

Technical Data

Porsche 911 Cup (Generation 992.2) Model Year 2026

Concept

- Single-seater customer race car

Weight/dimensions

- Base weight: ca. 1,288 kg
- Length: 4,599 mm
- Width: 1,920 mm (front axle) / 1,902 mm (rear axle)
- Wheelbase: 2,468 mm

Engine

- Water-cooled six-cylinder boxer rear engine; displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm; ca. 382 kW (520 hp) at 8,400 rpm; max. torque 470 Nm at 6,150 rpm; max. rpm 8,750; four-valve technology; camshafts with extended valve opening times, flow-optimised single throttle system; intake manifold with two resonance flaps; engine control unit Bosch MS 6.6 mit integrated Porsche Motorsport Traction Control (PMTTC) and prepared Push-2-Pass functionality; dry-sump lubrication; single-mass flywheel; race exhaust system with DMSB certified catalytic converter; fuel quality: Superplus unleaded, to E20 (min. 98 octane), eFuels (in accordance with FIA Appendix J)

Transmission

- Porsche six-speed sequential dog-type gearbox; paddle shift with electronic shift barrel actuator; mechanical limited slip differential; four-plate sintered metal racing clutch

Body

- Lightweight body featuring intelligent aluminium-steel composite design; mounting points for lifting device; removable rescue hatch in roof; welded-in roll-cage, approved for co-driver use on circuits; front cover with integrated quick-release fasteners, cooler exit-air duct and central air intake for cockpit ventilation; widened front bumper with three-part spoiler lip; fenders with extensions and integrated louvre ventilation openings; aerodynamically optimised front underbody; rear underbody panelling with integrated NACA air intakes for brake and drive shaft cooling; rear bodywork with integrated rain light in accordance with FIA regulations; doors, boot lid and rear wing made from recycled carbon fibre fleece combined with bio-based epoxy resin; rear wing with 'swan neck' mounting, adjustable in 13 positions; polycarbonate windows with hard coating; air-jack system with three jacks; valve mounting points on either side of the car; 110-litre FT3 safety fuel cell in the front
- Interior trim made from recycled carbon fibre fleece combined with a bio-based epoxy resin; multifunctional CFRP motorsport steering wheel with quick-release coupling and rotary switches for ABS and traction control settings, shift paddles and illuminated push buttons; ergonomic digital touch panel with multi-colour backlight; seat in accordance with FIA Standard 8862/2009, infinite longitudinal adjustment, two positions for height and inclination; preparation for seat ventilation; six-point racing safety harness, for use with HANS®; adjustable steering column with steering angle sensor; safety nets (centre and driver's side) in accordance with latest FIA safety regulations; optimised cockpit ventilation with driver-oriented fresh air supply; fire extinguisher system with electronic release unit

Suspension

- Forged aluminium control arms & top mounts, stiffness optimised; heavy-duty spherical bearings with dust protection; wheel hubs with centre-lock wheel nut; shock absorbers with motorsport-specific valve characteristic; double-blade-type adjustable anti-roll bars; tyre pressure and temperature monitoring system

Front axle:

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electro-mechanical power steering with manoeuvring function

Rear axle:

- Multi-link rear suspension, adjustable in ride-height, camber and toe
- Motor racing drive shafts optimised for reliability and durability

Brakes

- 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; enlarged brake fluid reservoir with integrated bracket for brake fluid level sensor; pressure sensor as brake light switch
- Generation 5 racing ABS from Bosch
- Front axle: Six-piston aluminium monobloc racing brake callipers with 'anti knock-back' piston springs; ventilated steel brake discs with a diameter of 380 mm and increased cross-section to 35 mm; enlarged brake pad friction surface; aluminium brake disc chamber
- Rear axle: Four-piston aluminium monobloc racing brake callipers with 'anti knock-back' piston springs; ventilated 380 mm x 32 mm steel brake discs mounted on aluminium disc bells; aluminium brake disc chamber

Wheels / Tyres

- Front axle: Single-piece centre-lock alloy rims (forged) conforming to Porsche specification and design, 12.0 J x 18; tyre dimension 30/65-18
- Rear axle: Single-piece centre-lock alloy rims (forged) conforming to Porsche specification and design, 13.0 J x 18; tyre dimension 31/71-18

Electrical system

- Porsche Logger Unit; Porsche Power Box, 10.3 inch Porsche colour display; lightweight, high-precision GPS system for positioning on the track and lap time recording; leak-proof LiFePO4 battery 12V, 40 Ah in passenger footwell; 175 A alternator; digital display touch panel with multi-colour backlight and extended functionality: brake force distribution potentiometer reset, steering angle reset, pit lane speed setting, fuel and exhaust system mapping; single-arm windscreen wiper with direct drive (intermittent and continuous operation); three additional centre console switches for additional power consumers; data connection (data logger, video system)
- LED headlights with integrated daytime running lights and optional cornering lights; LED rear lights and rain lights; strobe function for brake lights when the engine is off

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