The 911 GT2
Always composed. Even in extremes.

Engineering the 911 GT2.

The Porsche 911 GT2. The exception to the rule. Every new edition has clearly exceeded everything that has gone before. Designing a 911 GT2 requires a new approach to old ideas. It means redefining convention, crossing the limits, thinking beyond the norm. It means not being confined to

Road or track, straight or bend, comfort or sports performance. It means having the freedom to leave what you know and examine new possibilities. The result: our most powerful road-going 911.

The source of that power is a 3.6-litre flat-six boxer engine based on the current 911 Turbo. Special features include VarioCam Plus and twin turbochargers with Variable Turbine Geometry (VTG), one of 911 Turbo, new intake system, now made from ultra-lightweight titanium.

In the end, even we were impressed with the power of the 911 GT2, as we had not expected that so much potential existed in the engine of the 911 Turbo from which it is derived. This was achieved because, in terms of development, we were prepared to go down new, previously unexplored avenues.
Drive is transmitted through a precision-crafted manual gearbox. Rear-wheel drive provides driving dynamics that are similar to those of a racing car. In the 911 GT2, Porsche uses a special system for conventional manual transmission: the Launch Assistant (see page 38) – for maximum acceleration from a standing start.

For a sporty but still comfortable drive, particularly for this type of sportscar, the standard suspension features variable damping provided by Porsche Active Suspension Management (PASM, see page 48). This active damping system offers a wide range of benefits including greater performance and comfort. Also standard in Porsche Stability Management (PSM, see page 50) for the first time, the integrated control systems for lateral and longitudinal dynamics, stability control (SC) and traction control (TC) can be fully disabled in two stages for a more natural drive. This means the car can also be enjoyed to its maximum effect on the racetrack.

The one-piece 19-inch GT2 alloy wheels of the 911 GT2 are fitted with road-legal sports tyres as standard. In size 325/30 ZR 19 on the rear, these are 20 mm larger than on the 911 Turbo. The special tread and compound enable tremendous lateral acceleration and higher cornering speeds as well as precise handling and turn-in characteristics on either road or racetrack. A range of setup options is available for racing use, including ride height, camber, toe angle and front/rear anti-roll bars.

Developed in motorsport, and standard on the 911 GT2 is the Porsche Ceramic Composite Brake (PCCB, see page 50). The discs are made from specially treated carbon fibre and are approximately 50% lighter than comparable metal alternatives. The results: better brake performance, greater agility and lower fuel consumption.

Sports bucket seats (see page 72) with folding backrest, integral thorax airbag and manual fore/aft adjustment, are fitted as standard. A perfect driving position is essential in a car with the performance potential of the 911 GT2. The latest Porsche Communication Management (PCM, see page 76) is also fitted as standard. This features a new 6.5-inch touchscreen for intuitive control.

We believe that you don’t have to exploit the full potential of the 911 GT2. But you may well choose to.
The 911 GT2

Power, Torque, Acceleration. All in one. Nothing else can match that energy – except the car's design. A single glance is all it takes to realise that fact.

The most impressive view is also the one that others will see most of all: the rear. The fixed rear wing with integral lip spoiler ensures optimum stability at speed.

As the car accelerates and you're pressed into your seat, air is forced through the intake openings on the rear wing uprights and into the engine turbocharging system. This 'ram air' effect has a key role to play in the exceptional efficiency of the engine. Since air is already being forced into the turbos, there's less resistance from the compressors and therefore less back-pressure in the exhaust, which means greater engine performance.

The engine cover, featuring the GT2 logo, is made from lightweight glass-fibre reinforced plastic (GRP). Twin titanium tailpipes are elegantly incorporated within the rear apron design. Warm air is vented from the braking power, with large air intakes for improved air flow to the central radiator and front brakes. The intake air outlet ahead of the front lid makes a major contribution to front-end downforce. The airstream from the central radiator is channelled up over the car, forcing the front end downwards, thereby enhancing balance and steering response.

The importance of air in the performance of the 911 GT2 is also apparent from the large intake openings in the rear side panels which supply the intercooler units.

The combined effect of all these aerodynamic modifications is a drag coefficient of just 0.32 as well as positive front and rear downforce. Behind the wheel, that means better grip, better directional stability and exceptional handling characteristics. Technically and visually, the result is the same: a breathtaking driving machine.

The engine compartment is cooled via cooling slits at the rear.

Drive

For some, the aim is high performance. For us, that's merely the result.
At Porsche, our aim is not to increase power – except through increased efficiency. Which is why we began with the 911 Turbo when developing an engine for the 911 GT2. Its power is combined with rear-wheel drive for racing-car driving dynamics. But how is it possible to improve on an engine that is already so close to perfection? How did we introduce even greater potential – and the character of a racing engine? The answer: by increasing efficiency. This was mainly achieved by four crucial components, one of these being the six-cylinder twin-turbo boxer unit with flow-optimised turbines featuring Variable Turbine Geometry (VTG, see page 28) and larger compressors on the intake side. Together with VarioCam Plus (see page 26), they boost performance while reducing emissions over the entire engine speed range. Also with the innovative expansion intake system which works on highly efficient principles that are contrary to all previous methods (see page 32). In addition, the new lightweight rear silencer made from titanium enhances performance by producing less back-pressure through the exhaust system.

The water-cooled flat-six twin-turbo engine with four-valve technology in the rear of the 911 GT2 generates a mighty 390 kW (530 hp) from a 3.6-litre displacement of 4,550 cc. Maximum torque of 680 Nm is achieved at low rpm and sustained across much of the engine speed range. It is available between 2,200 and 4,500 rpm and the resulting acceleration is quite literally breathtaking. The benchmark sprint to 100 km/h (62 mph) is completed in 3.7 seconds; 200 km/h (124 mph) requires just 11.2 seconds. Maximum speed – if you really want to put it to the test – is 329 km/h (204 mph). Fuel economy is also exceptional for a car with such high performance.

There is nothing ordinary about the 911 GT2 and it exceeds even the highest expectations. In other words: everything you‘d expect from the most powerful road-going 911.
The 911 GT2 Drive

1. Oil scavenge pump
2. Oil-pressure pump (obscured)
3. Engine oil reservoir (dry-sump lubrication)
4. Camshaft adjuster (VarioCam Plus)
5. Intake camshaft
6. Tappets with hydraulic valve clearance adjustment
7. Valve springs
8. Valves
9. Nikasil-coated cylinder bore
10. Forged aluminium piston
11. Forged connecting rod
12. Crankshaft
13. Camshaft drive chain
14. Camshaft drive chain tensioner with guide rail
15. Single-spark ignition coil
16. Spark plug
17. Exhaust gas turbocharger with Variable Turbine Geometry (VTG)
18. Mica silencer (Titanium)
19. Turbocharger (Water-cooled)
20. Catalytic converter
21. Pressure pipe
22. Throttle valve (electronically actuated)
23. Expansion intake manifold
24. Air filter
25. Fluid reservoir for power-steering system
The 911 GT2’s twin-turbo boxer engine is a compact unit offering excellent cylinder charging and torque-curve characteristics as well as minimal vibration. The flat-six design allows a low centre of gravity with resulting advantages for traction and driving dynamics.

The alloy crankcase consists of two main sections, each containing one bank of cylinders. The crankshaft runs in eight main bearings and is driven by forged connecting rods. For optimum strength and durability, we’ve used forged aluminium pistons running in Nikasil-coated aluminium liners and cooled via individual oil-spray jets. The results: lower frictional resistance and a lengthy service life – even when subjected to heavy use.

The cylinder heads are made from an extremely heat-resistant lightweight alloy. Each cylinder block has two overhead camshafts driving a set of four valves (two inlet and two exhaust) on each individual cylinder. The valves are arranged in a ‘V’ formation and have a highly efficient dual-spring closing action enabling higher engine speeds. Performance is enhanced with the aid of both Variable Turbine Geometry (VTG) and VarioCam Plus. The benefits are not only greater power and torque, but also better fuel economy and lower emissions.

Dry-sump lubrication.

This racing technology uses a separate oil reservoir to ensure consistent oil pressures throughout the engine, even during prolonged periods of lateral and longitudinal loads. After passing through the engine, every drop of oil is returned directly to the external reservoir. The flow is driven by two scavenger pumps in each cylinder head and a further two pumps in the crankcase. Gas is removed from the returning oil via a defoaming device in the reservoir. The oil is returned to the lubrication points in the engine by means of a dedicated oil-feed pump. With a further scavenger pump in each of the two turbocharger units, the 911 GT2 has a total of nine separate pumps driving the lubrication system. The oil level can be checked from inside the car via the standard on-board computer. The 911 GT2 is factory-filled with Mobil 1 high-performance fully synthetic oil. The exceptional properties of this premium-quality lubricant ensure reliable starting even in the coldest conditions. It also reduces wear and contributes to the long-term durability of the engine.
Engine cooling.

The 911 GT2 features cross-flow water cooling with fully integrated coolant management. This technology ensures a consistent flow of coolant to each of the engine’s cylinders. Waste heat from the oil is transferred to the coolant via oil/water heat exchangers. The coolant is routed through two radiator modules ahead of the front wheels and a centrally placed unit in the nose.

VarioCam Plus.

VarioCam Plus is a variable valve timing system on the inlet side which also features two-stage valve lift. The benefits it provides include greater power and torque at all engine speeds, as well as excellent running characteristics, better fuel economy and fewer emissions.

The system switches seamlessly between the two valve lift settings. All operations are controlled by the engine management system. The results: emphatic acceleration and smoother running.

The two-stage lift mechanism on each inlet valve consists of an electro-hydraulically switchable tappet. Each of the 24 tappets consists of two concentric parts – an outer ring and a central shaft – which can be locked together by means of a pin. The system can vary the valve lift by using two large profile cams on the outer ring or a smaller cam lobe on the central shaft. The timing of each valve is steplessly controlled by means of an electro-hydraulic rotary vane adjuster at the head of the corresponding camshaft.

To improve responsiveness during warming up in cold weather, VarioCam Plus will select the higher valve lift setting and retard valve timing. At medium revs and low engine loads, the lower valve lift setting is selected and timing advanced in order to reduce fuel consumption and emissions. The economy of the engine is particularly enhanced at lower engine speeds. For maximum power and torque, the higher lift setting is selected and the timing of the valves is advanced.

This results in copious torque and exceptional fuel economy, particularly in comparison with much larger engines offering similar power output.
Breathe easy – when holding your breath.

**Variable Turbine Geometry (VTG).**

Porsche has a long and celebrated tradition of using turbocharged power on both road and track. On the 911 GT2, we’ve enhanced this technology with Variable Turbine Geometry (VTG).

On a conventional turbocharger, the exhaust flow drives a turbine that is connected to a compressor on the intake side. By compressing the incoming air, the amount of oxygen in a given volume is increased. Since compression also causes an increase in temperature, the air must be cooled in a device known as an ‘intercooler’. With more oxygen present in each cylinder charge, more fuel can be burnt, yielding greater energy. Since higher exhaust pressures generate greater loads on the intake side, the intake pressure must be carefully controlled in order to protect the engine. This ‘boost pressure’ is limited using ‘waste-gate’ valves that bypass excess pressure around the turbine.

Another important factor in the system is the size of the turbocharger. Since a smaller turbine has a lower mass, it requires more activity to increase pressure, spinning up easily to its optimum speed. This is why a smaller turbo is often better at higher rpm, because the turbine can respond more quickly to increasing pressure, spinning up easily to its optimum speed. The key disadvantage of using a smaller turbo is that the back-pressure generated at higher engine speeds causes a significant reduction in performance. Resistance is caused by the smaller cross-sectional area through which the exhaust is required to flow. Larger turbo units, which create lower back-pressure at higher rpm, take considerably longer to spin up under load and also require more activity to increase pressure. Generally, this lower efficiency is only effective outside the medium rpm range. This phenomenon, known as ‘turbo lag’, means there is virtually no turbocharging effect at lower engine speeds.
To overcome this problem, the twin water-cooled turbochargers on the 911 GT2 feature Variable Turbine Geometry (VTG). With this technology, the gas flow from the engine is channelled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can replicate the geometry of all types of turbo, large or small, and thus achieve the optimum gas-flow characteristics. The guide vanes are controlled by the engine management system. The result is a high turbine speed — and therefore higher boost pressure — even at low engine rpm. With more air available, the combustion becomes more complete, yielding greater power and torque.

Special features on the 911 GT2 include flow-optimised turbines and larger compressors which generate a higher boost pressure. Maximum torque is achieved at low rpm and sustained across much of the engine speed range.

With 680 Nm available between 2,200 and 4,500 rpm, the resulting acceleration is nothing less than phenomenal. When the boost pressure reaches its maximum value, the guide vanes are opened further. By varying the vane angle, it is possible to generate the required boost pressure at all engine speeds. As a result, there is no need for excess pressure valves on the intake side as found on conventional turbocharged engines.

This delivers impressive engine efficiency and lower fuel consumption.
Unfortunately, compression not only decreases air volume, it also increases air temperature and this has a negative effect on ignition.

Our new expansion manifold simply turns that principle around. The internal geometry is radically different from that on a resonance intake system. Key modifications include a longer distributor pipe, with a smaller diameter, and shorter intake pipes.

As a result, the air in the expansion phase as it enters the combustion chambers. Since expansion always cools, the air/fuel temperature is lower and ignition is significantly improved – thereby increasing performance.

Of course, the amount of air that enters the engine under expansion is less than it would be under compression. To compensate for this, we’ve simply increased the boost pressure from the turbochargers by approximately 0.2 bar. This resulting increase in temperature – again through compression – is immediately offset by the uprated intercoolers.

Instead of hot compressed air entering the combustion chambers, we now have cooler air generating more power and torque. As a consequence, there is a major improvement in engine efficiency and therefore lower fuel consumption even under heavy loads and at high rpm.

A simple solution, but then that’s often the way when you take a new approach to old ideas.
Exhaust system.

The rear silencer and tailpipes of the 911 GT2 are made from ultra-lightweight titanium to reduce the weight on the rear axle, and improve driving dynamics. The exhaust leaves the engine through high-performance manifolds into separate tracts for each of the two banks of cylinders. Twin three-way catalytic converters clean the two streams before they converge in the main silencer unit. The twin titanium tailpipes are fully integrated within the rear apron moulding. Large-diameter tubes reduce back-pressure on the engine, thereby increasing performance. The catalytic converters are close to the engine, enabling faster warm-up and therefore improving efficiency. When starting from cold, the process is assisted by a secondary air injection system. A system of ‘Lambda’ or oxygen sensors in each of the exhausts provides continuous monitoring of engine efficiency. Data supplied by one pair of sensors enables the engine management system to perform separate adjustment of the air/fuel mix for each bank of cylinders. A further pair of sensors*, one on each tract, is used to monitor the efficiency of the respective catalytic converter. This facility enables much more accurate control of potentially harmful emissions.

The exhaust system on the 911 GT2 produces a warm, deep and bass-rich sound – even when the engine is idling.

Fuel system.

Fuel is supplied to each of the six cylinders using a sequential fuel injection system. The timing of each injection and the volume supplied to each bank of cylinders are controlled by the engine management system. Adjustments are based on a range of variables, including throttle position, engine speed, boost pressure, coolant temperature and exhaust gas composition. The results are optimum combustion and fuel consumption.

A hot-film air mass sensor monitors the volume and density of the incoming air to ensure the best possible air/fuel mix, regardless of weather and altitude.

Ignition system.

The 911 GT2 features static high-voltage ignition technology. Separate coil on each of the plugs with platinum electrodes ensure perfect ignition every time. The role of distributor is performed by the engine management system, which controls the individual spark plugs for optimum performance and minimal fuel consumption.

*Not in markets with leaded fuel.
The 911 GT2 Drive

benefits, such as optimum economy, emissions and performance in all driving scenarios.

One of the most important tasks performed by the engine management system is cylinder-specific knock control. By preventing pre-ignition at high engine speeds and loads, this function can avert costly damage to the pistons and cylinders. Since temperatures tend to vary across the engine, each cylinder is monitored separately. If a risk is detected, the individual ignition timing is adjusted.

The on-board diagnostics system, designed to European standard, quickly detects any faults in the exhaust and fuel system and displays them during driving via the car's instruments. The benefits include active prevention of harmful emissions as well as consistent rates of fuel consumption.

**Input data Used to regulate/control**

- Digital engine electronics (ME7.8.1 control unit)
- Engine load
- Pressure upstream from throttle
- Throttle-valve angle
- Engine speed (from crankshaft)
- Inlet camshaft phase angle
- Throttle-pedal position
- Oxygen sensor signals
- Knock sensor signals
- Ignition
- Fuel injection
- Throttle valve
- Heating elements in oxygen sensors
- Fuel pump
- Fuel-tank venting
- CAN interface to transmission
- Moment interface to Porsche Stability Management (PSM)
- VarioCam Plus
  - camshaft phase angle
  - valve lift control
- Electronic controller for Variable Turbine Geometry (VTG)
- Recirculation valve
- Secondary air injection
- Engine-bay fan
- Starter
- On-board diagnostics
- Air-conditioning compressor
- Interface to instrument cluster
- Radiator fans (front control unit via CAN)
- Vehicle speed
- Air-conditioning settings
- Engine immobiliser status
- Clutch pedal switch
- Ambient air pressure
- Temperatures
  - coolant
  - air upstream from throttle
  - engine oil
  - air in engine compartment
  - ambient air
- Exhaust-gas temperature
- Engine management system.

The Motronic ME7.8.1 engine management system facilitates optimum performance at all times. This high-precision ECU controls all engine-related functions and assemblies (see diagram), such as the Bilstein Turbocharger, Porsche's VarioCam Plus and the electronic throttle, one of the key prerequisites for the standard Porsche Stability Management (PSM). This produces various benefits, such as optimum economy, emissions, and performance in all driving scenarios.
The six-speed manual gearbox in the 911 GT2 is specifically designed for the high engine performance. The individual ratios are carefully matched to the specific characteristics of the engine. The gear-lever throw is short and precise, enabling fast and accurate gearshifts.

A typically feature of the 911 GT2 is the Launch Assistant – for maximum acceleration from a standing start. The clutch and accelerator are depressed when the vehicle is stationary. When a boost pressure of approximately 0.9 bar is displayed in the instrument cluster, release the clutch as quickly as possible and maximum acceleration automatically ensues. Normally on a turbocharged vehicle, the boost pressure under acceleration from a standing start is relatively low. The turbo effect is delayed as the engine gathers speed and the boost pressure starts to build.

On the 911 GT2, this initial delay is reduced. While the car is still stationary, the fuel injection is modified to keep the engine reach maximum output. The boost pressure is significantly increased and the engine ready for a faster start. A specially designed traction control system adapts the acceleration parameters automatically to the engine’s engine optimum. The clutch remains engaged. This reduces load and prevents high clutch wear. The power is transmitted directly to the road via the rear axle.

Steel baulk rings on gears two to five ensure a precise gearshift action even under extreme loads. Cooling is provided by an additional oil-to-water heat exchanger and spray lubrication. Both of these features are essential for durability in endurance racing conditions.

Other standard features include a limited-slip differential with asymmetrical lock factor. Offering better traction and handling when exiting a corner, it applies a higher proportion of drive torque to the loaded outer rear wheel. The term ‘asymmetrical’ means that one lock factor is applied when cornering under power (28%) and another when braking for a corner (40%).

Cooling is provided by an additional oil-to-water heat exchanger and spray lubrication. Both of these features are essential for durability in endurance racing conditions.


The gearbox is combined with a cable linkage and dual-mass flywheel offering added comfort and precision. The close-ratio spread enables powerful acceleration within the optimum engine power band.

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1. Bi-Xenon headlights
2. Radiator module (left)
3. Radiator module (centre)
4. Radiator module (right)
5. Coolant pipe
6. Coolant expansion tank
7. Air filter
8. Exhaust-gas turbocharger with Variable Turbine Geometry (VTG)
9. Intercoolers
10. Pressure pipe
11. Throttle valve (electronically actuated)
12. Expansion intake manifold
13. Main silencer (titanium)
14. Tailpipe (titanium)
15. Oil filter
16. Engine oil reservoir (dry-sump lubrication)
17. Generator
18. PASM damper
19. PCCB brake
20. Tandem brake booster
21. 6-speed manual gearbox
22. Sport bucket seat
23. Generator
24. PASM damper
25. PCCB brake
26. Tandem brake booster
27. 6-speed manual gearbox
28. Sport bucket seat
Chassis

An extraordinary car with everyday capability.
The 911 GT2 chassis is designed for racecar-like performance on every type of tarmac from motorway to track. The car rides about 25 mm lower than the 911 Carrera and its lightweight build has reduced overall weight as well as the unsprung masses. Agile and responsive, it is stable and secure – particularly during cornering manoeuvres.

The front suspension with its special wheel mount has McPherson spring struts with the wheels mounted individually on trailing arms and wishbones. Each front wheel is precisely located, ensuring excellent loadling and directional stability in all road and track scenarios.

Brake spoiler elements provide efficient cooling for each of the front brake units.

The rear axle assembly consists of subframe-mounted multi-link suspension featuring LSA construction (light, stable, agile). This lightened design featuring an aluminium cross-member is an important factor in the exceptional dynamics of the car.

Ride height, camber, toe angle and anti-roll bar settings can all be adapted to individual circuit characteristics, as befits a racing Porsche.

There is virtually no unwanted movement between the suspension and body, thanks to special features such as metal bearings with ball joints on the front strut mount and rigid cross-members at the rear. This reduced elasticity and improved wheel location enable better handling and turn-in.

The 911 GT2 has an electronic variable damping system as standard – Porsche Active Suspension Management (PASM, see page 48). This variable damper system offers two basic setup modes, 'Normal' and 'Sport'.
Wheels.

The 911 GT2 runs on one-piece 19-inch GT2 wheels with anti-theft protection and wheel centre caps featuring the GT2 logo. The wheels are extremely light for their size due to their special lightweight construction.

The resulting reduction in unsprung masses improves driving dynamics and performance. Thanks to the generous internal diameter of the wheel, large brakes can be fitted on the front axle. The wheels run flush with the exterior of the car and come with special sport tyres as standard.

The wheel dimensions are 8.5J x 19 ET 53 with 235/35 ZR 19 tyres (front) and 12J x 19 ET 51 with 325/30 ZR 19 tyres (rear).

The 19-inch sport tyres provide a large road contact patch. They offer greater traction under acceleration and braking, greater precision in both handling and manoeuvrability, as well as higher cornering speeds on dry road surfaces. In short: even greater driving pleasure.

Note: increased risk of aquaplaning due to lower tread profile.

Tyre Pressure Monitoring (TPM), included as standard equipment, provides early warning of tyre pressure loss. The driver is informed via the on-board computer display as well as a separate indicator light. A tyre repair system consisting of tyre sealant and compressor with separate tyre pressure gauge is also standard.

Less weight. More road contact.
The 911 GT2 is fitted with Porsche Active Suspension Management (PASM), an electronic damper adjustment system. This active damping system offers continuous adjustment of individual damping forces based on current road conditions and driving style.

The driver can choose from two basic setup modes: ‘Normal’ and ‘Sport’. ‘Normal’ mode is designed for general road driving and wet circuit use. ‘Sport’ mode enables greater lateral acceleration and increased traction on the race-track.

In either mode, the system responds to changing loads by automatically applying the optimum rate on each individual damper from a range of predefined options. Various sensors are used to monitor the movement of the body during acceleration, braking, and cornering manoeuvres, as well as on poor road surfaces. The PASM control unit then evaluates this data and modifies the damping forces on each individual wheel in accordance with the selected mode. The result is a reduction in pitch and roll as well as consistent road contact on all four wheels.

If ‘Sport’ mode is selected using the PASM button identified by a damper symbol, the suspension is set to a harder damper rating that is specially designed for performance driving. If the quality of the road surface falls below a certain threshold, the system immediately changes to a softer rating within the ‘Sport’ setup range. This adjustment enhances occupant comfort as well as traction and grip. When the road surface improves, PASM automatically reverts to the original, harder rating.
The 911 GT2 | Chassis

Some things never change, including driver expectations of a 911 GT2: sports-oriented performance, a direct response and impressive power. So Porsche Stability Management (PSM) has been specially adapted for the 911 GT2. In addition to ABS, the package includes two automatic driver assistance: stability control (SC) and traction control (TC).

Porsche Stability Management (PSM) has been specially adapted for the 911 GT2: in addition to ABS, the package includes two automatic driver assistant: stability control (SC) and traction control (TC). Stability control (SC), which is responsible for lateral dynamics, uses a range of sensors to monitor the vehicle’s speed (speed of rotation around the vertical axis) and lateral acceleration of the car. Using this information, it is possible to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, selective braking is applied on individual wheels to restore control in critical driving scenarios.

Stage 1 disables the stability control (SC) via the ‘SC OFF’ switch in the centre console. In ‘SC OFF’ mode, the control system does not intervene if the car goes off-course in the lateral direction, which means the throttle can be used to help steer the car. Traction control (TC) is still active in this mode.

Stage 2 disables the traction control (TC) as well via the separate ‘SC+TC OFF’ switch, giving the driver full command of the vehicle. Another unique feature is the fact that stability control remains disabled in stages 1 and 2 even when the ABS is required under braking. Specially developed for the 911 GT2, this revised system strategy means the car can still be enjoyed to maximum effect on the racetrack.

The anti-lock braking system (ABS 8.0) is integrated in PSM and remains active, irrespective of which settings have been selected. ABS ensures a relatively short braking distance and thus enhanced safety.

It’s good to know who's in control.

Porsche Stability Management (PSM).
The steering system is extremely direct and provides detailed feedback from the road. This high level of precision is very advantageous in both racing and normal road use. Thanks to the precise front-end kinematics and the variable steering ratio, the car responds to every movement of the wheel.

An important feature of the steering system is the variable ratio gearing. Around the straight ahead position, the ratio is less direct, enabling smoother manoeuvres, such as during motorway driving. There is less risk of excessive steering intervention destabilising the car at high speed. Naturally, the system provides excellent feedback as well as the usual agility. As the wheel is turned harder, the ratio becomes more direct and the steering more responsive. This variability is particularly beneficial in low-speed traffic flows.

The energy-absorbing steering column is a key safety feature since, in the event of a frontal impact, it enables a deformation path of 100 mm.

The intermediate steering shaft is made from aluminium, while the protective tube and steering lock housing are die-cast magnesium. The standard three-spoke GT2 steering wheel features manual height and reach adjustment. Used in conjunction with the seat adjustment options, it enables every driver to find the ideal seating position.

Maximum precision, however powerful the performance.

Steering.
Uncompromising performance is nothing without safety.
The 911 GT2 excels in every respect, be it power, driving dynamics or safety. Every aspect of its lighting concept, braking system, rigid body and ergonomic interior is fine-tuned to its performance and to the individual driver. For example, the sport bucket seats (see page 72) with folding backrest offer racecar-like lateral support.

**Lighting system.**

The standard lighting system on the 911 GT2 uses the latest Bi-Xenon gas-discharge technology to achieve a light quality similar to daylight. The compact main headlights provide a broad and uniform swath of light that increases active safety in all road scenarios and in long, blind corners in particular.

The height of the gas-discharge system featured in the Bi-Xenon headlights is approximately double that of conventional halogen units. A headlight cleaning system is also included as standard.

The horizontal indicators in the outer front air intakes use high-performance light-emitting diodes (LEDs) to increase brightness and visibility.

The high-level third brake light at the base of the rear screen is equipped with rapid-response LEDs.

The brightness of the gas-discharge system featured in the Bi-Xenon headlights is approximately double that of conventional halogen units. A headlight cleaning system is also included as standard.

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The high-level third brake light at the base of the rear screen is equipped with rapid-response LEDs.

Two additional lights on the inside of each door offer added convenience and safety. The rear light provides useful illumination when stepping out of the car. The safety light warns traffic approaching from the rear when the door is open.
The 911 GT2 is equipped as standard with the Porsche Ceramic Composite Brake (PCCB) that has already demonstrated its performance credentials on the racetrack, for example, in the vehicles of the Porsche Mobil 1 Supercup. Porsche Ceramic Composite Brake (PCCB)

When it comes to brake technology, we demand nothing but the best.

The large disc diameter (380 mm front and 350 mm rear) adds significantly to brake performance. The ceramic discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 ºC. The material thus produced is not only much harder than metal, it is also more resistant to heat. Even at high temperatures, the thermal resistance of the PCCB discs ensures exemplary dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties.

The pads are mounted in six-piston monobloc aluminium fixed calipers at the front, with four-piston units at the rear. The resulting brake forces are not only extremely high, they are also exceptionally consistent. The pedal response is fast and precise with only moderate input required.

PCCB enables shorter braking distances in even the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from racetrack speeds.

The key advantage of PCCB is the total weight saving of approximately 50% over comparable metal discs. The mounting bells on both front discs are made from weight-saving aluminium. As well as enhancing performance and fuel efficiency, there is a major reduction in both the unsprung and rotating masses. This, of course, improves comfort and roadholding on uneven road surfaces as well as general handling and agility.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

The 911 GT2 is equipped as standard with the Porsche Ceramic Composite Brake (PCCB) that has already demonstrated its performance credentials on the racetrack, for example, in the vehicles of the Porsche Mobil 1 Supercup.

The pads are mounted in six-piston monobloc aluminium fixed calipers at the front, with four-piston units at the rear. The resulting brake forces are not only extremely high, they are also exceptionally consistent. The pedal response is fast and precise with only moderate input required.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.
Intelligent crash technology.

Passive safety.

Bodyshell structure.

The 911 GT2 complies with all statutory requirements worldwide in respect of frontal, side, diagonal and rear impact protection.

The reinforced bodyshell contains a highly resilient passenger cell offering exceptional crash protection. At the front of the car, the cell is protected by a patented system of longitudinal and transverse members (1). In the event of an accident, energy is absorbed by three separate load paths, one above the other, which disperse the force of impact and minimise deformation of the passenger cell.

Additional features include an extremely rigid cross-member (2) made from super high-strength steel. This element is designed to absorb impact forces from the longitudinal members and thus protect both front footwells. In a rear collision, a system of easily replaceable impact absorbers (3) prevents costly damage to the underlying bodyshell structure.

The reinforced doors (4) make an increased contribution to the overall rigidity of the car. An additional load path (5) is used to channel energy through the upper part of the shell and thus further protect the passenger cell.

In 1985, we began using super high-strength steel elements inside each door to increase side impact protection. On the 911 GT2, this integral reinforcement is made from tough yet lightweight aluminium. By increasing the proportion of aluminium alloys and high-strength steel, we've also improved the power-to-weight ratio. In all, approximately 25% of the 911 GT2 is made from aluminium.

Another important but perhaps less obvious safety feature is the high-quality surface protection. More than 30 years ago, we became the first manufacturer in the world to use a hot-dip galvanised steel. This painting process is fundamental to the legendary durability of our cars. It also ensures a consistently high standard of crash protection, even after many years on the road.

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The 911 GT2 is equipped as standard with the latest generation of Porsche Side Impact Protection (POSIP). It features two additional airbags for each front seat: a head airbag located in each door and a thorax airbag in the folding backrest on each of the standard sport bucket seats (see page 72). As well as offering exceptional support, the sport bucket seat provides a much higher level of safety than conventional bucket seat designs.

The thorax and head airbags each have a volume of approximately eight litres, providing high protection in the event of a side impact. Another important element of POSIP is the side impact protection with door reinforcement. Further safety features of the 911 GT2 are head restraints that are an integral part of each seat, an energy-absorbing steering column, three-point seat belts with height adjustment, seat-belt pre-tensioners and force limiters, energy-absorbing elements in the dashboard, and flame-retardant materials throughout the interior.
A ‘Clubsport’ racing package is available as a no-cost option for the 911 GT2, offering added protection for racetrack use. Included with the package are a bolt-in rear roll cage behind the front seats, a six-point racing harness in red for the driver’s side, a fire extinguisher with mounting bracket and a preparation for a battery master switch. This is available separately from the Porsche Motorsport department, as is the front roll cage element required for FIA-approved racing events.

The sport bucket seats with thorax airbags are covered with flame-retardant material.
Comfort

Exceeding expectations.
Comfortably.
The 911 GT2 features a centrally placed, clearly visible arrow indicating the latest time to change gear.

The integral on-board computer gives information on boost pressure, average fuel consumption, speed, remaining distance and exterior temperature. It can also be used to view data from the standard Tyre Pressure Monitoring (TPM) as well as the timing system featured in the optional Chrono Package Plus (see page 75).

The computer is operated using a control stalk on the steering column, with information displayed in the instrument cluster.

Other standard features include automatic air conditioning with an active carbon filter.

We’ve demanded your respect. Now have ours.

Instruments.

The sporting credentials of the 911 GT2 refer not only to engine and chassis, it also boasts a sporty interior designed around the driver.

A car like the 911 GT2 requires an ergonomically efficient driving environment with unhindered access to all key information. Clearly visible at the centre of the cluster of five instruments is a large rev counter with GT2 logo and titanium-coloured dial. The needles and markings in the instrument cluster are yellow. For optimum acceleration, you can view the upshift display in the rev counter. A centrally placed, clearly visible arrow indicates the latest time to change gear.

On-board computer.

The integral onboard computer gives information on boost pressure, average fuel consumption, speed, remaining distance and exterior temperature. It can also be used to view data from the standard Tyre Pressure Monitoring (TPM) as well as the timing system featured in the optional Chrono Package Plus (see page 75).

The computer is operated using a control stalk on the steering column, with information displayed in the instrument cluster.
The high-quality materials in the interior of the 911 GT2 reflect its sporting credentials: genuine leather and Alcantara. Offering exceptional grip and easy-care properties, Alcantara can be found wherever optimum hand contact is required: on the steering wheel rim, gear lever, handbrake lever grip and door handles, as well as on the door panels, storage compartments lids and centre console.

The standard folding sport bucket seats and the optional adaptive sports seats are trimmed in black leather while the seat centres are covered with Alcantara. A GT2 logo is integrated in the rear bulkhead lining.

The multifunction steering wheel and the three-spoke sports steering wheel are also optionally available in smooth-finish leather. The seat centres are covered with Alcantara and the airbag module has a leather finish.

Interior materials.
The 911 GT2

Comfort

Child restraint systems may not be used in conjunction with sport bucket seats.

A car that is capable of such extreme lateral loads requires a seat with exceptional support. The standard sport bucket seat has manual fore/aft adjustment plus two additional features rarely encountered on comparable seat designs: a folding backrest and an integral thorax airbag in the side support.

The folding function enables easy access to the rear luggage area. The backrest pivots are positioned high in the side bolsters, providing optimum support for the torso, pelvis and legs. This is the first time ever that the lateral support of a bucket seat has been combined with a folding backrest.

The backrest shell has a glass-fibre reinforced plastic core and a carbon-fibre surface with visible weave pattern. This construction provides excellent rigidity while also reducing weight. The seat is compatible with a six-point racing harness.

The sport bucket seat features black leather with Alcantara centre; Dark Grey natural leather with Alcantara centre is also available as an option in conjunction with the Clubsport package (see page 64). It has a special flame-retardant fabric finish for added safety.

Adaptive sports seats.

Adaptive sports seats in leather with Alcantara centre are also available as a no-cost option. This alternative seat option combines excellent comfort with formidable track performance. The comprehensive range of power adjustment controls includes fore/aft position, squab height, backrest angle and lumbar support. The side bolsters on the backrest and squab are pneumatically adjustable for the perfect fit. This exceptional variability ensures generous comfort on long-distance journeys or precise support on the race track. A memory function includes all seat settings on the driver’s side, with the exception of the side bolsters. The adaptive sports seats are also optionally available with seat heating.

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Storage compartments.

The everyday usability of the 911 GT2 is as important as its performance, as evidenced by the storage compartments in the centre console and door panels. Matching upholstered armrests above the storage compartments provide optimum driver comfort, particularly on long-distance trips. Twin cupholders for driver and front passenger are neatly concealed below the passenger airbag. Underneath is a lockable glove compartment with handy CD storage.

Two 12-Volt sockets (including the cigarette lighter) provide power for all your accessories.
Welcome Home’ lighting.

This standard lighting function provides comfort and safety at the push of a button. The low-beam headlights are automatically illuminated when the car is locked or unlocked using the key remote. The lights remain illuminated for a predefined period, lighting your way to or from the car. This delay is user-adjustable via Porsche Communication Management (PCM) on vehicles with the optional Sport Chrono Package Plus.

Cruise control.

This convenient option has an effective range of 30–240 km/h (19–149 mph). The system is operated using a switch in a separate control stalk on the steering column and can even be used in first gear.

ParkAssist.

This optional parking aid is automatically enabled whenever you select reverse gear. Move too close to a stationary object and a warning signal is emitted. Continue to reverse and the tone increases in frequency. The distance is measured by ultrasonic sensors which are neatly concealed in the rear bumper.

Auto-dimming interior and exterior mirrors.

An auto-dimming function is available as an option for the 911 GT2 for interior and exterior mirrors. The package also includes an integrated rain sensor for the front wiper system.

HomeLink®

This optional garage door opener is freely programmable and integrated within the cockpit. It offers remote control for up to three garage, gate, home lighting and/or alarm systems and is compatible with almost all garage and exterior door systems.

Automatically drawing interior and exterior mirrors.

As auto-dimming function is available as an option for the 911 GT2 for interior and exterior mirrors. The package also includes an integrated rain sensor for the front wiper system.

Anti-theft protection.

The 911 GT2 has an engine immobiliser with in-key transponder as well as a powerful alarm system featuring contact-sensitive exterior protection and radar-based interior surveillance as standard. The alarm system is activated and deactivated by a remote control function in the ignition key.

Luggage compartment.

The volume of the luggage compartment in the 911 GT2 is 105 litres. The entire compartment is lined with high-quality, scratch-resistant materials. The bulkhead panelling conceals the amplifier of the optional BOSE® Surround Sound System and the DVD drive for the optional navigation module.

Vehicle tracking system.

The 911 GT2 can also be equipped with an optional factory-fitted preparation enabling future installation of a vehicle tracking system obtainable from Porsche Tequipment. This system allows a vehicle to be traced in real-time using global positioning systems, and requires the installation of a special wiring loom and a high-capacity battery.

The additional 205-litre rear load-space inside the car is easily accessible thanks to the folding sport bucket seats.

Chrono Timer.

The optional Chrono Package Plus combines a dash-mounted analogue/digital timer with a range of useful functions. Lap or journey times can be viewed, stored and analysed using the performance display in PCM. The information available includes time elapsed and distance travelled on the current lap, as well as the number of laps completed and their respective times. You can also view the current fastest lap and remaining range till empty. Driving times can be recorded for any stretch of road, and benchmark times can be defined. Other useful features include a personal memory function, controlled via PCM, which stores personal preferences for a range of systems, including lights, wipers, door locks and air conditioning.

The 911 GT2 is designed to offer maximum performance and efficiency, with a unique combination of power, agility, and style. The lightweight design and advanced engineering deliver exceptional handling, making it a true icon of performance and excellence.
The 911 GT2  

Comfort scans for the best signal for the selected station, and up to four radio antennae for optimum reception.

The integrated single CD/DVD drive, in combination with the optional BOSE® Surround Sound System, can now replay music from audio and video DVDs in 5.1 Digital Surround Format. As an option, a six-disc CD/DVD auto-changer can also be integrated in the PCM.

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A TV tuner, available as an option, receives analogue and digital television broadcasts.

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Navigation module.

The optional GPS navigation module now has a hard drive with map data for most European countries, allowing for faster route calculation with a choice of three alternative routes.

A touchscreen allows rapid destination input and gives information on traffic or special points of interest (POIs) by simply touching the symbols on the map. Route deviations can be easily and quickly included in the current route guidance.

When viewing a map, it is possible to select either a new 3D perspective or the familiar 2D display. At motorway exits, graphical turn indications are displayed for better orientation. In split screen mode, you can choose to display not only the current map overview, but also a list of icons that represent dynamic route guidance.

The 911 GT2 is fitted with the latest PCM as standard. As the central control unit for audio, navigation and communication, it is now even more powerful and versatile but easier to operate, while retaining the basic logic of the menu system. The main features in the new 6.5-inch touchscreen for intuitive control. Naturally, you can also choose to operate the PCM via the button controls. The screen display is very clear with a maximum of five list entries per page. A help function is displayed at the foot of the screen.

For radio listeners, there are up to 48 memory presets, an FM twin tuner with RDS, and a traffic receiver.

For radio listeners, there are up to 48 memory presets, an FM twin tuner with RDS, and a traffic receiver.
The 911 GT2  Comfort  

pairing is complete, the mobile phone’s aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card but also to the phone’s internal memory. Also, depending on the phone, it can be controlled using the PCM, the multifunction steering wheel or the voice control system, without it ever leaving your pocket.

Mobile phone preparation. As an option, the mobile phone preparation kit (with or without cradle) is available for Bluetooth® connection of mobile phones which only support the hands-free profile (HFP). For connection by HFP, the PCM acts merely as a hands-free system. Here, too, the mobile phone can remain tucked away. Only the basic phone functions can be operated using the PCM. The GSM connection is established via the aerial of the mobile phone.

Universal audio interface. With this optional feature, the storage compartment in the centre console will contain three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any chosen compatible audio source. The iPod® or USB stick can be operated conveniently and safely via the PCM, the multifunction steering wheel or the voice control system. The USB connection can also be used to download data from the performance display of the Sport Chrono Package Plus and the electronic logbook.

Sound Package Plus. Fitted as standard is Sound Package Plus. A separate amplifier with a total rated output of 235 Watts, combined with nine speakers, ensures a perfect sound for the interior.

** Note: see page 97.
The 911 GT2 | Comfort

True, the sound of the 911 GT2 itself is music to your ears. However, if you still want to listen to a concert, there’s the optional BOSE® Surround Sound System. It has been optimally designed for the specific interior acoustics of the 911 GT2. A total of 13 loudspeakers, including an active subwoofer and central speaker, and a 7-channel digital amplifier with a rated output of 385 Watts, the 5.1 format, the sound has already been recorded in a multi-channel format and is faithfully reproduced exactly as the original.

Five dedicated audio channels (front left, front right, centre, surround left, surround right) and a power channel for the bass frequencies deliver a sound that is as authentic as it is natural. The digital 5.1 surround sound is balanced, lifelike and crystal clear. A 360° sound experience that is as close to a live performance as you could imagine.

Naturally, you can also play conventional CDs, either in stereo or in one of the surround modes generated by the BOSE® Centerpoint® technology. The new algorithms of Centerpoint® II extract an even more precise and realistic sound from the stereo signal.

The SurroundStage® signal processing circuitry developed by BOSE® assigns each individual audio channel, whether sourced from a DTS or generated by Centerpoint®, to a selected combination of loudspeakers and thus delivers an optimally balanced surround sound experience to all seat positions. To complement these features, the BOSE® Surround Sound System offers a comprehensive selection of equalizer presets for customised sound. The dynamic loudness function enhances the bass notes as the volume decreases to compensate for the diminishing sensitivity of human hearing at these frequencies. In addition, the AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically to give a constant sound quality in all driving conditions.

The 911 GT2 and BOSE®: two complementary sound experiences of the highest quality.

One powerful sound experience meets another. BOSE® Surround Sound System.

It has been optimally designed for the specific interior acoustics of the 911 GT2. A total of 13 loudspeakers, including an active subwoofer and central speaker, and a 7-channel digital amplifier with a rated output of 385 Watts, create an impressive sound experience.

When playing music from audio or video DVDs, the system now has the impressive sound spectra of digital 5.1 recording. For music in the 5.1 format, the sound has already been recorded in a multi-channel format and is faithfully reproduced exactly as the original.

Five dedicated audio channels (front left, front right, centre, surround left, surround right) and a power channel for the bass frequencies deliver a sound that is as authentic as it is natural.

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The 911 GT2 and BOSE®: two complementary sound experiences of the highest quality.

8.0-cm Neodym mid-range speaker
2 x 13.0-cm low-range speakers in 14-litre bass reflex enclosure with TSM switching amplifier
2 x 12.0-cm tweeter speakers in 3.0-litre bass reflex enclosure with T13C tweeter amplifier
4.0-cm Neodym tweeter speaker
2.5-cm Neodym high-range speakers
2.5-cm Neodym high-range speakers
6.5 cm Neodym mid-range speaker
6.5 cm Neodym mid-range speaker
6.5 cm Neodym mid-range speaker

System electronics

AudioPilot® microphone

2 x 13.0-cm tweeter speakers in 3.0-litre bass reflex enclosure with T13C tweeter amplifier
2 x 12.0-cm tweeter speakers in 3.0-litre bass reflex enclosure with T13C tweeter amplifier
2 x 13.0-cm low-range speakers in 14-litre bass reflex enclosure with TSM switching amplifier
4.0-cm Neodym tweeter speaker
2.5-cm Neodym high-range speakers
2.5-cm Neodym high-range speakers
6.5 cm Neodym mid-range speaker
6.5 cm Neodym mid-range speaker
6.5 cm Neodym mid-range speaker

8.0-cm Neodym mid-range speaker
20.0-cm Nd® low-range speaker
2.5-cm Neodym high-range speakers
8.0-cm Neodym mid-range speaker
2 x 13.0-cm low-range speakers in 14-litre bass reflex enclosure with TSM switching amplifier

create an impressive sound experience.

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The 911 GT2 and BOSE®: two complementary sound experiences of the highest quality.
Action speak louder than words.
The 911 GT2  |  Environment

Here, all technological developments are carried out with environmental protection in mind. The aim: pure performance – but not at the expense of the environment. You can find more information about environmental matters in the separate brochure 'Porsche and the Environment', or on our website www.porsche.com.

Exhaust emission control.

The 911 GT2 easily meets the stringent emission standards for the EU4 regulations in Europe and LEV II regulations in the USA. This demonstrates that even high performance sports cars can achieve moderate emissions values in their respective categories. The 911 GT2 is not only one of the most powerful cars around, but also one of the cleanest. One pair of sensors is used to monitor the oxygen levels in each of the twin exhaust tracts. An additional pair of sensors* – again, one on each tract – is located downstream from the catalytic converters. This information is used by the engine management system to monitor the efficiency of the catalysts.

Fuel.

The current Porsche sportscar model range is already compatible with fuels that have an ethanol content of up to 10%. A ‘biofuel’ made from naturally replenishing materials, ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production also absorb carbon dioxide from the atmosphere.

Fuel system.

In the fuel supply system, we’ve minimised the evaporation of hydrocarbons. This is achieved through a combination of active carbon filter and special fuel-tank coating. All fuel lines are made from aluminium, while those carrying vapours are made from multi-layer plastic.

Notes.

The 911 GT2 complies with all type regulations in the respective markets. Rather than resorting to engine encapsulation, we’ve eliminated noise at source. All that remains are the powerful acoustics you’d expect from a thoroughbred Porsche.

Servicing.

Longer service intervals are not only easier on resources, they also reduce ownership costs. For service intervals of the 911 GT2, please refer to the price list.

In an era of intensifying debate about CO2 emissions, every automobile manufacturer is considering how to deal with the question of fuel consumption. Our answer has long been the same: maximum efficiency. Porsche reduces the CO2 emissions of its vehicles annually by an average of 1.7%, in relation to engine power. Porsche is already among those manufacturers achieving the lowest CO2 emissions. This has been achieved through an efficient drive concept, optimised aerodynamics, low-rolling resistance and lightweight construction.

The high degree of environmental responsibility is clearly demonstrated by our approach to environmental management at the Porsche development centre in Weissach.

Powerful performance needn’t cost the earth.
In the 911 GT2, your only weakness is the strength of your resolve.
The 911 GT2 is available in a choice of four solid colours, six metallic colours and seven optional ‘special’ paint finishes. The exterior is available in standard black leather trim or optional Dark Grey natural leather. Each combines elegantly with the various exterior options.

To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator.

**Solid exterior colours.**
- Black
- Guards Red
- Carrara White
- Speed Yellow

**Metallic exterior colours.**
- Basalt Black Metallic
- Arctic Silver Metallic
- Midnight Blue Metallic
- Macadamia Metallic
- Meteor Grey Metallic
- Aqua Blue Metallic* [Available from 09/2008 at the earliest]

**Special exterior colours.**
- Atlas Grey Metallic
- Porsche Racing Green Metallic
- GT Silver Metallic
- Porsche Gold Metallic
- Ruby Red Metallic
- Malachite Green Metallic
- Porsche Racing Green Metallic
- Nordic Gold Metallic
- Cream White

**Standard interior colour.**
- Natural leather/Alcantara.
  - Black

**Natural leather/Alcantara interior.**
- Natural Dark Grey*
The 911 GT2 | Personalisation

Exterior:

<table>
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<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metallic paint (no-cost option)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special colours</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deletion of model designation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park Assist (parking aid at rear)</td>
<td>$335</td>
<td>74, 90</td>
</tr>
<tr>
<td>Grey top tint on windscreen</td>
<td>$557</td>
<td></td>
</tr>
<tr>
<td>Automatically dimming interiors/exteriors with integrated rain sensor</td>
<td>$712</td>
<td>74</td>
</tr>
<tr>
<td>Wheel centres with full-colour Porsche Crest</td>
<td>$446</td>
<td>90</td>
</tr>
</tbody>
</table>

1) For exclusions and obligatory combinations of individual I numbers, please refer to the separate price list.

The vehicles pictured in the chapter on personalisation may include additional options not featured in this catalogue.

For information on these additional options or if a specific combination is not possible, please contact your Porsche Centre.

• extra-cost option   • no-cost option

Metallic paint, wheel centres with full-colour Porsche Crest
<table>
<thead>
<tr>
<th>Option</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Dual sport package</td>
<td>913</td>
<td>92</td>
</tr>
<tr>
<td>Roll-over bar at rear, preparation for battery master switch.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supplied ready to install, six-point racing harness, fire extinguisher</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(for driver's side), fire extinguisher with mounting bracket.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clubsport package</td>
<td>540</td>
<td>92</td>
</tr>
<tr>
<td>HomeLink® (programmable garage door opener)</td>
<td>638</td>
<td>76</td>
</tr>
<tr>
<td>Cruise control</td>
<td>454</td>
<td>76</td>
</tr>
<tr>
<td>Preparation for vehicle tracking system</td>
<td>774</td>
<td>75</td>
</tr>
<tr>
<td>Adaptive sports seats with memory</td>
<td>905</td>
<td>72, 92</td>
</tr>
<tr>
<td>Seat heating*</td>
<td>342</td>
<td></td>
</tr>
<tr>
<td>Fire extinguisher*</td>
<td>509</td>
<td></td>
</tr>
<tr>
<td>Floor mats with embroidered Porsche logo (set of two)</td>
<td>810</td>
<td></td>
</tr>
</tbody>
</table>

1) For exclusions and obligatory combinations of individual items, please refer to the separate price list.

* Not available in conjunction with standard sport bucket seats.

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For information on the options featured in this catalogue, please refer to the price list.

•• extra-cost option   W no-cost option

1 The images and diagrams of individual items can be downloaded from the Porsche website.
The 911 GT2

Personalisation

Interior: leather.1

<table>
<thead>
<tr>
<th>Option</th>
<th>€ ex.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Leather interior package in natural leather (Dark Grey)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Three-spoke sports steering wheel in smooth-finish leather</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Three-spoke multifunction steering wheel in smooth-finish leather</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1) For exclusions and obligatory combinations of individual I numbers, please refer to the separate price list.

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For information on the options featured in this catalogue, please refer to the price list.

Interior: carbon.2

<table>
<thead>
<tr>
<th>Option</th>
<th>€ ex.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Interior package in Carbon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Three-spoke multifunction steering wheel in carbon</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2) For exclusions and obligatory combinations of individual I numbers, please refer to the separate price list.

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For information on the options featured in this catalogue, please refer to the price list.
Audio and communication.

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>Navigation module</td>
<td>612</td>
<td>77</td>
</tr>
<tr>
<td>Electronic logbook</td>
<td>645</td>
<td>78, 96</td>
</tr>
<tr>
<td>Telephone module**</td>
<td>956</td>
<td>78</td>
</tr>
<tr>
<td>Cordless handset for telephone module</td>
<td>969</td>
<td>96</td>
</tr>
<tr>
<td>Mobile phone preparation**</td>
<td>929</td>
<td>79</td>
</tr>
<tr>
<td>Mobile phone preparation with cradle**</td>
<td>618</td>
<td>79</td>
</tr>
</tbody>
</table>

* For exclusions and obligatory combinations of individual I numbers, please refer to the separate price list.

** For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.

** Mobile phone preparation: The use of a mobile phone inside a vehicle may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength inside the vehicle can be reduced by connecting to the exterior aerial (depending on how specific mobile phones connect to the cradle). For more information about the availability of a cradle for your mobile phone, please contact your Porsche Centre. Use of the telephone module for PCM prevents exposure to electromagnetic radiation as only the vehicle’s exterior aerial is used.

1) For information on acceptable mobile phones, please contact your Porsche Centre or visit www.porsche.com.
Audio and communication.

<table>
<thead>
<tr>
<th>Option</th>
<th>Inc.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voice control</td>
<td>671</td>
<td>78</td>
</tr>
<tr>
<td>TV tuner</td>
<td>676</td>
<td>78</td>
</tr>
<tr>
<td>BOSE® Surround Sound System</td>
<td>680</td>
<td>80</td>
</tr>
<tr>
<td>Six-disc CD/DVD autochanger*</td>
<td>693</td>
<td>76</td>
</tr>
<tr>
<td>Universal audio interface (iPod®, USB, AUX)</td>
<td>870</td>
<td>79, 88</td>
</tr>
<tr>
<td>External aerial</td>
<td>402</td>
<td></td>
</tr>
</tbody>
</table>

* May be incompatible with some copy-protected audio CDs/DVDs.

Porsche Exclusive

State of the art.
And just as you want it.

Door and drive the personalisation options listed in this catalogue, you also have the option of having your Porsche even more special with the Porsche Exclusive range. From the factory. As personal and exclusive as you like, both visually and technically, inside and outside, in the best materials and with customary Porsche quality. The many design options offered by Porsche Exclusive are given in the separate Exclusive 911 catalogue. Your Porsche Centre will be pleased to give you further information on Porsche Exclusive.

Alternatively, you can call the Customer Centre in Zuffenhausen on +49 (0)711 911-25332.

Please note that some Porsche Exclusive items may not be available for immediate delivery.
Factory collection

You won’t be able to stop the night before. The night after, you won’t want to.

When better to experience the first moments with your Porsche than at the place where it all began. With factory collection, you can enjoy the pleasure of Porsche ownership even before your car leaves the factory.

Almost 60 years ago, our first series production models were crafted by hand in a modest red-brick building here in Stuttgart-Zuffenhausen. From those humble beginnings, the factory has evolved into one of the most advanced production facilities in the world. Today, all Porsche engines are constructed here along with all 911 models. You can also take delivery of any model in the Boxster or Cayman ranges.

Our factory collection programme offers a unique insight into the origins and making of your Porsche. Like your car, a visit to Zuffenhausen is an absorbing blend of past and future. To take advantage of the exclusive opportunity, please inform your Porsche Centre when placing your specification. A collection date can then be arranged when final information regarding the build of your car has been confirmed. Your Porsche can be collected on any working day* from Monday to Friday at a time that suits your requirements.

The easiest way to travel from outside Germany is to fly to Stuttgart or Frankfurt and then continue by train, taxi or hire car. If necessary we can return your hire car on your behalf.

The factory tour provides a fascinating insight into the various production processes. These range from engine assembly and the preparation of upholstery, to the ‘marriage’ of powertrain/chassis and body – one of the key moments in the construction of any car. The factory tour is one of our oldest traditions and is always conducted by a Porsche enthusiast with extensive knowledge of the marque.

Everything about a Porsche is more intense. Especially the anticipation.

Your visit to Zuffenhausen is also an opportunity to explore the origins of your Porsche. Our factory tour provides a fascinating insight into the various production processes. These range from engine assembly and the preparation of upholstery, to the ‘marriage’ of powertrain/chassis and body – one of the key moments in the construction of any car. The factory tour is one of our oldest traditions and is always conducted by a Porsche enthusiast with extensive knowledge of the marque.

The moment you’ve been waiting for.

The highlight of your visit will undoubtedly be the moment when you take delivery of your Porsche. The keys will be presented by a member of the Factory Collection Team who will explain everything you need to know about the car.

When you step inside and start the engine, you’ll finally experience what it means to own your own Porsche.

All that remains is the journey home – which is sure to live long in the memory.

* Please note that collection is not possible during the factory shutdown periods.
Service

Porsche Centres
Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and accessories designed specifically for your Porsche parts and accessories.

Porsche Assistance
Enjoy peace of mind with our 24-hour breakdown and accident recovery service. Membership is free when you buy a new Porsche.

Porsche Financial Services
Our innovative suite of financial services is specially tailored to the needs of Porsche owners. Products range from attractive finance and insurance options to vehicle insurance and the Porsche Card.

Porsche Classic
Your specialist source for genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com/classic.

Porsche Exclusive
Brake your vision of the perfect Porsche with our factory customisation programmes. From styling enhancements to performance upgrades, all realisations are uniquely handcrafted for your Porsche.

Porsche Tequipment
Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your car, every product is fully guaranteed.

Porsche Online
For all the latest news and information from Porsche, go to www.porsche.com.

Porsche Driving Experience
1. Porsche Travel Club.
Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-78683 or E-mail: sportdrivingschool@porsche.de

2. Porsche Sport Driving School.
Develop your driving skills with Porsche. Contact your local Porsche Centre for information on the Porsche Sport Driving School. To learn about events at some of the world’s most famous racing venues, call +49 (0)711 911-78683.

Porsche Clubs
Since the first Porsche Club was founded in 1952, their number has grown to 607 with a total of 120,000 members worldwide. To find out more, call +49 (0)711 911-78307 or go to www.porsche.com.

Porsche Assistance
Brake your vision of the perfect Porsche with our factory customisation programmes. From styling enhancements to performance upgrades, all realisations are uniquely handcrafted for your Porsche.

Porsche Classic
Your specialist source for genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com/classic.

Porsche Online
For all the latest news and information from Porsche, go to www.porsche.com.

Porsche Driving Experience
1. Porsche Travel Club.
Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-78683 or E-mail: sportdrivingschool@porsche.de

2. Porsche Sport Driving School.
Develop your driving skills with Porsche. Contact your local Porsche Centre for information on the Porsche Sport Driving School. To learn about events at some of the world’s most famous racing venues, call +49 (0)711 911-78683.
With the 911 GT2, we've pushed our limits so you can discover yours. We've commanded your respect. Now have ours.

Respect required.

The 911 GT2.
Technical data

Engine
- Cylinders: 6
- Displacement: 3,600 cm³
- Max. power (SRN): 390 kW (530 hp) at 6,500 rpm
- Max. torque: 680 Nm at 2,200–4,500 rpm

Compression ratio: 9.0:1

Transmission
- Layout: Rear-wheel drive
- Manual gearbox: 6-speed

Chassis
- Front axle: McPherson-strut suspension
- Rear axle: LSA multi-link suspension
- Steering: Variable steering ratio, power-assisted (hydraulic)
- Turning circle: 10.9 m

Brakes
- Porsche Ceramic Composite Brake (PCCB): 6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium fixed calipers at rear, discs internally vented and cross-drilled

Vehicle stability system
- PSM

Anti-lock braking system
- ABS 8.0

Wheels
- Front: 8.5J x 19 ET 53
- Rear: 12J x 19 ET 51

Tyres
- Front: 235/35 ZR 19 (sport tyres)
- Rear: 325/30 ZR 19 (sport tyres)

Weights
- Unladen weight (DIN): 1,440 kg
- Unladen weight (EC)*: 1,515 kg
- Permissible gross weight: 1,750 kg

Performance
- Top speed: 329 km/h (204 mph)
- 0–100 km/h (0–62 mph): 3.7 secs
- 0–160 km/h (0–99 mph): 7.4 secs
- 0–200 km/h (0–124 mph): 11.2 secs
- 80–120 km/h (50–75 mph) in 5th gear: 4.1 secs

Fuel consumption/emissions**
- Urban in l/100 km (mpg): 18.8 (15.0)
- Extra urban in l/100 km (mpg): 8.9 (31.7)
- Combined in l/100 km (mpg): 12.5 (22.6)
- CO₂ emissions in g/km: 298

Dimensions/aerodynamics
- Length: 4,469 mm
- Width: 1,852 mm
- Height: 1,285 mm
- Wheelbase: 2,350 mm
- Luggage compartment volume: 105 litres
- Tank capacity (refill volume): 90 litres
- Drag coefficient: 0.32

**Weight is calculated in accordance with the relevant EC Directives and is valid for standard specification vehicles only. Optional equipment means greater weight. The figures given include 68 kg for the driver and 7 kg for luggage. The figures given also include standard equipment for touring. They are determined in accordance with the European Drive Cycle (NEDC).*** The values given may differ in the case of vehicles with other specifications. Data for the NEDC (New European Driving Cycle) in accordance with the EU5 (80/1268/EEC) measurement method may differ in comparison to the figures given. Further information on the individual vehicles can be obtained from your Porsche Centre.
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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment please visit your Porsche Centre. All information regarding construction, design, performance, dimensions, weight, fuel consumption and pricing is correct at the time of going to print. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.