

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

Emotive high-revving character

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Manual transmission, high revving, highly emotive: the 911 GT3 S/C adopts the powertrain of the 911 GT3 Coupé (**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). Its naturally aspirated 4.0-litre six-cylinder boxer engine generates an output of 375 kW (510 PS), 450 Nm of torque and an incomparable soundscape. The open-top high-performance sports car accelerates from 0 to 100 km/h in 3.9 seconds and on to a top speed of 313 km/h. The powertrain is derived from motorsport and has undergone only subtle modifications for use on the road. The engine features six flow-optimised individual throttle bodies, a rev limit of 9,000 rpm, titanium connecting rods and forged pistons. Its dry sump lubrication system with fully variable oil pump and separate oil tank ensures a sufficient supply of lubricant required for high engine speeds. To reliably lubricate the heavily loaded connecting rod bearings, the oil is pumped directly to the bearings through the crankshaft. Optimised oil coolers ensure the lubricant remains at the optimal temperature. Porsche uses solid cam followers in the valve train in order to reliably handle the impressive engine speeds. Plasma-coated cylinder walls reduce friction. The naturally aspirated engine of the 911 GT3 S/C is equipped with two particulate filters and four catalytic converters. The

standard lightweight stainless steel sports exhaust system with two centrally positioned tailpipes provides an impressive sound, despite the highly effective exhaust gas purification systems. Without a fixed roof, the engine noise fills the interior even more intensely. In addition, the exhaust system is also part of the overall lightweight construction approach.

The powertrain of the new 911 GT3 S/C also contributes to weight reduction in other ways. The compact and lightweight 40 Ah lithium-ion starter battery saves around four kilograms. The new model is equipped exclusively with a manual six-speed GT sports transmission, which weighs 17 kg less than the automatic PDK system and is therefore another crucial part of the overall lightweight design. It has a selectable automatic double-declutching function ('auto blip'), extremely short shift travel, increased detent, reduced cable damping and a short gear lever. All of which contributes to establishing a direct connection between the driver and the drivetrain. The gear ratios are notably short and have been precisely tuned to suit the high-revving engine, ensuring particularly sporty gear shifting characteristics. The focus is on a sporty, purist driving experience.

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).

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_332698_en.mp4

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