

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

High revs, short final-drive ratio

24/07/2026 High revs, short final-drive ratio

The technical highlight of the 911 GT3 (**911 GT3 (WLTP)*:** Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G) is its powertrain, which is also reflected in the driving experience. The naturally aspirated 4.0-litre boxer engine with a rated power output of 375 kW (510 PS) and a maximum torque of 450 Nm is based on a system developed for motorsport. Only a few modifications were needed to make the car suitable for use on the road. The six-cylinder engine has six individual throttle valves. A dry-sump lubrication system with a fully variable oil pump and separate oil tank takes care of the oil-supply requirements, which are crucial for a high-revving engine. The heavily loaded connecting-rod bearings are lubricated directly by oil pump via the crankshaft.

To achieve the impressive rev-limit of 9,000 rpm, Porsche uses solid cam finger followers instead of hydraulic valve lifters. Titanium connecting rods, forged pistons and an additional oil supply via the crankshaft ensure stability at high engine speeds. Plasma-coated cylinder walls reduce friction. Porsche equips the naturally aspirated engine of the 911 GT3 with two particle filters and four catalytic

converters. The lightweight stainless steel exhaust system, with the two centrally positioned tailpipes characteristic of the model, creates an impressive sound, even with its highly effective emission control system.

The 911 GT3 is fitted with a seven-speed dual-clutch gearbox (PDK), while a six-speed GT sports gearbox with automatic intermediate throttle function (Auto Blip) is available as an option; Auto Blip can be activated or deactivated as desired. In contrast, the manual transmission is available as standard on the 911 GT3 with Touring Package (**911 GT3 with Touring Package (WLTP)*:** Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G), with the PDK available as an option.

While the PDK enables ideal acceleration values with optimised shift times, the focus of the manual transmission is on ultra-short shift travel and a direct connection between the driver and the powertrain, as well as maximum driving pleasure. Compared to the PDK, it also shaves 17 kg off the car's weight. For both the PDK and the GT sports manual transmission, the final-drive ratio is eight per cent shorter compared to the previous model. This ensures greater agility and high-revving exhilaration in all gears, as well as noticeably improved overall dynamics.

When developing a GT3, the aim is always to achieve the optimum power to weight ratio. In the lightest version, with a six-speed sports gearbox, each kilowatt of the revamped high-revving naturally aspirated engine only has to move 3.8 kg of weight (2.8 kg/PS). The new 911 GT3 accelerates from 0 to 100 km/h in 3.4 seconds (911 GT3 with Touring Package: 3.9 seconds). The top speed is 311 km/h (911 GT3 with Touring Package: 313 km/h).

MEDIA ENQUIRIES



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Consumption data

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

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