

911 GT3 Cup (Type 992)

The Porsche Mobil 1 Supercup features the Porsche 911 GT3 Cup, the world's best-selling race car. Since the 2021 season, the drivers are chasing points in the new model – driven by #DreamSpirit.

The Porsche 911 GT3 Cup is the first race car based on the current 911 model series 992. Like everything at Porsche Motorsport, the seventh race car generation is equally as committed to sporting success – it's a tradition after all. Since 1990, Porsche has built and sold more than 4,250 copies of the world-renowned cup car.

Broad and brutish, the bolide stands on the tarmac, every inch a thoroughbred race car. This is something also highlighted by the significant changes compared to the 2017 version (991.2): 510 hp, optimised intake manifold, electronic gearshift and power steering, fully digital cockpit, larger rear wing, and a double-wishbone front axle – which means the toe at the front is wider for the first time at 1,920 mm compared to the rear axle (1,902 mm).

Technical Specs

Drive type:	Rear-wheel drive
Displacement:	3,996 cm ³
Performance:	375 kW (510 PS)
Weight:	ca. 1,260 kg (2,778 lbs)
Length:	4,585 mm (180.51 inch)
Width (front axle):	1,920 mm (75.59 inch)
Width (rear axle):	1,902 mm (74.88 inch)
Wheelbase:	2,459 mm (96.81 inch)

Engine

- Water-cooled 6-cylinder boxer engine
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 375 kW (510PS) at 8,400 rpm
- Max. torque: 470 Nm at 6,150 rpm
- Max. rpm: 8,750 rpm
- 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
- Single-mass flywheel
- Fuel quality: Superplus unleaded, to E20 (min. 98 octane)
- Sealed
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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 by oil-water heat exchanger
- Mechanical limited slip differential
- Three-plate sintered metal racing 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
- Removeable rescue hatch in accordance with the latest FIA safety regulations
- Mounting points for lifting device
- Fenders with extensions
- Widened front bumper with spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations
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Lightweight exterior:

- Carbon-fiber reinforced plastic doors with quick release push button
- Carbon-fiber reinforced plastic rear lid with integrated quick-release fasteners; removeable
- Carbon-fiber reinforced plastic 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
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Modified 911 cockpit:

- Carbon- fiber reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight aligned towards driver
- Multifunctional carbon-fiber reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons
- Adjustable steering column with steering angle sensor
- Safety nets (center and driver's side) in accordance with latest FIA safety regulations
- Optimised 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 four sizes to adapt seat to individual drivers (delivered with size M) / preparation for seat ventilation)
- Six-point racing safety harness
- 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

Suspension

- Forged control arms & top mounts (stiffness optimised / heavy-duty spherical bearings with dust protection)
- Wheel hubs with center-lock wheel nut
- Shock absorbers with motorsport-specific valve characteristics, non-adjustable
- Double-blade type adjustable anti-roll bars
- Tyre pressure monitoring system

Front axle:

- Double wishbone front suspension, adjustable ride height, camber and toe
- Electric power steering with manual function to ease car maneuvering

Rear axle:

- Multi-link rear suspension, ride height adjustment, camber and toe
- Motorsport driveshafts optimised 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.

- Racing brake pads
- Optimised brake ducts
- Ergonomic brake pedal positioning

Front axle:

- Six-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

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/tyres

Typical GT rim/tyre combination

Front axle:

- Single piece center-lock alloy wheels conforming to Porsche specification and design, 12J x 18
- Treaded Michelin transportation tyres; tyre size: 30/65-18

Rear axle:

- Single piece center-lock alloy wheels conforming to Porsche specification and design, 13J x 18
- Treaded Michelin transportation tyres; tyre size: 31/71-18

Electrical system

- 10.3" Porsche colour display
- Porsche logger
- Porsche power box
- Fire extinguisher system (extinguishing agent: NOVEC gas)
- Lightweight 12V, 60Ah battery (LiFePO4) leak-proof, installed in co-driver's footwell
- Digital touch panel with multi-colour backlight
- 175A 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)
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LED Lighting system:

- Main headlights
- Daytime running lights
- Taillights
- Rainlight in compliance with FIA homologation regulations