



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Number	Make	Model	Min. Weight [Kg]	Committee [Kg]	Weight [Kg]	Restrictor number [n]	Restrictor diameter [mm]	Pressure boost limit
GT3-003	Aston Martin	DBRS 9	1300	-10	1290	2	61	-
GT3-004	Lamborghini	Gallardo LP520	1202	10	1212	2	53	-
GT3-016*	Ford	GT	1200	0	1200	2	43.5	-
GT3-017	Audi	R8 LMS	1250	15	1265	2	43	-
GT3-018	BMW Alpina	B6 GT3	1220	20	1240	1	60	-
GT3-020*	Dodge	Viper CC Serie 2	1296	0	1296	-	-	-
GT3-023	BMW	E89 Z4	1200	70	1270	1	70	-
GT3-024	Lamborghini	LP560-4	1175	50	1225	2	43	-
GT3-025	Porsche	911 GT3 R	1200	0	1200	1	72	-
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1270	0	1270	1	55	-
GT3-028	Mercedes	SLS AMG GT3	1320	20	1340	2	34.5	-
GT3-029	Ferrari	458 Italia GT3	1250	10	1260	2	43	-
GT3-030*	Nissan	GT-R NISMO GT3	1300	0	1300	2	36	See table
GT3-031	McLaren	MP4-12C	1235	10	1245	2	34	See table
GT3-032*	Aston Martin	Vantage GT3	1230	60	1290	2	34	-
GT3-033	Chevrolet	Camaro	1310	0	1310	1	72	-

*Further tests may require a modification of these adjustments.

Notes on weight and restrictors:

- 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.

McLaren MP4 12C	
Engine speed [rpm]	Pboost limit [barA]
≤4500	1.82
5000	1.81
5500	1.78
6000	1.76
6500	1.68
7000	1.64
≥7500	1.60

Nissan GT-R NISMO GT3	
Engine speed [rpm]	Pboost limit [barA]
All	2.00

Notes on boost control:

- 2.1. Values are absolute pressure for an ambient pressure of 1010 mbar
- 2.2. Competitors must adjust boost pressure relative to ambient pressure at each event
- 2.3. Control of Pboost strategy as per document attached

