

PORSCHE

**PURE ENOUGH TO RUIN
EVERYTHING ELSE
YOU'LL EVER DRIVE.**

THE NEW 911 CUP



///RACEBORN

THE NEW 911 CUP

***THE NEW 911 CUP.
BUILT FOR THOSE WHO DEMAND
PRECISION AT THE LIMIT.***

Every line of its bodywork is shaped by purpose – from the three-piece front lip to the swan-neck rear wing. Louvres in the fenders breathe out air, while the underbody and turning vanes carve the air with surgical intent. This isn't just a race car. It's a scalpel for the track. And when you're threading it through a street circuit or diving into a high-speed corner, you'll feel it: the front axle biting harder, the car responding sharper. This is where aerodynamic evolution meets raw driver instinct.



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**THE ENGINE?
NATURALLY ASPIRATED.
THE FEELING?
UNFILTERED.**

A 4.0-liter flat-six that screams to 9,000 rpm, now with 520 HP. No turbos. No excuses. Just throttle, revs, and the kind of mechanical honesty that rewards the brave. With individual throttle bodies and longer valve lift, it's built to breathe – and to dominate. Whether you're chasing tenths or just chasing the horizon, this engine is your soundtrack.



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**BRAKING?
BRUTAL.
CONSISTENT.
RELENTLESS.**

Wider discs, better cooling, and a brake system that's been reengineered for durability. The braking system is delivering all the feedback you'll need – because confidence under pressure is everything. Greater friction surface and more ventilation means you can go deeper, lap after lap. And with a new steering setup that tightens your turning radius, even the tightest hairpins won't break your rhythm. This is control, redefined – for those who know that races are won in the braking zones.



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**INSIDE, IT'S ALL BUSINESS.
NO DISTRACTIONS.
NO COMPROMISE.**

A new multifunction steering wheel puts more control at your fingertips. Dedicated switches, more clarity. A new display touch panel unlocks deep settings without a laptop – because when seconds count, simplicity wins. Add in tire air temp readouts and a precise GPS timing and you've got a cockpit that's as focused as the driver. Built for racers. Built for results.

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TECHNICAL DATA

Concept

- Single-seat customer racecar

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
- Max. torque: 470 Nm at 6,150 rpm
- Max. rpm: 8,750 rpm
- Camshafts with extended valve opening times
- 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 (PMTTC)
 - Functional preparation for Push-2-Pass usage
 - Auto-engine-restart for unintentional stalling
- Single-mass flywheel
- Fuel quality: Superplus unleaded, to E20 (min. 98 octane); E-Fuels ready (FIA Appendix J compliant)
- Sealed

Transmission

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:

Ring & pinion gear	15/23	i = 1.538
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 with improved pedal stop
- 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 the latest 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

- Recyclate-carbon-fiber¹⁾ reinforced plastic doors with quick release push button
- Recyclate-carbon-fiber¹⁾ reinforced plastic rear lid with integrated quick-release fasteners; removable
- Recyclate-carbon-fiber¹⁾ reinforced plastic adjustable rear wing with 'swan neck' mounting (13 positions)
- Polycarbonate windows with hard coating
- Rear underbody paneling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 cockpit

- Recyclate-carbon-fiber¹⁾ reinforced plastic 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 fingerguards
- Adjustable steering column with steering angle sensor
- Safety nets (center and driver's side) in accordance with latest FIA safety regulations
- Door-cross roll-cage padding
- 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 carrying ballast weight and optional equipment
- 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

¹⁾ Recycled-carbon-fiber fleece (e.g. fiber-offcuts from other manufacturing processes) in combination with bio-based epoxy resin

Suspension

- Forged control arms & top mounts:
 - Stiffness optimized
 - Heavy-duty spherical bearings with dust protection
- Wheel hubs with center-lock wheel nut
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- 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 rib geometrie & 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

Rims/tires

- Typical GT rim/tire combination

Front axle

- Single-piece forged alloy rims with center-lock; rim size 12J x 18
- Treaded Michelin transportation tires; tire size: 30/65-18

Rear axle

- Single-piece forged alloy rims with center-lock; rim size 13J 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 windshield 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

- Exhaust system:
 - Noise-optimized rear silencer
 - Exhaust system with open tailpipes
- Auxiliary weight plates for car weight balancing
- Passenger seat for taxi rides
- External USB-logger function

Weight/dimensions

- Total weight*: 1,288 kg (2,840 lbs)
- Total length: 4,599 mm (181.06 inches)
- Total width (front axle): 1,920 mm (75.59 inches)
- Total width (rear axle): 1,902 mm (74.88 inches)
- Wheelbase: 2,468 mm (97.17 inches)

*Approximate figure of a production car with transport tires and auxiliary ballast base plate (approx. 18 kg (40 lbs)) on passenger side

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 (0B5)
- Rear wing in naked recyclate-carbon-fiber¹⁾ reinforced plastic

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1) Recycled-carbon-fiber fleece (e.g. fiber-offcuts from other manufacturing processes) in combination with bio-based epoxy resin

Compliance with regulations

- Customers bear sole responsibility to ensure that they and their car complies with the 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

- 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 front axle underbody turning vanes
- Wheel nut socket
- Special tool for transportation nuts
- Set of wheel nuts
- Wheel nut grease
- Sticker set (mandatory fire extinguisher, electric symbol & sticker to cover car recovery pick up points)

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As of: 08/2025

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