



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

GT3 Balance of Performance for 2016 FIA GT World Cup in Macau

Number	Make	Model	Homologation Weight [Kg]	Committee [Kg]	Minimum Weight [Kg]	Restrictor Number [-]	Max. Restrictor Diameter [mm]	Max. Pressure Boost Limit
GT3-017	Audi	R8 LMS	1250	15	1265	2	49	-
GT3-023	BMW	E89 Z4	1230	15	1245	1	81	-
GT3-025	Porsche	911 GT3 R	1200	20	1220	1	65	-
GT3-030	Nissan	GT-R NISMO GT3	1290	25	1315	2	40	See table
GT3-032	Aston Martin	V12 Vantage GT3	1230	60	1290	2	41.5	-
GT3-035	Bentley	Continental GT3	1300	10	1310	2	38	See table
GT3-037	McLaren	650s	1240	25	1265	2	36	See table
GT3-038	Audi	R8 LMS	1225	30	1255	2	38	-
GT3-040	Lamborghini	Huracan GT3	1230	40	1270	2	38	-
GT3-041	Porsche	911 GT3 R (991)	1220	30	1250	2	41.5	-
GT3-042	Mercedes AMG	GT3	1285	20	1305	2	34.5	-
GT3-043	BMW	F13 M6 GT3	1290	30	1320	-	-	See table
GT3-044	Ferrari	488 GT3	1260	10	1270	-	-	See table

NISSAN GT-R NISMO GT3	
Engine Speed [rpm]	Pboost Ratio [-]
4000	2.02
4500	2.00
5000	1.97
5500	1.95
6000	1.93
6500	1.91
≥7000	1.88

Mc Laren 650s	
Engine Speed [rpm]	Pboost Ratio [-]
4000	1.83
4500	1.81
5000	1.79
5500	1.77
6000	1.72
6500	1.63
7000	1.58
≥7500	1.52

Bentley Continental GT3	
Engine Speed [rpm]	Pboost Ratio [-]
4000	2.01
4500	1.93
5000	1.83
5500	1.76
6000	1.71
6500	1.61
≥7000	1.51

BMW M6 GT3	
Engine Speed [rpm]	Pboost Ratio [-]
4000	1.79
4500	1.82
5000	1.91
5500	1.96
6000	1.87
6500	1.72
>=7000	1.59

Ferrari 488 GT3	
Engine Speed [rpm]	Pboost Ratio [-]
4000	1.47
4500	1.51
5000	1.56
5500	1.62
6000	1.65
6500	1.61
7000	1.54
>=7500	1.45

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 ratios 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

