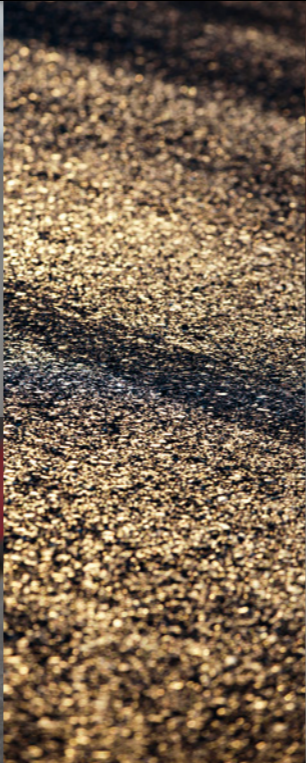




PORSCHE



The new 911 GT3
Limits pushed





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GT3

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POLE POSITION

MOTORSPORT MOTORSPORT MOTORSPORT MOTORSPORT

An eight-thousander among sports cars.

The new 911 GT3.

The limit is apparently the most exhilarating place to be these days. The final square centimetres have yet to be explored here. This may be where others turn back but, for us, it is only just the beginning – the start of a journey towards new sporty destinations. Indeed, two hundredths of a second are worlds apart. So let's get going. In the new 911 GT3.

The first item on our journey checklist is an engine that delivers greater power,

drives faster and maintains composure even in the red zone. The innovative high-revving flat-six engine of the new 911 GT3 peaks at 9,000 rpm and exploits its 3.8-litre capacity to generate a power output of 350 kW (475 hp).

A glance at the stopwatch reveals 3.5 seconds from 0 to 100 km/h. This makes the new 911 GT3 an even faster sprinter than its predecessor – by point six of a second to be precise. In motorsport, that's half an eternity. Top speed isn't reached until 315 km/h.

While speed can propel you to the limit, it isn't enough to keep you there. There has to be plenty of potential kept in reserve for every corner. Direct with no detour. Safe with no hesitation.

The core competencies of Porsche were exactly what we needed, as well as the imaginativeness of our engineers. The result is a chassis that has been adapted specifically for the racetrack and, with rear-axle steering fitted as standard, delivers increased agility even on everyday journeys.





For the first time, 7-speed Porsche Doppelkupplung (PDK) is fitted as standard, with short ratios designed exclusively for the 911 GT3. The shift throws of the gearshift paddles on the steering wheel are even shorter and gear changes are even more dynamic so as to provide even better acceleration.

The rear of the new 911 GT3 is 44 mm wider than that of the previous model. In addition, the track at the rear axle has been widened by 31 mm, which improves lateral dynamics. The addition of 100 mm to the wheelbase has significantly increased driving stability. Fitted as standard, Porsche Torque Vectoring Plus

(PTV Plus) helps to ensure even greater stability when cornering, while rear-axle steering provides extraordinary agility and more dynamic overtaking manoeuvres on the racetrack.

The new 911 GT3 explores the lower limit in terms of fuel consumption thanks to intelligent technologies such as PDK, DFI and a low vehicle weight.

All in all, the new 911 GT3 is a precision instrument, giving you everything you could need to push your own boundaries. Indeed, part of the brief for our engineers was to build a manageable sports car that feels at home on the racetrack,

yet can be taken to brand new sporty destinations by drivers who aren't able to tackle the Northern Loop of the Nürburgring day in day out.

The new 911 GT3 preserves tradition for the future – a principle that the 911 has embodied for 50 years. It aims to push the boundaries of what is possible, on each new day.



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 91.

Aerodynamics and design.

Clear rules apply at the limit. One of them being that a sporty design alone is not enough. Each detail must also serve a particular function.

The new front end has further improved the aerodynamics of the centre radiator. This is revealed to the eye by the customary 911 GT3 air outlet to the front of the luggage compartment lid. Together with the wider front spoiler lip, it provides much more downforce at the front axle. All cooling air openings are protected by titanium-coloured air intake grilles. These

are an indication of what lies at the centre of the concept: motorsport.

Bi-Xenon headlights are fitted as standard. Their design is reminiscent of Porsche motorsport classics. Sleek direction indicators, daytime running lights and position lights boasting LED technology create that contemporary contrast. LED headlights are also available as an option.

The mirror base of the SportDesign exterior mirrors reflects the v-shaped styling of the wheel spokes and air intake opening in the front end.

Three words sum up the rear: wider, sleeker, sharper. LED taillights emphasise the horizontal contouring of the rear. The central twin tailpipe of the sports exhaust system is painted black.

From afar, the fixed rear wing visibly distinguishes the 911 GT3 from a 911. The wing, wing uprights and rear lid are made of a lightweight synthetic material. The ram-air collector intake is now a single unit.

That's the downforce and engine air induction prerequisites fulfilled. The aerodynamics have also been enhanced

by the new underbody panelling with diffuser function at the rear. The result is considerable downforce for considerable driving stability and a drag coefficient of 0.33.

The new 911 GT3 has an even sturdier and safer stance on the tarmac. Nowhere does it feel more at home than at the limit.







PORSCHE
GT3

S-GT9911

THIRST

**Two hundredths of a second are worlds apart.
What are we waiting for?**

Engine.

Located just above the tarmac and positioned low down in the rear is the newly developed water-cooled six-cylinder aluminium engine with four valves per cylinder, VarioCam and a separate engine oil tank.

This high-revving concept promises exceptional power. The engine has a maximum speed of 9,000 rpm. Maximum torque of 440 Nm is available at 6,250 rpm and maximum power output is produced at 8,250 rpm. Particularly lightweight

titanium connecting rods facilitate the unit's impressive rpm capability.

The engine taps into its capacity of 3.8 litres to generate a maximum power output of 350 kW (475 hp). This corresponds to a power output per litre of 92 kW (125 hp). The new 911 GT3 tears acceleration limits asunder: it sprints from 0 to 100 km/h in just 3.5 seconds – 0.6 seconds faster than its predecessor. The 200 km/h mark is also reached 0.9 seconds sooner, after precisely 11.4 seconds.

How is that possible? Thanks to a weight-to-power ratio of only 4.1 kg/kW (3.0 kg/hp), a great deal of fine-tuning and the short transmission ratios of Porsche Doppelkupplung (PDK). These increase torque and acceleration potential in all seven gears. Limits? The new 911 GT3 accepts that only the other side of the 315 km/h mark is beyond its reach.

Direct fuel injection (DFI), fitted in a 911 GT3 model for the first time, makes a decisive contribution to the efficiency of the engine – and its power output.

It does it with millisecond precision and a pressure of up to 200 bar for optimum mixture formation and combustion in the combustion chamber.



VarioCam.

The upgraded VarioCam system is an engine timing concept that distinguishes between various engine speeds and load states so that timing can be adapted to suit the current power demand. It regulates not only the adjustment of the intake camshafts but also the exhaust camshafts in order to deliver increased power and torque.

Adjustments are controlled imperceptibly by the new electronic engine management. The results are extremely smooth running, better fuel economy, low emissions and, above all, high power and torque across the entire engine speed range.

Dry-sump lubrication.

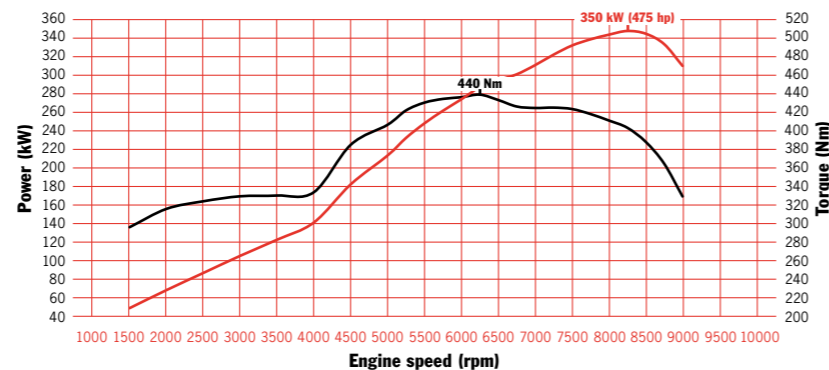
The engine oil supply is vital at the limits of sporty performance, especially in the presence of the powerful lateral and longitudinal forces that can be experienced on the racetrack.

Two oil scavenge pumps per cylinder head and two scavenge pumps in the crankcase return the engine oil quickly and efficiently to the external tank.

In conjunction with the electronically controlled oil pressure pump, this means that the engine has a reliable supply of oil to the crankshaft drive and both cylinder banks.

The new 911 GT3 is factory-filled with Mobil 1 fully synthetic high-performance oil. The excellent lubrication properties of

this oil ensure a reliable cold start, even at very low temperatures, and contribute not least to the durability of the engine.



911 GT3: 350 kW (475 hp) at 8,250 rpm, 440 Nm at 6,250 rpm



- 1. Cylinder head
- 2. Intake camshaft
- 3. VarioCam intake and exhaust camshaft controller
- 4. Timing chain
- 5. Valve spring
- 6. Intake valves
- 7. Follower
- 8. High-pressure injector (direct fuel injection)
- 9. High-pressure pump (direct fuel injection)
- 10. Crankshaft
- 11. Cylinder with Alusil liner surface
- 12. Forged aluminium piston
- 13. Forged titanium connecting rod
- 14. Variable intake manifold
- 15. Resonance flap
- 16. Electronically controlled throttle valve
- 17. Air-conditioning compressor
- 18. Water pump
- 19. Water thermostat
- 20. Separate engine oil tank (dry-sump lubrication)



Intake manifold.

In interaction with the sports exhaust system, the plastic variable intake manifold helps to ensure efficient gas cycles and high throughput.

To guarantee high torque and power across a broad engine speed range, the conventional distributor pipe in the new 911 GT3 is supplemented by a resonance pipe with resonance flap.

This is opened or closed depending on the engine speed. For optimum cylinder charge.

This results in an impressive torque curve, a high maximum torque and ultimate power output across a broad engine speed range.

Sports exhaust system.

The sports exhaust system of the new 911 GT3 has two front silencers, two catalytic converters and one rear silencer, which discharges into the central twin-tract tailpipes. The large volume of the exhaust system reduces exhaust backpressure and thus increases power output.

The two Lambda sensors of the stereo Lambda control circuitry regulate the

composition of the exhaust gas separately in each exhaust tract, while another pair monitors pollutant conversion in the respective catalytic converters.



**Motorsport history can be written in 60 years.
Or in milliseconds.**

Porsche Doppelkupplung (PDK).

It's the year 1984. Porsche unveils the 962 and a turbocharged flat-six engine capable of producing 500 kW (680 hp). It's a racing car intended to push through existing limits and write its own motorsport history.

Now-legendary victories were to follow in Le Mans 1986 and 1987, introducing Derek Bell, Hans-Joachim Stuck and Al Holbert in a C version of the 962. A secret of its success was the double-clutch transmission that Porsche had

been continually refining since the 1960s. In the Porsche 962C, it enabled extremely fast gear changes, shaving off seconds in motorsport and minutes in the 24-hour race.

The subsequent transfer from the race-track to series production was equally successful. Today, Porsche Doppelkupplung (PDK) is setting standards on the road, with gear changes that take place in milliseconds and with no interruption in the flow of power to provide faster acceleration and low fuel consumption.

And yet our engineers still were not satisfied – at least, not with the development of the new 911 GT3. So they pushed the limits once again. Their goal was to produce a transmission with gear ratios specific to the 911 GT3 and with a 50% reduction in shift throw on the even crisper and more dynamic gearshift paddles. The result was a PDK perfectly tuned to match the 3.8-litre engine. This is the first time that it has been fitted in a 911 GT3, and it comes as standard.

Goal achieved. Racing feel included, with seven performance-oriented gears where even 7th gear has a sports ratio engineered for maximum speed. Manual operation of the 911 GT3-specific gear selector is based on the established motorsport principle: back to shift up, forward to shift down.



This is how it works. PDK is essentially two gearboxes in one and thus requires two clutches. This double clutch arrangement provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds. Highly responsive and

especially sporty – just as you would expect of the 911 GT3.

That in itself has consequences, not least for acceleration, for overall performance and for fuel economy. Positive consequences in fact. Driving feels even more dynamic and agility is increased.

What about the gear changes themselves? You'll feel them and you'll hear them. Just like before, or indeed more than ever. The electronic gearbox control

logic of the Intelligent Shift Program (ISP) offers more immediate and faster traction-induced upshifts and throttle-blip downshifts on overrun. In PDK SPORT mode, downshifts under braking are more aggressive while, under acceleration, the shift points are raised even further. So changing up a gear becomes a physical experience – and an emotive one.

Shift fast without a moment's hesitation. Just like the professionals.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 91.



IDEAL LINE

**Being proactive, not reactive. Being there now, not soon.
Instantaneous, not immediate. There is no room for hesitation at the limit.**

Chassis.

The chassis of the new 911 GT3 has been engineered to meet the challenging demands of motorsport – and for this reason it also provides extremely sporty day-to-day driving. The ride height of the new 911 GT3 is 30 mm lower than that of the 911 Carrera. In conjunction with a series of specifically tuned chassis components, this offers extraordinary agility, a high degree of driving safety and stable handling, particularly in corners.

The independent front suspension combines McPherson-type struts with

longitudinal and transverse links. The rear axle has a multi-link suspension, following the LSA (Lightweight, Stable, Agile) concept. Height, camber, track and the anti-roll bars can be individually adapted for use on the racetrack. Additional ball joints on the front and rear axles help to establish a particularly firm connection between the chassis and the body.

An optional lift system at the front axle raises the front end by 30 mm. Operable up to a speed of approximately 50 km/h,

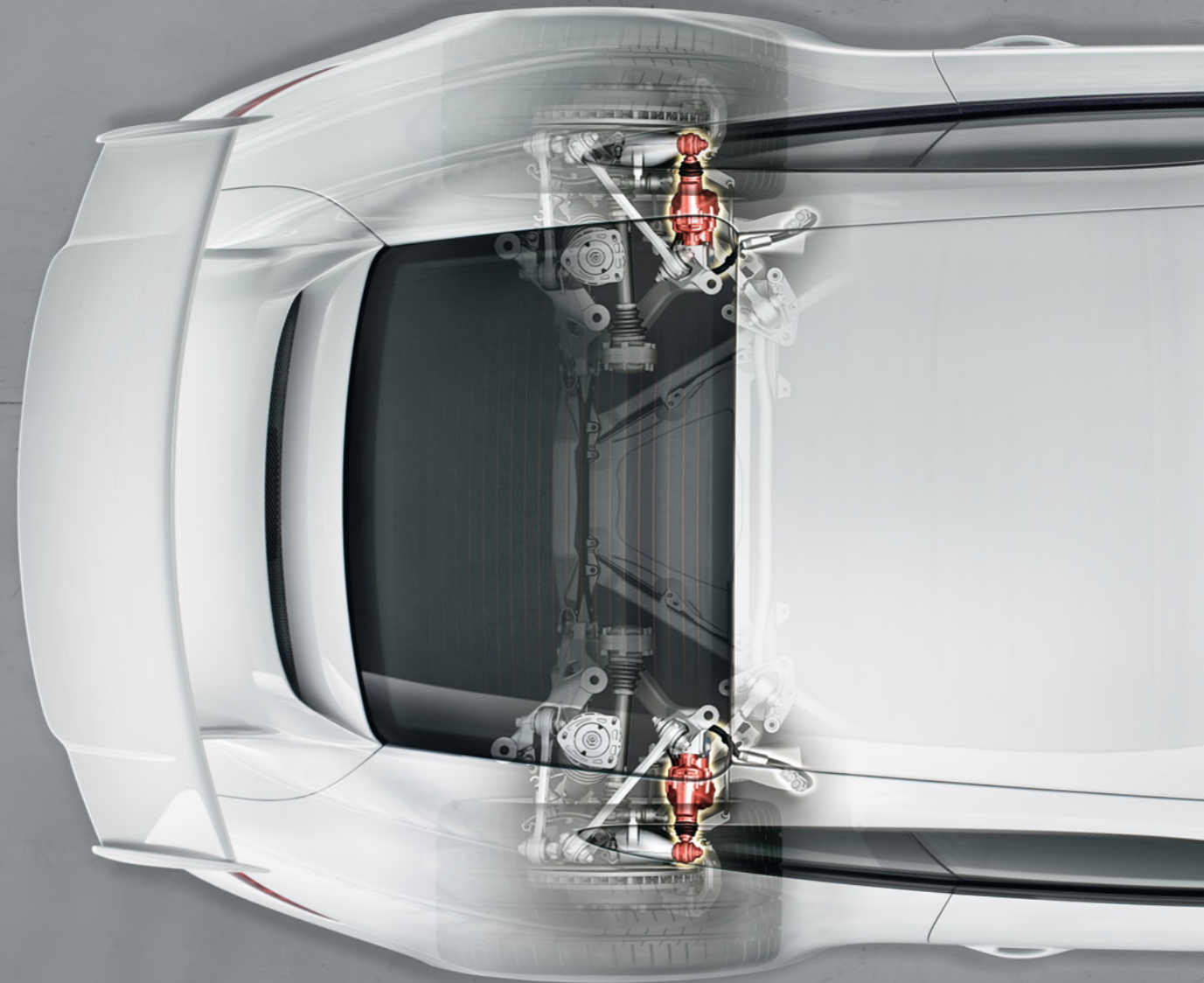
it minimises the risk of grounding on kerbs, ramps and car park entrances.

Rear-axle steering.

Fitted as standard, the new rear-axle steering combines performance and everyday practicality. An electromechanical adjustment system at each rear wheel enables the steering angle to be adapted based on the current driving situation, steering input and vehicle speed.

The advantage for day-to-day driving: during low-speed manoeuvres, the system steers the rear wheels in the opposite direction to that of the front

wheels. This has the virtual effect of shortening the wheelbase. The turning circle is reduced to make it easier to park. The advantage for sporty driving: during high-speed manoeuvres, the system steers the rear wheels in the same direction as that of the front wheels. Driving stability is increased by the virtual extension of the wheelbase and agility is enhanced by the simultaneous steering of the front and rear axles, especially during overtaking manoeuvres on the racetrack.





Dynamic engine mounts.

Simply responding at the limit means that you've already lost. On sporty drives in particular, it is essential not to underestimate the unforgiving forces of physics. Instead, they should be exploited in the interests of dynamic performance. This is what we do with dynamic engine mounts.

The electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits of a

hard or soft engine mounting arrangement.

A hard engine mounting delivers optimum dynamic performance because it offers the highest degree of handling precision possible. Soft engine mounts, on the other hand, minimise oscillations and vibrations. While comfort is improved on uneven road surfaces, this comes at the expense of dynamic performance.

Our engineers have solved this problem by enabling the engine mounts to adapt their stiffness and damping performance to changes in driving style and road surface conditions. This has been achieved by use of a fluid with magnetic properties in interaction with an electrically generated magnetic field.

Handling is perceptibly more stable under load change conditions and in fast corners. The dynamic engine mount system also reduces the vertical oscillations of

the engine when accelerating under full load. The results are greater and more uniform drive force at the rear axle, increased traction and better acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts automatically soften to provide a greater level of comfort.

Pushing to the limit is one thing. Staying there is another.



Wheels and tyres.

Twenty inches instead of the 19 on the predecessor model. Another improvement to dynamic performance that brings you closer to the sporty limit. The wheels are platinum-coloured and made from a forged alloy.

The central locking device with 'GT3' logo is derived from motorsport. Compared with the conventional five-bolt wheel connection, it offers enhanced performance thanks to the reduction in rotating masses. And, of course, it ensures a faster wheel change, which is vital when you're in the pit and the clock is ticking.

Tyre sizes are 245/35 ZR 20 on 9 J x 20 at the front and 305/30 ZR 20 on 12 J x 20 at the rear.

Road-legal sports tyres on the new 911 GT3 help to provide the grip it needs. Bear in mind, however, that the reduced tread depth increases the risk of aquaplaning on wet surfaces.

Tyre Pressure Monitoring (TPM) is fitted as standard in the new 911 GT3. Not only does it send warnings to the on-board computer's display screen in the event of a gradual or sudden loss of pressure, it also features a racetrack mode. This takes into consideration the pressure and

temperature characteristics of the tyres on the circuit and precisely monitors the pressure set in each individual tyre. In other words, TPM is designed around your sporting passion.

Porsche Active Suspension Management (PASM).

This electronic active damping system offers continuous adjustment of the damping force on each wheel based on the current driving situation and your driving style.

At the press of a button, you can select between two different modes. 'Normal' mode is designed for sporty driving on

public roads and on wet racetracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.



Porsche Stability Management (PSM).

PSM is an automatic control system for providing stability at the limits of dynamic driving performance. In addition to the anti-lock braking system, it includes Electronic Stability Control (ESC) and Traction Control (TC).

Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

What's special about PSM in the new 911 GT3? The systems intervene at the limits of dynamic driving performance with exceptional sensitivity and precision. In addition, the systems can be completely deactivated in two stages for deliberately sporty handling.

Porsche Torque Vectoring Plus (PTV Plus).

Porsche Torque Vectoring Plus is fitted as standard and has been specially adapted to the new 911 GT3. It operates in conjunction with an electronically regulated and fully variable rear differential lock. Numerous driving parameter inputs are

the basis for the system's active control outputs. The results are perceptible, particularly at the limits of dynamic performance: greater traction, increased lateral dynamics and a significant improvement in driving stability under the effects of load changes in corners and when the car changes lane. On surfaces with less grip, such as in the wet, the system strategically brakes the right or left rear wheel. This means that, whenever the car enters a corner, brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel. This improves steering behaviour and increases agility.

In combination, both aspects of PTV Plus offer tangible benefits, giving you unrivalled pleasure at every twist and turn. It's just as well there happens to be so many waiting on the racetrack.

RESERVES





**Driving at the limit.
But never beyond.**

Brakes.

At the limit, you need one thing above all: reserves. Not only for power, but for safety, too. This is possible only with a race-proven technology on which the driver can depend at all times. Only this can free up extra room for manoeuvre, especially in the red zone.

The new 911 GT3 is therefore equipped with a particularly powerful yet light-weight brake system with a specifically

matched brake booster. The red six-piston aluminium brake calipers on the front axle and the four-piston equivalents at the rear are designed as monobloc units. This makes them tougher and enables a more rapid response and release of the brake, even under heavy loads.

That's not all. The brake dimensions on the new 911 GT3 have been enlarged to cope with the increase in engine power. The brake discs are 380 mm in diameter

not only at the front but now also at the rear. Thanks to their two-piece construction with cast iron brake discs and aluminium brake chambers, they reduce weight and thus the unsprung and rotating masses. The brake discs are cross-drilled and internally vented for powerful braking even in adverse weather conditions. Or when pitted against the challenges of motorsport.



Porsche Ceramic Composite Brake (PCCB).

From the start, Porsche has been synonymous with motorsport. Ever since 1948, we have pushed the boundaries of dynamic performance on the racetrack. We have taken the experience we have gained and applied it directly to the road. The optional Porsche Ceramic Composite Brake (PCCB) is a fine example. In numerous race series, including the Porsche Mobil 1 Supercup, it has been proven to withstand the harshest demands of the track.

Nevertheless, resting on our laurels isn't our style. That's why we have also adapted PCCB dimensions to match the performance capabilities of the new 911 GT3.

The cross-drilled ceramic brake discs are now 410 mm in diameter at the front and 390 mm at the rear for even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

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

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of a similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses.

This results in better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

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.

Driver and passenger airbags.

We use advanced airbag technology in the form of full-size driver and front passenger airbags, which are inflated in two stages depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

Porsche Side Impact Protection System (POSIP).

POSIP, fitted as standard, consists of side impact protection beams in the doors and two side airbags on each side: an integral thorax airbag is located in each seat side bolster and an upwards-inflating head airbag is incorporated within each door.

Additional safety features include the headrests which form an integral part of each seat, an energy-absorbing steering column, three-point seat belts with pretensioners and force limiters and energy-absorbing elements in the dashboard.

**Clubsport package.**

Always pushing to the max and rarely easing off. Experiencing the excitement without suffering the anxiety. The limits of dynamic driving performance obey laws of their own. This requires superior driving skills – and materials of superior strength. The resilient Clubsport package

– available on request at no extra cost – provides additional protection on the racetrack. The ideal platform for reaching sporty extremes.

The Clubsport package comprises a roll cage bolted to the body behind the front seats, a six-point racing harness in red

supplied ready to install on the driver's side, a ready-to-install fire extinguisher with mounting bracket and preparation for battery master switch. This and the front roll cage elements for race events are available to purchase separately from the Porsche Motorsport department.







**Designed for high speeds.
Speed of travel and speed of thought.**

Interior.

The sports car environment in the new 911 GT3 is perfectly adapted to the driver. Man and machine are as one. Which is just as well because, on the racetrack, there is usually only a fraction of a second in which to make the right decision. Accelerate or brake. Pass left or right. Refuel or chance another lap.

Speed is critical in the cockpit, too. The driver needs information that can be accessed quickly and an interior

ergonomics concept that enables even faster use of it.

The requirement is fulfilled by an ascending centre console that places the gear selector within direct reach of the steering wheel, by ergonomic gearshift paddles on the steering wheel itself and by conveniently positioned controls that dispense with unnecessary gadgetry but do open up new possibilities on the racetrack. 30,000 racing victories were not achieved by engine power alone.

Instruments.

Precise not fanciful, minimalist not kitsch. True to Porsche style, the five circular instruments integrated in the cockpit lead the way. In the middle is the rev counter. Its dial face is titanium-coloured and bears the 'GT3' logo. The gear and upshift indicator helps you to achieve optimum acceleration.

For the first time in a 911 GT3, the instrument cluster is equipped with a high-resolution 4.6-inch TFT colour display. It

provides you with data from the on-board computer, including average speed and fuel consumption, fuel range and outside temperature, and allows you to view Tyre Pressure Monitoring (TPM) information as well as data from the stopwatch of the optional Sport Chrono Package. It also reminds you of your selected communication and audio settings or displays the map of the optional navigation system – but only for the rare occasion you aren't on the racetrack.

Interior materials.

Durability, stability and resilience. These are the essential ingredients for materials in a sporty environment. It is an environment dominated by Alcantara, leather and interior parts in Galvano Silver as well as brushed aluminium. Here, materials must be practical – and top quality. The fact that they also have the motorsport feel is a welcome bonus.

Alcantara is easy to grip and maintain. For this reason, it is mainly found in places where there is direct contact: on the steering wheel rim and gear selector as well as on the door handles, door armrests and lid of the centre console storage compartment. The rooflining and C-pillar trims are also finished in Alcantara.

Steering wheel.

Change gear like a motorsport professional with the GT3 SportDesign steering wheel with gearshift paddles. In the new 911 GT3, the shift throw of the paddles has been further reduced by 50%. Gearshifts become even more direct and precise.

The GT3 SportDesign steering wheel offers up to 40 mm of height and reach adjustment. The steering wheel rim in black Alcantara is easy to grip and remains in firm hands, even on sporty drives. The top centre marking is another characteristic feature.

Sports seats Plus.

Sports seats Plus are fitted as standard in the new 911 GT3 and come equipped with elevated side bolsters, electric seat height and backrest adjustment and manual fore/aft adjustment. The seat side bolsters are upholstered in leather and the seat centres are lined in black Alcantara. The headrests are embroidered with the 'GT3' logo.

The side bolsters on the seat squab and backrest have a firm, sporty padding and offer excellent lateral support. The backrest shell is finished in Silver Grey.

Sports bucket seats.*

Available as an option are lightweight racing seats with folding backrest, integrated thorax airbag and manual fore/aft adjustment for driver and passenger.

The carbon surface finish conceals a seat shell in glass-/carbon-fibre reinforced plastic. The backrest pivots are positioned high in the side bolsters to provide excellent lateral support to the pelvic region. The seats are upholstered in black leather as standard with seat centres finished in Alcantara. The 'GT3' logo is embroidered on the headrests.

Adaptive Sports seats Plus.

Available on request, adaptive Sports seats Plus blend sport with comfort and are suitable for everyday driving or the racetrack. They feature side bolsters in leather, seat centres in black Alcantara and an embroidered 'GT3' logo on the headrests. Offering 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, seat depth, fore/aft adjustment and four-way lumbar support. The side bolsters on the seat surface and backrest can be individually adjusted for precision lateral support on winding roads and added comfort on long journeys.

* Child seats are not compatible with the Sports bucket seats.



1 Sports bucket seat
2 Sports seat Plus
3 Adaptive Sports seat Plus



CDR audio system.

Fitted as standard, the CDR audio system features a seven-inch colour monitor that also acts as a touchscreen, giving you quick and easy access to the most important functions and menus.

The integrated CD radio supports MP3 playback and features an FM dual tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control. Quality sound is produced by four loudspeakers and an integrated amplifier with an output of 2x 25 watts.

A universal AUX interface (e.g. for compatible MP3 players) is fitted as standard in the glove compartment.

Sound Package Plus.

The optional Sound Package Plus is ideal for your racing soundtrack. Nine loudspeakers and a separate amplifier with a total output of 235 watts create a sound experience that has been perfectly tuned for the car's interior.

Sound settings can be customised using the CDR or the optional CDR Plus audio system or Porsche Communication Management (PCM).

CDR Plus audio system.

To experience the limits of audio sophistication, tune into the optional CDR Plus audio system with an output of 235 watts and nine loudspeakers. All functions can be controlled directly from the high-resolution seven-inch WVGA TFT touchscreen display.

The radio with twin tuner is able to receive digital and analogue signals and finds the best possible reception. In addition to audio CDs, the single CD/DVD drive supports tracks in MP3 format. External audio sources can be connected via the AUX interface integrated as standard. In this case, functions are operated using the controls on the connected

device itself. USB sticks, MP3 players, iPods® or iPhones® can be plugged in directly via the USB port, giving you immediate access to your music library, podcasts and audiobooks. With support for cover art, not only is your audio collection clearly organised, it looks fantastic too.



Porsche Communication Management (PCM) including navigation module.

Available as an option, Porsche Communication Management (PCM) is your control centre for audio, navigation and communication functions. The main feature is the intuitive seven-inch touchscreen.

Radio functions include up to 42 memory presets and an FM dual tuner with RDS diversity. The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. With the universal audio interface (USB) in the glove compartment, you can connect your iPod® or any other compatible audio source of your choice. By means of the USB socket, it is also possible to download data from the performance

display of the Sport Chrono Package, as well as data from the electronic logbook. In the opposite direction, you can transfer up to 10,000 tracks in MP3 format to the internal hard drive of PCM and create your own jukebox.

The navigation module of PCM with high-speed hard drive allows you to choose between a 2D display and a 3D perspective. In some regions, even terrain can be displayed in 3D. The navigation module also features dynamic route guidance, which recalculates the route in response to official traffic messages (TMC) and information from traffic flow sensors (TMC Pro).

Sport Chrono Package.

A precision instrument at the limit: the optional Sport Chrono Package, comprising an analogue and digital stopwatch on the dashboard. It is operated by the control stalk for the on-board computer and presents timed hours, minutes and seconds in analogue format. Seconds, tenths and hundredths of a second appear on the stopwatch display screen and are also duplicated on a digital display in the instrument cluster.

In conjunction with Porsche Communication Management (PCM), Sport Chrono Package functionality is enhanced with a performance display and the ability to display, store and evaluate recorded lap times.

In this way, the driver can view the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to view the current fastest lap and range until empty. Any travelled distances can be recorded and benchmark times defined. After all, you can't push the limit in just one day.



**For all those who are not thinking about the 7:30 early flight to London.
And are thinking instead about lap times on the Nürburgring.**

Motorsport.

Competing for every hundredth of a second and calling on over 60 years of experience – that's Porsche Motorsport. But what's our motivation? Everyone who drives us forward with 100% passion and expertise – from the driver to the engineer. On all racetracks in the world. Everyone who shares the same dream, a dream that has been a reality for generations: Ferry Porsche's dream of a car that ought to be just as capable of winning as it is suitable for everyday use. And has so far led to more than

30,000 racing victories. Take, for example, the Porsche 956 – one of the most successful race cars of all time. Not to forget the other cars that promise the very same potential, such as the 911 GT3 RSR or the 911 GT3 Cup.

Two racing machines that have proven a success in circuit and endurance events. As successful as the entire brand, Porsche Motorsport has so far built more than 3,000 race cars, over 1,000 of which are still in use today. They appear at the lowest amateur levels and line up at the

very pinnacle of the sport, competing in US GT races and in over 19 one-make championships, including the Porsche Carrera Cup Germany and the Porsche Mobil 1 Supercup. New destinations await, not least the 24 Hours of Le Mans in 2014. A prototype newly conceived from the ground up is set to take to the grid with a view to extending the run of 16 outright wins at the Sarthe circuit.

For Porsche, however, what matters even more than a place on the winners' podium is how much experience is gained, as

well as the ideas and visions that the race inspires. All findings from the race-track are transferred into series production as design and test principles. Our exhaust turbocharging or double-clutch transmission technologies are two examples. This proximity between the race-track and the road is unique. It lets every Porsche customer take part in the race – directly or indirectly. It lets the customer feel what drives us. Yesterday, today and tomorrow: Spirit. Vision. Principle.





GT racing.

'Gran-Turismo' or GT racing cars are exclusively prepared for competition use. However, regulations state that they must be based on road-legal cars, with modifications restricted to a few specific areas. In the early 1990s, Porsche was the driving force behind the renaissance of international GT motorsport. In the meantime, Porsche has established successful collaborations with customer teams. Porsche supplies the race-ready cars and supports private teams with further development, technical services and the provision of factory drivers. Whether it's in the 24 Hours of Le Mans, the ALMS, the International GT Open or at national GT championships, Porsche private teams are regular race and championship winners.

GT3 Cup Challenges.

The gateway to semi-professional motorsport. Race locations include Australia, Brazil, Central Europe, Great Britain, Japan, Scandinavia, Switzerland, USA, Canada and the Middle East. Races are governed by the regulations of the Porsche Carrera Cup Germany. The prerequisite to participation is a national licence.

Porsche Carrera Cups.

From the fastest one-make championship in Germany to the international top event. The Porsche Carrera Cups play host in many countries to first-class motorsport highlights, such as the German Touring Car Masters (DTM) or, most recently, the 24 Hours Nürburgring. The tradition of the Porsche Carrera Cup spans over

20 years. Since the first Porsche Carrera Cup Germany was staged in 1990, a further seven Porsche Carrera Cups have become established in France, Great Britain, Scandinavia, Italy, Japan, Asia and Australia. Races are held on almost every weekend of the motorsport season. The passion to win fuels the fight for every single millimetre: young upstarts challenge old hands, amateurs compete with professionals and rookies take on experienced customer drivers.

Porsche Mobil 1 Supercup.

The pinnacle of the one-make championships. Since 1993, the Porsche Mobil 1 Supercup has been held as part of the FIA Formula One World Championship – and as the only Gran Turismo race series. All cars are supported by professional

racing teams, which use two to three racing cars in the championship. The events take place mainly as part of the European Grand Prix, with a race distance of approximately 70 kilometres. The drivers, which include established personalities alongside promising new talent, give everything they have from start to finish. After all, another prize might just be up for grabs: a career in GT racing.

For further information, please visit www.porsche.com/motorsport.



Customer driver support.

Your Porsche race car can be sourced directly from the Porsche Motorsport department either at the development centre in Weissach or at Porsche Motorsport North America, Inc. We can also provide you with all the support you need, both at home and overseas, if you wish to have your race car modified, and can also supply spare parts to teams wherever they are in the world. But that's not all: the Motorsport department is also your source for parts, kits and accessories for your Porsche, as well as advice on race regulations.

Support at the racetrack.

Each year, Porsche is present at more than 100 races throughout the world. Race engineers can advise you on setting up your car for the specific demands of individual circuits. Options range from gearbox ratios and aerodynamics to the full range of suspension settings. Porsche technicians will also assist you in the unlikely event that you encounter technical problems. On some races, we can even provide you with your own team of Porsche mechanics and, should you need to replace a non-wearing part during a race weekend, you can source it directly from the Porsche service trucks that attend various events.

Hospitality for Porsche Motorsport guests.

Porsche Motorsport guests can always look forward to exceptional hospitality at all Porsche one-make championship events. The Porsche hospitality area provides a relaxing alternative to the adrenalin-fuelled action on the racetrack. Exclusive yet welcoming, it includes an attractive programme of Porsche-themed activities.

Porsche Sport Driving School.

At Porsche, we are working not only on the evolution of the sports car, but also on the development of the drivers. Safe driving on the road may be second nature, but what about mastering control of a sports car at the limits of sporty performance? We will help you to perfect your driving safety as well as your advanced skills and techniques step by step.

Under the supervision of our experienced Porsche instructors in your own car or in one provided by the Porsche Sport Driving School, you can refine your ability

on-road or off-road, on international race-tracks or on ice or snow. We will be by your side from the start and, if it is your aim, we will accompany you through every training level on the way to obtaining your motorsport licence.

To find out more, please call +49 (0)711 911-23364 or go to www.porsche.de/sportdrivingschool.

Porsche Sports Cup.

2013 saw the ninth season of the Porsche Sports Cup. Six events on five racetracks, including renowned Formula 1 circuits such as the

Nürburgring, Hockenheimring and Circuit de Spa-Francorchamps, deliver exhilarating excitement. Various types of race are open for entry. From regularity rallies to sprints, you can compete in the Porsche Sports Cup by bringing your own road-approved Porsche or even a Porsche car that has been race-modified.

To find out more, please call +49 (0)711 911-12359 or go to www.porschesportscup.de

Porsche Clubsport.

Porsche Clubs organise a variety of one-off competitions or full series in which drivers compete in various classes. Founded in 1952, today there are 640 clubs in 75 countries with a total membership of approximately 181,000 and the numbers keep growing. The Porsche Club Organisation is one of the largest and longest established automotive associations in the world.

To find out more, please call +49 (0)711 911-23252 or go to www.porsche.com/clubs.







**The true challenge:
not merely getting faster, but better.**

Environment.

We've already spoken about our contribution to motorsport. To be more precise, about our responsibility for the future of motorsport. We meet this responsibility with intelligent technology, unconventional ideas and optimum performance.

Our approach to environmental protection is no different. In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer has long

been the same: high power output combined with high efficiency.

Porsche has managed to reduce fuel consumption significantly across all model ranges compared with the respective previous model even though performance has been increased. This is made possible by an efficient drive concept, lightweight construction, optimised aerodynamics and low rolling resistance. The environmental management team at the Porsche Development Centre in Weissach aims to demonstrate a high level of environmental responsibility.

Here, technological developments are carried out with environmental protection in mind. The goal is to enhance performance – but preferably not at the expense of the environment.

Fuel economy and recycling.

Intelligent lightweight construction has been part of Porsche DNA since 1948 – for both technological and ecological reasons. And, of course, with competitive advantages in mind. In motorsport, weight is increasingly the number one factor of success. Lightweight construction is therefore the basis for low consumption

values combined with outstanding performance.

On the technical side, various components are made with a high proportion of aluminium, magnesium, plastics and super-high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter overall than conventional steel.

On the ecological side, all materials used are meticulously selected. Each light-weight material is easily recyclable and all plastic components are labelled to facilitate separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting technical requirements.

In short, the new 911 GT3 is around 95% recoverable. In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental

protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.

Emission control.

The new 911 GT3 meets the strict Euro 5 emission standard in the EU and LEV II in the USA. Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate emission values in their respective category. This puts the new 911 GT3 among not only the most

powerful sports cars of the future, but also the cleanest.

This has been accomplished not least by the two catalytic converters and stereo Lambda control circuits, which monitor each cylinder bank separately. For each exhaust tract, two Lambda sensors regulate the composition of the exhaust gas. Another Lambda sensor for each cylinder bank monitors pollutant conversion in the respective catalytic converter.

Fuel.

All Porsche models – including the new 911 GT3 – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb CO₂ from the atmosphere.

The release of hydrocarbons from the fuel system has been minimised thanks to the active carbon filter and the multi-layered material from which the fuel tank is made. All fuel lines are made from multi-layered plastic, steel or aluminium.



CHARACTER



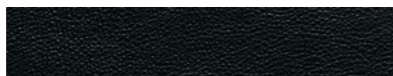
The limit doesn't always have to be red.

Colours.

Our standard palette allows you to choose between four solid colours – Black, White, Guards Red or Racing Yellow and, for an extra charge you can select one of six metallic colours or one of four special colours. A black leather interior is available on request.

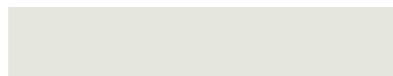
With the Porsche Car Configurator at www.porsche.com, you can see how your chosen colour scheme and other personalised features will look before you have even placed your order.

Standard interior colour. Leatherette/leather/soft-touch paint/Alcantara.



Black

Solid exterior colours.



White



Racing Yellow



Guards Red



Black



Metallic exterior colours.



Rhodium Silver Metallic



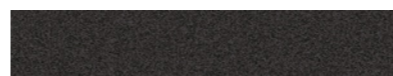
Sapphire Blue Metallic



Dark Blue Metallic



Mahogany Metallic



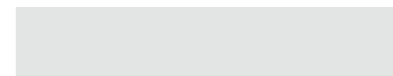
Agate Grey Metallic



Basalt Black Metallic



Special exterior colours.



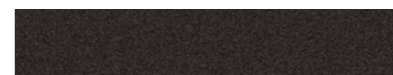
GT Silver Metallic



Lime Gold Metallic



Amaranth Red Metallic



Anthracite Brown Metallic





Taillight with clear glass look



Porsche Ceramic Composite Brake (PCCB)

Option	I no.	Page
Exterior.		
Metallic paint	○ Code	77
Special colours	○ Code	77
90-litre fuel tank	□ 082	
Porsche Dynamic Light System (PDLS)	○ 603	
LED main headlights including PDLS+	○ 602	12
Taillights with clear glass look	○ XXG	78
Windscreen with grey top-tint	○ 567	
Automatically dimming mirrors with integrated rain sensor	○ P13	
Deletion of model designation	□ 498	
Chassis.		
Porsche Ceramic Composite Brake (PCCB)	○ 450	42
Front axle lift system ¹⁾	○ 474	30
Platinum-coloured wheels	●	35
Silver-coloured wheels	○ 346	35

¹⁾ Available from October 2013 at the earliest.

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the individual optional equipment featured in this catalogue, please refer to the separate price list.

Option	I no.	Page
Interior.		
Clubsport package (roll cage at rear, preparation for battery master switch; supplied: six-point racing harness for driver's side, fire extinguisher with mounting bracket)	□ 003	45
Six-point racing harness for passenger seat	○ 579	
Seat belts in Guards Red	○ XSX	45, 80
HomeLink® (programmable garage door opener)	○ 608	
Cruise control	○ 454	
Preparation for Porsche Vehicle Tracking System (PVTs)	○ 674	
Light design package	○ 630	
Sports bucket seats	○ P03	52
Adaptive Sports seats Plus	○ P07	53
Seat heating	○ 342	
Fire extinguisher	○ 509	79
Smoking package	□ 583	
Floor mats	○ 810	
Luggage net in passenger footwell	□ 581	

○ I number/extra-cost option ● Standard equipment □ Available at no extra cost



Clubsport package



Leather interior with decorative stitching in red, seat belts in Guards Red and other optional equipment

Option	I no.	Page
Interior: leather.		
Leather interior package in black	<input type="radio"/> Code	80
Leather interior with decorative stitching in red	<input type="radio"/> 749	
GT3 SportDesign steering wheel in black smooth-finish leather	<input type="checkbox"/> 840	52
Audio and communication.		
CDR audio system ¹⁾	<input checked="" type="radio"/>	55
CDR Plus audio system ¹⁾	<input type="radio"/> P25	55
Porsche Communication Management (PCM) including navigation system ^{1), 3)}	<input type="radio"/> P23	57
Sound Package Plus	<input type="radio"/> 490	
Digital radio ⁴⁾	<input type="radio"/> 691	
Mobile phone preparation ²⁾	<input type="radio"/> 619	
Telephone module ²⁾	<input type="radio"/> 666	
Voice control system ²⁾	<input type="radio"/> 671	
Six-disc CD autochanger ¹⁾	<input type="radio"/> 692	57
Six-disc CD/DVD autochanger ¹⁾	<input type="radio"/> 693	57
Sport Chrono Package	<input type="radio"/> 639/640	57

I number/extra-cost option Standard equipment Available at no extra cost

¹⁾ May be incompatible with some copy-protected CDs (CDR) or audio CDs/DVDs (CDR Plus, PCM).

²⁾ Mobile phone preparation or telephone module in HFP mode: The use of a mobile phone inside a car 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 in the passenger compartment can be reduced because the phone can be connected up to the external aerial (feature depends on how specific mobile phones connect to the cradle). For information about the availability of a cradle for your mobile phone, please contact your Porsche Centre. The use of the telephone module for PCM via Bluetooth®, SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.

³⁾ For information on compatibility with your client device, please contact your Porsche Centre.

⁴⁾ Dependent on local network availability.



Porsche Exclusive

Another area in which there are practically no limits.

With Porsche Exclusive you can make your Porsche even more special. Direct from the factory.

A car individually and exclusively tailored to your wishes. Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality. Our overriding principle? Uniquely hand-crafted to your taste. You will find a wide range of design options in the separate

Porsche Exclusive 911 catalogue or at www.porsche.com.

Either your Porsche Centre or the customer centre in Zuffenhausen (tel. +49 (0)711 911-25977) will be happy to answer any questions that

you may have. Please note that delivery times may be extended for certain Porsche Exclusive equipment.

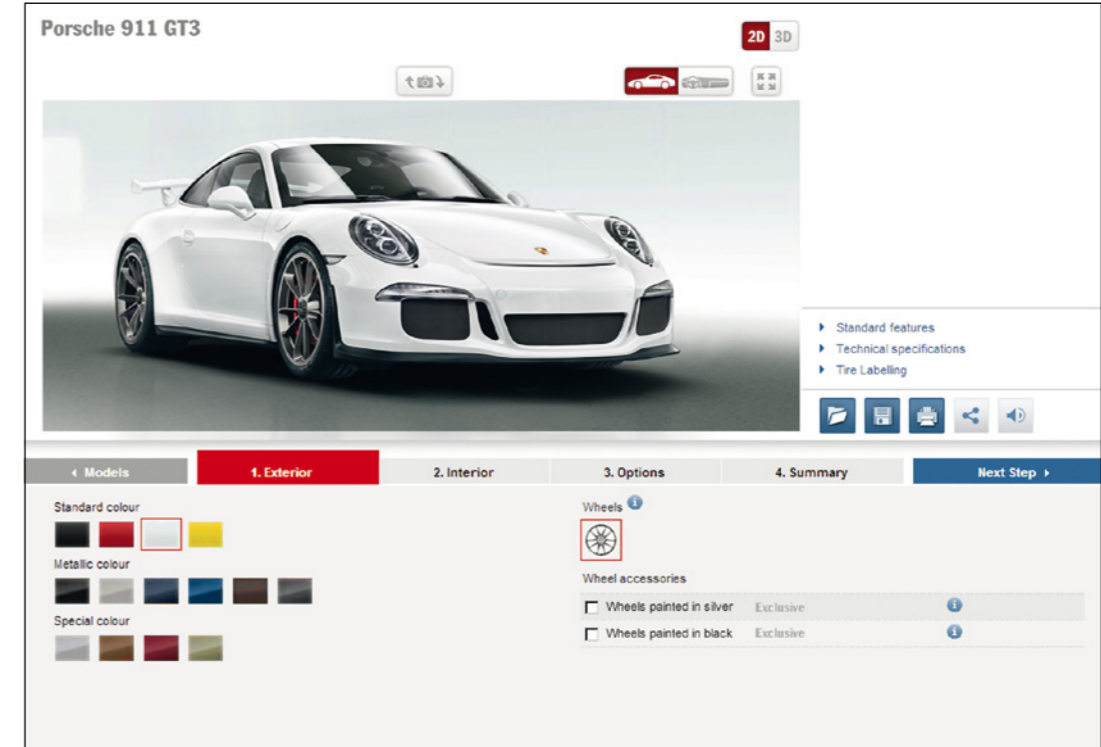
Porsche Car Configurator

Define your own limits.

There may be various ways to push to the limit but there is only one 911 GT3 that suits you and the route you choose to get there. With the Porsche Car Configurator, you can see your ideas come to life instantly on your computer. Just four steps are all it takes to create the Porsche of your dreams.

It's as simple as selecting or deselecting the options you want. The price is recalculated automatically with each click. It looks stunning, too, because all features are rendered in 3D. So you can view your configuration from any angle, save it and print it off there and then.

To access the Porsche Car Configurator and experience the fascinating world of Porsche, go to www.porsche.com.



Panorama



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 services, including genuine Porsche parts and accessories.



Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Perfectly matched to your vehicle and covered in full by your original vehicle warranty.



Porsche Assistance

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



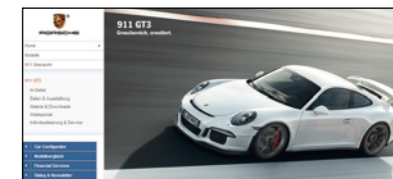
Porsche Financial Services

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



Driver's Selection by Porsche Design

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality.



Porsche Online

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

Porsche Approved

So that our vehicles remain reliable and retain their value, we guarantee that all our Porsche Approved cars meet the most stringent Porsche quality standards, anywhere in the world. Every car is backed by the Porsche Approved warranty.



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.



Christophorus

Our bi-monthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.



Porsche Driving Experience

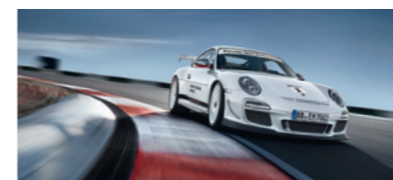
1. Porsche Travel Club

Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-23360. E-mail: info@porschetravelclub.de



2. Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0)711 911-23364. E-mail: sportdrivingschool@porsche.de



Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 640 with a total of 181,000 members worldwide. To find out more, call +49 (0)711 911-23252 or go to www.porsche.com/clubs.



Porsche Museum

More than 80 vehicles are waiting to take you back through every stage of Porsche history. They include such icons as the 356, 911 and 917 and many other special exhibits presented in an atmosphere you can't experience anywhere else.



You can obtain the latest brochures for Porsche Exclusive, Porsche Tequipment, Driver's Selection by Porsche Design and Porsche Driving Experience from your Porsche Centre.



PORSCHE
GT3

D S-GT9911

LIMITS
PUSHED



**When your real work day
is a Sunday.**

Summary.

One thing is clear already: the new 911 GT3 is going to change its driver.

With outstanding performance and by offering excellent manageability, it breaks through existing limits in the mind and on the tarmac. It compensates for weaknesses and turns them into strengths.

And, when doing so, it continuously adapts to deliver what the driver wants.

Where before there was only a corner, there is now the ideal line. Where before there was a car in front, there is now the next opportunity to overtake. Where before there was no way forward, there is the road to completely new horizons.

Driving to the max. The fastest lap. A new personal best. The passion for the sports car that comes with pushing your own limits.

In the new 911 GT3.

Engine	
Cylinders	6
Displacement	3,799 cm ³
Max. power (DIN) at rpm	350 kW (475 hp) 8,250
Max. torque at rpm	440 Nm 6,250
Induction	Direct fuel injection (DFI)

Transmission	
Layout	Rear-wheel drive
Gearbox	7-speed Porsche Doppelkupplung (PDK)

Chassis	
Front axle	McPherson strut suspension
Rear axle	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted, electromechanical
Turning circle	11.1 m
Brakes	Six-piston monobloc aluminium fixed brake calipers at front and four-piston units at rear, composite brake discs internally vented and cross-drilled

Chassis	
Vehicle stability system	Porsche Stability Management (PSM) two-stage (ESC OFF, ESC+TC OFF)
Anti-lock braking system	ABS 8.0 (integrated into PSM)
Standard wheels	Front: 9 J x 20 ET 55 Rear: 12 J x 20 ET 47
Standard tyres	Front: 245/35 ZR 20 (sports tyres) Rear: 305/30 ZR 20 (sports tyres)

Weights	
Unladen weight (DIN)	1,430 kg
Unladen weight EC ¹⁾	1,505 kg
Permissible gross weight	1,720 kg



Performance	
Top speed	315 km/h
Acceleration 0–100 km/h	3.5 secs
Acceleration 0–160 km/h	7.5 secs
Acceleration 0–200 km/h	11.4 secs

Fuel consumption/emissions ²⁾	
Urban in l/100 km	18.9
Extra urban in l/100 km	8.9
Combined in l/100 km	12.4
CO ₂ emissions g/km	289




Efficiency class ³⁾	
Efficiency class (Germany)	G
Efficiency class (Switzerland)	G

Dimensions/aerodynamics	
Length	4,545 mm
Width (including exterior mirrors)	1,852 mm (1,978 mm)
Height	1,269 mm
Wheelbase	2,457 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres
Tank capacity (refill volume)	64 litres
Drag coefficient	0.33

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.
²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC and ECE-R 101) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.
³⁾ Valid in the countries listed only.

Tyre identification					
Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* class	External rolling noise (dB)
Sports tyres (S)	245/35 ZR 20	G	A		69
Sports tyres (S)	305/30 ZR 20	E	A		72

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.

*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

A		E		P		S	
Aerodynamics	12	Emission control	72	Panorama	84	Safety	43
Airbags	43	Engine	18	Personalisation	76	Seats	
AUX interface	55	Environment	71	Porsche Active Suspension Management (PASM)	35	Adaptive Sports seats Plus	53
B		F		Porsche Car Configurator	83	Sports bucket seats	52
Brakes	41	Fuel	72	Porsche Ceramic Composite Brake (PCCB)	42	Sports seats Plus	52
C		Fuel consumption	71	Porsche Communication Management (PCM)	57	Sound Package Plus	55
CDR audio system	55	I		Porsche Doppelkupplung (PDK)	25	Sport Chrono Package	57
CDR Plus audio system	55	I numbers	78	Porsche Exclusive	82	Sports exhaust system	23
Chassis	30	Instruments	51	Porsche Side Impact Protection System (POSIP)	43	Steering wheel	52
Clubsport package	45	Intake manifold	23	Porsche Stability Management (PSM)	37	Summary	89
Colours	76	Intelligent Shift Program (ISP)	27	Porsche Torque Vectoring Plus (PTV Plus)	37	T	
D		Interior	50	R		Technical data	90
Design	12	M		Rear differential lock	37	TFT display	51
Direct fuel injection (DFI)	18	Motorsport	60	Rear-axle steering	30	Transmission	25
Dry-sump lubrication	20			Recycling	71	Tyre Pressure Monitoring (TPM)	35
Dynamic engine mounts	33			V		W	
				VarioCam	20	Wheels	35

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 consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (03/13). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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