



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

GT3 Balance of Performance for 2017 FIA GT World Cup in Macau V2

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 [-]								
GT3-038	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	45	1330	2	36									
GT3-043	BMW	F13 M6 GT3	1290	25	1315	-	-	4000	4500	5000	5500	6000	6500	≥7000		
								1.81	1.84	1.91	1.99	1.90	1.74	1.61		
GT3-044	Ferrari	488 GT3	1260	20	1280	-	-	4000	4500	5000	5500	6000	6500	7000	7250	≥7500
								1.47	1.51	1.56	1.60	1.61	1.59	1.54	1.49	1.45
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	

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

