

## 2016 Porsche 911 GT3 Cup

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Porsche 911 GT3 Cup (2016)

The Porsche 911 GT3 Cup is the racing version of the 911 GT3. In 2016, almost 320 of the near-standard racers, based on the seventh generation of the iconic 911 sports car, will be campaigned in the Porsche Mobil 1 Supercup, the national Carrera Cups as well as major GT3 Cup Challenges.

Powering the Porsche 911 GT3 Cup is a 3.8-litre, six-cylinder boxer engine developing 460hp (338KW) at 7500rpm. Power is delivered to the rear axle via a race clutch and a

Porsche Motorsport designed six-speed dog-type gearbox with a mechanical limited slip differential. Gear shifting is performed with paddle shifts on the steering wheel.

In the race department at Weissach, the suspension underwent modifications to ensure higher precision and more stability at high speeds. Porsche Motorsport redesigned the single-piece 18 inch race rims with central locking, and are now shod with 270mm Michelin racing slicks at the front and 310mm at the rear. The internally vented and slotted steel brake discs with a 380mm diameter are operated by aluminium six-piston monobloc racing callipers in the front, and four-piston units at the rear.

## PORSCHE 911 GT3 CUP

Class	Carrera Cup/Supercup (core specifications are common to each international series with minor variations according to market area)
Engine	6-cylinder 3800cc aluminium rear-mounted Boxer engine
Bore x stroke	102.7mm x 76.4mm
Power output	460 hp @ 7500rpm
Power output per litre	121.1 hp/l
Max. revs	8500rpm
Valves	4-valves per cylinder
Fuel delivery	Sequential multi-point fuel injection
Fuel	minimum 98 octane, unleaded
Engine management	Bosch MS4.6



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## **PORSCHE 911 GT3 CUP**

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Cooling	Water cooling with heat management for engine and gearbox
Lubrication	Dry-sump lubrication
Exhaust	Race exhaust system with regulated race catalytic converter, twin-branched muffler with centred exhaust pipes
Accelerator	Electronic acceleration pedal
Flywheel	Single-mass flywheel

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## **DRIVE/TRANSMISSION**

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Transmission	Porsche six-speed sequential dog-type gearbox
Drive	Rear wheels

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**NOTE** For the first time in a Porsche Cup race car, gear shifting is performed with paddle shifts on the steering wheel

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## **SUSPENSION/STEERING/BRAKES**

## PORSCHE 911 GT3 CUP

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Suspension front	McPherson suspension strut, adjustable in height, camber and track; forged strut with optimised stiffness, two-shear connection, heavy duty spherical bearings; wheel hub with centre lock; racing shock absorbers; forged supporting mounts; adjustable double-blade type anti-roll bar; power steering with electro-hydraulic pressure feed
Suspension rear	Multilink suspension, adjustable in height, camber and track; forged strut with optimised stiffness, two-shear connection, heavy duty spherical bearings; wheel hub with centre lock; non-adjustable racing shock absorbers; forged supporting mounts; adjustable double-blade type anti-roll bar
Steering	Electrohydraulic power steering
Brake system	Two independent brake circuits for front and rear axle; cockpit adjustable via brake balance system
Brakes front	Aluminium six-piston racing callipers in monobloc design; multi-piece steel brake discs, inner-vented and slotted, 380 mm diameter; racing brake pads, optimised ventilation ducting

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## PORSCHE 911 GT3 CUP

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Brakes rear	Aluminium four-piston racing callipers in monobloc design; multi-piece steel brake discs, inner-vented and slotted, 380 mm diameter; racing brake pads, optimised ventilation ducting
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Safety	Welded-in roll cage, FT3 safety fuel tank, fire extinguishing system
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### WHEELS

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Wheels front	10.5J x 18 ET 28
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Wheels rear	12J x 18 ET 53
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### DIMENSIONS/WEIGHT

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Height	1280mm
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Length	4547mm
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Minimum weight	1175kg
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NOTE	The individual teams can all tune the same elements on their cars, for example: ride height, geometry, tyre pressures and rear wing
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