



# GT3 CARS 2026 season



	FIA GT3	MODEL	Min Weight kg	BOP Ballast kg	Final Weight kg without driver weight	FIA Restrictor Size mm	Ride Height Front mm	Ride Height Rear mm	Comments
<b>Audi</b>	GT3-017	R8 LMS ULTRA	1250	+0	1250	2 x 49	70	73	
<b>Audi</b>	GT3-038	R8 LMS – EVO II	1260	+20	1280	2 x 43	65,5	128	(FIA 2022 restrictor design – Group GT3)
<b>Audi</b>	GT3-038	R8 LMS – EVO I	1235	+35	1270	2 x 44	65,5	128	
<b>Aston Martin</b>	GT3-051	Vantage AMR GT3	1285	+0	1285	none	53	53	Max Boost see table
<b>BMW</b>	GT3-053	M4 GT3	1265	+25	1290	none			Max Boost see table
<b>BMW</b>	GT3-043	M6 GT3	1290	+0	1290	none	89	92	Max Boost see table
<b>BMW</b>	GT3-053	M4 GT3 EVO	1288	+12	1300	none			Max Boost see table
<b>Ferrari</b>	GT3-056	296 GT3	1275	+ 20	1295	none			Max Boost see table
<b>Lamborghini</b>	GT3-054	Huracan GT3-EVO II	1250	+30	1280	1 x 54			
<b>Lamborghini</b>	GT3-040	Huracan GT3-EVO	1230	+50	1280	2 x 42,5	70	128	
<b>Lamborghini</b>	GT3-040	Huracan GT3 (2016)	1230	+15	1245	2x39	65,5	128	
<b>Mercedes</b>	GT3-042	AMG GT GT3 (2016)	1285	+25	1310	2x40	81	87	
<b>Mercedes</b>	GT3-042	AMG GT GT3 (EVO-2020)	1285	+45	1330	2x40	81	87	
<b>Porsche</b>	GT3-050	991 GT3-R -991 I	1235	+30	1260	2x45	70	124	
<b>Porsche</b>	GT3-055	992 GT3-R -992	1250	+40	1290	2x45	70	124	FIA restrictor 2022

Engine speed	BMW M6 GT3	BMW M4 GT3 EVO
RPM	rmp@Pboost@lambda	rmp@Pboost
4000	<u>1.93@0,92</u>	2,45
4250		
4500	<u>2.01@0,92</u>	2,46
4750		
5000	<u>2.09@0,92</u>	2,41
5250		
5500	<u>2.13@0,92</u>	2,38
5750		
6000	<u>2.07@0,92</u>	<u>2.37</u>
6250		2,38
6500	<u>1.93@0,92</u>	2,29
6750		
6900		
7000	1,77@0,92	2,14
7250	≤ 1,35@0,92	2,41
>+/7750		1,98

Notes to boost control:

Your car (GT3) not listed here? Please make an individual request to krenek@krenek.cz

Values are boost pressure ration and need to be multiplied by ambient pressure to get Pboost limit

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

Decision taken by the CEZ 09/03/2026

Pboost limits linear interpolation approach

Engine speed	BMW M4 GT3	Aston Martin Vantage AMR GT3
RPM	Pboost ratio@rmp@lambda	Pboost ratio@rmp@lambda
4000	<a href="#"><u>2.51@1,1</u></a>	<a href="#"><u>1.82@0,92</u></a>
4250		
4500	<a href="#"><u>2.58@1,1</u></a>	<a href="#"><u>1.83@0,92</u></a>
4750		
5000	<a href="#"><u>2.68@1,1</u></a>	<a href="#"><u>1.90@0,92</u></a>
5250		
5500	<a href="#"><u>2.78@1,1</u></a>	<a href="#"><u>1.98@0,92</u></a>
5750		
6000	<a href="#"><u>2.85@1,1</u></a>	<a href="#"><u>2.00@0,92</u></a>
6250		
6500	<a href="#"><u>2.79@1,1</u></a>	<a href="#"><u>2.00@0,92</u></a>
6750		
6900		
7000	<a href="#"><u>2.55@1,1</u></a>	<a href="#"><u>1.88@0,92</u></a>
7250	<a href="#"><u>2.41@1,1</u></a>	<a href="#"><u>1.40@0,92</u></a>
+/7500	<a href="#"><u>2.10@1,1</u></a>	

Notes to boost control:

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Values ore boost pressure ration and need to be multiplied by ambient pressure to get Pboost limit

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

Pboost limits linear interpolation approach

Decision taken by the CEZ 09/03/2026

Engine speed	Ferrari 296 GT3	
RPM	Pboost ratio@rmp	
4000	<u>1.77</u>	
4250		
4500	<u>2.18</u>	
4750		
5000	<u>2.39</u>	
5250		
5500	<u>2.46</u>	
5750		
6000	<u>2.44</u>	
6250		
6500	<u>2.43</u>	
6750		
7000	<u>2.38</u>	
7500	<u>2.27</u>	
8000	<u>2.11</u>	
>8100	<u>1,00</u>	

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Competitors must adjust boost pressure relative to ambient pressure at each event"  
Pboost limits linear interpolation approach

Decision taken by the CEZ 09/03/2026