



2023 FIA GT World Cup - Balance of Performance for 2022-2024 FIA GT3 Specifications

Number	Make	Model	Version - Valid from	Homologation Weight [Kg]	Committee [Kg]	Minimum Weight [Kg]	Restrictor Number [-]	Max. Restrictor Diameter [mm]	Min λ [-]	Engine Speed [RPM]									
										Maximum Pressure Boost Limit Ratio [-]									
GT3-038	Audi	R8 LMS	31/02 EVO - Jan. 2022	1260	25	1285	2	36	0,91										
GT3-053	BMW	G82 M4 GT3	Base - Jan. 2022	1265	50	1315	-	-	1,10	3500	4000	4500	5000	5500	6000	6250	6500	7000	≥7250
GT3-055	Porsche	911 GT3 R (992)	Base - Dec. 2022	1250	45	1295	2	38	0,89	2,20	2,35	2,44	2,50	2,59	2,67	2,70	2,60	2,37	2,20
GT3-056	Ferrari	296 GT3	Base - Jan. 2023	1275	10	1285	-	-	0,90	4000	4500	5000	5500	6000	6500	7000	7500	≥8000	
										1,78	2,05	2,40	2,35	2,34	2,33	2,30	2,23	2,03	

2023 FIA GT World Cup - 2023 Balance of Performance for 2021 and older FIA GT3 Specifications

Number	Make	Model	Version - Valid from	Homologation Weight [Kg]	Committee [Kg]	Minimum Weight [Kg]	Restrictor Number [-]	Max. Restrictor Diameter [mm]	Min λ [-]	Engine Speed [RPM]									
										Maximum Pressure Boost Limit Ratio [-]									
GT3-042	Mercedes-AMG	GT3	24/01 EVO - Jan. 2020	1285	35	1320	2	34,5	0,88										
GT3-044	Ferrari	488 GT3	32/02 EVO - Jan. 2020	1260	20	1280	-	-	0,90	4000	4500	5000	5500	6000	6500	7000	7500	≥7600	
										1,47	1,51	1,55	1,59	1,60	1,57	1,54	1,47	1,37	

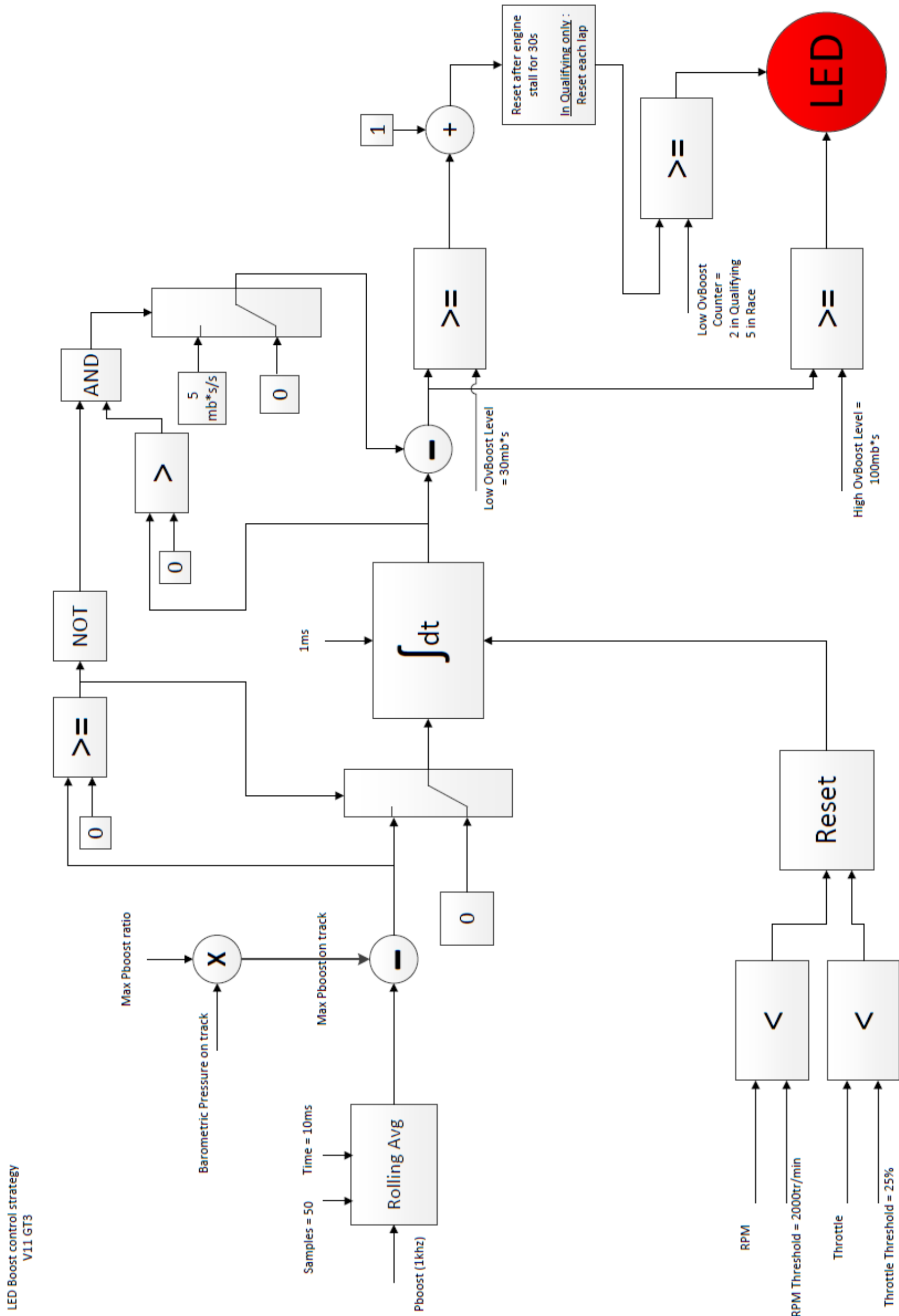
- 1.1. Additional weight decided by the GT Committee on top of the homologated weight must be installed in accordance with articles 257A-202 and 257A-203.
- 1.2. Technical drawings of air restrictors must be registered with the FIA. Only restrictors in compliance with this registration are allowed.
- 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

LED Boost Control Strategy



LED Boost control strategy
V11 GT3