

Technical Data

Porsche 911 GT3 R (Generation 992) Model Year 2026

Concept

- Single-seater customer race car; homologated for the FIA GT3 category; homologation basis: Porsche 911 GT3 (992 series)

Weight/dimensions

- Base weight: ca. 1,265 kg (depending of BoP classification)
- Length: 4,619 mm
- Width: 2,039 mm (front axle) / 2,050 mm (rear axle)
- Wheelbase: 2,507 mm

Engine

- Water-cooled six-cylinder boxer, rear-mounted; capacity 4,194 cc, stroke 81.5 mm, bore 104.5 mm; max rpm 9,250/min; power: ca. 416 kW (565 PS); four-valve technology; single throttle butterfly system; direct fuel injection; engine control unit Bosch MS 6.6; dry sump lubrication with oil-water heat exchanger; single mass flywheel; race exhaust system with twin tailpipes and DMSB certified catalytic converter; fuel quality: Superplus unleaded to E25 (min. 98 octane) and appropriate eFuels; Improved traction control including adjustable engine brake function

Transmission

- Porsche six-speed sequential constant-mesh gearbox; shift paddles on the steering wheel with electronic shift actuator; mechanical limited slip differential with adjustable preload system unit; three-plate carbon race clutch; wear optimized differential

Body

- Lightweight body featuring intelligent aluminium-steel composite design; mounting points for lifting device; removable rescue hatch in the roof; welded-in roll cage; six-bolt carbon racing seat pursuant to FIA 8862-2009; six-point safety harness for use with HANS®; longitudinally adjustable pedal assembly and adjustable steering column with steering angle sensor; front cover with integrated quick-release fasteners, cooler exit-air duct and central air intake for cockpit ventilation; widened front bumper with spoiler lip; fenders with extensions and additional louvres on top for improved front axle aerodynamics; rear trim with integrated rain light in accordance with FIA; doors, carbon-fibre rear lid and rear wing; rear wing with “swan neck” mounts and 4 mm gurney flap; fully polycarbonate glazing with hard coating; heated windscreen; four-post air jack system; valve mounting points on either side; 117-litre FT3 fuel cell in front of the car incl. modification parts for left-hand side fueling; completely closed underfloor with additional mounting point for rear underbody; side skirts including NACA-inlets for drive-shaft cooling
- Carbon-fibre interior trim; multifunctional carbon-fibre steering wheel with quick release coupling, shift paddles and illuminated push buttons; ergonomic digital touch panel with multi-color backlighting; safety nets (center and driver's side) in accordance with latest FIA safety regulations; integrated CFK side impact protection; drivers' seat with seat ventilation; fire extinguishing system with electronic release unit

Suspension

- Forged aluminium control arms and top mounts, stiffness optimised; high-duty spherical bearings with dust protection; wheel hubs with central locking; five-way adjustable racing shock absorbers, motorsport-specific valve design and blow-off function; suspension adjustment via shims; sword-type anti-roll bars adjustable on both sides; spring travel potentiometer; tyre pressure monitoring system; additional drive-shaft cooling independent of brake cooling to improve wear; cooling of power steering fluid with additional oil cooler in front of car

Front axle:

- Double wishbone front axle, adjustable ride height, camber and toe
- Electro-hydraulic power steering with additional fluid cooling for improving thermal behaviour of the power steering
- Improved kinematics to increase the anti-dive rate

Rear axle:

- Multilink rear suspension, adjustable ride height, camber and toe
- Wheel hub with ceramic wheel bearings
- Racing driveshaft with tripod flanges; additional drive-shaft cooling on the upright side independent of brake cooling to improve wear; guiding pins to ease mounting
- Improved kinematics to increase anti-squat rate

Brakes

- Two independent brake circuits incorporating front and rear axle brake pressure sensors, driver adjustable brake-force distribution via brake balance system; racing brake pads; optimised brake ducting separate from ducting for drive-shaft cooling; brake temperature sensors; ergonomic brake pedal positioning for left and right foot braking
- Generation 5 racing ABS from Bosch with optimized control strategy

- Front axle: Six-piston aluminum monobloc racing brake callipers 'anti knock-back' piston springs; internally vented multi-piece 390 mm x 35.7 mm steel brake discs; aluminium brake disc chamber
- Rear axle: Four-piston aluminum monobloc racing brake callipers with 'anti knock-back' piston springs; internally ventilated multi-piece 370 mm x 32.1 mm steel brake discs; aluminium brake disc chamber

Wheels / Tyres

- Front axle: Single-piece centre-lock alloy rims, 12.5 J x 18, tyre size 30/68-18
- Rear axle: Single-piece centre-lock alloy rims, 13.5 J x 18, tyre size 31/71-18

Electrical system

- 992 EE Motorsport architecture; easier-to-use Porsche toolset with even more streamlined handling; latest generation Cosworth electronic components; Porsche Logger Unit; Porsche power box; 10.3-inch Porsche colour display with integrated Remote Logger Unit (RLU), data recording via USA stick; leak-proof LiFePo4 battery 12V, 40 Ah in the passenger footwell; 210 A alternator; digital touch panel with multi-colour backlighting; single-arm windscreen wiper with direct drive (intermittent and continuous)
- Base car with integration of former optional features (formerly sensor, endurance, pit lane left and camera package); four laser ride-height sensors; two brake master cylinder travel sensors; track temperature sensor; bracket for drinking system; starting number illumination; RLU-USB stick; refueling sensors; refueling-LED; cockpit blacklight illumination; rearward camera (without radar)
- LED headlights with integrated auxiliary lights; LED taillights plus rain light
- Attachments for Accident Data Recorder (ADR)

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