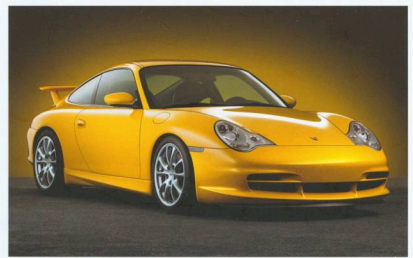
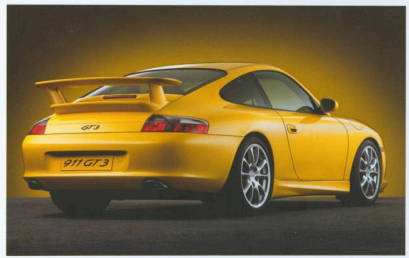




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The 911 GT3

The 911 GT3  
A Passion for Motorsport



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## A passion for motorsport

Over the past 50 years, Porsche has recorded more than 23,000 race victories worldwide. Not only in virtually every class of motor racing, but also on every type of circuit and every terrain. Much of that achievement has come in some of the world's most prestigious endurance events, including 20 outright victories at Daytona, 17 at Sebring,

16 at Le Mans, and 11 on the legendary Targa Florio.

Over the years, many of the race-winning innovations developed for the track have passed directly into our road-car production. A perfect example is the new 911 GT3, which offers an uncompromising array of race-bred technologies in a powerful road-going package.

Our passion for motor racing is a fundamental aspect of our development and corporate philosophy, yet it is by no means confined to the upper echelons of the sport. After all, some of the world's most exciting racing can be found at the amateur level, where many of the drivers share our dedication and commitment.

The new 911 GT3 is the product of half a century of Porsche involvement in motorsport. The culmination of all our race engineering, it embodies a unique and unmistakable driving experience, both on the road and the track.

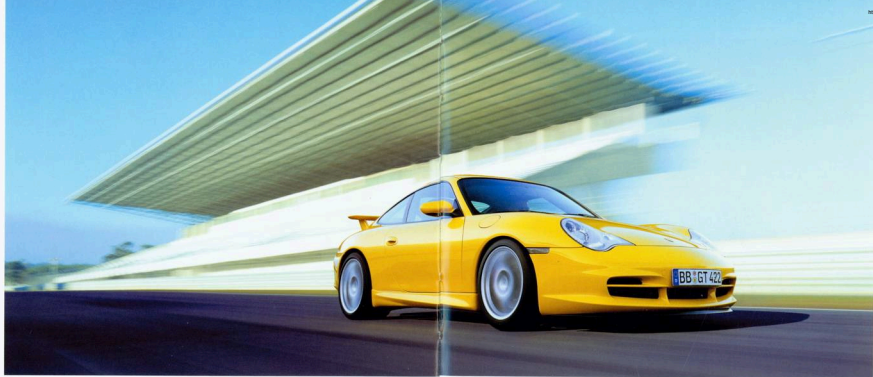


16 at Le Mans  
legendary

Over the years,  
race-winning  
designed for  
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the new 911  
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## The 911 GT3

Porsche engineering is like racing itself: there is simply no room for compromise. With the new 911 GT3, we've combined our racing expertise with a long and enduring passion for the sport that is clearly reflected in the car.

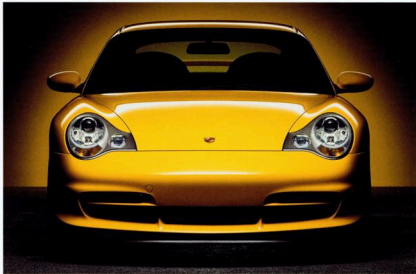
This passion for the racetrack is the basis for one of the most compelling experiences you're ever likely to encounter in a road-going sports car.

Unmistakably Porsche, the new 911 GT3 is a prime example of how Porsche race engineering can be applied to the road.

The 911 GT3 is the synthesis of agility, immediacy and all-round performance, offering the maximum in pure driving pleasure and power.

With every driver input immediately conveyed with unparalleled precision, the 911 GT3 demon-

strates superior handling characteristics combined with high levels of safety, even in extreme situations. In short: it offers exceptional power and performance on tap. And not just in competition use.



**From racetrack to road.  
And back again.**

**The new 911 GT3.**

The new 911 GT3 is a two-seater sports car with all the practicality required for everyday road use. More than this, it is a race-bred car capable of achieving lap times that virtually no other road car can match. This apparent contradiction between on-road practicality and racetrack performance is one of the defining characteristics of Porsche engineering.

The six-cylinder 'boxer' engine is a race-proven unit offering 280 kW (380 hp) at 7,400 rpm. Depending on gear selection, the engine can rev as high as 8,200 rpm. The resulting delivery is smooth and compelling, with a distinctive aural backdrop from intake and exhaust.

Exceptional performance demands exceptional safety, particularly when you take to the racetrack. On the new 911 GT3, the car's phenomenal capability is easily tempered by a reinforced braking



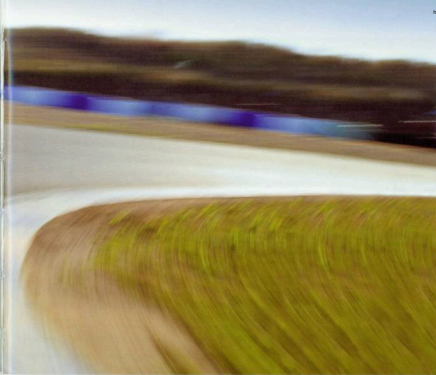
system featuring an advanced cooling system to ensure optimum performance under even the most extreme conditions. All aerodynamic elements – from the distinctive front section with integrated lip spoiler to the elegant side skirts and prominent rear spoiler – offer a carefully balanced complement to the car's low center of gravity and chassis characteristics to achieve exceptional high-speed and directional stability.

The new 18-inch GT3 wheel features the GT3 logo and comes with a wider tire offering greater contact with the road. The resulting increase in grip has obvious benefits when it comes to acceleration and braking as well as handling, steering and cornering.

The design of the new 911 GT3 establishes a striking balance between form and function, even down to its new headlight styling.

An inspirational car in every sense of the word, the 911 GT3 is also available with a variety of personalization options, including the Porsche Ceramic Composite Brake (PCCB), a range of new interior trim packs and the new Bi-Xenon headlight system.





## Engine and chassis

The new 911 GT3 takes the Porsche flat-six to a whole new level of power and sound. Depending on gear selection, this free-revving unit can run as high as 8,200 rpm. Power is delivered with immediacy and precision against the distinctive aural backdrop of intake and exhaust.

The 911 GT3 chassis combines exceptional agility with superior handling and inherent active safety. The steering is sensitive, accurate and direct, and delivers detailed feedback from the road.

Powertrain and chassis have been carefully balanced to create an integrated, harmonious package. The result: unparalleled dynamics combined with incomparable agility. For the ultimate drive – on road or track.





**The new GT3 engine:  
Pure power, pure sound.**

The new 911 GT3 is powered by a water-cooled flat-six featuring four-valve heads and VarioCam variable valve timing. One of the most accomplished naturally aspirated engines we've devel-

oped for the road, this compact unit features ultra-lightweight titanium connecting rods, a dedicated oil-cooler system and dry-sump lubrication with an engine-mounted tank.

The engine is located behind the rear axle-line in the traditional 911 position. The total displacement of 3.6 liters is good for 280 kW (380 hp) at 7,400 rpm, or an extremely high specific output of 77.8 kW (105.8 hp) per liter of cubic capacity.

Maximum torque of 285 lb ft is available at 5,000 rpm, while the maximum engine speed runs to 8,200 rpm depending on gear selection.

The result is an engine that not only sounds good on paper, it is also capable of delivering the high performance and distinctive tone of the 911 GT3.

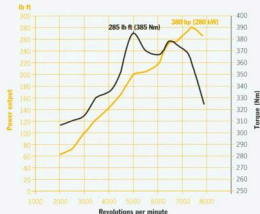
Key characteristics of the GT3 engine include optimized cylinder charging (thanks in part to VarioCam variable valve timing) as well as exceptional balance of all moving masses ensuring cultured performance at all times.

The ultra-lightweight titanium connecting rods and weight-optimized pistons help minimize the oscillating masses in the engine, thereby enabling a more dynamic and immediate response. The valve gear also benefits from Porsche race engineering. The new lightweight valves, for example, are actuated by means of self-adjusting tappets that are 42% lighter

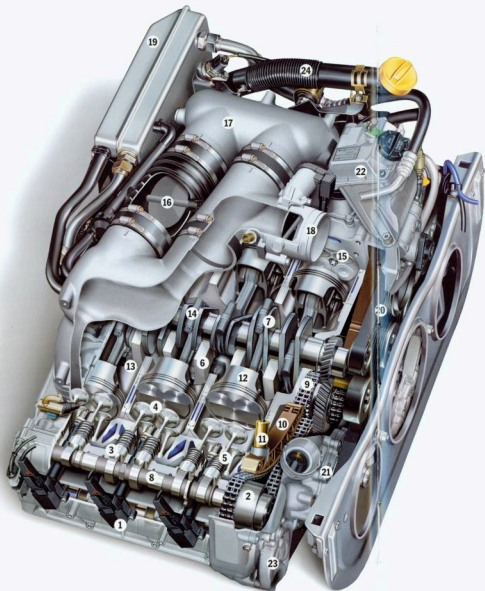
than the previous generation of components. By minimizing inertia in the valve gear, the engine can rev to between 8,000 and 8,200 rpm depending on gear selection. This in turn enables a closer ratio gearbox offering much faster acceleration.

Air is supplied through a new lightweight manifold featuring shorter tubes and optimized inlet ports. Both inlet camshafts use VarioCam adjustment to achieve optimum exhaust, torque and power characteristics based on current engine load at all engine speeds.

For the driver, the result is a more immediate response to even the lightest throttle input, as well as phenomenal reserves of power and torque, and a breathtaking sound from intake and exhaust that's driven by the high-revving engine. In short: all the characteristics you'd expect from a racing car in a package that's equally at home on the road.



911 GT3: 285 lb ft (385 Nm) at 5,000 rpm, 380 hp (280 kW) at 7,400 rpm



1. Individual ignition coils
2. VarioCam
3. Hydraulic tappets
4. Intake valves
5. Valve springs
6. Crankshaft bearing brackets
7. Crankshaft
8. Intake camshaft
9. Timing chain
10. Tensioner guide rail
11. Chain tensioner
12. Forged pistons
13. Nikasil-coated bores
14. Titanium connecting rods
15. Combustion chamber
16. Resonance valve
17. Resonance induction manifold
18. Throttle-valve tract (electronic throttle)
19. External oil tank (dry sump lubrication)
20. Ancillary drive belt
21. Water pump
22. Oil reservoir for power-steering pump
23. Oil scavenge pump
24. Oil filler tube

**VarioCam:**  
**Intelligent valve timing.**

The new 911 GT3 features VarioCam variable valve timing on the intake side based on engine speed and load. Exclusively developed and patented by Porsche, this highly effective technology uses a rotary vane adjuster on each intake camshaft to enable stepless adjustment of intake valve opening and closing. VarioCam differentiates between changing engine loads and seamlessly adapting valve timing to meet the actual performance requirements with the aid of the engine management system. As well as enhancing power and torque, the system offers smoother performance, improved fuel economy and lower exhaust emissions across virtually all of the engine rev range.



VarioCam

For optimum performance, the new 911 GT3 comes pre-filled with Mobil 1 high-performance synthetic oil. The superb lubrication properties of this oil ensure a reliable start, even at extremely low ambient temperatures. Another benefit of Mobil 1 is, of course, the protection it offers the engine. Each of the two cylinder heads is equipped with an oil scavenge pump driven by the corresponding exhaust camshaft, which, together with the two-stage pump in the crankcase, transports oil directly from the cylinder heads into the external reservoir. The pumps are designed to create pressurized conditions in the crankcase. This reduces resis-

tance on the pistons, thereby increasing efficiency and thus power output.

A third pump in the crankcase supplies the lubrication points in the engine with oil sourced from the external tank.

The result is a consistent and reliable lubrication of the entire crankshaft assembly as well as each of the two banks of cylinders, even under the extreme gravitational forces encountered on the racetrack. Since all moving parts are lubricated at all times, the system helps extend the life of the engine.

**Dry sump lubrication:**  
**Smoother delivery.**

The dry sump lubrication system on the new 911 GT3 ensures a reliable supply of oil under even the most demanding g-force conditions.

**Induction system:**  
**Sound performance.**

The 911 GT3 is equipped with a two-stage resonance induction manifold in die-cast aluminium. The internal dimensions of the manifold system have been specially adapted to meet the specific needs of the new 911 GT3 engine. The system works by using the vibration of the air in the intake

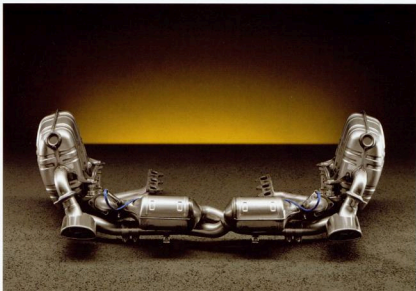
ducts to improve the volumetric efficiency of the engine.

An adjustable butterfly valve located inside the manifold closes at 2,500 rpm and opens at 5,300 rpm to create a resonance effect in the incoming air that enhances cylinder filling. This in turn generates higher torque at low engine revs, a flatter torque curve from idle to full throttle, and optimum power

output at maximum speed. In short, added reserves that can make all the difference, whether you're accelerating out of a twisting chicanes or cruising at speed on the road.



Resonance induction manifold



Exhaust system

**Exhaust system:  
Stereo emission control.**

The new 911 GT3 is equipped with an independent exhaust for each bank of cylinders featuring a metal-based catalytic converter. As well as withstanding much higher temperatures and vibration than conventional ceramic alternatives, metal-based catalysts offer much higher thermal conductivity, which means they warm up more quickly and therefore reach maximum efficiency sooner. The warm-

up process is further accelerated with the aid of secondary air injection.

Stereo Lambda circuits are used to monitor and control the emissions in each of the exhausts. The gas expelled from each bank of cylinders is analyzed using a pair of corresponding Lambda probes. This information is then fed back to the engine management system, which can adjust the air/fuel mix on each individual bank as required.

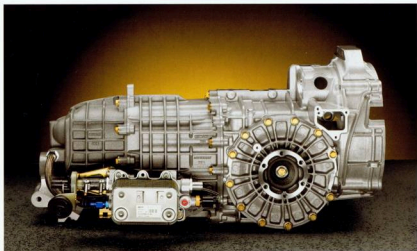
A further pair of sensors, again one for each bank of cylinders, is used to monitor the efficiency of the respective catalytic converter. This configuration enables much more accurate control of exhaust emissions. In addition to the obvious benefits for the environment, the GT3 exhaust generates a distinctive note that adds to the character and enjoyment of the car.

**Manual gearbox:  
Immediacy and precision.**

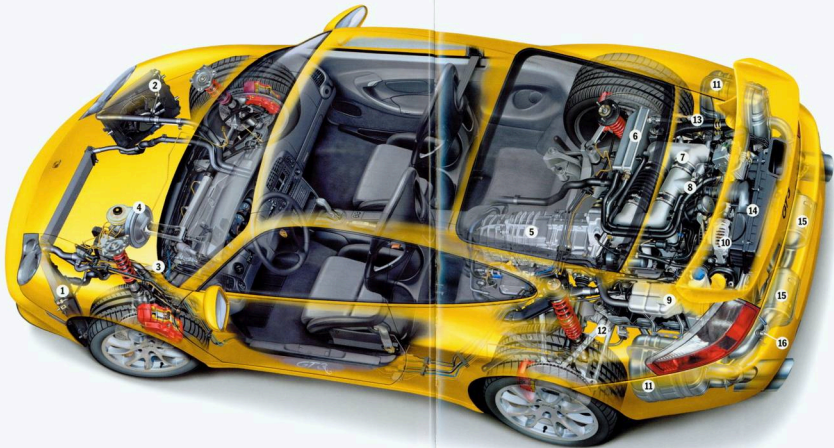
The 911 GT3 comes with a close-ratio gearbox for optimum road and race performance. The specially designed linkage between lever and casing provides a shorter throw for more direct gear selection. The six standard ratios are closely spaced for more direct acceleration with only minimal loss of revs on each shift.

Used in conjunction with a cable-operated gearshift and dual-mass flywheel, the GT3 gearbox offers exceptional precision. Steel baulk rings on gears three to five provide more exact gear selection under extreme load conditions. A separate oil cooler system and splash-oil lubrication help to minimize gearbox temperatures. As a result, the gearbox offers a long and reliable service life even under extreme race conditions.

For competition use, all gear ratios from second to sixth can be easily replaced in order to prepare the car for individual circuit characteristics.



Gearbox



- 1. Radiator module (left)
- 2. Radiator module (right)
- 3. Condenser unit  
(air conditioning)

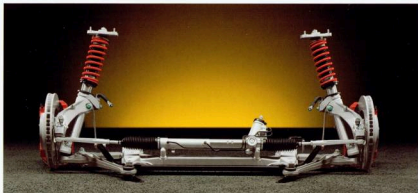
- 4. Brake booster
- 5. Six-speed manual gearbox
- 6. External oil tank  
(dry sump lubrication)

- 7. Resonance induction  
manifold
- 8. Throttle-valve tract
- 9. Coolant expansion tank

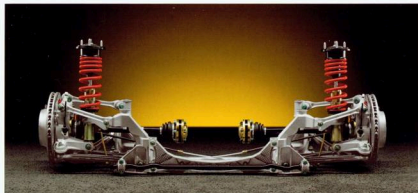
- 10. Generator
- 11. Silencers
- 12. Multi-link rear suspension
- 13. Oil filler tube

- 14. Air filter
- 15. Catalytic converters
- 16. Lambda probe

European specification represented - not available in the US



Front axle



Rear axle



**Steering:**  
**Clarity and direction.**

The new 911 GT3 is equipped with the latest generation of high-precision rack-and-pinion steering. Crucial to the car's superior handling, this proven Porsche technology combines exceptional sensitivity and immediacy of response with detailed feedback from the road.

One of the key passive safety features is the collapsible steering column, which offers a full 100 mm of travel in the event of front impact. The intermediate shaft is made of lightweight aluminium, while the shroud and steering-lock housing are made of die-cast magnesium.

For optimum comfort, the steering wheel offers 40 mm of reach adjustment. Used in conjunction with the height and fore/aft adjustment options on the driver's seat, this facility enables every driver to find the optimum driving position. As a result, the car is not only more enjoyable to drive, the driver also has maximum car control.

**Chassis:**  
**Race-ready configuration.**

The rear-wheel-driven 911 GT3 offers a more immediate ride on both road and track, combining exceptional handling and active safety with exemplary mid-corner stability.

One of the keys to the car's exceptional handling is the special spring and damper setup on both the McPherson front suspension and the subframe-based multi-link rear axle. Bump and rebound have been carefully configured for optimum driving dynamics. The suspension is mounted directly to the



body (using metal mounts at the front), thereby eliminating elasticity and ensuring much more accurate wheel location. This in turn ensures both reliable handling and precision steering response for a more enjoyable, and effective, driving experience.

The ride height, camber, toe angle, and anti-roll bars can all be adjusted to set up the car for competition use.



#### **Purity of form.**

#### **Purity of function.**

One of the key principles of Porsche design is that form should always follow function. On the new 911 GT3, the primary function is, of course, optimum road and track performance. Applied to the

car's exterior design, that can only mean one thing: more effective aerodynamics.

As a result, the 911 GT3 is not only instantly recognizable, its sculpted exterior is fundamental to the car's exceptional all-round performance.

Key features include a new front air dam and side skirts as well as a prominent rear spoiler with adjustable wing for differing track characteristics (adjustment elements available separately). The spoiler is designed as an integral part of the engine cover and is crucial to the car's exem-

plary high-speed stability. The new front section features a distinctive lip spoiler which helps reduce the airflow underneath the car. With most of the air forced over the top of the car, the tires are effectively 'pressed' down onto the road. This in turn produces greater levels of grip for a safer, more responsive and more engaging drive.

Other key areas of modification include the air inlets at the front of the car and on the engine cover. Each inlet has been carefully revised to provide adequate cooling for the now more powerful engine and brakes.

All modifications were developed in the Porsche wind tunnel and therefore form an integral part of the vehicle's overall aerodynamic concept.

The result is a car in which purity of function is reflected in purity of form. A function refined in race competition. And transferred directly to the road.





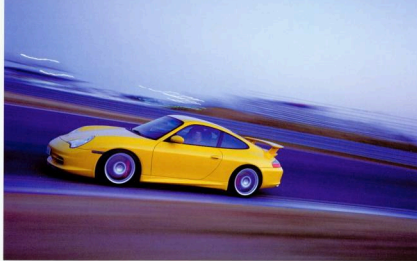


## Safety

Many of the design objectives for the new 911 GT3 were based entirely on racing regulations. Nowhere more so than when it came to the most important consideration of all: driver safety.

After all, when a car is as capable as the new 911 GT3, it should also offer very high levels of active and passive safety – particularly in racing conditions.

These conditions are rarely encountered on the road. However, with a range of components proven in the toughest competition use and approved by Porsche in Weissach, the 911 GT3 masters them with ease.

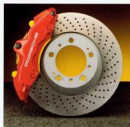


**Braking system:**  
**Powerful performance demands powerful braking.**

Porsche engineering is all about performance – and how to master it more effectively. On the new 911 GT3, the car's powerful acceleration is effortlessly tempered by a prodigious braking system. At the front, the car is equipped with six-piston monobloc aluminium fixed calipers, followed by four-piston equivalents at the rear. The calipers are combined with cross-

drilled and internally vented steel discs measuring 350 mm at the front and 330 mm at the rear. Integrated brake spoilers ensure optimum cooling in all road and race conditions. All calipers feature a red paint finish and a pad-wear indicator in the instrument cluster.

However, in order to achieve its exceptional ratings in terms of deceleration, service life and straight-line stability, the new 911 GT3 also features a four-channel ABS system (Bosch 5.7). ABS is applied to both front and rear wheels, thereby offering a



more sensitive and accurate response as well as enhanced mid-corner balance.

With the new 911 GT3, braking can be almost as exhilarating as accelerating.

**Passive safety:**  
**A more active approach to occupant protection.**

The monocoque body on the new 911 GT3 offers a high level of occupant protection. Not only in the event of frontal, side, diagonal and rear impact, but even if the car overturns. If an accident does occur, the force of impact is

absorbed in a predefined manner, being channelled away from the passenger compartment.

For added protection in the event of side impact, the new 911 GT3 features door reinforcement elements in high-strength boron steel. These are augmented inside the car by the Porsche Side Impact Protection (POSIP) system. Consisting of side airbags and energy-absorbing door panels,

POSIP offers increased protection for the head and chest area. Other standard features on the new 911 GT3 include full-size airbags for the driver and the front passenger, a safety steering column, three-point seat belts with height adjustment, as well as seat belt pre-tensioners and force limiters.



**The Porsche Ceramic Composite Brake: sometimes, revolution is all about standing still.**

Widely renowned as one of the world's leading innovators in the field of automotive braking, Porsche has developed a powerful system for road and track use: the Porsche Ceramic Composite Brake (PCCB). This remarkable technology features a lightweight ceramic disc with involute cooling channels and a specially developed composite pad. Each disc is formed from a specially treated

carbon-fiber compound, which is then silicated in a high-vacuum process at around 1,700 °C.

Cross-drilled and internally vented for optimum dispersal of moisture and heat, the finished PCCB disc offers a significant weight saving – approximately 50% – over conventional metal equivalents. Since all of that weight is entirely 'unsprung' – i.e., not supported by the car's suspension – the PCCB system delivers immediate benefits in terms of handling, agility and fuel economy.

At the front, each disc is securely gripped by a powerful six-piston caliper. At the rear of the car, where less force is required, a pair of four-piston units are used. Working in conjunction with the specially formulated composite pads, the PCCB disc provides breathtaking deceleration as well as unparalleled consistency across a wide range of operating temperatures.

Thanks to its enhanced stability in all conditions, PCCB helps minimize braking distances in even the most extreme road and race



Porsche Ceramic Composite Brake (PCCB)

scenarios. Inherent fade resistance provides safer deceleration from racing speeds and the system's prodigious response requires only moderate pedal inputs from the driver.

Another key benefit of the PCCB system is the remarkable durability of both pads and discs. While the actual rate of wear on all brake components – particularly pads and discs – is entirely dependent

on individual driving style and, of course, vehicle usage, like-for-like testing reveals a much longer lifespan compared with conventional systems.

With its major weight savings and exceptional fade resistance, even at very high temperatures, PCCB is the ideal option for genuine competition use. It is important to note, however, that circuit racing or similar extreme driving conditions can significantly reduce the overall life expectancy of even the

most durable pads and discs. It is therefore important – as with conventional steel high-performance brakes – to have all PCCB components properly checked and replaced, if necessary, after every track event.



## Interior and personalization

The new 911 GT3 is designed for genuine competition use. Which is why every instrument and every control is positioned for optimum visibility and access. The result is a car that is not only more intuitive to drive, but also less tiring on long-distance journeys.

Step inside the new 911 GT3 and you'll immediately notice two things:

Firstly, you'll find that the cockpit is elegantly designed in line with strict ergonomic principles.

Secondly, you'll discover a race-ready sports car with all the comfort you'd expect from a road-going Porsche. You can also add your own personal signature with our wide range of interior options.



**Standard interior.  
The perfect road and race  
environment.**

Viewed from outside, the new 911 GT3 is instantly recognizable as a genuine racing Porsche. Step inside, and the car's unique identity is tastefully confirmed by the GT3 logo on the door entry guards, as well as on the rear carpet, handbrake lever and modified tachometer in the instrument cluster.

The standard interior is black throughout with a soft-touch paint finish on all synthetic components and a rooflining in stylish Alcantara. Decorative leather stitching adorns each of the door handles as well as the elegant arc of the handbrake lever. The bucket seats are finished in soft black leather and offer manual fore/aft adjustment. The three-spoke sports steering wheel provides 40 mm of reach adjust-

ment to help you find the optimum driving position. Storage compartments can be found in each of the doors as well as in the door sill area on the passenger's side and in the center console between the front seats.

Other standard features include a

able glove compartment and cupholder system. The rounded gear lever has a black gearshift pattern, while all switches and controls feature an elegant matt black finish.

For added comfort, the new 911 GT3 is available with a generous selection of no-cost options. These include an auto-

matic air-conditioning system with active carbon filter, a Porsche CDR-23 CD radio, and three-point seat belts in a choice of Black, Guards Red, Speed Yellow or Maritime Blue.

As you'd expect, the new 911 GT3 offers enormous ability for personalization. All available options are presented by category over the following seven pages.

**Leather interior.****Natural elegance.**

Leather is not only extremely durable, it is also comfortable, elegant and easy to maintain. All Porsche leathers are specially tanned to retain their natural look and feel. To make even more of these inherent characteristics, we've prepared an exclusive

selection of handcrafted natural leathers. These quality hides are carefully dyed to retain their unique visual and tactile appeal.



Natural leather interior (Natural Brown), leather package (large)



Three-spoke sports steering wheel in leather



Porsche Crest embossed on head restraints



Leather interior in black

**Option**

- Leather interior in black
- Leather interior in natural leather
- Leather package, small (dashboard trim)
- Leather package, large (dashboard and door trim)
- Porsche Crest embossed on head restraints
- Three-spoke sports steering wheel in leather
- Steering column casing in leather
- Front section of center console in leather
- Rear section of center console in leather
- Rooflining in leather
- Sun visors in leather
- Interior light surround in leather
- Inner sill finishers in leather
- Floor mats

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XPA	45
XNS	-
XMF	-
XMZ	-
XMA	-
XMP	-
XZD	-
XTG	-
XXI	-



Natural leather interior (Natural Brown), three-spoke sports steering wheel in carbon, carbon package (large)

**Carbon interior.**

**High-tech style.**

Carbon fiber is not only extremely strong and resistant to impact, it is also remarkably light. Thanks to this unique combination of otherwise contradictory properties, it is one of the most important materials in racing car design.

At Porsche, it's used to fabricate a wide range of race components, including suspension parts, seats and brakes. As an interior trim option, this high-tech material offers an elegant visual reference to the innovative engineering in the new 911 GT3.

**Option**

- Carbon package, small (dashboard trim)
- Carbon package, large (dashboard and door trim)
- Three-spoke sports steering wheel in carbon
- Gear lever/handbrake lever in carbon
- Rear section of centre console in carbon
- Door entry guards in carbon

I no.	Page
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Y05	46/47
XMJ	46/47
X69	-



Rear section of center console in carbon  
European specification represented - not available in the US



## Aluminium Look/stainless steel interior.

### Classic purity.

From everyday road use to full circuit racing, the new 911 GT3 delivers powerful sports performance.

Inside the cockpit, we've continued that theme with a selection of cool Aluminium Look trim. This high-quality metallic paint finish offers a discreet visual accompaniment to the car's genuine race-bred engineering.



Aluminium-coloured instrument dials, Aluminium Look package (large)

### Option

- Aluminium Look package, small (dashboard trim)
- Aluminium Look package, large (dashboard and door trim)
- Three-spoke sports steering wheel with Aluminium Look paint finish
- Aluminium-coloured instrument dials
- Rear section of center console with Aluminium Look paint finish
- Door entry guards in stainless steel with GT3 logo

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E82	-
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X70	-

## Interior

### Option

- Sports seats (no-cost option)
- Lowered sports seats
- Sports seat backrests in leather
- Sports seat backrests in exterior color
- Seat belts in Guards Red (no-cost option)
- Seat belts in Speed Yellow (no-cost option)
- Seat belts in Maritime Blue (no-cost option)
- Rear section of center console in exterior color
- Front section of center console
- Cruise control
- Footwell lighting/central light switch
- Automatic air-conditioning system with active carbon filter (no-cost option)

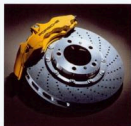
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XSX	38/44
XSY	-
XSW	-
XME	49
STD	-
454	-
XX2	-
STD	42/43



Sports seat backrests in exterior color



Rear section of centre console in exterior color

**Engine and chassis**

Porsche Ceramic Composite Brake (PCCB)



Wheel center with Porsche Crest

**Option**

- Porsche Ceramic Composite Brake (PCCB)
- Wheel center set
- Wheels painted in exterior color

I no.	Page
450	39/50
446	50
XD9	-

**Exterior****Option**

- Metallic paint
- Special colors
- Bi-Xenon headlights
- Deletion of model designation (no-cost option)
- Windshield with graduated tint

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**Audio and communication****Option**

- Porsche CDR-23 CD radio (no-cost option)
- CD storage in front section of centre console (no-cost option)

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**Colors.**

The new 911 GT3 is available in a choice of four solid and six metallic colors. For a more personal touch, you can also choose from eight special exterior color

options. Inside the car, you can replace the standard black interior with one of our elegant natural leathers (see below).

**Metallic Exterior Colors.**

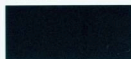
Basalt Black Metallic



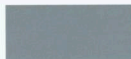
Lapis Blue Metallic



Dark Teal Metallic



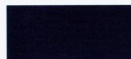
Arctic Silver Metallic



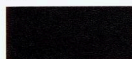
Midnight Blue Metallic



Atlas Grey Metallic (from 08/2003)

**Interior Leather.**

Black



Natural Brown



Natural Dark Grey

**Solid Exterior Colors.**

Black



Guards Red



Carrara White



Speed Yellow





## Environment

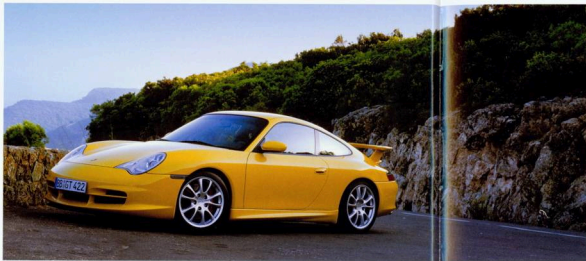
Porsche engineering is synonymous with extraordinary performance – not least when it comes to the environment. On the new 911 GT3, we've applied our expertise to reduce fuel consumption, exhaust emissions, maintenance requirements and

noise while maximizing recyclability and extending the longevity of the car.

But that's not all. One of the stated aims of Porsche as a manufacturer is to minimize the impact of its production

processes and support all global initiatives in respect of the environment. As part of that commitment, Porsche has established a strict environmental policy and introduced effective measures aimed at minimizing pollution and the

drain on resources. To find out more about Porsche and the environment, visit [www.porsche.com](http://www.porsche.com).



#### **A more enduring approach to environmental protection.**

At Porsche, we've been building some of the world's finest sports cars for over 50 years. Yet even today, more than two thirds of those vehicles can still be found on the racetrack or road. This exceptional longevity is fundamental to the Porsche philosophy and our more positive approach to the environment.

In the unlikely event that a vehicle does reach the end of its service life, more than 80% of the new 911 GT3 can be processed using existing recycling techniques. To simplify that process, the variety of synthetics has been significantly reduced while all materials are specially labelled for separate recycling.

Another key aspect of the new 911 GT3 is our consistent application of lightweight materials and design. By significantly reducing the weight of the car, we have suc-

cessfully improved the overall fuel economy. In fact, lightweight alloys now account for approximately 20% of the new 911 GT3 – more than many aluminium-bodied cars.

The new 911 GT3 is equipped with only the most modern and eco-friendly materials and components. The entire car is completely free of asbestos, cadmium, CFCs and components manufactured using CFCs.

environment-friendly technologies, including twin metal-based catalytic converters.

The exhaust gases expelled from each bank of cylinders are monitored using corresponding Lambda probes. This information is fed back to the engine management and used to modify the air/fuel mix.

#### **Maintenance:**

##### **Longer intervals, lower costs.**

Longer service intervals not only contribute to a more intelligent use of materials and resources, they also help to minimize maintenance costs. On the new 911 GT3, we've reduced servicing requirements to a minimum: engine oil every 12,000 miles, oil filter and air filter every 24,000 miles, spark plugs every 24,000 miles or four years, and fuel filter every 48,000 miles. Better still, the original coolant charge is good for the life of the car.

Finally, since water-based paints are used throughout, we've eliminated solvents.

The result is a car for which environmental protection is not just important, it's an integral part of the overall vehicle design.

#### **Exhaust emissions: Intelligent control.**

The new 911 GT3 complies with emissions legislation worldwide. To do that, we've used a range of

#### **Acoustics:**

##### **Less noise, more sound.**

The new 911 GT3 complies with all current noise regulations – without resorting to engine encapsulation. Instead, we've simply eliminated unwanted noise at source. The result is a pure and more distinctive sound, with all the full-blooded character you'd expect from a genuine racing Porsche.

#### **Fuel system:**

##### **A greener outlook.**

The fuel system featured on the new 911 GT3 offers near total elimination of fuel evaporation. All fuel lines are made of lightweight aluminium, while those carrying vapors are made of multi-layer composite materials. The large-format active carbon filter and special fuel-tank coating also help minimize evaporation.



## Motorsport

The new 911 GT3 combines power and precision with surprising day-to-day practicality.

Most remarkable of all, however, are its racing credentials and genuine race-winning performance.

To experience that performance in its natural environment, many Porsche owners choose to test out their vehicle on track across the country.

For those with little or no on-track experience- or those who want to fine tune their driving skills- we offer the Porsche Driving Experience, featuring professional driving instruction in a one or two-day format, at our world-class facility in Birmingham, Alabama.



**A passion for racing – in all its forms.**

**Porsche motorsport.**

**The Porsche Driving Experience.**

The Porsche Driving Experience offers one- and two-day high-performance driving programs as well as a special two-day Advanced Master's Course. Each driver is assigned to a Porsche 911 Carrera coupe for use during on-track exercises throughout the program. Professional instructors provide helpful guidance, focusing on smoothness and control.

Don't be surprised if you come face to face with a motor racing legend – the cadre of professional

instructors included Hurley Hayward, Doc Bundy, Jack Baldwin and David Murry.

The exercises are progressive, each building upon the skills learned in the previous lesson. Drivers soon gain confidence in their skills as they learn how to exploit the capabilities of the amazing Porsche 911. The Advanced Master's Course is offered only on a limited basis during the year. It is designed for those who have already taken a PDE or who have previous advanced high-performance driving experience.

The fastest way to get more information about the Porsche Driving Experience is at [porschedriving.com](http://porschedriving.com). This web site has information about the Porsche Driving Experience programs, class schedules, enrollment and corporate programs. You can also call us toll-free at 1-888-204-7474, Monday through Friday from 9 a.m. to 5 p.m., EST.

**The Porsche Carrera Cup.**

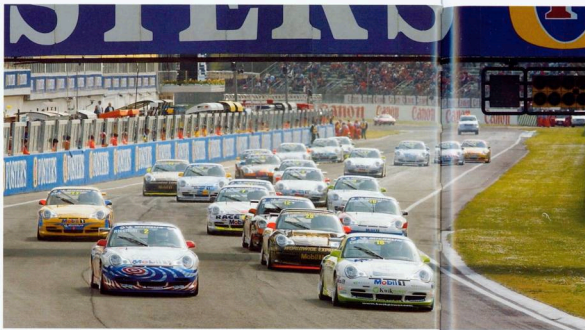
The Porsche Carrera Cup is run as separate championships in Germany, France and Japan. As the leading Porsche series at national

level, the Carrera Cup has served as an important springboard for many top-flight GT and touring car drivers. All entrants must hold a valid international C licence and run a Porsche 911 GT3 Cup prepared by the Porsche motorsport division. The regulations are strictly applied, ensuring that all entrants have identically specified cars. With an average race distance of approximately 80 km, the series offers the perfect platform for some thrilling battles between experienced pros and rising stars.

**The Porsche Michelin Supercup.**

For more than 10 years, the Porsche Michelin Supercup has been one of the key supporting events on the Formula One Grand Prix calendar. As well as visiting legendary European circuits such as Monza and Spa, the series has recently crossed the Atlantic to support the US Grand Prix at Indianapolis. Supercup races are held after Sunday warm-up as a prelude to the main event. All entrants require an international C licence and a Porsche 911 GT3 Cup. Since all cars share identical specification and the same Michelin tires, each race is a genuine test of teamwork, strategy and pure driving skill.





**Committed to racing.  
And to you.**

**Porsche Motorsport Customer  
Service.**

As a Porsche motorsport customer you can look forward to more than simply one of the best racing vehicles in the world. With our generous customer service programme, we can help you make even more of your car.

**Customer service in Weissach.**

The new 911 GT3 is available from your Porsche dealer. Regardless of whether you race at national or international level, you can also obtain specialist technical assistance. For setup queries or modifications to your Porsche, our motorsport division can provide all the specialist technical support that you or your race team may require. Here in Weissach, we are also

**Customer service  
at the racetrack.**

One of the most challenging aspects of any type of motor racing is the process of setting up the car. To make that task easier, our specialist technicians can assist with gear ratio selection, rear wing settings and the various suspension options. During the actual race, we can also assist with any technical problems that may occur. At selected endurance events, we can even provide you with your own team of Porsche mechanics. What's more, we also keep a full range of replacement parts in stock in the event of component failure.

For more information, please call +49 (0)711 911-4113 or 4114, or fax +49 (0)711 911-2022.

responsible for coordinating exhibitions of Porsche racing cars all around the world. You can also order race components and other accessories for your Porsche, and receive expert advice on racing regulations – even for classic Porsche vehicles.





## Technical specifications

### Engine

No. of cylinders	<b>6</b>
Displacement	<b>3.6 liters</b>
Max. power (DIN)	<b>380 hp at 7,400 rpm</b>
Max. torque at rpm	<b>285 lb ft 5,000</b>
Compression ratio	<b>11.7 : 1</b>

### Transmission

Layout	<b>Rear-wheel drive</b>
Manual gearbox	<b>6-speed</b>

### Chassis

Front axle	<b>McPherson strut suspension, anti-roll bar</b>
Rear axle	<b>LSA multi-link suspension, anti-roll bar</b>
Steering	<b>Power assisted (hydraulic)</b>
Brakes	<b>Six-piston monobloc aluminium fixed calipers at front, four-pis- ton monobloc aluminium fixed calipers at rear, discs internally vented and cross-drilled</b>
ABS	<b>Bosch ABS 5.7</b>
Wheels	<b>Front: 8.5 J x 18 Rear: 11 J x 18</b>
Tires	<b>Front: 235/40 ZR 18 Rear: 295/30 ZR 18</b>

### Performance

Top track speed	<b>190 mph (306 km/h)</b>
0-60 mph	<b>4.3 secs</b>

### Fuel economy – not available at time of printing

### Dimensions

Length	<b>174.61 in (4,435 mm)</b>
Width	<b>69.69 in (1,770 mm)</b>
Height	<b>50.00 in (1,275 mm)</b>
Wheelbase	<b>92.72 in (2,355 mm)</b>
Luggage compartment volume(VDA)	<b>3.88 cu ft (110 liters)</b>
Tank capacity	<b>16.64 gallons (89 liters)</b>

### Engine

- Specific power output of 77.8 kW (105.8 hp) per liter
- Dry sump lubrication providing reliable oil delivery under all g-force conditions
- Reduced oscillating masses in crankshaft mechanism (lightweight pistons and titanium connecting rods) and valve gear (weights of tappets and valves reduced by 42% and 19%, respectively)
- Maximum engine speed of up to 8,200 rpm depending on gear selection
- VarioCam variable valve timing based on engine speed and load
- Two-stage resonance induction manifold in lightweight aluminium

### Transmission

- Replaceable gear ratios for competition use
- Steel baulk rings on third, fourth and fifth gear
- Dedicated oil cooler and splash-oil lubrication
- Limited-slip differential

### Chassis

- Lowered suspension for enhanced mid-corner stability
- Range of setup options for competition use (ride height, camber, toe-in, anti-roll bars)
- Special spring and damper configuration
- High-performance braking system with six-piston monobloc aluminium fixed calipers at front
- Porsche Ceramic Composite Brake (PCCB) available as optional equipment

### Body

- Aerodynamically enhanced body for optimum downforce



## Service



### Porsche Roadside Assistance

The Porsche 24-hour Roadside Assistance program provides complimentary service 24-hours a day, 365 days a year anywhere in North America for the duration of your New Car Limited Warranty.

Program benefits include Emergency Towing, Battery Jump Start, Flat Tire Service, Emergency Fuel Delivery, Lockout Service, Extrinsic/Winch Service, and Trip Interruption.



### Porsche Financial Services

Competitive, convenient and carefully crafted financing options can be customized to meet your needs. Ask your certified Porsche Sales Consultant for details.

### "Christophorus"

As a Porsche owner, you will receive a complimentary copy of our bimonthly magazine, Christophorus. Each edition is packed with news, articles and exclusive interviews covering every aspect of the Porsche marque.

### Porsche Selection

Our distinctive collection of clothing and accessories combines timeless elegance and unmistakable quality. Visit your authorized Porsche dealer or go to porsche.com for a catalog featuring our current collection.



### Porsche Tequipment

A meticulously engineered range of accessories for enhancing your car's performance or appearance, Porsche Tequipment is available through your Porsche dealer.

### Porsche Club of America

In addition to the camaraderie of Porsche enthusiasts, PGA sponsors rallies, autocrosses, tours, driver education, restoration and technical sessions. See [pca.org](http://pca.org) for details.



### The Porsche Travel Club

Porsche Travel Club offers some of the world's most exclusive tours and fascinating weekend get-aways. For more information, contact Porsche AG at +49 (0) 711 911-8155 to 8157.

### Porsche Driving Experience

Learn how to drive a Porsche to its full potential with instruction from famed Porsche racing drivers. For more information, please visit [porschedriving.com](http://porschedriving.com).

The latest Tequipment, Selection and Porsche Driving Experience brochures are now available from your Porsche dealer.



## Summary

For more than half a century, Porsche has enjoyed one of the most successful records in international motorsport. During that time, many of the new technologies developed for the track have filtered down into road-car production.

The new 911 GT3 continues that tradition, demonstrating the same commitment to race-winning performance you'll find in each of its legendary forebears.

The result is a blend of pure exhilaration and sheer driving pleasure that only a genuine Porsche racing car can provide.

A truly exclusive driving experience hitherto reserved for the professional racing elite.

With the new 911 GT3, you can savour that experience in the widest variety of driving scenarios. From the daily commute or a weekend break to full-on com-

petition use. All of which makes the new 911 GT3 one of the most versatile vehicles we've ever produced. Surprisingly practical, typically uncompromising – and with a genuine passion for motorsport.

The models shown in this brochure feature equipment that is standard for the German market and may include additional extra-cost options. Availability of models and options in the U.S. may vary. Please consult your Porsche dealer for details of availability and exact equipment specifications. While every effort is made to ensure that all information is correct at the time of going to press, we are constantly seeking to improve our products and therefore reserve the right to alter specifications without notice. Errors and omissions excepted. Porsche recommends seat belt usage and observance of traffic laws at all times.

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