



PORSCHE



The new 911 GT3
Born in Flacht

STB

Born in Flacht



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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-liter horizontally opposed and naturally aspirated engine roared for the first time. Here is where the chassis was tuned over the course of countless test miles 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 make it even better?" A hundredth of a second faster, a percentage point more agile, a gram lighter?

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

Born in Flacht.
The new 911 GT3.

When facts speak for themselves.

Highlights.



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

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

Performance: 4.0-liter six-cylinder horizontally opposed and naturally aspirated engine derived from the 911 GT3 Cup offering 500 hp, 339 lb.-ft. and a high-revving design.

Lightweight construction: bodyshell in aluminum and steel composite, front and rear fascias in lightweight polyurethane, rear lid, wing uprights and rear wing in carbon fiber.

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

Design and aerodynamics: new front and rear end, Bi-Xenon™ 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 aluminum brake calipers at the front and four-piston equivalents at the rear axle.

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



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 favorable 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 racetrack.

How do we reconcile these most conflicting of parameters? With a harmonious overall design. 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 post 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 color.

Responsible for the leaner build: lightweight polyurethane with hollow glass microspheres and carbon fiber elements. The complete front fascia 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™ 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 racetrack who see it approaching in their rear-view mirror.





Broad is how the rear looks. And broad is also its stance on the road. That's because the 911 GT3 is an extra 44 mm (1.7 in) wider and sits approximately 25 mm (1 in) lower than the 911 Carrera. It's because the LED taillights are not only slim, they are now also shaped three-dimensionally. It's because the central twin tailpipe of the sport exhaust system is a visual clue to the car's low center of gravity.

Like the front, the revised rear fascia is also manufactured from lightweight polyurethane. The rear lid, wing and wing uprights are carbon fiber. 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 (0.8 in) higher than on the predecessor model. For a further gain in downforce.

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



PORSCHE

GT3

S-GT 9912

Drive





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

Engine.

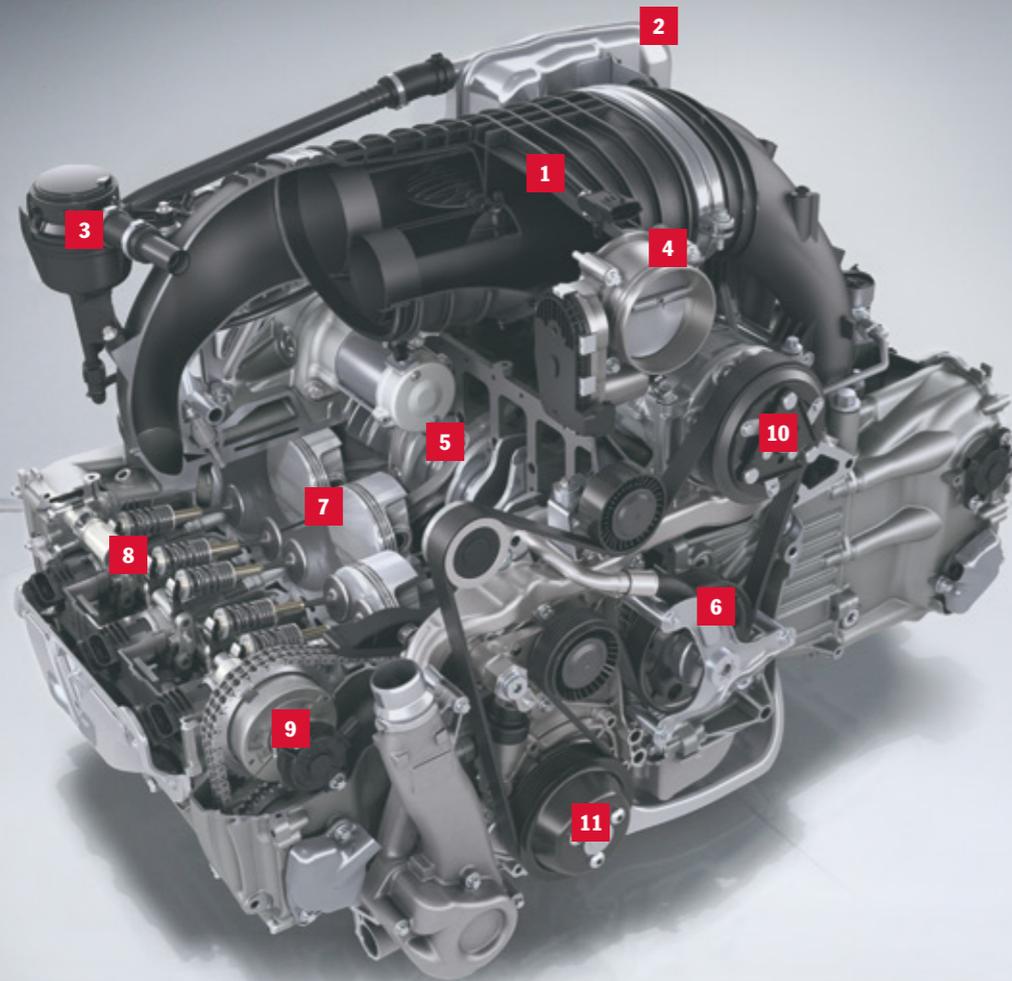
The engine of the new 911 GT3 is not meant as a friendly Swabian gesture, but as a throwing down of the gauntlet. To everyday life. To physics. But, above all, to all the other drivers on the racetracks of this world.

Brief for the new engine: naturally aspirated engine from motorsport, down low in the rear, six cylinders, horizontally opposed pistons. A full four liters 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 design 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 500 hp. With Porsche Doppelkupplung (PDK), fitted as standard, the sprint from 0 to 60 mph takes just 3.2 seconds and top track speed is 197 mph. With the optional 6-speed GT Sport manual transmission, the time is 3.8 seconds. Top track speed? Not reached until 198 mph.



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 aluminum 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 design. The needle in the 911 GT3 doesn't hit red until 9,000 rpm. Maximum torque is 339 lb.-ft. – some 15 lb.-ft. 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 (2900 psi). For optimum mixture formation and combustion in the combustion chamber. And, relative to the engine's high power output, it helps to achieve favorable fuel consumption.

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 system. 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 realized 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.

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 racetrack.

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 racetrack.

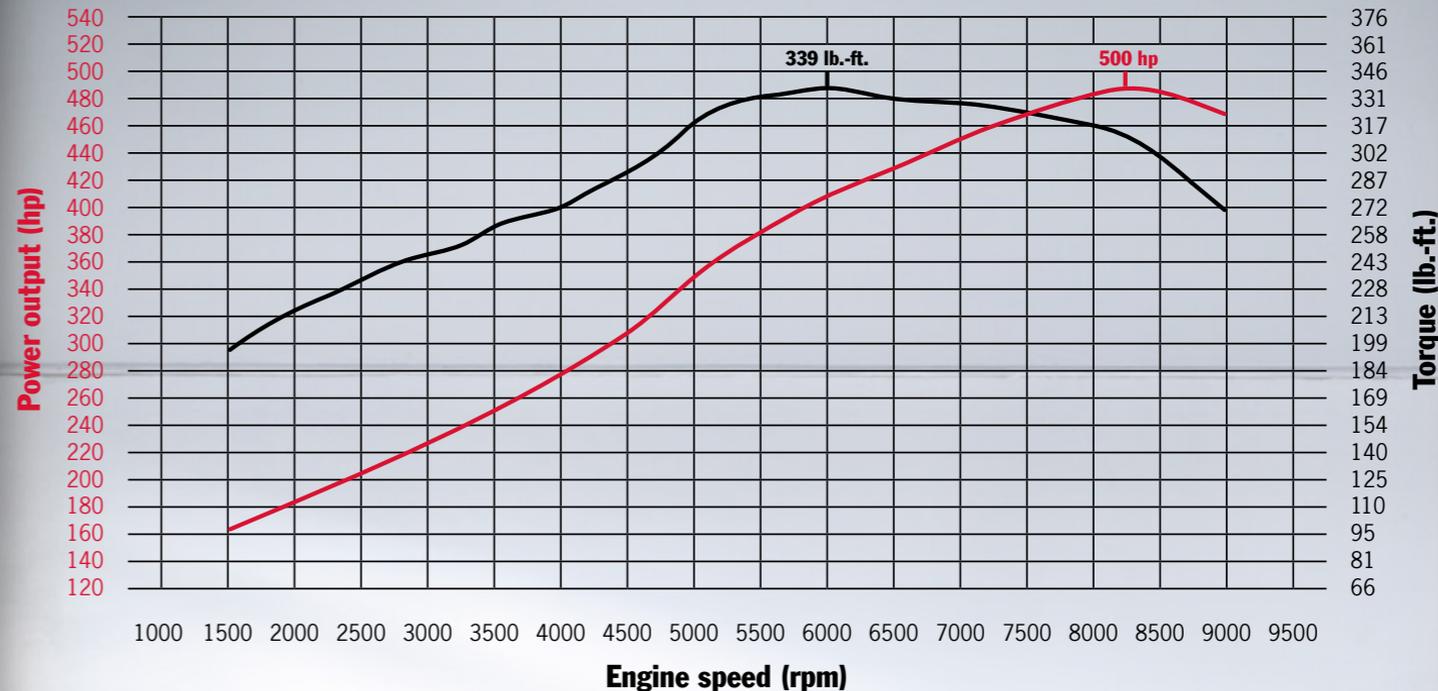
Also new is the particularly efficient supply of oil to the heavily loaded connecting rod bearings. This is realized by a central oil feed into the crankshaft. Another innovation sees the oil efficiently defoamed by a centrifuge before it is delivered to the separate oil tank. This engineering solution originates from high-performance motorsports 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 to the durability of the engine.

Intake manifold.

In interaction with the sport exhaust system, the variable intake manifold 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.



Sport exhaust system.

The sport exhaust system of the new 911 GT3 has two front mufflers, two catalytic converters and one rear muffler, 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 millimeters.

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-h 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 sporty 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 Sport 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 Sport 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 Sport manual transmission, the focus is not on every tenth of a second, but on unconditional driving pleasure and unfiltered emotion.

By the by, the 911 GT3 with manual transmission including dual-mass flywheel and mechanically locking rear differential saves approximately 37 lb (17 kg).

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

The dynamic rev-matching 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 work day like any other. 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.

And back it goes once again to the northern corner. And again. And again. And so it continues month after month. That's fine-tuning.

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.

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 racetrack 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 has the virtual effect of shortening the wheelbase. Negotiating tight corners becomes a more dynamic experience, while parking becomes easier to manage 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 maneuvers on the racetrack.

Dynamic engine mounts.

On the racetrack 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 minimizes 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, minimize 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 tires.

The 20-inch 911 GT3 wheels are silver-colored 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.

Tire sizes:

245/35 ZR 20 on 9 J x 20 at the front,
305/30 ZR 20 on 12 J x 20 at the rear.

Road-approved ultra-high performance tires 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.

Tire Pressure Monitoring System (TPMS) 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 racetrack mode. This allows the driver to factor in the lower inflation pressure of cold tires 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 racetracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.

Porsche Stability Management (PSM).

PSM automatically helps to maintain 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 lanes.

PTV – in conjunction with the optional GT Sport 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: unrivaled pleasure at every twist and turn. It's just as well there happens to be so many waiting on the racetrack.



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 aluminum 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 aluminum brake hubs, 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 aluminum 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 percent 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 driver and passenger knee airbags, 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.





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 design that enables even faster use of it.

The requirement is fulfilled by an ascending center 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 racetrack. 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 tachometer resides in the middle. Its dial is titanium-colored and bears the 'GT3' logo.

The instrument cluster with 4.6-inch color 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 the Tire Pressure Monitoring 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 racetrack.

Steering wheel.

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

The GT Sport steering wheel offers up to 40 mm (1.5 in) 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 racetrack: the top center 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-colored interior parts and brushed aluminum. 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 center console storage compartment. The roof lining and C-pillar trims are also finished in Alcantara®.

Sport Seats Plus.

Fitted as standard in the new 911 GT3, Sport 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 centers 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 Sport 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-fiber reinforced plastic (CFRP) and with a carbon fiber-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 centers 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 centers with 'GT3' logo. The 'GT3' logo on the rear transmission tunnel trim panel also comes in red.





**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 analyzed on your device. The lap timer can be stopped automatically by means of the precise 10-Hz GPS signal of the PCM, manually using the control stalk 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 racetrack, dynamic performance is visualized 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.porscheusa.com/tequipment to discover everything that the lap trigger has to offer.

Chrono Package.

In addition to the analog and digital stopwatch on the dashboard, the optional Chrono Package boasts even greater functionality. 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 until empty. Any travelled distances can be recorded and benchmark times defined.



Get more day out of your everyday.

Porsche Connect.

Whether it's on the racetrack 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)¹⁾ including online navigation.

The enhanced Porsche Communication Management (PCM)¹⁾ serves as your control center for audio, communication, and navigation* functions. Fitted as standard in all models, it features a high resolution touchscreen display with

integrated proximity sensor for userfriendly ease of operation.

Connect or 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 center 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 optimized voice quality. What's more, the Connect Plus module also lets you use our wide range of Porsche Connect services.

Porsche Connect services³⁾.

The Connect or Connect Plus module enhances the existing vehicle functions of your Porsche model with the intelligent services and apps of Porsche Connect²⁾ – all of which are intended to make the connection between car and driver even more personal, to intensify that sports car fascination, and to make life's everyday obstacles quick and easy to overcome. In short, with Porsche Connect²⁾ you get more out of every single day. And that gives you more time for the essential things in life. For family, friends, leisure –and driving your Porsche. Get more day out of your everyday and delegate the multitasking to your 911 GT3 model – so you can spend more time driving your Porsche.

To use the Porsche Connect services³⁾, 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).

¹⁾ Navigation is standard on Panamera, 911, Cayenne, and Macan Turbo models.

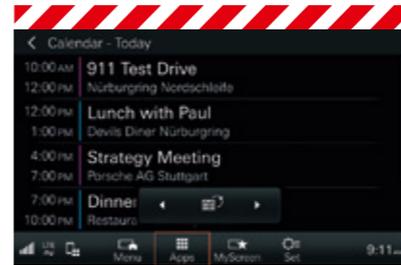
²⁾ Functionality is dependent upon configuration of each individual vehicle. Some functions require Voice Control, Porsche Entry & Drive and Power folding mirrors, etc. which cannot be installed after production. Some features and services are available with a subscription and may or may not provide a free trial period. Please visit: www.porsche.com/usa/connect/facts or consult your authorized Porsche dealer for more information

³⁾ Available at the end of July 2017.



Connect App Services.

Using the Porsche Connect app for your smartphone or Apple Watch®, you can transfer navigation destinations and calendar events to your Porsche. In addition, the real-time traffic information feature enables you to plan when and where to indulge in Porsche fascination, and gain access to various music services along the way.

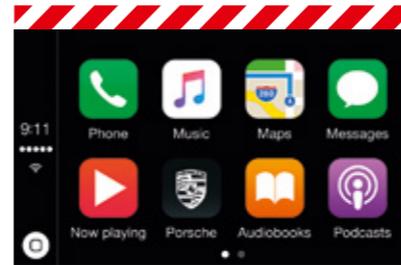


Apple CarPlay™¹⁾

Enjoy a range of iPhone® apps in your Porsche. With the Siri® voice recognition interface, you can conveniently use your apps on the move. It minimizes distraction and allows you to keep your concentration on the road.

Navigation and Infotainment Services²⁾

Find out in real-time what's going on in the world – whether it's in traffic, on the way to your destination, in the daily news, or on your Twitter timeline. During route guidance, this is made possible by realtime traffic information, Google® Search, Google® Earth and

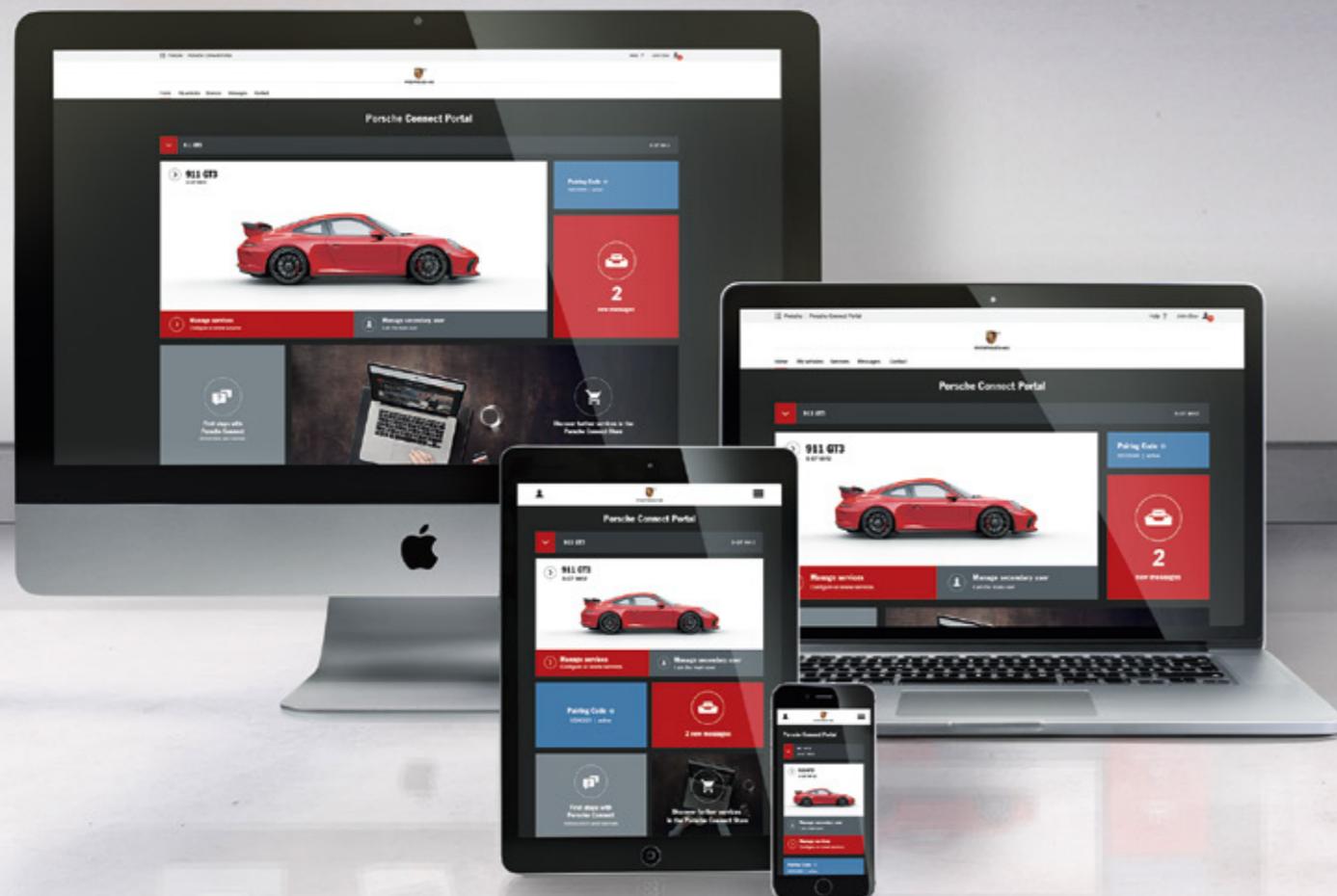


Google® Street View. What's more, you can also get up-to-date information on the weather, flight connections, events and gas station. News reports and tweets are selected based on your interests and read aloud by the system.

Car Connect Services³⁾

Retrieve stats and data from your car using your smartphone or Apple Watch® and control vehicle functions remotely. Benefit from greater safety with emergency and breakdown calls that include location information and protect your Porsche with Security Services.

¹⁾ Please visit www.apple.com/ios/carplay for more details and available apps through Apple CarPlay™.
²⁾ Functionality is dependent upon configuration of each individual vehicle. Some functions require Voice Control, which cannot be installed after production. Sim card and a separate, valid subscription to a mobile network provider (subject to charge) are required for use of Porsche Connect Services. Some features and services are available with a subscription and may or may not provide a free trial period. Please visit www.porsche.com/usa/connect/facts for more information.
³⁾ Porsche Car Connect Services (excluding safety and Security Services) include an initial free subscription period, the length of which may vary by services package and country, but shall not be less than 3 months. For further information on free subscription periods, follow-on costs, and availability of individual services in your country, please visit www.porsche.com/connect or consult your authorized Porsche dealer.

**Porsche Connect Portal.**

The all new Porsche Connect Portal will enable you to manage your Porsche and personalize your Porsche Connect Services to suit your interests. You can create new destinations for your navigation system, select your favorite sources for news which could read aloud to you in your vehicle, and even add more users such as family or friends to also enjoy the convenience of Porsche Connect Services.

Porsche Connect Store.

Would you like to find out exciting new service offers or easily manage your subscription? The Porsche Connect Store is your one stop shop for all your needs. You can store your credit card information for new service express checkout or schedule automatic recurring subscription payments, saving time for the ultimate fun – that is driving your Porsche.



Soundtrack. For the racetrack.

Sound systems.

Sound Package Plus.

Sound Package Plus, with eight loudspeakers and a total output of 150 watts, delivers excellent sound and is fitted as standard. 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.



S-GT 9912

PIT LANE

Motorsport



Capable of winning on the racetrack.

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 scrutinize 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 racetrack. 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 18 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 racetracks 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 never-ending 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 license.

Club sport.

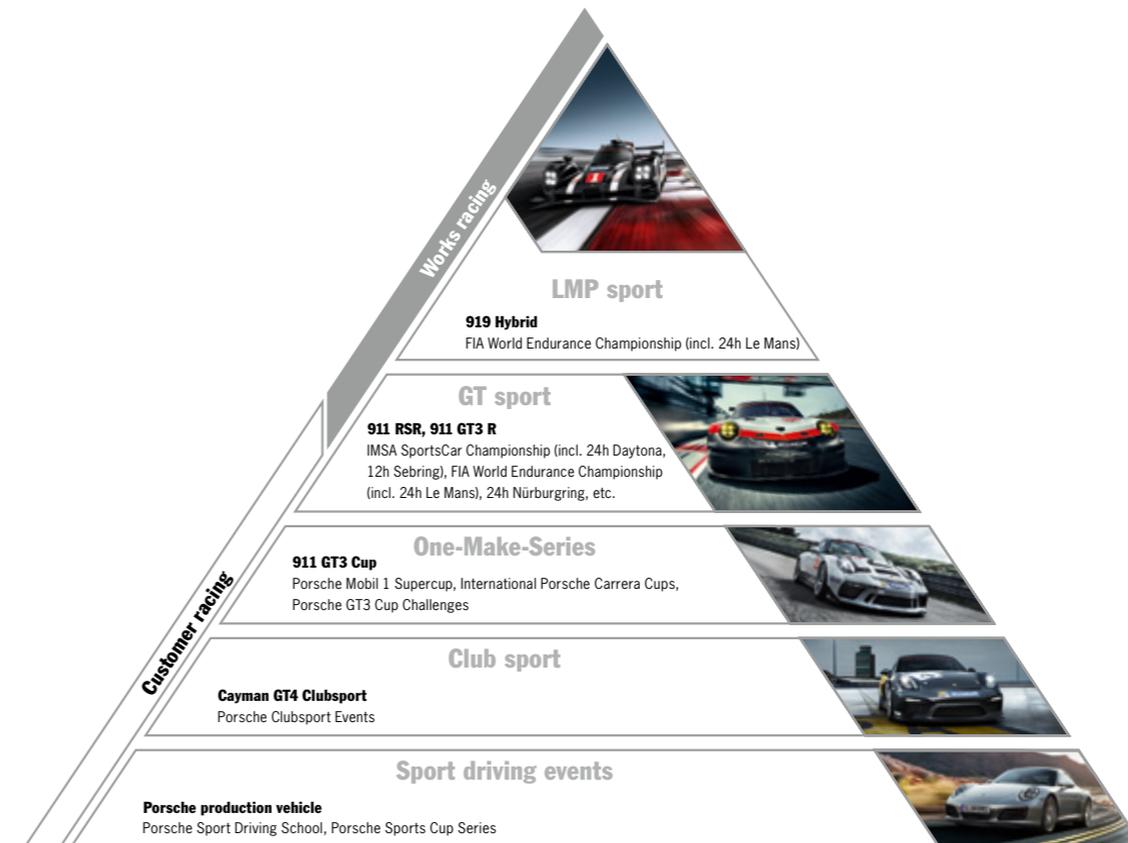
Professionals, budding pros and amateurs – club racing unites them all. And rebels. So named not for their driving style, but because they go driving whenever they like. With the Cayman GT4 Clubsport. A thoroughbred race car that enjoys a variety of grid opportunities. For no matter whether it's a sprint or a long-distance 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 long-distance 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 two years at the 24h of Le Mans. The 17th and 18th 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 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 racetrack. 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 racetracks of this world. Now it's down to you to show it.

The new 911 GT3.

Personalization





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

Personalization.

Just imagine if everything were possible. If you could create the sports car of your dreams. Without restriction. With a diverse range of colors. 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 organized by category. With the extensive color 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 as an example, where you can have your 911 GT3 personalized 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 personalization on the following pages. By the way, we've taken special care to point out all the personalization options available from Porsche Exclusive. You'll be amazed at what we can do.



The transition from handcraft to craftsmanship is a fluid one.

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realizing customer wishes as part of our special request service. Known until 1986 as the Porsche 'Sonderwunschprogramm', today we call it Porsche Exclusive Manufaktur. The philosophy has remained the same. Hand on heart.

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 dreams to life. And how we create something unique. Directly from the Manufaktur.

None of this would be possible without originality, inspiration and enthusiasm, beginning as early as the consultation stage. That's because we keep in mind one thing above all else: your particular

wishes and requirements. We fulfil them with composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, Alcantara®, carbon fiber or aluminum.

Added value is achieved through dedication and finesse. In other words, we handcraft a product that blends sporty performance, comfort and style and reflects your own personal taste. A Porsche with your signature touch.

We offer a wide range of personalization options, with visual and technical enhancements for the interior and exterior, from a single alteration to extensive modifications. Be inspired and visit www.porscheusa.com/exclusive to discover everything you need to know about how to configure one of your very own.

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

The 911 GT3 in Lava Orange.

At Porsche, not only do we transfer technologies from the racetrack into every series production car, we also incorporate your own personal ideas. Example par excellence: the 911 GT3 in Lava Orange.

Mission: extreme sportiness, coupled with the fulfilment of individual wishes and requirements. With, for example, painted sideskirts and numerous details painted in high-gloss black – like the 'PORSCHE' logo, the model designation and the lower trims of the SportDesign exterior mirrors. Or with carbon fiber, which is used for the SportDesign exterior mirror upper trims and the window triangle trims. Then we have wheels painted in satin black and

black LED headlights including PDLS. Goal achieved?

Far from it. Inside, the carbon fiber interior package, illuminated door sill guards in carbon fiber and floor mats in carbon fiber with leather edging and decorative stitching in Platinum Silver take sportiness to a new level. Supplemented by seat belts in Silver Grey and the white dials of the instrument cluster and Chrono stopwatch. To complement the prevailing interior material, further details are finished in Alcantara®: including the belt outlet trims, the sun visors and the lid of the storage compartment bearing the 'PORSCHE' logo.

In short: mission accomplished.

1 Wheels painted in satin black, LED headlights in black including PDLS, sideskirts painted, SportDesign exterior mirror upper trims and window triangle trims in carbon fiber, SportDesign exterior mirror lower trims, headlight cleaning system covers and door release levers painted in high-gloss black

2 'PORSCHE' logo and model designation painted in high-gloss black

3 Carbon fiber interior package, floor mats in carbon fiber with leather edging, seat belts in Silver Grey, instrument dials and Chrono stopwatch in white, sun visors in Alcantara®, door-sill guards in carbon fiber, illuminated



It's black for as long as we keep it under wraps. After that, anything is possible.

Colors.

Our standard palette allows you to choose from four solid colors or, for an extra charge, you can select one of seven metallic colors or one of four special colors. A black leather interior is available on request.

With the Porsche Car Configurator at www.porscheusa.com, you can see how your chosen color scheme and other personalized features will look before you have even placed your order.

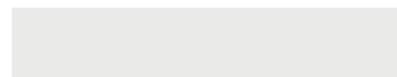
Standard interior color.

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



Black

Solid exterior colors.



White



Black



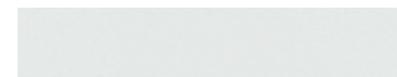
Guards Red



Racing Yellow



Metallic exterior colors.



Carrara White Metallic



Jet Black Metallic



Agate Grey Metallic



GT Silver Metallic



Rhodium Silver Metallic



Sapphire Blue Metallic



Graphite Blue Metallic



Special exterior colors.



Carmine Red



Lava Orange



Miami Blue



Chalk



How to take the Porsche feel up a level: Porsche Exclusive.



Exclusive

SportDesign exterior mirror upper trims in carbon fiber¹⁾

Exclusive

'PORSCHE' logo and model designation painted



Exclusive

Door-sill guards in carbon fiber, illuminated



Exclusive

Personalized floor mats in carbon fiber with leather edging



Exclusive

Wheels painted in Satin Black



Exclusive

Vehicle key painted with key pouch in leather



Exclusive

Storage compartment lid in Alcantara® with 'PORSCHE' logo

¹⁾ Option not available for right hand drive markets.



Exclusive

Fuel filler cap in aluminum look



Wheel painted in Satin Aluminum



Exclusive

Wheel painted in Satin Black

Option**Drive.**

6-speed GT Sport manual transmission

 486

Extended Range Fuel Tank, 23.7 gal

 082

Fuel filler cap in aluminum look

 XYB**Exclusive****Chassis.**

Porsche Ceramic Composite Brake (PCCB)

 450

Front axle lift system

 474**Wheels.**

Wheels painted in silver color

 Standard

Wheels painted in Satin Aluminum

 341

Wheels painted in Satin Aluminum

 XDH**Exclusive**

Wheels painted in Satin Black

 XDK**Exclusive**

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

911 GT3

I no.

Option**Exterior.**

Metallic paint

 Code

Special colors

 Code

Deletion of model designation

 498

SportDesign exterior mirror lower trims painted in high-gloss black

 XCS**Exclusive**

SportDesign exterior mirror upper trims in carbon fiber

 XJW**Exclusive**Headlight cleaning system covers painted¹⁾ XUB**Exclusive**

Headlight cleaning system covers painted in contrasting exterior color

 CGU**Exclusive**Sideskirts painted¹⁾ XAJ**Exclusive**'PORSCHE' logo painted²⁾ CWL**Exclusive**'PORSCHE' and 'GT3' logo painted²⁾ CWJ**Exclusive**

Door release levers painted in high-gloss black

 XJA**Exclusive**Attachment point finishers in carbon fiber^{3), 4)} CSX**Exclusive**¹⁾ Paint finish in exterior color.²⁾ Paint finish in exterior color or in high-gloss black.³⁾ Provisionally available from 08/2017.⁴⁾ Option not available for right hand drive markets.

Deletion of model designation



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



Exclusive

Attachment point finishers in carbon fiber

911 GT3

I no.



Exclusive

LED headlights in black including PDLS

Option	911 GT3	I no.
Lights and vision.		
Porsche Dynamic Light System (PDLS)	<input type="radio"/>	603
LED headlights including Porsche Dynamic Light System (PDLS)	<input type="radio"/>	602
LED headlights in black including Porsche Dynamic Light System (PDLS) Exclusive	<input type="radio"/>	XEY
Automatically dimming mirrors with integrated rain sensor	<input type="radio"/>	P13
Light design package	<input type="radio"/>	630
Seats and seat options.		
Sport Seats Plus	<input checked="" type="radio"/>	Standard
Full Bucket Seats	<input type="radio"/>	P11
Adaptive Sport Seats Plus (18 way, electric)	<input type="radio"/>	P07
Seat heating	<input type="radio"/>	342

Option	911 GT3	I no.
Safety.		
Fire extinguisher	<input type="radio"/>	509
Comfort and assistance systems.		
Cruise control	<input checked="" type="radio"/>	454
Reversing camera	<input checked="" type="radio"/>	7X9
HomeLink® (programmable garage door opener)	<input checked="" type="radio"/>	608



Exclusive

Adaptive Sport Seat Plus

standard equipment
 available at no extra cost
 I number/extra-cost option
 not available
 For more information on the options featured in this catalog, please refer to the Porsche Car Configurator at www.porsche.com/usa or consult an authorized Porsche dealer.



Exclusive

Instrument dials in white



Exclusive

Chrono stopwatch instrument dial in white

Option**Interior.**

Floor mats

Smoking package

Storage net in front passenger footwell

Instrument dials colored

– White

– Guards Red

Exclusive

Chrono stopwatch instrument dial colored

– White

– Guards Red

Exclusive

Seat belts colored

– Silver Grey

– Racing Yellow

– Guards Red

Exclusive911 GT3
I no. 810 583 581

XFJ

XFG

CGJ

CGG

XSH

XHN

X SX

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

Option**Interior.**Interior package painted¹⁾**Exclusive**Air vents painted²⁾**Exclusive**Air vent slats painted²⁾**Exclusive**Air conditioning control panel painted¹⁾**Exclusive**Vehicle key painted with key pouch in leather³⁾**Exclusive**911 GT3
I no. EKA/EKB CTR CDN CHL DFS

Exclusive

Interior package painted



Exclusive

Air vent slats painted

¹⁾ Paint finish in exterior color.²⁾ Paint finish in exterior color unless otherwise specified at the time of order.³⁾ Paint finish in exterior color and leather in interior color unless otherwise specified at the time of order.



Leather interior package in black including extended items in Alcantara®



Steering wheel rim with top center marking in red



Exclusive

Personalized floor mats with leather edging

Option**Interior: leather.**

	911 GT3	I no.
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 center marking in red	○	886
Steering wheel rim and gear selector/lever in smooth-finish leather in black	□	878
Leather interior package ¹⁾ Exclusive	□	EKC/EKD
Dashboard trim package in leather Exclusive	○	CZW
Personalized floor mats with leather edging Exclusive	○	CFX

Option**Interior: Alcantara®.**

	911 GT3	I no.
Door trim package in leather/Alcantara® Exclusive	○	CLP
Sun visors in Alcantara® Exclusive	○	XLU
Storage compartment lid in Alcantara® with 'PORSCHE' logo Exclusive	○	XLG
Storage compartment lid in Alcantara® with Porsche Crest Exclusive	○	XLJ
Belt outlet trims in Alcantara® Exclusive	○	CLN

Interior: aluminum/stainless steel.

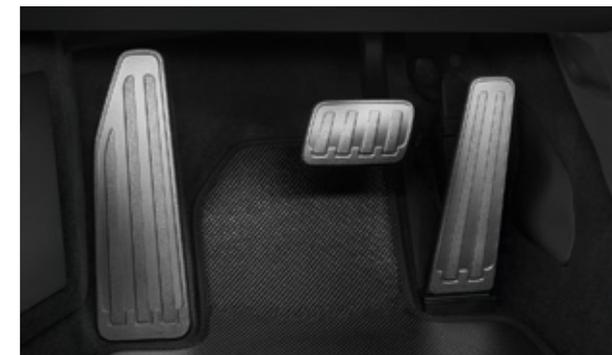
Brushed aluminum interior package	●	Standard
Anthracite brushed aluminum interior package	□	Code
Pedals and footrest in aluminum Exclusive	○	EFA
Door-sill guards in stainless steel, illuminated Exclusive	○	XXB
Personalized door sill guards in stainless steel, illuminated Exclusive	○	CXC

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



Exclusive

Sun visors in Alcantara®



Exclusive

Pedals and footrest in aluminum



Exclusive

Door sill guards in stainless steel, illuminated



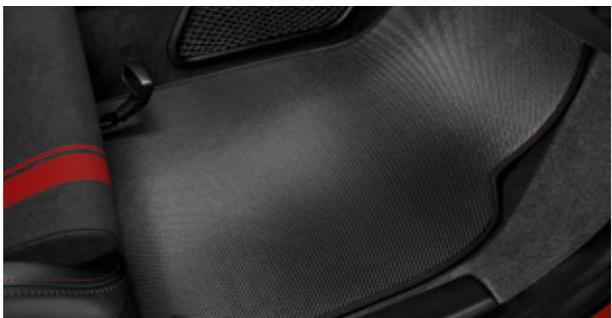
Exclusive

Carbon fiber interior package



Exclusive

Door-sill guards in carbon fiber



Exclusive

Personalized floor mats in carbon fiber with leather edging

Option**Interior: carbon fiber.**

Carbon fiber interior package

Exclusive

Door-sill guards in carbon fiber

Exclusive

Door-sill guards in carbon fiber, illuminated

Exclusive

Personalized door-sill guards in carbon fiber, illuminated

Exclusive

Floor mats in carbon fiber with leather edging

Exclusive

Personalized floor mats in carbon fiber with leather edging

Exclusive

911 GT3	I no.
	<input type="radio"/> EKG/EKH
	<input type="radio"/> X69
	<input type="radio"/> XXD
	<input type="radio"/> CXE
	<input type="radio"/> CHM
	<input type="radio"/> CHN

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

Option**Audio and communication.**

Porsche Communication Management (PCM) including online navigation and Porsche Connect services

● Standard

Connect Plus including online navigation, Apple CarPlay™, LTE module with SIM card reader, smartphone compartment, wireless Internet access¹⁾, Porsche Car Connect and comprehensive Porsche Connect services²⁾

● Standard

Porsche Track Precision App

● Standard

Sound Package Plus

● Standard

BOSE® Surround Sound System

○ 9VL

Chrono Package and preparation for lap trigger

○ QR5

Factory collection.

Factory collection in Zuffenhausen

○ 900

Factory collection in Leipzig including intensive driving induction

○ S9Y



BOSE® Surround Sound System



Chrono stopwatch

¹⁾ Internet access can be established by means of the integrated Porsche SIM card or a data-enabled SIM card of your own. Use of the WiFi hotspot via the in-car integrated SIM card requires a WiFi data package available to purchase from the Porsche Connect Store. Use of the WiFi hotspot via a SIM card supplied by you requires a valid subscription to a mobile network provider of your choice (subject to charge).

²⁾ Please visit www.porsche.com/connect for detailed information on everything that Porsche Car Connect has to offer.



Porsche Tequipment – accessories developed for 365 days full of life.

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 Center 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 authorized Porsche dealer to fit.

To discover more about Porsche Tequipment, please consult your authorized Porsche dealer. Alternatively, all Tequipment products can be found online at

www.porsche.com/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 colors and Porsche Crest.

[4] Wheel sets¹⁾

For enhanced individuality, agility and safety. And even greater driving pleasure.

[5] Car cover²⁾

Tailored indoor and outdoor covers with Porsche Crest.

¹⁾ Provisionally available from 08/2017.
²⁾ Provisionally available from 05/2017.

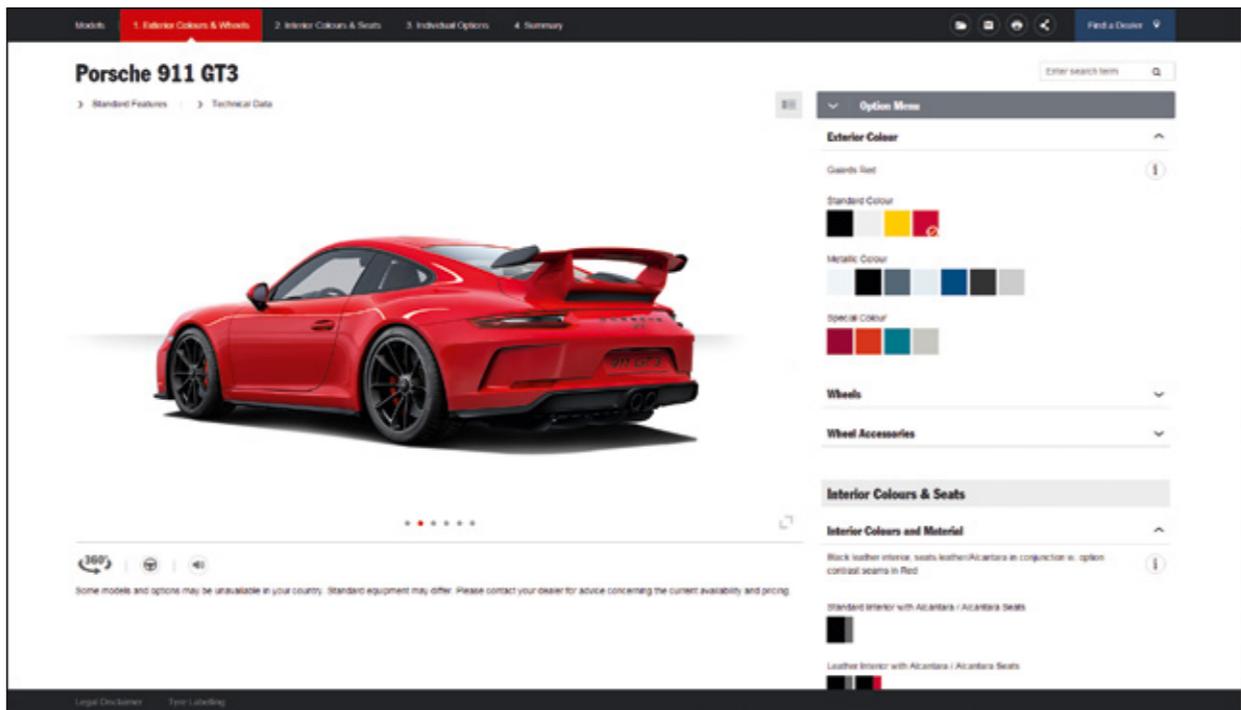


Porsche Car Configurator.

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

On the way to realizing your dream car, you can now create your own personalized 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.porscheusa.com to find the Porsche Car Configurator and discover much more about the fascination of Porsche.



Designing your Porsche.

Consultation.

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

In our Customer Centers in Zuffenhausen as well as Leipzig and in our Porsche Exclusive – Personal Design Studios in Atlanta, GA and Beverly Hills, CA, we will show you what else can be done. Here, you can select your materials and paint

colors and plan your vehicle in detail using the Porsche Car Configurator.

Factory collection.

After the planning comes the thrill of anticipation as the day of delivery approaches.

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. The new Porsche Experience Centers in Atlanta, Georgia and Los Angeles, California offer new vehicle delivery with a complete immersion into Porsche Experience. Please visit www.porschedriving.com to learn more.

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 racetrack. 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 authorized Porsche dealer.

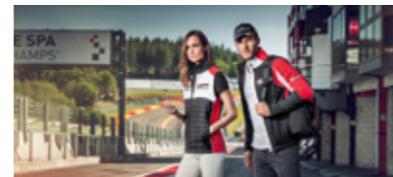


Porsche Exclusive consultation



Porsche racetrack and Customer Center

Porsche World.



Porsche World.

Authorized Porsche dealership

Your authorized Porsche dealership 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

Realize your vision of the perfect Porsche with our factory customization program. From styling enhancements to performance upgrades. Please visit www.porscheusa.com/exclusive for more information.

Porsche Tequipment

Personalize 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.com/tequipment using the Tequipment accessories finder.

Porsche Driver's Selection

With leisurewear, model cars, timepieces, leather goods, and Porsche luggage, there are plenty of opportunities to indulge your passion for Porsche off the road too. Shop online at www.porscheusa.com/shop or visit your authorized Porsche dealer.

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 worldwide. Visit www.porschedriving.com for more information.

Porsche Sport Driving School-USA

At the PSDS-USA it's all about practice. There's no better place to hone your driving skills than in the cockpit of the latest Porsche models. Please visit www.porschedriving.com or call 770-290-7000.

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The Porsche Experience Center LA

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Porsche Classic

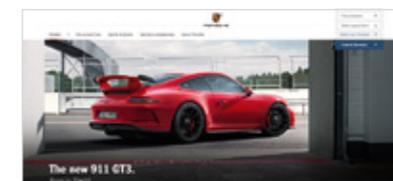
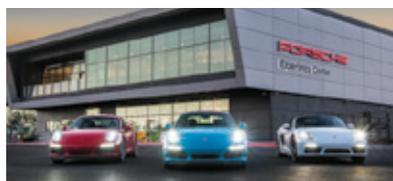
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Porsche Online

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Technical data



Engine	
Type	Aluminum horizontally opposed and naturally aspirated engine
Cylinders	6
Displacement	4.0 liters
Max. power (DIN) at rpm	500 hp 8,250
Maximum torque at rpm	339 lb.-ft. 6,000
Maximum engine speed	9,000 rpm
Transmission	
Layout	Rear-wheel drive
Porsche Doppelkupplung (PDK)	7-speed
Manual transmission (optional)	6-speed
Chassis	
Front axle	MacPherson 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	36.4 ft
Brakes	Six-piston aluminum 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 x 20 ET 55, Rear: 12 J x 20 ET 47
Standard tires	Front: 245/35 ZR 20, Rear: 305/30 ZR 20 (ultra high performance tires)

Performance	
	PDK/Manual
Top Track speed	197 mph/198 mph
0–60 mph	3.4 secs/3.9 secs
Weights	
	PDK/Manual
Curb weight	3,153 lb / 3,116 lb
Gross vehicle weight	3,917 lb / 3,880 lb
Dimensions/aerodynamics	
Length	179.6 in
Width (including exterior mirrors)	77.9 in (72.9 in)
Height	50.0 in
Wheelbase	96.7 in
Luggage compartment volume (German Car Manufacturers' Assoc.)	4.4 cu.-ft.
Tank capacity (refill volume)	16.9 gal
Drag coefficient	0.33

Fuel consumption/emissions²⁾	
	PDK/Manual
City	TBD
High Way	TBD
Combined	TBD

¹⁾ U.S. EPA estimates. Your mileage and range may vary. As of the time of printing, the 2017 EPA numbers are yet to be determined. Please see your authorized Porsche dealer or visit www.porscheusa.com for the latest information.



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Effective from: 03/2017
WSLG1801000123 EN/US

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