

PORSCHE

**THE BRAKING POINT.
THE APEX.
THE EXIT.
CHALLENGE THEM ALL.**

THE NEW 911 CHALLENGE



///RACEBORN

EASY TO DRIVE. CHALLENGING TO MASTER.

Everybody, no matter what their hobbies are, loves a challenge. We love finding ways to push ourselves forward and making ourselves better. If you're reading this, you're probably an avid driver and we love that. But now it's time to take things a step further. The new 911 Challenge is your first step into the world of racing – a bespoke track-only car built to grow with you as you do. It's the ideal way to take your racing ambitions to the next level. Are you ready to accept the challenge?



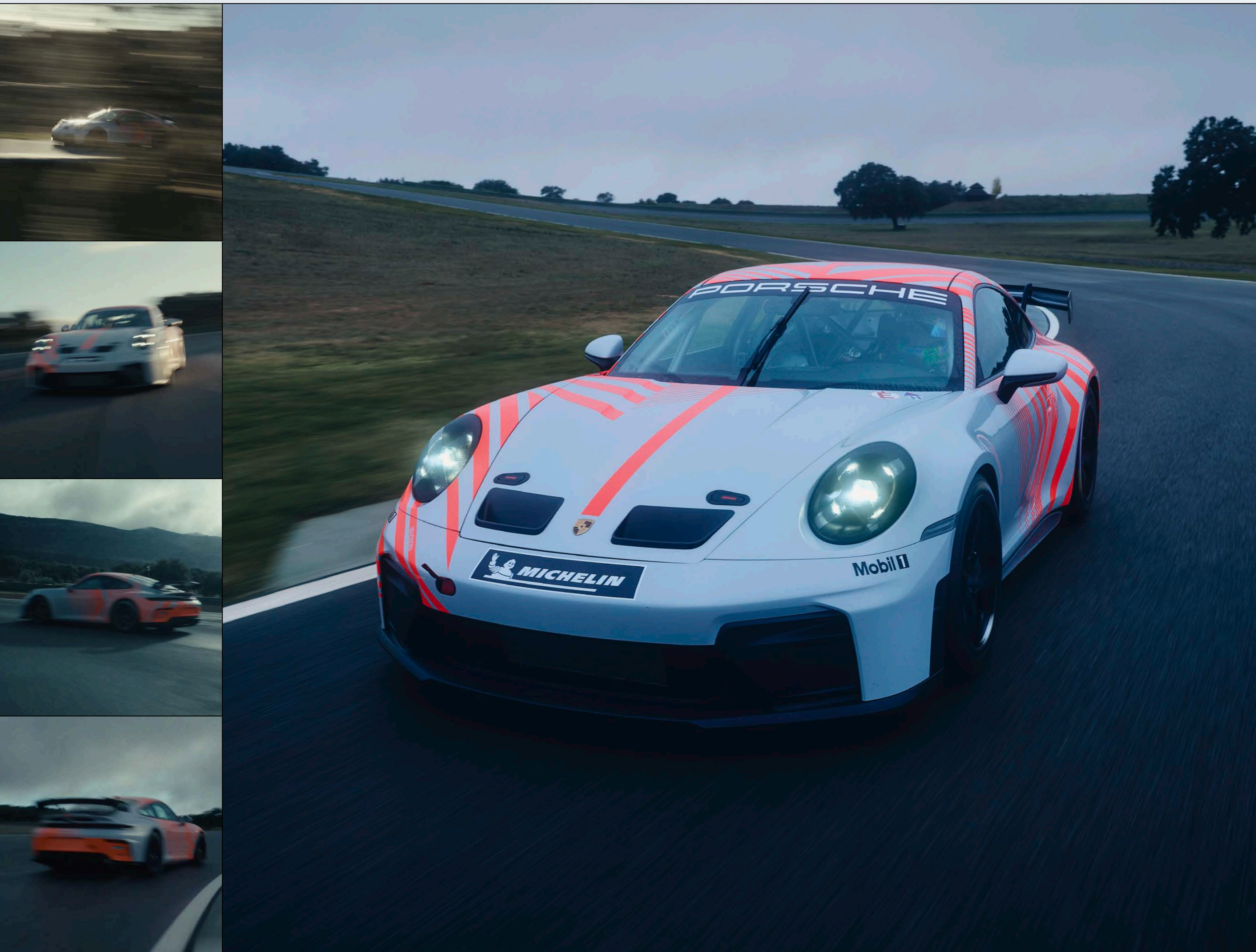
OWN THE SPACE, OWN THE CHALLENGE.

The cockpit of the 911 Challenge brings together the confidence you know from the road-going GT cars with everything you need on track. Familiar ergonomics, motorsport-focused controls, an interior built with purpose.

Mode switches put you in direct control of the systems that matter: Porsche Torque Vectoring Plus (PTV+), ABS, Traction Control, ESC and brake bias, all adjustable. The standout? PTV+. This electronically controlled differential gives you exceptional adjustability, so you get more confidence and more performance, lap after lap.

Because confidence doesn't come from complexity. It comes from knowing exactly what your car is telling you. You'll settle in fast, and from the first second, your focus is on one thing: performance.





BUILT TO BE HANDLED, NOT TAMED.

When you're behind the wheel of the 911 Challenge, you can't be complacent. This is a car that really needs to be driven. It's not a tool for a Sunday cruise. It's a racecar that will take time to master. But that makes the challenge all the sweeter.

At the heart of the 911 Challenge lies a naturally aspirated 4.0-litre flat-six producing 515 hp. Responsive, predictable, unmistakably Porsche. An engine with a very direct power output, so you just have to keep at it, lap after lap after lap. Because when you've dialed in your power delivery and understand how the engine reacts, the satisfaction will make you beam with pride.



HOW FAST CAN YOU GET THROUGH THE GEARS?

Every gear shift is a decision. Make it too early, and you lose the drive out of the corner. Too late, and you're fighting the engine instead of using it. The motorsport-derived 7-speed PDK transmission, with short gear ratios from the 911 GT3, doesn't forgive hesitation. It rewards precision. Shift after shift, corner after corner, you'll start to feel it: where to brake, where to turn in, where to get back on the power. That's not something you learn once. That's something you chase, lap after lap.



Max power:

515 hp

379 kW (515 metric hp, 508 bhp) at 8,500 rpm

Max torque:

470 Nm

Max rpm:

9,000 rpm

AS BOLD AS EVER.

This is a track-focused machine. Every detail here has one job: performance. From the motorsport-specific bodywork to the rear wing and every functional aero element, nothing here is just for show. The lines of the 911 Challenge tell a very clear story. When you see one, you know instantly that it's a 911. Whether it's coming up behind you or sitting in the garage, it's clear. This is a shape that turns tradition into advantage. Not a car blending into a range, but a sharpened version of an already iconic car, ready to challenge the rules instead of following them.





TECHNICAL DATA

CONCEPT

Single-seat customer racecar
Base: 911 GT3

ENGINE

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 379 kW (515 hp) at 8,500 rpm
- Max. torque: 470 Nm at 6,250 rpm
- Max. rpm: 9,000 rpm
- Flow-optimized single-throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Modified road car silencer without soot particle filter and with catalytic converter
- Production-car based engine control unit
- Dual-mass flywheel
- Fuel quality: Super Plus unleaded, to E20 (min. 98 octane);
E-Fuels ready (FIA Appendix J compliant)
- Sealed

TRANSMISSION

- 7-speed Porsche Doppelkupplung (PDK I) gearbox
- Short gear ratios based on the 911 GT3 road car:

1st gear	45/12	i= 3.750
2nd gear	50/21	i= 2.381
3rd gear	43/25	i= 1.720
4th gear	43/32	i= 1.344
5th gear	39/35	i= 1.114
6th gear	44/46	i= 0.957
7th gear	38/45	i= 0.844
Reverse	41/12	i= 3.417
Final drive	57/41	i= 1.390
Ring & Pinion	49/15	i= 3.267
- Electronically controlled limited-slip differential with driver-adjustable settings
- Internal pressure-oil lubrication with active oil cooling via oil-water heat exchanger
- Steering wheel-mounted paddle shifters
- Automatic or manual gear shifting available
- Quick-release button for disengaging the parking position and engaging neutral

	BODYSHELL	
	Lightweight body featuring intelligent aluminum-steel composite design	MODIFIED 911 COCKPIT
	Integrated (welded) roll cage in accordance with FIA regulations (permitted for co-driver use during circuit events)	
	Front cover with integrated quick-release fasteners and cooler exit-air ducts	
	Mounting points for lifting device	
	Motorsport-specific rear bodywork	
	FIA certified towing loops at front and rear	
	Auxiliary ballast base plate for vehicle weight balancing and optional equipment mounting	Adapted 911 GT3 RS steering wheel with shift paddles and adjustment options for vehicle settings: ▪ ABS ▪ TC/ESC ▪ PTV+ adjustable on coast and on power ▪ Tire selection
	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	Purist race car interior featuring the removal of airbags, carpeting, insulation and interior trim panels
	Integrated air-jack system (three jacks) with valve mounting on passenger side below windshield	Adjustable steering column with steering angle sensor
	EXTERIOR	Safety nets (center and driver's side) in accordance with the latest FIA safety regulations
	Modified production car doors	
	Production car rear engine cover with integrated rain light in accordance with FIA regulations	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
	Rear underbody paneling fins for airflow improvement	
	Adjustable rear wing with 'swan neck' mounting (4 positions)	
		Six-point racing safety harness

	SUSPENSION		BRAKE SYSTEM			
	Forged control arms & top mounts: ▪ Optimized stiffness ▪ Heavy-duty spherical bearings with dust protection		Two independent brake circuits incorporating front and rear axle brake pressure sensors, with driver-adjustable brake force distribution via a brake balance system: ▪ ABS with adjustable intervention levels ▪ Racing-optimized ESC/TC with adjustable intervention levels ▪ Racing brake pads ▪ Front axle compound RST 2E ▪ Rear axle compound RSL 19-5 ▪ Optimized brake ducts ▪ Improved brake line connection to caliper ▪ Enlarged brake fluid reservoirs with fluid level sensor fixation geometry ▪ Pressure sensor brake light switch			
	Wheel hubs with 5-stud connection					
	Serviceable shock absorbers with motorsport-specific valve characteristics, non-adjustable					
	Three-way adjustable anti-roll bar					
	Tire pressure and temperature monitoring system					
	FRONT AXLE		FRONT AXLE			
	Double wishbone front suspension, adjustable ride-height, camber and toe					
	Electric power steering with reduced turning circle					
	Stud-connection concept for steering rack fixation		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			
	REAR AXLE		Increased friction surface (high annulus brake disc & optimized brake pad geometry)			
	Multi-link rear suspension, adjustable ride-height, camber and toe		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	

	<i>RIMS/TIRES</i>	<i>ELECTRICAL SYSTEM</i>
	Motorsport-appropriate rim/tire combination	Road-car cockpit with adapted race-car display content
	FRONT AXLE	Porsche logger for motorsport-specific basic data acquisition
		High precision GPS for track positioning and lap time recording
	Single-piece forged alloy rims with 5-hole connection, 10.35J x 18 ET44.8	Fire extinguisher system (extinguishing agent: NOVEC gas)
	Treaded Michelin transportation tires; tire size: 27/65-18	12 V, 70 Ah battery (AGM) leak-proof, installed in co-driver's footwell
	REAR AXLE	Air conditioning system
		Adapted 911 GT3 RS steering wheel with motorsport-specific functions
	Single-piece forged alloy rims with 5-hole connection 12J x 18 ET53	PIT- and FCY-Limiter Button on steering wheel
	Treaded Michelin transportation tires; tire size: 31/71-18	175 A alternator
		Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
		Data connection (data logger, video system)
		Electric power emergency disconnect switch (inside / outside) according to FIA regulations
		LED LIGHTING SYSTEM
		Main headlights with integrated daytime running lights
		Taillights
		Rainlight in compliance with FIA homologation regulation

<i>*Approximate production vehicle weight equipped with transport tires and an additional ballast mounting plate (approx. 18 kg (40 lb)) on the passenger side</i>	AFTER-SALES OPTIONS	COLORS
	Air restrictors for engine power reduction	Body painted with water-based paint
	Noise-optimized exhaust system (exhaust manifolds, silencer, etc...)	Exterior:Ice-grey-metallic (M7N)
	Auxiliary weight plates for car weight balancing	Interior:Ice-grey-metallic (M7N), without clear lacquer finish
	Passenger seat for taxi rides	Rims:Matt black (JE1)
	Nürburgring Nordschleifen package	COMPLIANCE WITH REGULATIONS
	WEIGHT/DIMENSIONS	
	Total weight*:approx. 1,450 kg (3,197 lbs)	
	Total length:4,570 mm (179.92 inches)	
	Total width (front axle):1,852 mm (72.91 inches)	
	Total width (rear axle):1,852 mm (72.91 inches)	
	Wheelbase:2,457 mm (96.73 inches)	
		Customers bear sole responsibility to ensure that they and their car complies with the applicable 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

- Spoiler lip
- Underbody air guide components
- Set of wishbone camber shims
- Equipment for air-jack system
- Fuel tank defueling equipment
- Car diagnosis/interface cable
- Set of tire pressure/temperature monitoring system sensors
- Fuel pump filter
- Ballast weight cover incl. fixation material
- Sticker set (mandatory fire extinguisher, electric symbol and sticker to cover car recovery pick up points)
- Roof hole cutting template
- Set wheel hub caps
- Spare car key

SALES CONTACT

Porsche Motorsport Asia Pacific Limited
13/F, Tower 3, Lujiazui Financial Plaza,
826 Century Avenue, Pudong, Shanghai
sales@porschemotorsport-ap.com



Click to contact

TECHNICAL SUPPORT

Porsche Motorsport Asia Pacific Limited
13/F, Tower 3, Lujiazui Financial Plaza,
826 Century Avenue, Pudong, Shanghai
techsupport@porschemotorsport-ap.com

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Dr. Ing. h.c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart
Germany

racing.porsche.com

