



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2024 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	40	1305	-	-	1,10	3500	4000	4500	5000	5500	6000	6250	6500	7000	≥ 7250
										2,14	2,29	2,38	2,44	2,53	2,61	2,64	2,54	2,31	2,14
GT3-054	Lamborghini	Huracan GT3 EVO 2	Base - Dec. 2022	1250	60	1310	1	50	0,91										
GT3-055	Porsche	911 GT3 R (992)	Base - Dec. 2022	1250	45	1295	2	40	0,89										
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	

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

2024 FIA GT World Cup - 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										

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.

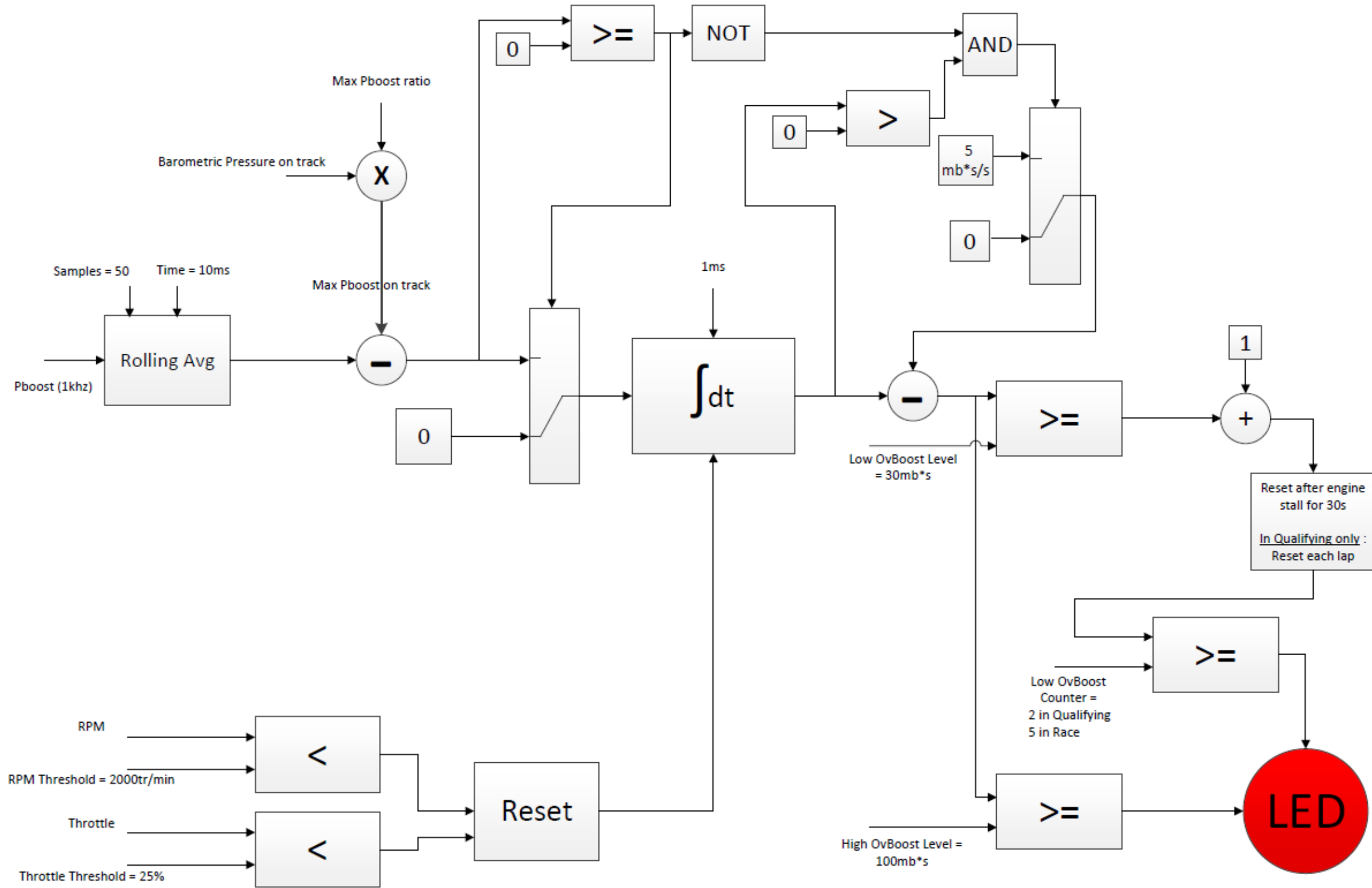
2.2. Competitors must adjust boost pressure relative to ambient pressure at each event

2.3. Control of Pboost strategy as per document attached



LED Boost Control Strategy

LED Boost control strategy
V11 GT3



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