

PORSCHE



**ONLY THE
FAST EVOLVE.**

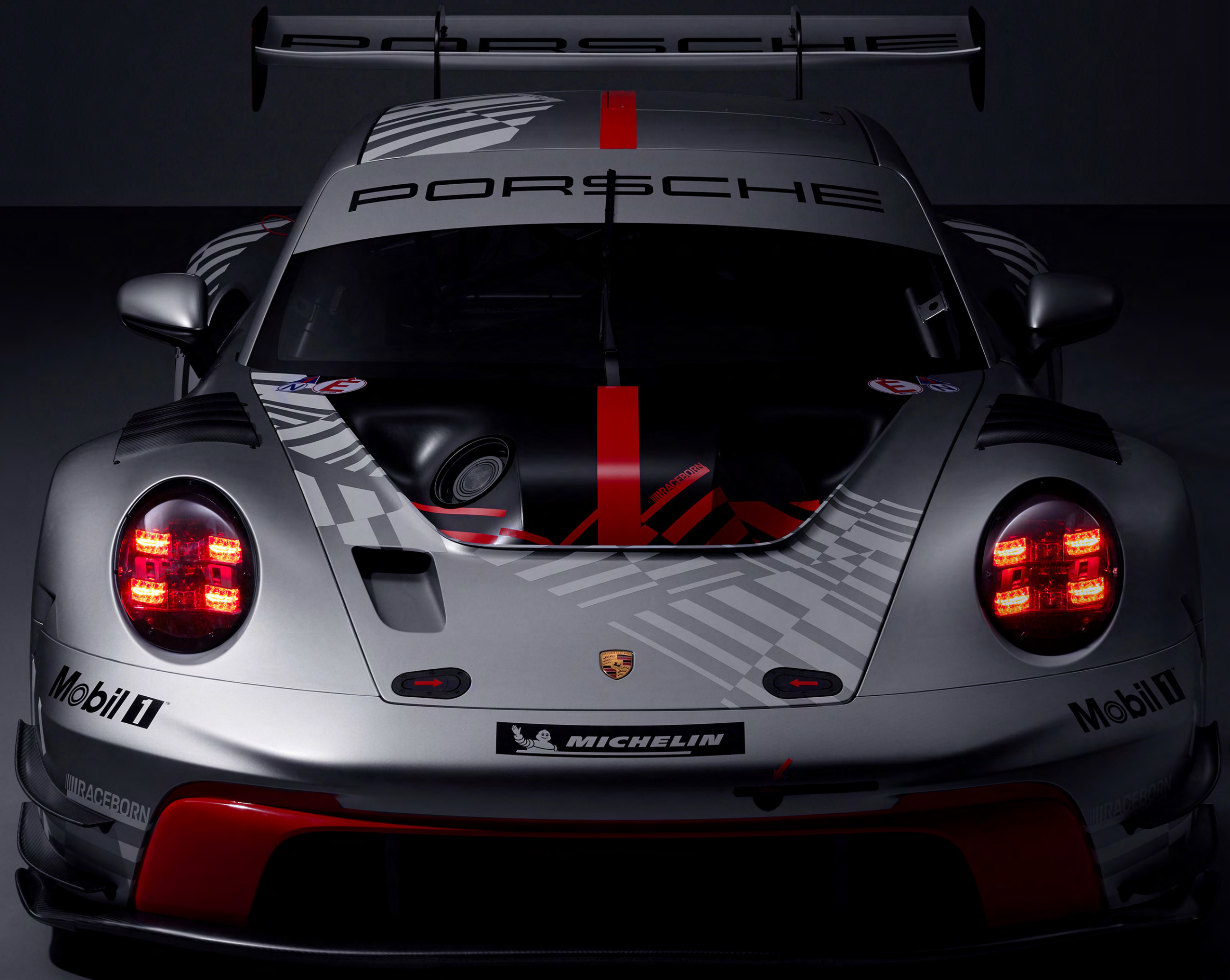
THE NEW 911 GT3 R

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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.



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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.



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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 brakers
 - Race ABS Generation 5 from Bosch with advanced control behavior
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- 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

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