

PORSCHE



**| THE NEXT
| CHAPTER
| BEGINS**

THE NEW PORSCHE GT4 R: A 911

|||| RACEBORN

THE NEW 911 GT4 R

| 911 | GT4 R

IT'S TIME TO STEP INTO A NEW ERA OF PORSCHE MOTORSPORT

The 911 is a living legend. For years, the GT4 grid has been missing one of motorsport's greatest icons, the 911. Now, that changes. With the new Porsche GT4 R, not only will you rule the racetrack, but you'll rule it from the ultimate throne: a 911. Will you step into the new era and take your seat?



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THE NEW 911 GT4 R

A LEGENDARY ORIGIN

The foundation of the new 911 GT4 R is the world's best-selling race car: the 911 Cup. Using this already legendary platform and wealth of experience, we have developed a vehicle that can demonstrate its capabilities in the GT4 classes around the world. Its racing pedigree is unmistakable, but there are several distinctive features that make the 911 GT4 R unique, uncompromising, and purpose-built. A 911, ready to continue its racing legacy in the GT4 class.



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THE NEW 911 GT4 R

ASCARI

**| ENTER A NEW ERA
| OF 911 RACING**



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THE NEW 911 GT4 R

READY TO MAKE IT HOWL ALL THE WAY TO 8750 RPM?

At the heart of the 911 GT4 R is a four litre, six-cylinder boxer engine that screams when you put your foot down. All the power you need is there right when you need it. The engine in the 911 GT4 R rewards drivers who aren't afraid to push the limits, in fact, on the limit is where it's most comfortable.



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THE NEW 911 GT4 R

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THE NEW 911 GT4 R

SHIFT INTO SOMETHING NEW

From first to sixth as fast as you can handle. That's what the gearbox in the new 911 GT4 R is all about. And it's not just up that the changes are fast, the six-speed sequential dog-type gearbox makes sure that regardless of whether you're shifting up or down, it's a moment. It's fast and endlessly satisfying for any driver that takes on the challenge.



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THE NEW 911 GT4 R

***STRONG, BOLD
AND INSTANTLY
RECOGNIZABLE***

It doesn't matter if it's coming up behind you, racing door to door with you or disappearing into the distance away from you, the body shape of the new 911 GT4 R is unmistakable. A 911 all the way through. It's strong and bold like all racecars should be, but with a shape that tells the world it's so much more.

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THE ONLY PLACE BETTER IS THE TOP STEP OF THE PODIUM

Inside the new 911 GT4 R is a great place to be. Nothing less than the cockpit of the 911, with natural fiber trim panels and all the controls you could want. This is where you'll sit when you grab that first win and you'll have the best seat in the house. The time is now. Take your seat in the new Porsche 911 GT4 R.



THE NEW 911 GT4 R



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TECHNICAL DATA *

* All technical data is subject to final homologation approval

CONCEPT

Single-seat customer racecar

SRO GT4 homologated

Homologation base: 911 Cup (992 II)

ENGINE

- Water-cooled six-cylinder boxer engine
- Displacement: 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 382 kW (520 hp) at 8,400 rpm (subject to SRO BoP classification)
- Max. power with ex works air restrictor (53.7 mm): 316 kW (430 hp) at 8,400 rpm
- Max. torque: 470 Nm at 6,150 rpm (subject to SRO BoP classification)
- Max. torque with ex works air restrictor (53.7 mm): 422 Nm at 6,150 rpm
- Max. rpm: 8,750 rpm
- Flow optimized single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converter
- Engine control unit Bosch MS 6.6
 - Porsche Motorsport Traction Control (PMTC)
 - Auto-engine-restart for unintentional stalling

- Single-mass flywheel
- Fuel quality: Superplus unleaded, up to E20 (min. 98 octane); E-Fuels ready (FIA Appendix J compliant)
- Sealed
- Prepared for additional event/organizer data acquisition (lambda sensor & intake manifold pressure)

TRANSMISSION

- Porsche six-speed sequential dog-type gearbox
- Gear ratios
 - Ring & pinion gear 15/23 i = 1.533
 - Final drive 16/39 i = 2.438
 - 1st gear 13/41 i = 3.154
 - 2nd gear 17/40 i = 2.353
 - 3rd gear 20/37 i = 1.850
 - 4th gear 24/36 i = 1.500
 - 5th gear 24/30 i = 1.250
 - 6th gear 28/30 i = 1.071
- Internal pressure-oil lubrication with active oil cooling via oil-water heat exchanger
- Mechanical limited slip differential
- Four-plate sintered metal race clutch
- Paddle shift with electronic shift barrel actuator
- Sealed

BODYSHELL

- Lightweight body featuring intelligent aluminum-steel composite design
- Integrated (welded) roll-cage in accordance with FIA regulations (permitted for co-driver usage on circuit events)
- Front cover with integrated quick-release fasteners; cooler exit-air duct and central air intake for cockpit ventilation
- Removable rescue hatch in accordance with FIA safety regulations
- Mounting points for lifting device
- Fenders with extensions and integrated louvres
- Widened front bumper with three-piece spoiler lip
- Aero optimized front underfloor
- Rear bodywork with integrated rain light in accordance with FIA regulations

Lightweight exterior

- NFRP¹⁾ doors with quick release push button
- Driver's door with integrated safety foam according to SRO GT4 technical regulation and quick release window
- NFRP¹⁾ rear lid with integrated quick-release fasteners; removable
- NFRP¹⁾ adjustable rear wing with 'swan neck' mounting (11 positions)
- Polycarbonate windows with hard coating
- Rear underbody paneling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 Cockpit

- NFRP¹⁾ interior trim panels
- Ergonomic display touch panel with multi-color backlight, finger guards and real click-force feedback aligned towards driver
- Multifunctional carbon-fiber reinforced plastic motorsport steering wheel with quick release coupling, ABS & TC adjustment dials, thumbwheels, shift paddles and illuminated push buttons with selective finger guards
- Adjustable steering column (height & length) with steering angle sensor
- Safety nets (center and driver's side) in accordance with current FIA safety regulations
- Door-cross roll-cage padding
- Optimized cockpit ventilation featuring airflow directed at driver
- Racing bucket seat in accordance with FIA Standard 8862/2009
 - Infinite longitudinal adjustment, two positions for height and inclination adjustment
 - Padding system in three sizes to adapt seat to individual drivers (delivered with size M)
 - Preparation for seat ventilation
- Six-point racing safety harness
- Auxiliary ballast base plate for car weight balancing and optional equipment fixation structure
- FT3 safety fuel cell (approx. 110 liters) and dry break couplings for fueling and draining using a fully enclosed system
- 'Fuel-Cut-Off' safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the car
- Additional car ballast components

¹⁾ Natural fibre reinforced plastic in combination with epoxy resin

SUSPENSION

- Forged control arms & top mounts
 - Stiffness optimized
 - Heavy-duty spherical bearings with dust protection
- Wheel hubs with 5-stud connection
- 2-way adjustable shock absorbers with motorsport specific valve characteristic
- 3 different spring rates for front & rear axle
- Double-blade-type adjustable anti-roll bars
- Tire pressure & temperature monitoring system

Front axle

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electric power steering with reduced turning circle and manual function to ease car maneuvering
- Stud connection concept for steering rack fixation

Rear axle

- Multi-link rear suspension, adjustable ride-height, camber and toe
- Motorsport driveshafts with optimized cooling ribs & bearing cage for reliability and durability

BRAKE SYSTEM

Two independent brake circuits incorporating front and rear axle brake pressure sensors, driver adjustable brake force distribution via brake balance system

- Bosch Race ABS (Generation 5)
- Racing brake pads
 - Front axle compound RST2E
 - Rear axle compound RSL 19-5
- Optimized brake ducts
- Ergonomic brake pedal positioning
- Improved brake line connection to caliper
- Software based hydraulic leak detection
- Enlarged brake fluid reservoirs with fluid level sensor fixation geometry
- Pressure sensor brake light switch

Front axle

- Six-piston aluminum monobloc racing brake calipers with 'anti knock-back' piston springs
- Ventilated 380 mm x 35 mm steel brake discs mounted on aluminum disc bells
- Increased friction surface (high annulus brake disc & optimized brake pad geometry)

Rear axle

- Four-piston aluminum monobloc racing brake calipers with 'anti knock-back' piston springs
- Ventilated 380 mm x 32 mm steel brake discs mounted on aluminum disc bells

THE NEW 911 GT4 R

RIMS / TIRES

- Typical GT rim/tire combination

Front axle

- Single-piece forged alloy rims with 5-hole connection, 11J x 18
- Treaded Michelin transportation tires; tire size: 30/65-18

Rear axle

- Single-piece forged alloy rims with 5-hole connection, 12J x 18
- Treaded Michelin transportation tires; tire size: 31/71-18

ELECTRICAL SYSTEM

- 10.3" Porsche color display
- Porsche logger
- Porsche power box
- High precision GPS for track positioning and lap time recording
- Fire extinguisher system with integrated function and battery diagnosis (extinguishing agent: NOVEC gas)
- Lightweight 12 V, 40 Ah battery (LiFePO4) leak-proof, installed in co-driver's footwell

- Digital display touch panel with dynamic icon/function concept, finger guards, real click-force feedback and car setting adjustment possibility
 - Drivetrain warm-up mode
 - Steering angle reset
 - Brake bias potentiometer reset
 - Fuel spec and exhaust ECU map selection
 - Pit-speed adjustment
- 175 A alternator
- Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
- Three additional center console switches for additional power consumers
- Data connection (data logger, video system)

LED Lighting system

- Main headlights with integrated daytime running lights & optional corner light functionality
- Taillights with stroboscope flash function as engine stall indication
- Rainlight in compliance with FIA homologation regulation

AFTER-SALES OPTIONS

- Air restrictors for engine power reduction
- Exhaust system*
 - Noise-optimized rear silencer
 - Exhaust system with open tailpipes
- Auxiliary weight plates for car weight balancing
- Passenger seat for taxi rides
- System and package capability for AC system retrofit
- External USB-logger function

* Not allowed for SRO GT4 activities

WEIGHT/DIMENSIONS

- Total weight^{**}: approx. 1,515 kg (3,340 lbs)
- Total length: 4,599 mm (181.06 inch)
- Total width (front axle): 1,920 mm (75.59 inch)
- Total width (rear axle): 1,902 mm (74.88 inch)
- Wheelbase: 2,468 mm (97.17 inch)

^{**} Production car with transport tires, auxiliary ballast base plate (approx. 44 kg (97 lbs)) on passenger side

¹⁾ Natural fibre reinforced plastic in combination with epoxy resin

COLORS

- Body painted with water-based paint
- Exterior: GT-silver-metallic (M7Z)
- Interior: GT-silver-metallic (M7Z), without clear lacquer finish
- Rims: Platinum semi-matt (OB5)
- Rear wing in NFRP¹⁾ with clear lacquer finish

COMPLIANCE WITH REGULATIONS

- Customers bear sole responsibility to ensure that they and their car comply with the applicable regulations applicable to themselves and their vehicle
- This document replaces all previously published versions
- Vehicle cannot be registered for public road use
- Subject to change without notice

ACCESSORY PACKAGE

- Spoiler lip
- Set of wishbone camber shims
- Equipment for air-jack system
- Fuel tank defueling hose
- Electric option connectors & pins (Radio; Helmet; Option 1/2; Option 3)
- Car diagnosis/interface cable
- Set of tire pressure monitoring system sensors
- Fuel pump filter
- Ballast weight cover incl. fixation material
- Intake manifold pressure sensor adapter hose
- Sticker set (mandatory fire extinguisher, electric symbol and sticker to cover car recovery pick up points)

SALES CONTACT

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**| WE WERE BORN TO
DISCOVER UNSEEN PATHS
| DEMANDING COURAGE
AND VISION**

**WHILE SOME SEE RACING AS A SPORT,
WE SEE IT AS A REFLECTION OF WHO WE ARE.
IT'S NOT ABOUT THE FINISH LINE, BUT THE
UNWAVERING PURSUIT OF REDEFINING WHAT'S
POSSIBLE - AS WE PERFECT OUR MACHINES
ON THE RACETRACK, TO BRING THOSE THRILLS
TO THE STREETS.**

**THIS IS WHAT WE DO. IT'S WHO WE ARE.
IT'S IN OUR BLOOD. WE ARE AND WILL
ALWAYS BE RACEBORN.**

