



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2018 Balance of Performance for 2018 FIA GT3 Specifications

Number	Make	Model	Homologation Weight [Kg]	Committee [Kg]	Minimum Weight [Kg]	Restrictor Number [-]	Max. Restrictor Diameter [mm]	Engine Speed [RPM]								
								Maximum Pressure Boost Limit Ratio [-]								
GT3-041	Porsche	911 GT3 R (991)	1225	35	1260	2	41.5									
GT3-043	BMW	F13 M6 GT3	1290	20	1310	-	-	4000	4500	5000	5500	6000	6500	6750	≥6850	
								1.78	1.81	1.88	1.96	1.87	1.71	1.62	1.30	
GT3-044	Ferrari	488 GT3	1260	15	1275	-	-	4000	4500	5000	5500	6000	6500	7000	7500	≥7600
								1.45	1.49	1.54	1.58	1.59	1.57	1.52	1.43	1.35
GT3-048	Nissan	GT-R Nismo GT3 2018	1285	0	1285	-	-	3500	4000	4500	5000	5500	6000	6500	6900	≥7000
								1.89	1.88	1.87	1.85	1.82	1.80	1.77	1.75	1.50
GT3-049	Bentley	2018 Continental GT3	1275	20	1295	-	-	4000	4500	5000	5500	6000	6500	7000	≥7250	
								1.85	1.75	1.65	1.58	1.56	1.46	1.39	1.26	

1.1. Additional weight decided by the GT Committee on top of the homologated weight must be installed in accordance with article 257A-4.2.

1.2. Technical drawings of air restrictors must be registered with the FIA. Only restrictors in compliance with this registration are allowed.

1.3. Use of catalytic converter compulsory

2.1. Values are boost pressure ratio and need to be multiplied by the ambient pressure to get the Pboost limit.

2.2. Competitors must adjust boost pressure relative to ambient pressure at each event

2.3. Control of Pboost strategy as per document attached



FEDERATION INTERNATIONALE DE L’AUTOMOBILE

2018 Balance of Performance for 2017 and older FIA GT3 Specifications

Number	Make	Model	Homologation Weight [Kg]	Committee [Kg]	Minimum Weight [Kg]	Restrictor Number [-]	Max. Restrictor Diameter [mm]	Engine Speed [RPM]															
								Maximum Pressure Boost Limit Ratio [-]															
GT3-016	Ford	GT	1190	50	1240	1	53																
GT3-017	Audi	R8 LMS	1250	15	1265	2	49																
GT3-023	BMW	E89 Z4	1230	15	1245	1	81																
GT3-024	Lamborghini	LP560-4	1175	60	1235	2	47																
GT3-025	Porsche	911 GT3 R	1200	20	1220	1	65																
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1246	44	1290	1	55																
GT3-028	Mercedes	SLS AMG GT3	1310	10	1320	2	38																
GT3-029	Ferrari	458 Italia GT3	1250	40	1290	2	43																
GT3-030	Nissan	GT-R NISMO GT3	1290	25	1315	2	40	4000	4500	5000	5500	6000	6500	≥7000									
								2.02	2.00	1.97	1.95	1.93	1.91	1.88									
GT3-031	McLaren	MP4-12C	1245	10	1255	2	36	4000	4500	5000	5500	6000	6500	7000	≥7500								
								1.80	1.78	1.74	1.74	1.70	1.59	1.54	1.49								
GT3-032	Aston Martin	V12 Vantage GT3	1230	60	1290	2	41.5																
GT3-033	Chevrolet	Camaro	1290	15	1305	1	66																
GT3-034	Maserati	Granturismo MC GT3	1200	20	1220	1	65																
GT3-035	Bentley	Continental GT3	1298	12	1310	2	38	4000	4500	5000	5500	6000	6500	≥7000									
								2.01	1.93	1.83	1.76	1.71	1.61	1.51									
GT3-036	Dodge SRT	Viper GT3-R	1300	10	1310	2	39																
GT3-037	McLaren	650s	1240	25	1265	2	36									4000	4500	5000	5500	6000	6500	7000	≥7500
																1.83	1.81	1.79	1.77	1.72	1.63	1.58	1.52
GT3-038	Audi	R8 LMS	1225	30	1255	2	38																
GT3-040	Lamborghini	Huracan GT3	1230	40	1270	2	38																
GT3-042	Mercedes AMG	GT3	1285	20	1305	2	34.5																
GT3-045	Corvette	C7 GT3-R	1250	40	1290	1	53																
GT3-046	Toyota	Lexus RC-F GT3	1300	10	1310	2	38																
GT3-047	Acura / Honda	NSX GT3	1240	40	1280	-	-	4000	4500	5000	5500	6000	6500	7000	≥7500								
								1.79	1.84	1.93	1.97	2.00	2.04	2.02	1.98								

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1.3. Use of catalytic converter compulsory

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LED Boost Control Strategy

