



2004 Porsche 911 GT3

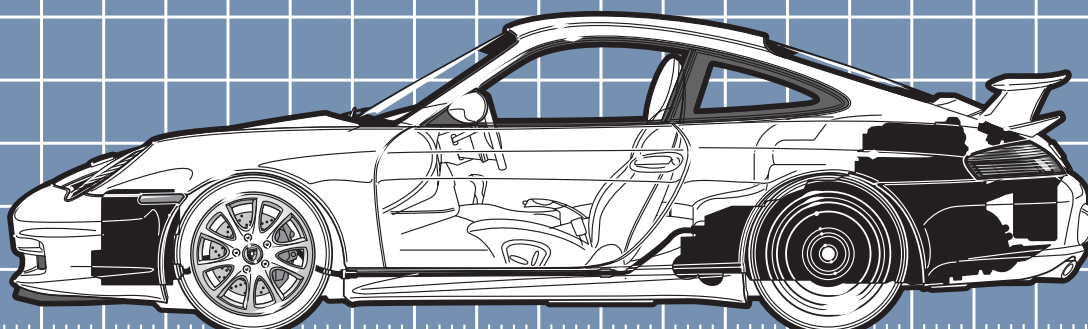
Porsche Cars North America, Inc., 980 Hammond Dr., Suite 100, Atlanta, Ga. 30328; www.porsche.com

At a Glance

0-60 mph	4.2 sec
0-¼ mile	12.4 sec
Top speed	190 mph
Skidpad	0.92g
Slalom	68.7 mph
Brake rating	very good

List Price: **\$99,900**
Price as Tested: **\$118,250**

Price as tested incl std equip. (ABS, dual front & side airbags, auto. brake differential, limited-slip diff, climate control, AM/FM/CD stereo; power windows, mirrors & door locks), Ceramic Composite Brakes (\$8150), leather interior (\$2920), leather steering wheel (\$1280), xenon headlights (\$1090), alum. gauge faces (\$855), lowered seats (\$705), cruise control (\$570), doorsill trim (\$425), center caps w/colored crests (\$175), floor mats (\$115), gas-guzzler tax (\$1300), dest charge (\$765).



SCALE: 10 IN.(254mm) DIVISIONS
DRAWING BY TIM BARKER

© HACHETTE FILIPACCHI MEDIA U.S., INC./ROAD & TRACK

SPECIFICATIONS

Engine

Type	aluminum block & heads, flat-6
Valvetrain	dohc 4-valve/cyl
Displacement	220 cu in./3600 cc
Bore x stroke	3.94 x 3.01 in./100.0 x 76.4 mm
Compression ratio	11.7:1
Horsepower (SAE)	380 bhp @ 7400 rpm
Bhp/liter	105.6
Torque	285 lb-ft @ 5000 rpm
Redline	8200 rpm
Fuel injection	elect. sequential port
Fuel	premium unleaded, 91 pump octane

Warranty

Basic warranty	4 years/50,000 miles
Powertrain	4 years/50,000 miles
Rust-through	10 years/unlimited miles

Chassis & Body

Layout	rear engine/rear drive
Body/frame	unit steel
Brakes: Front	13.8-in. vented discs
Rear	13.0-in. vented discs
Assist type	vacuum, ABS
Total swept area	672 sq in.
Swept area/ton	391 sq in.
Wheels	cast alloy; 18 x 8½ f, 18 x 11 r
Tires	Michelin Pilot Sport; 235/40ZR-18 f, 295/30ZR-18 r
Steering	rack & pinion, variable pwr asst
Overall ratio	16.9:1
Turns, lock to lock	3.0
Turning circle	34.8 ft
Suspension	
Front	MacPherson struts, lower A-arms, coil springs, tube shocks, anti-roll bar
Rear	multilink, coil springs, tube shocks, anti-roll bar

General Data

Curb weight	3160 lb
Test weight	3340 lb
Weight dist (with driver), f/r, %	38/62
Wheelbase	92.7 in.
Track, f/r	58.5 in./58.9 in.
Length	174.6 in.
Width	69.7 in.
Height	50.0 in.
Ground clearance	na
Trunk space	3.9 cu ft

Accommodations

Seating capacity	2
Head room	37.5 in.
Seat width	2 x 16.0 in.
Leg room	43.0 in.
Seatback adjustment	70 deg
Seat travel	8.0 in.

Drivetrain

Transmission:	6-speed manual		
Gear	Ratio	Overall ratio	(Rpm) Mph
1st	3.82:1	13.14:1	(8200) 46
2nd	2.15:1	7.40:1	(8200) 81
3rd	1.56:1	5.37:1	(8200) 112
4th	1.21:1	4.16:1	(8200) 145
5th	1.00:1	3.44:1	(8200) 175
6th	0.85:1	2.92:1	est (7550) 190
Final drive ratio	3.44:1		
Engine rpm @ 60 mph in top gear	2400		

Instrumentation

200-mph speedometer, 9400-rpm tachometer, fuel level, coolant temp, oil pressure, voltmeter

Safety

dual front and side airbags
seatbelt pretensioners
anti-lock braking
(all standard equip.)

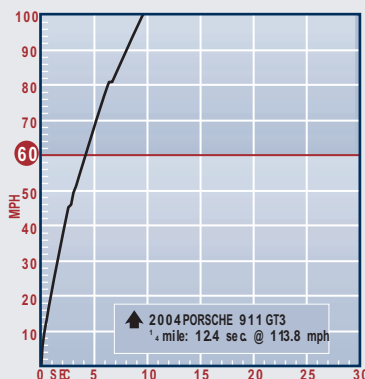
PERFORMANCE

Acceleration

Time to speed	Seconds
0-30 mph	1.6
0-40 mph	2.2
0-50 mph	3.2
0-60 mph	4.2
0-70 mph	5.2
0-80 mph	6.3
0-90 mph	8.0
0-100 mph	9.5

Time to distance

0-100 ft	2.6
0-500 ft	6.8
0-900 ft	9.8
0-1320 ft (¼ mile)	12.4 @ 113.8 mph



Braking

Minimum stopping distance	
From 60 mph	119 ft
From 80 mph	207 ft
Control	excellent
Brake feel	very good
Overall brake rating	very good

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Fuel Economy

Our driving	est 16.0 mpg
EPA city/highway	15/23 mpg
Cruise range	est 251 miles
Fuel capacity	16.7 gal.

Handling

Lateral acceleration (200-ft skidpad)	0.92g
Balance	mild understeer
Speed through	
700-ft slalom	68.7 mph
Balance	mild understeer
Lateral seat support	very good

Interior Noise

Idle in neutral	62 dBA
Maximum in 1st gear	89 dBA
Constant 50 mph	78 dBA
70 mph	80 dBA

Test Notes:

At the drag strip, the best off-the-line launch was had by holding the engine rpm between 3200 and 3500, then dropping the clutch. After that, the GT3's impressive torque and precise shifting make each pass a thrill. • Threading through

the slalom cones, the sporty Porsche exhibits mild understeer with sharp turn-in feel and excellent grip. • Throttle modulation is effective in balancing the GT3 as it circles the skidpad with mild understeer.

Test Conditions:

Temperature	Humidity	Elevation	Wind
91° F	27%	150 ft	light