



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2024 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	50	1310	2	37	0.91										
GT3-047	Acura / Honda	NSX GT3	21/02 EVO – Avr. 2022	1265	25	1290	-	-	0.88	4000	4500	5000	5500	6000	6500	7000	7500	≥7600	
										1.86	1.92	1.95	1.98	2.00	2.02	1.99	1.97	1.55	
GT3-051	Aston Martin	Vantage GT3 EVO	16/01 EVO - Mar. 2024	1265	45	1310	-	-	0.91	4000	4500	5000	5500	6000	6500	6750	7000	7250	≥7300
										1.51	1.59	1.69	1.76	1.80	1.80	1.77	1.75	1.75	1.50
GT3-052	McLaren	720S-GT3	16/01 EVO - Mar. 2023	1250	40	1290	-	-	0.88	4000	4500	5000	5500	6000	6500	7000	7500	8000	≥8100
										1.82	1.79	1.76	1.74	1.67	1.61	1.50	1.45	1.38	1.16
GT3-053	BMW	G82 M4 GT3	Base - Jan. 2022	1265	35	1300	-	-	1.10	3500	4000	4500	5000	5500	6000	6250	6500	7000	≥7100
										2.20	2.30	2.39	2.50	2.65	2.74	2.75	2.67	2.42	2.10
GT3-054	Lamborghini	Huracan GT3 EVO 2	Base - Dec. 2022	1250	50	1300	1	49	0.91										
GT3-055	Porsche	911 GT3 R (992)	Base - Dec. 2022	1250	20	1270	2	37.5	0.89										
GT3-056	Ferrari	296 GT3	Base - Jan. 2023	1275	20	1295	-	-	0.90	4000	4500	5000	5500	6000	6500	7000	7500	≥8000	
										1.78	2.07	2.35	2.30	2.31	2.31	2.27	2.20	2.07	
GT3-057	Chevrolet	Corvette Z06 GT3.R	Base - Dec. 2023	1250	40	1290	1	45.5	0.88										
GT3-058	Ford	Mustang GT3	Base - Jan. 2024	1288	52	1340	2	41	0.88										

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

2024 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 [-]									
GT3-025	Porsche	911 GT3 R	19/02 EVO - Mar. 2013	1200	10	1220	1	65	0.90										
GT3-029	Ferrari	458 Italia GT3	30/03 EVO - Feb. 2015	1250	30	1290	2	43	0.92										
GT3-030	Nissan	GT-R NISMO GT3	16/02 EVO - Apr. 2015	1290	15	1315	2	40	0.90	4000	4500	5000	5500	6000	6500	≥ 7000			
										2.02	2.00	1.97	1.95	1.93	1.91	1.88			
GT3-041	Porsche	911 GT3 R (991)	17/01 EVO - Jan. 2018	1225	25	1260	2	41.5	0.88										
GT3-042	Mercedes-AMG	GT3	24/01 EVO - Jan. 2020	1285	25	1310	2	34.5	0.88										
GT3-044	Ferrari	488 GT3	32/02 EVO - Jan. 2020	1260	30	1290	-	-	0.90	4000	4500	5000	5500	6000	6500	7000	7500	≥ 7600	
										1.45	1.49	1.54	1.58	1.58	1.56	1.52	1.47	1.35	
GT3-045	Corvette	C7 GT3-R	Base - Jui. 2016	1250	30	1290	1	53	0.88										
GT3-046	Toyota	Lexus RC-F GT3	Base - Jan 2017	1300	15	1325	2	38	0.86										
GT3-048	Nissan	GT-R Nismo GT3 2018	10/01 EVO - Mar. 2020	1285	5	1300	-	-	0.88	3500	4000	4500	5000	5500	6000	6500	6900	≥ 7000	
										1.95	1.94	1.93	1.92	1.89	1.85	1.81	1.79	1.50	
GT3-049	Bentley	2018 Continental GT3	Base - Apr. 2018	1275	35	1320	-	-	0.86	4000	4500	5000	5500	6000	6500	7000	≥ 7250		
										1.86	1.76	1.66	1.59	1.55	1.45	1.36	1.26		
GT3-050	Porsche	911 GT3 R (991 II)	Base - Feb. 2019	1235	20	1265	2	41.5	0.88										

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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.

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2.3. Control of Pboost strategy as per document attached



LED Boost Control Strategy

LED Boost control strategy
V11 GT3

