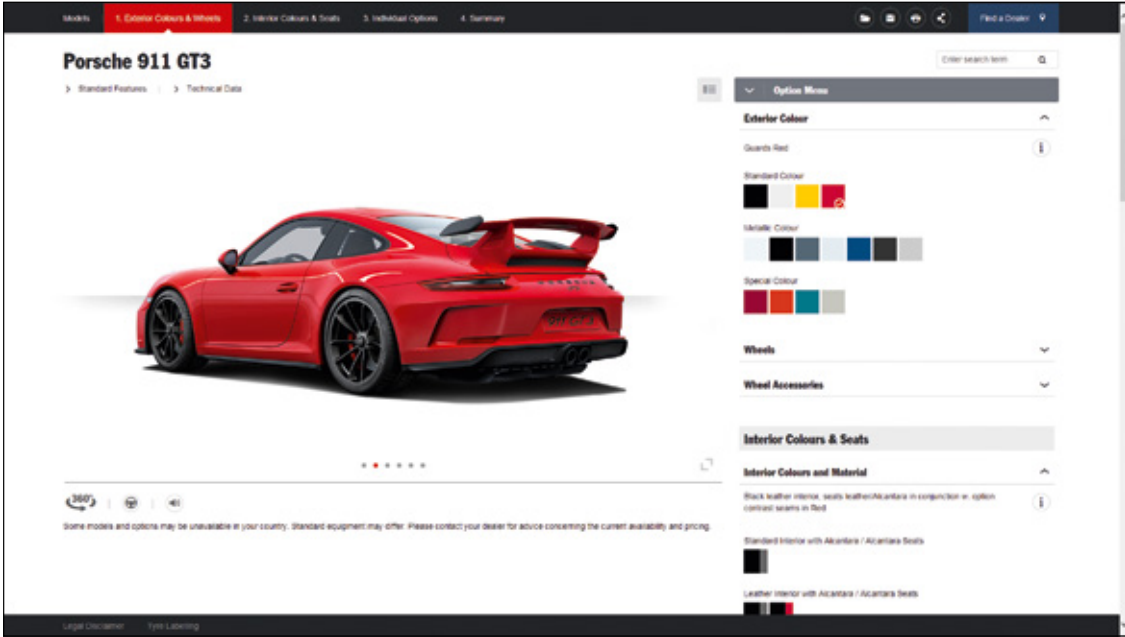


Porsche Car Configurator.

The dream of the 911 GT3 comes in many shapes and colours. With the Porsche Car Configurator, you will see quickly and intuitively which design for your chosen 911 model suits you the best.

On the way to realising your dream car, you can now create your own personalised configuration not only on your desktop and tablet, but also on your smartphone. Your car can be displayed in the perspectives of your choice and with 3D animations. Tailored recommendations along the way help you to make those all-important decisions.

Visit www.porsche.co.uk to find the Porsche Car Configurator and discover much more about the fascination of Porsche.



The way to your Porsche.

Consultation.

At your Porsche Centre, we're on hand to answer all your questions about your new Porsche. Of course, the same applies to the personalisation options of the Porsche Exclusive Manufaktur.

In our Customer Centres in Zuffenhausen and Leipzig, we will show you what else can be done. Here, you can select your materials and paint colours and plan your vehicle in detail using the Porsche Car Configurator.

Factory collection.*

Once the planning is over, the anticipation begins – looking forward to the day of delivery. The Porsche factory collection makes this an event to cherish even more. Stuttgart or Leipzig? Both venues hold their own special allure.

In Stuttgart-Zuffenhausen, you can experience and learn about every aspect of the legendary Porsche brand. In addition to receiving a detailed lowdown on your car, you will also gain an insight into the entire

history of Porsche with a visit to the Porsche Museum. Legendary models from a sports car history spanning more than six decades await.

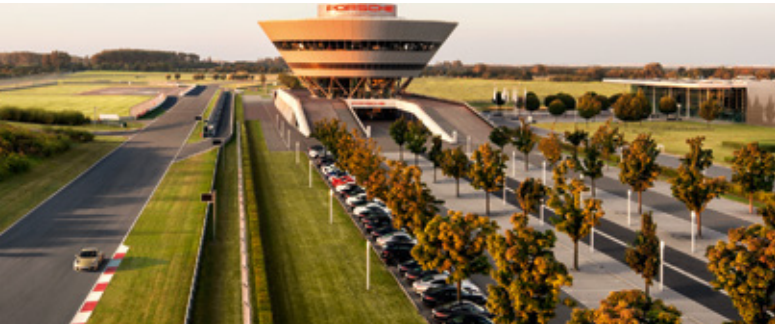
At our Leipzig location, you're going to take to the starting grid – in a Porsche model identical to the one you purchased and under the expert supervision of one of our instructors. During the drive, they will demonstrate all the functions of your new Porsche. And, indeed, the potential that lies within. On-road on the race track. Or off-road, on our very own off-road track.

Whichever location you choose, your itinerary includes a guided factory tour, a stylish lunch and, of course, the moment you've been waiting for: taking delivery of your Porsche.

To arrange a date for your factory collection experience, please consult your Porsche Centre. There, you will be given all the relevant further information about current availability and the formalities, legal or otherwise, that need to be completed before you can take delivery.



Porsche Exclusive consultation



Porsche race track and Customer Centre

* Terms and conditions apply for factory collection from October to March. Please contact your Porsche Centre for more information.

Porsche World.



Porsche Centres

Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and top-quality accessories.



Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalise your Porsche at any time after purchase with our range of aftermarket accessories. You will also find all our available products online at www.porsche.co.uk/tequipment using the Tequipment accessories finder.



Porsche Driver's Selection

With leisurewear, model cars, timepieces, leather goods, luggage specifically tailored to Porsche luggage compartments and other intelligent accessories, there are plenty of opportunities to indulge your passion for Porsche off the road, too.



Porsche Travel Club

Embark on a thrilling adventure and feel the power of Porsche. Stay in top-class hotels and dine in five-star restaurants – in the most beautiful places on Earth. To find out more, call +49 711 911-23360. E-mail: info@porschetravelclub.de



Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn about events at some of the world's most famous racing venues, call +49 711 911-23364. E-mail: info@porschesportdrivingschool.de



Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 660 with a total of 195,000 members worldwide. To find out more, go to www.porsche.co.uk/clubs or call +49 711 911-23250. E-mail: communitymanagement@porsche.de

Porsche Service

Your expert partner for all current Porsche models as well as old and modern classics, whether your car needs servicing, routine care or special repairs.



Porsche Assistance

Enjoy peace of mind with our exclusive breakdown and accident recovery service. Membership is free when you buy a new Porsche.



Porsche Approved

So that our vehicles remain reliable and retain their value whether new or previously owned, all Porsche Approved cars meet the most stringent Porsche quality standards across the world. Each car is backed by the Porsche Approved warranty.



Porsche Financial Services

Discover our financial services and realise your dream of the sports car with the solutions we have to offer. Uncomplicated. Individual. Tailored.



Christophorus

Published five times a year, our magazine for Porsche owners offers news, interviews and a variety of features from throughout the world of Porsche. Visit www.porsche.co.uk/christophorus for a selection of online articles.



Porsche Classic

Your specialist source for genuine Porsche parts as well as restoration services for all Porsche classics. Visit www.porsche.co.uk/classic to find out more.



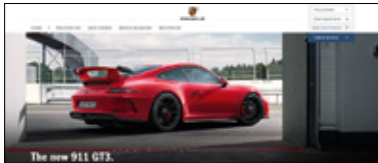
Porsche Museum

More than 80 vehicles at our headquarters in Stuttgart-Zuffenhausen await to take you on a journey through Porsche history. See icons such as the 356, 911 and 917 presented in an atmosphere you can't experience anywhere else.



Porsche Online

Go to www.porsche.co.uk for all the latest news and information from Porsche.



Technical data



Technical data

Engine	
Type	Aluminium horizontally opposed and naturally aspirated engine
Cylinders	6
Displacement	3,996 cm³
Maximum power (DIN) at rpm	368 kW (500 hp) 8,250
Maximum torque at rpm	460 Nm 6,000
Maximum engine speed	9,000 rpm
Transmission	
Drive	Rear-wheel drive
Porsche Doppelkupplung (PDK)	7-speed
Manual transmission (optional)	6-speed ¹⁾
Chassis	
Front axle	McPherson strut suspension with selected mountings ball-jointed
Rear axle	Multi-link suspension with selected mountings ball-jointed, rear-axle steering
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m
Brakes	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Brake disc diameter	380 mm front and rear
Vehicle stability system	Porsche Stability Management (PSM)
Standard wheels	Front: 9 J × 20 ET 55, Rear: 12 J × 20 ET 47
Standard tyres	Front: 245/35 ZR 20, Rear: 305/30 ZR 20 (sports tyres)

Performance	PDK / Manual / Touring package
Top speed	197 mph / 198 mph / 196 mph
0–62 mph	3.4 secs / 3.9 sec / 3.9 secs
0–99 mph	7.3 secs / 7.6 secs / 7.6 secs
0–124 mph	11.0 secs / 11.4 secs / 11.5 secs
Flexibility (49–74 mph), 5th gear	– / 4.9 secs / 4.9 secs
Overtaking acceleration (49–74 mph)	2.0 secs / – / –
Weights	PDK / Manual / Touring package
Unladen weight (DIN)	1,430 kg / 1,413 kg / 1,413 kg
Unladen weight (EC) ²⁾	1,505 kg / 1,488 kg / 1,488 kg
Permissible gross weight	1,777 kg / 1,760 kg / 1,760 kg

Dimensions/aerodynamics	
Length	4,562 mm
Width (including exterior mirrors)	1,852 mm (1,978 mm)
Height	1,271 mm
Wheelbase	2,457 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres
Tank capacity (refill volume)	64 litres
Drag coefficient cw (Touring package)	0.33 (0.35)

Fuel consumption/emissions ³⁾	PDK / Manual / Touring package
Urban in mpg	14.6 / 14.3 / 14.0
Extra urban in mpg	32.1 / 32.1 / 30.7
Combined in mpg	22.2 / 21.9 / 21.1
CO ₂ emissions combined in g/km	288 / 290 / 302

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Sports tyres (S)	245/35 ZR 20	E	E		70
Sports tyres (S)	305/30 ZR 20	E	E		73

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

1) Standard in conjunction with the Touring package option.
2) 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 75 kg for the driver.
3) Data determined in accordance with the measurement method required by law (Regulation EC 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.



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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only.

The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre.

All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (08/2017).

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