

PORSCHE



**ONLY THE  
FAST EVOLVE.**

THE NEW 911 GT3 R

///RACEBORN

THE NEW 911 GT3 R

## THE NEW RACING ICON

Porsche builds race cars with purpose. And the new 911 GT3 R is no exception. Developed from over 500 real-world race starts, it represents the next evolution of a proven winner. With refined aerodynamics, enhanced drivability and a focus on consistency, it's built for one thing: results.



///RACEBORN

## OPTIMISED FOR EVERY DETAIL

The 2026 evolution of the 911 GT3 R brings targeted improvements where they matter most. The revised aero package, including new louvres above the front wheel arches and a 4 mm Gurney flap on the swan-neck rear wing, reduces pitch sensitivity and enhances aerodynamic behavior – especially in traffic and under variable conditions. Optimized suspension kinematics in the front increase anti-dive under braking to improve platform stability.

At the rear, modified multi-link geometry increases anti-squat under acceleration, while a reinforced underbody and improved brake and driveshaft cooling deliver greater consistency over long stints. The result: a car that's more composed, more responsive, and more confidence-inspiring – lap after lap.



## **READY FOR EVERY CHALLENGE**

Whether it's a 24-hour endurance classic or a 30-minute sprint, the 911 GT3 R is ready. Thanks to its GT3 homologation, it's eligible for top-level competition worldwide – from the FIA WEC and IMSA to the Nürburgring and beyond. And with upgrade kits available for existing 992-based GT3 R models, customer teams can benefit from the latest evolution without starting from scratch.



## **PURE PERFORMANCE. PROVEN POWER.**

At its core: a 4.2-liter naturally aspirated flat-six engine, delivering up to 416 kW (565 PS), depending on BoP. The six-speed sequential dog-type gearbox ensures fast, aggressive shifts. New ceramic wheel bearings in the rear, improved driveshaft cooling via NACA ducts, and enhanced steering fluid cooling all contribute to long-term durability – even on high-load circuits like Monza or the Nordschleife. Inside, it's all about efficiency and focus. Enhanced functions on the steering wheel and improved cockpit ventilation make the 911 GT3 R a place to perform for any driver.



THE NEW 911 GT3 R



||| RACEBORN

# TECHNICAL DATA

## Concept

---

- Single-seater customer racing car; homologated for FIA GT3 class; homologation basis: Porsche 911 GT3 (model series 992)

## Engine

---

- Water-cooled, rear-mounted, 6-cylinder boxer engine
- Displacement: 4,194 cc, stroke: 81.5 mm, bore: 104.5 mm
- Maximum engine speed: 9,250 rpm
- Power: approximately 416 kW (565 hp)
- Four-valve technology
- Individual throttle valve system
- Direct fuel injection
- Bosch MS 6.6 electronic engine management
- Dry sump lubrication with oil-water heat exchanger
- Single-mass flywheel
- Racing exhaust system with twin tailpipes and DMSB-certified catalytic converter
- Fuel quality: Superplus unleaded up to E25 (min. 98 octane) and suitable e-fuels
- Advanced traction control and integrated engine brake adjustment

## Size and weight

---

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

## Transmission

---

- Sequential Porsche 6-speed dog-type gearbox
- Paddle shift with electronic shift drum actuator
- Mechanical limited-slip wear-optimized differential with variable preload system unit
- 3-disc racing clutch (carbon)

## Bodywork

---

- Lightweight body with intelligent aluminum-steel composite construction
- Mounting points for lifting device
- Removable rescue hatch in the roof
- Welded-in roll cage
- Carbon racing seat according to FIA regulation 8862-2009
- Six-point safety belt for use with HANS®
- Movable pedal box and adjustable steering column with steering angle sensor
- Front cover with integrated quick-release fasteners, radiator exhaust air duct and central air intake for interior ventilation
- Front bodywork with extensions and spoiler lip
- Fenders with extensions and additional vents on the upper side to improve aerodynamics on the front axle
- Rear bodywork with integrated rain light according to FIA regulations
- All exterior parts made of CFRP
- Rear wing with swan neck connection and 4 mm Gurney strip
- Complete polycarbonate glazing with hard coating
- Heated windshield
- 4-piston air jack, air lance valve can be mounted on either side
- 117-liter FT3 fuel tank in the front of the car, including parts for converting to left-hand refuelling
- Fully enclosed underbody with additional rear underbody support
- Sill panels with NACA inlets for driveshaft cooling

## Interior

---

- CFRP interior trim, multifunctional CFRP motorsport steering wheel with quick-release coupling, shift paddles and illuminated push buttons
- Ergonomically-designed digital control panel with colored backlighting
- Window and centre mesh according to the latest FIA safety regulations
- Integrated CFRP side impact protection
- Driver's seat with possibility for seat cooling
- Fire extinguishing system with electronic triggering unit

## Suspension

---

- Forged aluminum control arms and support bearings, rigidity-optimized
- High-performance spherical bearings with dust protection
- Wheel hubs with central locking
- Five-way adjustable racing vibration dampers, motorsport-specific valve design and blow-off function
- Suspension setup adjustment via shims
- Double-blade-type adjustable anti-roll bars
- Suspension travel potentiometers
- Tire pressure monitoring system
- Drive shaft cooling separated from the brake cooling to optimize wear
- Steering fluid cooling via additional oil cooler in the vehicle

### Front axle

- Double wishbone suspension, adjustable for height, camber, and toe
- Electro-hydraulic power steering with additional liquid cooling to improve thermal behavior
- Improved kinematics to increase the anti-dive value
- One-piece alloy wheels 12.5 J x 18
- Tyres 30/68-18

### Rear axle

- Multi-link axle, adjustable for height, camber, and toe
- Uprights with ceramic wheel bearings
- Racing drive shafts with tripod flanges
- Cooling of the upright-side driveshaft joints separated from the brake cooling system
- Centering pins simplify assembly
- Improved kinematics with increased anti-squat value
- One-piece alloy wheels 13.0 J x 18
- Tires 31/71-18

## Brake system

---

Two separate brake circuits with brake pressure sensors for the front and rear axles, adjustable by the driver via a balance bar system

- Racing brake pads
  - Optimized brake ducting separate from ducting for drive-shaft cooling
  - Brake temperature sensors
  - Ergonomic brake pedal positioning for right and left foot brakera
  - Race ABS Generation 5 from Bosch with advanced control behavior
- 
- Front axle
    - One-piece 6-piston aluminum racing brake calipers with anti-knock-back piston springs
    - Internally ventilated, multi-piece steel brake discs, 390 mm diameter, 35.7 mm cross-section
    - Aluminum brake disc hat
  - Rear axle
    - One-piece 4-piston aluminum racing brake calipers with anti-knock-back piston springs
    - Internally ventilated, multi-piece steel brake discs, 370 mm diameter, 32.1 mm cross-section
    - Aluminum brake disc chamber



## Electronics

---

- 992 EE Motorsport architecture
- Porsche toolset with further simplified handling
- Current generation of electronic components from Cosworth
- Porsche Logger Unit
- Porsche Power Box, 10.3-inch Porsche color display with integrated Remote Logger Unit (RLU), data recording via USB stick
- Leak-proof 12V, 40 Ah LiFePO4 lightweight battery in the passenger footwell
- 210 A generator
- Digital control panel with color backlighting
- Single-arm windshield wiper with direct drive (intermittent and continuous wiping)
- Base vehicle with integration of previous option packages (formerly sensor, long-distance, pit lane left, and camera packages)
- Four laser ride height sensors
- Two brake master cylinder potentiometers
- Track temperature sensor
- Holder for drinking bottle system
- Start number illumination
- RLU USB stick
- Refueling detection sensors
- Refueling LED

- Black light in the interior
- Rearview camera (without radar)
- LED headlights with integrated auxiliary lights
- Rail lights and rain lights with LED technology
- Accident Data Recorder (ADR) preparation

### Car price

573,000.00 EUR

(plus VAT and options, ex works)

### Orders with immediate effect

### Sales Contact

Dr. Ing. h.c. F. Porsche Aktiengesellschaft

Porschestraße 911

71287 Weissach



Click to contact

### Technical Support

Dr. Ing. h.c. F. Porsche Aktiengesellschaft

Porschestraße 911

71287 Weissach

gt3r-tech@porsche.de



© Dr. Ing. h.c. F. Porsche AG, 2025

All text, images and other information in this brochure are subject to the copyright of Dr. Ing. h.c. F. Porsche AG. Duplication, distribution or other use without the prior written permission of Dr. Ing. h.c. F. Porsche AG is prohibited.

Porsche, the Porsche Crest, 911 and other distinctive features are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

As of: 08/2025

Dr. Ing. h.c. F. Porsche AG  
Porscheplatz 1  
70435 Stuttgart  
Germany  
[racing.porsche.com](http://racing.porsche.com)

