PORSCHE

The new 911 Carrera 4 GTS and the 911 Carrera GTS

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

The 911 Carrera GTS model range 6
Drive 12
Chassis 24
Safety 30
Comfort 36
Model range 46
Personalisation 48
Summary 60
Technical data 62

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

The 911 Carrera GTS models

‘As wide as a Turbo and as sharp as a GT – the 911 Carrera GTS has all the racing genes of Porsche and is 100 percent 911.’

Walter Röhrl, two-times world rally champion

The 911 Carrera GTS has always delivered a clear message. We’ve simply added a number: 4.

Increased engine power, enhanced dynamics and improved sports performance. The 911 Carrera GTS reaffirmed the definition of the 911 concept with a compelling message and three letters that cannot be misunderstood: GTS.

They combine the emphatic sportiness of a 911 Carrera S model with a performance that you would expect to find only on the racetrack.

It’s a principle that we are continuing to explore today with the new 911 Carrera 4 GTS and the new 911 Carrera 4 GTS Cabriolet. The result offers even more direct feedback from the road.

In short, the all-wheel drive models combine high precision with above-average traction to deliver uncompromising dynamic performance and transfer the power of the engine directly to the road, exactly where it is needed.

The 911 Carrera GTS models. Whether in Coupé or Cabriolet form, with rear-wheel drive or, now, with all-wheel drive, the fact remains the same. They are the sportiest 911 Carrera models that we’ve ever built.

Downloaded from www.Manualslib.com manuals search engine

Engineering.

The 911 Carrera GTS model range. More power and maximum torque is reached earlier. A faster throttle response and better acceleration. In short, a sportier driving experience. These are the most compelling attributes when compared to the 911 Carrera S models.

The figures say it all. The uprated 3.8-litre flat-six engine with direct fuel injection (DFI) delivers 300 kW (408 hp), 17 kW (23 hp) more than the 911 Carrera S models. The Coupé models complete the 0 to 100 km/h (62 mph) sprint in 4.6 seconds, the Cabriolet models in 4.8 seconds.

Yet, in comparison with the 911 Carrera S models, there has been no increase in fuel consumption or emissions. This is not a contradiction, but a combination of dynamics and efficiency, of sportiness and everyday practicality. In short, it is our understanding of the sportscar concept. We call it Porsche Intelligent Performance.

Increased performance, with ideas that drive us forward – a principle that also reflects our approach to the chassis and to safety. All models are equipped as standard with Porsche Active Suspension Management (PASM) and Porsche Stability Management (PSM).

In the all-wheel drive models, Porsche Traction Management (PTM) is also standard. It comprises permanent all-wheel drive with an electronically controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR), and ensures excellent torque distribution for outstanding driving performance.

The mechanically locking rear differential with asymmetrical lock factor is also fitted in the 911 Carrera 4 GTS models as standard (available as an option for the 911 Carrera GTS rear-wheel drive models). This feature further enhances traction and acts to damp load-change reactions during fast cornering.

The optional Sport Chrono Package Plus is the essence of motorsport, offering a more dynamic tuning of the chassis and engine setup. In conjunction with the optional Porsche Doppelkupplung (PDK), the Sport Chrono Package Plus delivers a further improvement in acceleration: 4.2 seconds for the Coupé models and 4.4 seconds for the Cabriolet models. Gear changes take place in milliseconds, with no interruption in the flow of power. Together, this spells 911 Carrera GTS.

911 Carrera GTS models: fuel consumption in l/100 km (mpg)
urban 16.8 (16.8) – 15.3 (18.5) · extra urban 8.0 (35.3) – 7.2 (39.2) · combined 11.2 (25.2) – 10.2 (27.7); CO_2 emissions 263 – 240 g/km

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Design.

Three words are enough to make a clear statement: athletic, muscular, powerful. The look of the 911 Carrera GTS models leaves no room for doubt. They are models of clarity.

Let's get straight to the detail, beginning with the dynamically accentuated cooling air intakes in the front apron and the additional spoiler lip with a black painted finish. These are distinctly sporty characteristics, with components that have been optimised in the Porsche wind tunnel to improve aerodynamic efficiency. On the sides of the vehicle, black sideskirt trims are a bold indication of the performance in store.

The rear end is just as expressive. Compared with the 911 Carrera S, the body is 44 mm wider at the rear axle and the rear track has been widened by 32 mm for greater roll stability and improved turn-in. On the 911 Carrera 4 GTS models, the seamless taillight strip is a hallmark signature.

To reinforce their sporty look, the 911 Carrera GTS models are fitted with 19-inch RS Spyder wheels featuring a central locking device. Until now, this racing wheel design was exclusive to the 911 Turbo. The black painted finish on the centre spokes is also an unmistakable reference to motorsport, and a clear signal of the driver's racing mentality.

At Porsche, sound will always be crucial to the design concept. The sports exhaust system is characterised by audible and also visible hallmarks: powerful, resonant and unadulterated. The tailpipes have a nanocoated, polished finish on the inside, and a black painted finish on the outside. For contrast, the rear trim panel between the tailpipes is also finished in black.

Whilst the 911 Carrera GTS models are part of the 911 range, they explore a different direction. As an expression of this individuality, the air filter casing, rear end, door sill guards and doors on the rear-wheel drive models all carry the 'Carrera GTS' logo. In the all-wheel drive models, each of these features carries the 'Carrera 4 GTS' logo.

The interior focuses on the essentials. These models are all about sport, so there is no place for unnecessary weight. Such as the rear seats, which we have deleted from the Coupé models. If you think differently, these are available to order at no extra cost.

The SportDesign steering wheel is standard in all 911 Carrera GTS models. It is both minimalist and functional, for even sportier appeal.

Materials are important. They make a distinct first impression: excellent functionality and an authentic motorsport feel. Alcantara – non-slip, washable and easy to maintain – covers the steering wheel, the gear and handbrake levers, the seat centres and, in the Coupé, the roof-lining. This material is designed to cope with the stresses of heavy use. Just like the sports seats, which offer firm lateral support in any driving situation.

The greatest challenger in sport is, ultimately, oneself. This was the starting point for our development of the 911 Carrera GTS models. We have made them more muscular, giving a more distinctive contour.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Drive

‘It has a truly insatiable urge for acceleration, but with 408 hp at the rear axle and such a tremendous amount of grip, that’s no surprise.’

August Achleitner, Director Product Line Carrera

Words aren’t that important when something speaks to you from the soul.

Engine.

The message is clear and unmistakable: force, power and dynamics. With direct fuel injection (DFI) and VarioCam Plus, the uprated 3.8-litre six-cylinder rear engine of the 911 Carrera GTS models generates 300 kW (408 hp) at 7,300 rpm. Maximum torque is 420 Nm.

A top speed of 190 mph (306 km/h) is achieved by the rear-wheel models and 188 mph (302 km/h) by the models with all-wheel drive. The Coupé models accelerate from 0 to 62 mph (100 km/h) in 4.6 seconds, the Cabriolet models in 4.8. The optional Porsche Doppelkupplung (PDK) further improves acceleration, reducing these times to 4.4 and 4.6 seconds respectively. The throttle response is more direct and acceleration is sportier. The engine power is 17 kW (23 hp) higher than that of the 911 Carrera S models. This was made possible by the redesigned intake manifold, the modified cylinder heads and the optimised engine electronics.

911 Carrera GTS models: fuel consumption in l/100 km (mpg) urban 16.8 (16.8) – 15.3 (18.5) · extra urban 8.0 (35.3) – 7.2 (39.2) · combined 11.2 (25.2) – 10.2 (27.7); CO_2 emissions 263 – 240 g/km

Downloaded from www.Manualslib.com manuals search engine

Intake manifold.

Take a deep breath. The 911 Carrera GTS models are fitted with a variable resonance intake system featuring six switchable, vacuum-controlled valves. These valves enable the system to switch between power- and torque-optimised geometries for all six air intake tracts to produce higher torque in the mid-rev range. The improved charging of the combustion chamber is made more efficient by a flow-optimised intake duct. The cooling system has been adapted to the increased engine output.

Direct fuel injection (DFI).

Efficiency is about getting more from less, and direct fuel injection (DFI) is fitted as standard. With millisecond precision, DFI injects fuel at up to 120 bar directly into the combustion chamber by means of electromagnetically actuated injection valves. The spray and cone angles have been optimised for torque, power output, fuel consumption and emissions, thus ensuring homogeneous distribution of the air/fuel mixture and, consequently, efficient combustion.

Downloaded from www.Manualslib.com manuals search engine

VarioCam Plus.

In the direct injection system, the EMS SDI 3.1 engine management system adjusts the injection timing individually for each cylinder and the injection quantity for each cylinder bank. This optimises both the combustion curve and fuel consumption. A hot-film air mass meter takes care of the airflow, so that the combustion chambers contain exactly the right mixture at all times.

Dual injection is implemented at engine speeds of up to 3,200 rpm and triple injection up to 2,500 rpm. The required quantity of fuel is distributed to two or three successive injection processes per cycle.

This strategy achieves faster heating of the catalytic converters after a cold start and produces greater torque in the upper load range.

DFI improves the internal cooling of the combustion chamber by forming the mixture directly in the cylinder. This has made it possible to increase compression (12.5:1), resulting in more engine power and greater efficiency.

Injection is regulated by the electronic engine management system. The exhaust gas cleaning system ensures that emissions remain below the limits of the Euro 5 emission standard, thus helping to protect the environment.

VarioCam Plus is a variable valve timing system on the inlet side which also features two-stage valve lift. This allows smoother running with comparatively efficient fuel consumption and low emissions – yet with greater power and torque.

This two-in-one engine concept seamlessly adapts in response to driver input. The result is instant acceleration and extremely smooth running.

The timing of each valve is steplessly and electrohydraulically controlled by means of a rotary vane adjuster.

For optimum responsiveness during the warm-up phase, 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 higher lift setting produces high torque and more power output.

Downloaded from www.Manualslib.com manuals search engine

Integrated dry-sump lubrication.

Integrated dry-sump lubrication ensures a reliable supply of oil even when a sporty driving style is adopted. It also has additional cooling functions.

The oil tank is located in the engine, thereby eliminating the need for an external oil tank. Four oil pumps remove the oil from the cylinder heads directly into the oil sump. A fifth pump in the oil sump directly supplies the lubricating points in the engine.

To prevent foaming, the oil is channelled through cylinders known as swirlpots. In this way, optimum lubrication is guaranteed at all times.

To reduce drive losses and increase efficiency, an electronic on-demand oil pump is used. This means that the oil pump is operated at high power when there is high demand and at low power when there is low demand.

The result is an optimised oil supply appropriate to requirements, lower fuel consumption and reduced emissions.

Single-jet piston spray nozzles cool the piston crowns with oil from the main lubrication circuit – another detailed solution that helps to reduce the thermal load on the engine.

For the engine, these detailed solutions mean a consistent supply of oil regardless of gravitational loads, even in the most demanding track conditions.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Engine cooling system.

DFI and VarioCam Plus enable a tremendous amount of power to be produced with comparatively low emissions, fuel consumption and noise. The same applies to our efficient cross-flow cooling system, as used in motorsport.

Ignition system.

The ignition system is a static high-voltage system. Each individual spark plug has a separate ignition coil, ensuring excellent combustion every time.

Sports exhaust system.

If you want to be heard, it's better to speak forcefully rather than loudly.

The sports exhaust system follows this principle. Fitted as standard in the 911 Carrera GTS models, it makes the typical Porsche sound more powerful, more resonant, and more sporty.

The sound varies with driving behaviour, ranging from a robust output during normal driving to a distinctly more aggressive tone during performance use. The sports exhaust system is activated using a button on the centre console.

The look, like the acoustics, has a clear accent. The tailpipes are painted black on the outside, and are polished on the inside. They are also nanocoated, which makes them particularly easy to clean.

90-litre fuel tank.

To increase the distance that your vehicle can cover on a tank of fuel, an optional fuel tank with a refill volume of 90 litres is available for the rear-wheel drive 911 Carrera GTS models in place of the 67-litre tank fitted as standard.

Downloaded from www.Manualslib.com manuals search engine

Precise actions hit the mark sooner.
The same is true of our transmission concepts.

Six-speed manual gearbox.

Accurate and involving: the six-speed manual gearbox is the link to each and every gear. The cable-operated gearshift unit is designed for optimum progression through the gears and the gear lever is insulated from the engine and gearbox. With minimal resistance, the gear lever throw is short and precise, enabling a rapid gearshift action and positive response.

Porsche Doppelkupplung (PDK).

PDK is available as an option for the 911 Carrera GTS models. Gear changes take place in milliseconds, for vastly improved acceleration and lower fuel consumption.

In total, PDK has seven gears at its disposal. Gears 1 to 6 have a sports ratio, with the top speed being reached in 6th gear. The 7th gear has a long ratio and helps to reduce fuel consumption even further. PDK is essentially two half gearboxes in one and thus requires two clutches – designed here as a double wet clutch transmission.

This double clutch provides an alternating, non positive connection between the two half gearboxes and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2). The flow of power from the engine is only ever transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the second half-gearbox. During a gear change, therefore, a conventional shift no longer takes place. Instead, one clutch simply opens and the other closes at the same time.

PDK and the manual gearbox deliver power directly to the road. With the optional Sport Chrono Package Plus (p. 28), you can make it more direct, and sportier. With a rush of adrenaline and euphoria, you are straight into the action.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Chassis

‘With the 911 Carrera GTS, the only time you’re on shaky ground is when you start to believe that high performance and everyday practicality are mutually exclusive.’

Marc Lieb, two class victories in the 24 Hours of Le Mans

To make a simple statement you don’t need exclamation marks.

Front and rear axles.

The independent front suspension of the 911 Carrera GTS models combines McPherson-type struts with longitudinal and transverse links and reinforced wheel bearings. Each front wheel is precisely located, ensuring excellent handling and directional stability.

At the rear axle, the body is 44 mm wider than that of the 911 Carrera S. This has made it possible to widen the track by 32 mm for improved dynamic performance and driving stability, and faster lateral acceleration when cornering.

The rear axle has a race derived multi-link suspension, following the LSA concept (Lightweight, Stable, Agile) for exceptional driving dynamics. Agility is further increased by lightweight struts with aluminium dampers.

Downloaded from www.Manualslib.com manuals search engine

This purposeful lightweight construction keeps the vehicle gross weight and the weight of the unsprung masses low, while the suspension itself allows even high-speed manoeuvres to be executed smoothly and safely.

Pitching of the body when pulling away and braking is minimal, as is body roll in corners. Tyre noise and vibrations are similarly reduced. Driving stability, on the other hand, is extremely high.

19-inch RS Spyder wheel with central locking device

Wheels.

As standard, the 911 Carrera GTS models are fitted with 19-inch RS Spyder wheels with centre spokes and rim well in a black painted finish.

The main feature of these forged aluminium alloy wheels is the central locking device – a clear reference to the world of motorsport. Compared with the conventional five-bolt wheel connection, it offers enhanced driving dynamics and performance thanks to the reduction in rotating masses.

Tyre Pressure Monitoring, available as an option, sends warnings to the on-board computer's display screen in the event of a gradual or sudden loss of pressure.

Porsche Active Suspension Management (PASM).

Included as standard equipment, Porsche Active Suspension Management (PASM) is an electronic active damping system. It offers continuous adjustment of the damping force on each wheel, based on the current driving situation and your driving style. In addition, the body is 10 mm lower than that of the 911 Carrera models. For the 911 Carrera GTS Coupé models, it is possible to have the body lowered by 20 mm. This option includes the mechanically locking rear differential, which is already fitted as standard in the all-wheel drive models.

At the press of a button, the driver can select between two different modes: 'Normal', which is a blend of performance and comfort, and 'Sport', where the setup is much firmer. The balance between comfortable and uncompromisingly sporty is struck more effectively than with a conventional chassis. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels optimally in accordance with the selected mode.

Sensors monitor the movement of the vehicle body, for example, under heavy acceleration and braking or on uneven roads. The control unit tunes the dampers to the optimum hardness for the selected mode to reduce roll and pitch and to increase contact between each individual wheel and the road.

Downloaded from www.Manualslib.com manuals search engine

Porsche Stability Management (PSM).

PSM, which comes as standard, is an automatic control system that stabilises the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM can, for example, initiate braking interventions targeted at individual wheels in order to stabilise the vehicle. Under acceleration on wet or low-grip road surfaces, PSM improves traction using the ABD (automatic brake differential) and ASR (anti-slip regulation) functions. For a pure, active driving experience, PSM can be deactivated but it will automatically reactivate if necessary for safety.

PSM comes with two additional functions: precharging of the brake system, enabling the maximum braking power to be achieved much sooner; and brake assist, for maximum deceleration in a critical situation.

Those who speak in clear language want clear distinctions.

Downloaded from www.Manualslib.com manuals search engine

Sport Chrono Package Plus.

Sport Chrono Package Plus is available as an option. It offers sportier tuning of the engine and chassis, and delivers greater driving pleasure as a result.

Key features include a digital and analogue stopwatch, the SPORT button, a performance display, a personal memory function in the Porsche Communication Management (PCM), and – in combination with Porsche Doppelkupplung (PDK) – the SPORT PLUS button, and an additional display in the steering wheel which informs the driver if the SPORT buttons and Launch Control have been activated.

When the SPORT PLUS button on the centre console is selected, the EMS SDI 3.1 engine management system adapts for sportier performance driving. In response to pedal input, a more dynamic throttle map opens the throttle valve wider than would be the case in 'Normal' mode. The throttle response is significantly more immediate and a harder rev-limiter is also applied in the higher gears.

Also influenced by 'Sport' mode is the standard equipped Porsche Active Suspension Management (PASM). The dampers become firmer, enabling faster turn-in as well as better contact with the road.

Downloaded from www.Manualslib.com manuals search engine

A harder rev-limiter is also applied in the automatic mode of the optional PDK, while the gearshift points are delayed until the upper rev range. The shift times are shorter, the gear changes sportier. Even at low rates of deceleration and at high revs, the system initiates a swifter, brake-induced downshift. In manual mode, gear changes are faster and more dynamic.

In 'Sport' mode, the trigger threshold for PSM is raised for increased longitudinal and lateral dynamics. Agility is enhanced when braking for corners with PSM enabling greater manoeuvrability under braking and exit acceleration, especially at low speeds. The result? Increased driving pleasure.

For maximum dexterity, PSM can be set to standby while the car is still in 'Sport' mode. For safety, it is set to intervene automatically only when ABS assistance is required on both of the front wheels.

In combination with PDK, the Sport Chrono Package Plus has two additional functions that are activated by pressing the SPORT PLUS button, for a sporty drive that borders on a motorsport experience.

The first function is 'Launch Control' which, for example when performing laps, helps you achieve optimum acceleration from a standing start – a racing start in other words.

The function works like this: press the SPORT PLUS button when the transmission is in 'D' or 'M'. Then, with your left foot, press the brake pedal and accelerate fully with the right foot. The car recognises 'Launch' mode from the accelerator kickdown action and adjusts the engine speed to the optimum level, which is around 6,500 rpm. At the same time, engine torque is increased and the clutch is applied lightly. 'Launch Control' now appears in the PDK steering wheel display. Now release the brake as quickly as you can and get ready to experience all the acceleration power the car has to offer.

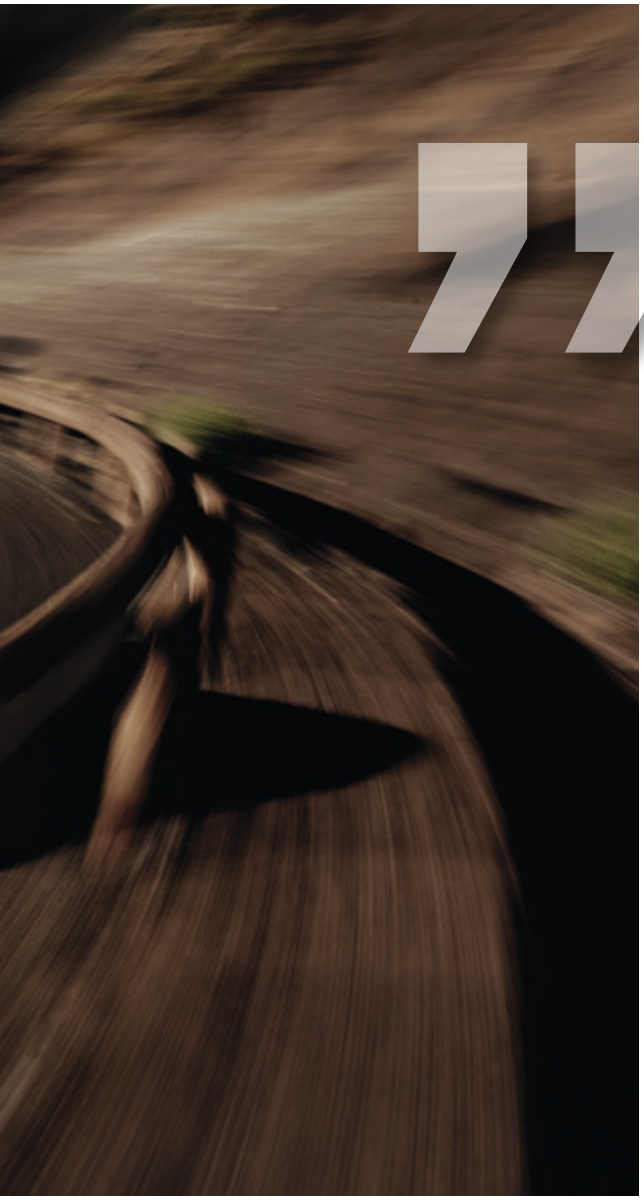
The second function is the motorsport derived gearshift strategy. Using this, Porsche Doppelkupplung (PDK) is geared up for extremely short shift times and optimum shift points for the maximum acceleration available. This combination of uncompromising and involving performance is ideal for the racetrack.

Another key component of the Sport Chrono Package Plus is the stopwatch mounted on the dashboard. Porsche Communication Management (PCM) has a special performance display to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far. You can view the current fastest lap and the remaining range until empty. Travelled distances can be recorded and benchmark times defined.

The personal memory function of the Sport Chrono Package Plus can also be used to store personalised settings for a range of systems, including the orientation lighting or air conditioning.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine



Safety

‘At Porsche, safety and extreme performance are always interlinked. Our brakes are the perfect example.’

Dr. Peter Schäfer, Director Chassis Development

You aren’t usually stopped so easily.

Braking system.

Porsche brakes are widely renowned for their stability, performance and stopping power. They are designed to cope with extreme forces and offer an appropriately high level of safety.

The brakes on the 911 Carrera GTS models are equipped with red four-piston aluminium monobloc fixed calipers. This makes them tough but lightweight and enables a rapid response and release of the brake. The pedal travel is short and easy to control.

The brake discs have a diameter of 330 mm front and rear – for formidable braking performance. Their cross-drilled design improves behaviour in wet conditions. The discs are also internally vented for better heat dispersal. Other features include a powerful nine-inch vacuum brake booster for reducing pedal effort, and integral air spoilers for enhanced air flow in the brake cooling ducts.

Downloaded from www.Manualslib.com manuals search engine

Porsche Ceramic Composite Brake (PCCB).

Motorsport is the ultimate test of braking performance. On request, we can provide you with a brake system that has already had to cope with the harshest requirements of motorsport – a brake system fitted in the cars competing in the Porsche Mobil 1 Supercup, for example: the Porsche Ceramic Composite Brake (PCCB).

The ceramic discs have a diameter of 350 mm front and rear. The discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C. The resulting material 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 excellent 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 both extremely high and remarkably 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 metal discs with similar construction and dimensions. As well as enhancing performance and fuel economy, this represents a major reduction in both the unsprung and rotating masses. This, of course, offers major benefits in terms of comfort and road holding 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.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Lighting concept.

The front light units incorporate the direction indicators, the LED daytime running lights and position lights, which provide outstanding visibility and create an imposing look that is unmistakable even in the dark. LEDs are also used for the direction indicators, the taillights and brake lights, the additional brake light in the rear spoiler, and the rear fog light. LEDs offer several advantages. Importantly, they provide effective illumination and respond more quickly to driver input.

Bi-Xenon headlights.

Bi-Xenon headlights with dynamic range control are fitted as standard. Their beams are around twice as bright as those of conventional halogen lamps. Light output is improved and the road illuminated more uniformly on both dipped and main beam, helping to minimise driver fatigue. A headlight cleaning function is also incorporated.

Dynamic cornering lights.

Available as an option, dynamic cornering lights offer particularly effective illumination of the road ahead, especially through bends. Sensors continuously monitor the speed, lateral acceleration and steering lock and, from these variables, calculate the course of the bend. This determines the angle of illumination for the dipped beam lights, up to a maximum of 15 degrees. On twisting roads, this means the course of the road and obstacles can be seen earlier by the driver.

Driver and passenger airbags.

The two full-size airbags can be inflated in two stages, depending on the severity of the impact.
In a low-speed crash, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

Porsche Side Impact Protection System (POSIP).

The Posche Side Impact Protection System (POSIP), fitted as standard, consists of side impact protection beams in the doors and two side airbags on each side, namely a thorax airbag located in the side of each backrest and a head airbag incorporated within each door. Each airbag has an approximate volume of 8 litres, ensuring excellent protection in the event of side impact.

Additional safety features include the headrests which form an integral part of each seat, an energy absorbing steering column, three-point seat belts with height adjustment (Coupé models only), seat belt pre-tensioners and force limiters and energy absorbing elements in the dashboard.

Passive safety in the Cabriolet models.

Despite their modest weight, the torsional rigidity and flexural strength of the 911 Carrera GTS Cabriolet models are exemplary. Body flexing is minimal even on the most poorly surfaced roads. Additional brace members at each of the rear wheel arches provide additional reinforcement to the bodyshell. Increased protection is provided by an automatically deploying roll-over protection system if the car were to overturn. Two spring-loaded roll-over bars are neatly incorporated behind the rear seats. The roll-over sensor continuously monitors the car's pitch and roll, contact with the road, as well as lateral and longitudinal forces. If the car were to overturn, the roll-over bars would be deployed instantly.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Comfort

‘When you hold your breath, you should at least be able to do so in comfort.’

Rolf Frech, Director Complete Vehicle Engineering & Quality Management

Those who speak in clear language want a clear response.

Instruments.

Time is precious, so you want to be able to see where everything is at a single glance. This is why the instruments of the 911 Carrera GTS models have been designed with sporty driving in mind.

The five circular instruments with dial faces in black give you all the important information you need efficiently and accurately.

The integrated on-board computer displays your average fuel consumption, speed and range until empty.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Materials.

Alcantara[1] translates the exterior styling of the 911 Carrera GTS models into the interior. It is functional, hardwearing and proven on the racetrack. In a word, sporty. It is mainly used to cover features requiring extra protection against wear and tear: the gear and handbrake levers, the steering wheel rim, the door handles, the door storage compartment lids, the seat centres and, in the Cabriolet models, the centre of the rear bench seat. In conjunction with the optional leather interior package with black Alcantara, the glove compartment lid, the door centre panels and the lower section of the dashboard are also finished in Alcantara.

SportDesign steering wheel.

Fitted as standard, the SportDesign steering wheel offers 40 mm of adjustment for both height and reach and, thanks to its grip mouldings, it's in safe hands – even on the sportiest of drives. Other features include an integral full-size airbag, a high-grip steering wheel rim in Alcantara and outstanding ergonomics.

In conjunction with the optional Porsche Doppelkupplung (PDK), the steering wheel is equipped with two gearshift paddles.

The paddles are made from a strong alloy and are ergonomically located behind the right and left steering wheel spokes. Pull the right-hand paddle and the PDK shifts up. Pull the left-hand paddle and the PDK shifts down.

When PDK is combined with the optional Sport Chrono Package Plus, the steering wheel also features an additional display in the left- and right-hand spokes. It tells you whether the SPORT, SPORT PLUS and Launch Control functions are activated.

Sports seats.

Fitted as standard, the sports seats of the 911 Carrera GTS models are firmly padded. Higher side bolsters on the seat squab and backrest provide additional lateral support. The seat height and fore/aft position are adjusted manually, the backrest electrically.

Adaptive sports seats with driver memory.

Adaptive sports seats are available as an option, offering an extremely sporty experience and also a high level of comfort. They feature electric adjustment of fore/aft position, height and backrest angle and are equipped with lumbar support. The side bolsters on the seat squab and backrest are individually electrically adjustable, for enjoyable comfort on long journeys and tailor-made lateral support through bends or on the racetrack. The memory function supports the exterior mirrors and all driver's seat positions, apart from the side bolsters.

[1] Only in conjunction with standard interior package or leather interior package with black Alcantara.

Downloaded from www.Manualslib.com manuals search engine

Sports bucket seats.[1)]

For the ultimate sports experience, you could opt for sports bucket seats with a folding backrest, integral thorax airbag and manual fore/aft adjustment. The backrest shell is made from glass-/carbon-fibre-reinforced plastic and has a stylish carbon-weave finish. The backrest pivots are positioned high in the side bolsters to provide lateral support to the pelvic region, as you would expect from a race seat. The backrest folds for easy access to the storage space in the rear compartment.

Seat heating.

As an option, all compatible seats – apart from sports bucket seats – can be equipped with two-level seat heating. Seats are heated in the seat squab, backrest and side bolsters.

Sound Package Plus.

The Sound Package Plus is fitted as standard. A separate amplifier with a total rated output of 235 watts and nine loudspeakers create the perfect interior sound experience.

Porsche Communication Management (PCM).

Porsche Communication Management is the central information and communications system and comes as standard. It is both multifunctional and surprisingly easy to operate.

The main feature is the 6.5-inch touchscreen for intuitive control. You will find the display very clearly presented and a maximum of five list entries per page enable you to operate the unit quickly and safely. Alternatively, you can choose to operate the PCM using the rotary pushbutton on the right.

Radio functions include up to 42 memory presets and an FM dual tuner with RDS, which continuously scans in the background for the best signal. The integrated single CD/DVD drive supports MP3 formatted music files.

[1)] Child seats must not be used with the sports bucket seats.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Navigation module.

The optional GPS navigation system has a hard drive containing map data for most European countries, allowing for rapid route calculations with a choice of three alternative routes. When viewing a map, it is possible to select between a 3D perspective and a 2D display, enhanced by the addition of altitude profiles. In splitscreen mode, you can choose to display not only the current map overview, but also a list of icons that represent the next driving manoeuvre.

Telephone module.

The optional quadband GSM telephone module offers convenience and excellent reception. By inserting a SIM card directly into the PCM's integral SIM card reader, calls can be made using the hands-free facility. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP).[1] Once automatic 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. Depending on the phone, it can also be controlled using PCM, the optional multifunction steering wheel or the optional voice control system, without it ever leaving your pocket.

In conjunction with the optional navigation module, the telephone module also enables you to establish a Bluetooth® link with those mobile phones that only support the Handsfree Profile (HFP). In this case, the GSM connection is always established through the aerial of the mobile phone.[2] PCM acts as a hands-free system and you can leave the mobile phone tucked away.

On request, a cordless handset for the telephone module is also available. However, the handset cannot be used for Bluetooth® links established using the Handsfree Profile (HFP).

Mobile phone preparation.

To enable a Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP), an optional mobile phone preparation is available (with or without a bracket).[1] With HFP, PCM acts merely as a hands-free system and the mobile phone can remain tucked away. Only the basic phone functions can be operated using PCM. The GSM connection is established through the aerial of the mobile phone.[3]

Voice control system.

Almost all of the functions of PCM can be controlled via the optional voice control system, which recognises commands or number sequences, irrespective of the speaker, and there is no need to 'train' the system.

Universal audio interface.

Also available as an option is the universal audio interface. This enables you to connect your iPod®, a USB stick/MP3 player or any other compatible audio source of your choice. The iPod® or USB stick can be operated conveniently and safely via PCM.

[1], [2], [3] Please refer to the notes on page 58.

Downloaded from www.Manualslib.com manuals search engine

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been matched to the specific interior acoustics of the 911 Carrera GTS models. A total of 13 loudspeakers (12 in the Cabriolet models), including an active subwoofer and central speaker, and a seven-channel digital amplifier with a rated output of 385 watts deliver an astounding sound experience.

During audio playback from audio or video DVDs, the system is able to make full use of the impressive sound spectrum of 5.1 digital recordings.

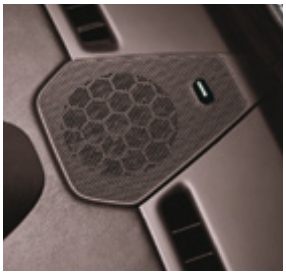
Five dedicated audio channels plus an effects channel for low frequencies deliver a sound that is as authentic as it is natural. The discrete 5.1 surround sound is balanced, lifelike and crystal clear. It's a sound that's as true to a live performance or cinematic experience as you can get.

Of course, you can still play traditional music sources such as CDs, either in stereo or in one of the surround modes generated by the patented BOSE® Centerpoint® technology. The algorithm of Centerpoint® II extracts precise and realistic sound from the stereo signal.

The SurroundStage® signal processing circuitry developed by BOSE® assigns each individual audio channel to a selected combination of loudspeakers and is therefore able to deliver an optimally balanced surround sound experience to all seat positions. The result is an outstanding level of audio quality, and a customised sound all made possible by the comprehensive selection of equaliser presets offered by the BOSE® Surround Sound System with dynamic loudness function and AudioPilot® Noise Compensation Technology.

In short, clarity deserves a clear voice.

Downloaded from www.Manualslib.com manuals search engine



1) 7.0 cm mid-range speaker (centre speaker)

2) 2.5 cm neodymium high-range speakers

3) 8.0 cm neodymium mid-range speaker and 20.0 cm Nd® bass speaker*

4) Subwoofer 10.2 cm x 15.3 cm in a 6-litre bass reflex housing

5) 2.5 cm neodymium high-range speaker and 8.0 cm neodymium mid-range speaker

6) AudioPilot® microphone

7) Seven-channel digital amplifier

* Neodymium subwoofer with BOSE® patented technology for an extremely slim design and superior bass performance.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Model range

‘In its use of form, the 911 Carrera found its ideal line way back in 1963, but we continue to refine, millimetre by millimetre. The 911 Carrera GTS is the clearest result yet.’

Michael Mauer, Director Style Porsche

It’s a rare occurrence in large families: everyone having their own mind, but all speaking with one voice.

The 911 model range.

The 911 concept has taken many forms since 1963 and continues to captivate today. Whether you want a 3.6- or 3.8-litre engine, the pure sports-car experience with rear-wheel drive or all-wheel drive, a Cabriolet for efficient driving pleasure with the hood down or a distinctive glass-top Targa model, the 911 range epitomises diversity and caters for a variety of individual tastes.

However, the models in the 911 range have something in common. They have captured the imagination of generations of fans, and not least our engineers. Through them, the 911 concept lives on. With the emphasis on sportiness and increased performance, but with reduced fuel consumption and emissions. These are challenges that we solve in our own way. Our solution is Porsche Intelligent Performance.

If you would like to know more, then please visit one of our Porsche Centres or www.porsche.com.

911 models: fuel consumption in l/100 km (mpg) urban 16.8 (16.8) – 14.7 (19.2) · extra urban 8.0 (35.3) – 7.0 (40.4) · combined 11.2 (25.2) – 9.8 (28.8); CO_2 emissions 263 – 230 g/km

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Personalisation

‘For some, the 911 Carrera GTS is very clearly defined. Others see it as particularly individual. For me, both sides are right.’

Dr. Ludwig Hamm, Director Body Engineering

Stepping out of line was always your way of staying on track for success.

Personalisation.

You always like to express yourself clearly, and in your own way. Porsche gives you the opportunity to personalise your car to your own taste. There is a comprehensive range of individual items and packages to choose from. For both the exterior and interior. Colours are a good example of how this can be achieved. A total of four solid, seven metallic, two special and four hood colours are available, supplemented by a choice of five interior colours.

You will find more detailed information on how you can personalise your vehicle on the following pages and in the separate price list.

These are not the only ways to style your 911 Carrera GTS or 911 Carrera 4 GTS to your own personal preference, making it even more distinctive. How about the personalisation of your car at the factory through Porsche Exclusive, or why not consider our range of aftermarket accessories from Porsche Tequipment? Your Porsche Centre will be happy to advise you.

Downloaded from www.Manualslib.com manuals search engine

Solid exterior colours.

Black[2)]

Carrara White[1)]

Guards Red[1)]

Speed Yellow[1)]

Metallic exterior colours.

Basalt Black Metallic[2)]

Macadamia Metallic[2)]

Ipanema Blue Metallic[1) 3)]

Platinum Silver Metallic[1)]

Meteor Grey Metallic[1)]

Dark Blue Metallic[2)]

Aqua Blue Metallic[2)]

[1)] Door logo and rear logo in Black.
[2)] Door logo in Silver, rear logo in satinised aluminium.
[3)] Available from 08/2011 at the earliest.

Downloaded from www.Manualslib.com manuals search engine

Special exterior colours.

GT Silver Metallic[1)]

Amethyst Metallic[2)]

Hood colours.

Black

Metropole Blue

Stone Grey

Cocoa

Downloaded from www.Manualslib.com manuals search engine

Standard interior colours.
Alcantara/leatherette/
leather/soft-touch paint[1]

Interior colour.[2]	Carpet.	Rooflining.[3]
Black Alcantara	Black	Black
Black	Black	Black
Sand Beige	Sand Beige	Black

[1] Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.
[2] Coupé: deletion of rear seats only in conjunction with interior in Black and Black Alcantara.
[3] Rooflining in Alcantara (Coupé) or black fabric (Cabriolet).
[4] Available from 10/2011 at the earliest.
[5] Soft-touch paint in interior colour; sun visors and inner door sill guards with black film finish.

Downloaded from www.Manualslib.com manuals search engine

Natural leather interior.
Leather/soft-touch paint.

Interior colour.	**Carpet.**	**Rooflining.**[3]
Espresso[4]	Espresso[4]	Black
Carrera Red[5]	Carrera Red[5]	Black

Downloaded from www.Manualslib.com manuals search engine

Option	911 Carrera GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	I no.
Exterior.					
• Metallic paint	○	○	○	○	Code
• Special colours	○	○	○	○	Code
• Colours to sample	○	○	○	○	Code
• Dynamic cornering lights	○	○	○	○	603
• Deletion of model designation	A	A	A	A	498
• ParkAssist (parking aid at rear)	○	○	○	○	635
• Aerokit Cup	○	–	○	–	XAA
• Rear wiper	○	–	○	–	425
• Windscreen with grey top-tint	○	○	○	○	567
• Automatically dimming mirrors with integrated rain sensor	○	○	○	○	P12
• Electric slide/tilt sunroof	○	–	○	–	650
• Hardtop	–	○	–	○	550
• Roof transport system	○	–	○	–	549

Option	911 Carrera GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	I no.
Engine, transmission and chassis.					
• 90-litre fuel tank	A	A	–	–	082
• Porsche Doppelkupplung (PDK, 7-speed)	○	○	○	○	250
• Porsche Ceramic Composite Brake (PCCB)	○	○	○	○	450
• PASM sports suspension (20 mm lower)			A	–	030
with mechanically locking rear differential	○	–			P17
• Mechanically locking rear differential	○	○	●	●	220
• Sport Chrono Package Plus	○	○	○	○	640
Wheels.					
• 19-inch Carrera Sport wheels painted black including wheel centres with full-colour Porsche Crest	A	A	A	A	XRR
• Tyre Pressure Monitoring (TPM)	○	○	○	○	482

– Not available ○ Extra-cost option ● Standard A Available at no extra cost
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 options featured in this catalogue, please refer to the separate price list.

Downloaded from www.Manualslib.com manuals search engine

Digital and analogue stopwatch of the Sport Chrono Package Plus

19-inch Carrera Sport wheel

Porsche Ceramic Composite Brake (PCCB)

Downloaded from www.Manualslib.com manuals search engine

Option	911 Carrera GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	I no.
Interior.					
• HomeLink® (programmable garage door opener)	○	○	○	○	608
• Cruise control (automatic speed control)	○	○	○	○	454
• Preparation for Porsche Vehicle Tracking System (PVTS)	○	○	○	○	674
• Fire extinguisher	○	○	○	○	509
• Floor mats	○	○	○	○	810
• Comfort seats with driver memory	○	○	○	○	P15
• Adaptive sports seats with driver memory	○	○	○	○	P01
• Sports bucket seats	○	○	○	○	P03
• Rear seats	A	●	A	●	685
• Seat heating	○	○	○	○	342
• Seat ventilation	○	○	○	○	541
• Steering wheel heating (operable separately)	○	○	○	○	345

Option	911 Carrera GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	I no.
Interior: leather and natural leather.					
• Leather interior package					
– in standard colour	○	○	○	○	Code
– in special colour	○	○	○	○	Code
– in natural leather	○	○	○	○	998
– in colour to sample	○	○	○	○	Code
• Multifunction steering wheel (in smooth-finish leather)	○	○	○	○	844
Interior: aluminium/Aluminium Look.					
• Multifunction steering wheel in Aluminium Look	○	○	○	○	XPU
• Gear and handbrake levers in aluminium I	○	○	○	○	ECA
• PDK gear selector and handbrake lever in aluminium	○	○	○	○	ECB
Interior: carbon.					
• Carbon interior package	○	○	○	○	803
• Multifunction steering wheel in carbon	○	○	○	○	845

– Not available ○ Extra-cost option ● Standard A Available at no extra cost
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 options featured in this catalogue, please refer to the separate price list.

Downloaded from www.Manualslib.com manuals search engine

Comfort seat with driver memory

Adaptive sports seat

Sports bucket seat

Multifunction steering wheel in conjunction with PDK in Aluminium Look

Sports steering wheel with gearshift switches in conjunction with PDK and Sport Chrono Package Plus

Multifunction steering wheel in conjunction with PDK in carbon

Downloaded from www.Manualslib.com manuals search engine

Option	911 Carrera GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	I no.
Audio and communication.					
• Navigation module	○	○	○	○	672
• Electronic logbook	○	○	○	○	641
• Telephone module[1), 2)]	○	○	○	○	666
• Cordless handset for telephone module[1), 2)]	○	○	○	○	669
• Mobile phone preparation with bracket[1), 3)]	○	○	○	○	618
• Mobile phone preparation[1), 3)]	○	○	○	○	619

Option	911 Carrera GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	I no.
Audio and communication.					
• Voice control system	○	○	○	○	671
• TV tuner	○	○	○	○	676
• BOSE® Surround Sound System	○	○	○	○	680
• Six-disc CD/DVD autochanger[4)]	○	○	○	○	693
• Universal audio interface (iPod®, USB, AUX)[5)]	○	○	○	○	870
• External aerial	A	A	A	A	461

[1)] For information on compatible mobile phones, please visit www.porsche.com or contact your Porsche Centre.

[2)] Telephone module in HFP mode (only in conjunction with optional navigation module): 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. 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)] Mobile phone preparation: 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.

[4)] May be incompatible with some copy-protected audio CDs/DVDs.

[5)] For information on compatibility with iPod® and iPhone® models, please contact your Porsche Centre.

Downloaded from www.Manualslib.com manuals search engine

PCM with navigation module

Cordless handset for telephone module

Universal audio interface

BOSE® Surround Sound System

Downloaded from www.Manualslib.com manuals search engine

Summary.

Sometimes, you have to make things plain and simple. This ensures clarity, certainty, and freedom to act.

We don't need many words for a clear expression. Just three letters and three numbers are enough for this unmistakable message: increased sports performance. The results are the sportiest 911 Carrera models that we've ever created.

The message is distinct. It is communicated by a decisive front, a forceful rear, and by contrasts that are clearly defined.

It is also communicated most measurably by its increased performance; excelling the capabilities of the S models. Yet there has been no increase in fuel consumption and emission values. The message is convincing – thanks to Porsche Intelligent Performance.

One could say, it's clarity.

The 911 Carrera GTS model range.

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Technical data: 911 Carrera GTS Coupé and 911 Carrera GTS Cabriolet.

	Coupé	Cabriolet
Engine		
Cylinders	6	6
Displacement	3,800 cm^3	3,800 cm^3
Max. power (DIN) at rpm	300 kW (408 hp) 7,300	300 kW (408 hp) 7,300
Max. torque at rpm	420 Nm 4,200	420 Nm 4,200
Compression ratio	12.5 : 1	12.5 : 1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut	McPherson strut
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m

	Coupé	Cabriolet
Chassis		
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM	Enhanced PSM
Anti-lock braking system	ABS 8.0	ABS 8.0
Standard wheels	Front: 8.5 J x 19 ET 56 Rear: 11 J x 19 ET 51	Front: 8.5 J x 19 ET 56 Rear: 11 J x 19 ET 51
Standard tyres	Front: 235/35 ZR 19 Rear: 305/30 ZR 19	Front: 235/35 ZR 19 Rear: 305/30 ZR 19
Weights	Manual / PDK	Manual / PDK
Unladen weight (DIN)	1,420 kg / 1,450 kg	1,515 kg / 1,545 kg
Unladen weight (EC)[1)]	1,495 kg / 1,525 kg	1,590 kg / 1,620 kg
Permissible gross weight	1,830 kg / 1,860 kg	1,890 kg / 1,920 kg
Performance	Manual / PDK	Manual / PDK
Top speed	306 km/h (190 mph) / 304 km/h (189 mph)	306 km/h (190 mph) / 304 km/h (189 mph)
0–100 km/h (62 mph)	4.6 secs / 4.4 secs	4.8 secs / 4.6 secs
Sport Chrono Package Plus[3)] 0–100 km/h (62 mph)	– / 4.2 secs	– / 4.4 secs

Downloaded from www.Manualslib.com manuals search engine

	Coupé	Cabriolet
Performance	Manual / PDK	Manual / PDK
0–160 km/h (99 mph)	9.7 secs / 9.4 secs	10.1 secs / 9.8 secs
Sport Chrono Package Plus[3] 0–160 km/h (99 mph)	– / 9.1 secs	– / 9.5 secs
Flexibility 80–120 km/h (50–75 mph) 5th gear	5.6 secs / –	5.9 secs / –
Overtaking acceleration 80–120 km/h (50–75 mph)	– / 2.6 secs	– / 2.8 secs
Fuel consumption/ emissions[2]	Manual / PDK	Manual / PDK
Urban in l/100 km (mpg)	15.9 (17.8) / 15.3 (18.5)	16.2 (17.4) / 15.5 (18.2)
Extra urban in l/100 km (mpg)	7.6 (37.2) / 7.2 (39.2)	7.7 (36.7) / 7.3 (38.7)
Combined in l/100 km (mpg)	10.6 (26.6) / 10.2 (27.7)	10.8 (26.2) / 10.3 (27.4)
CO_2 emissions g/km	250 / 240	254 / 242
Dimensions/aerodynamics		
Length	4,435 mm	4,435 mm
Width	1,852 mm	1,852 mm
Height	1,300 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (VDA)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	0.30 / 0.31	0.31

911 Carrera GTS web special.

The 911 Carrera GTS models are the perfect examples of clarity. For an even more convincing argument, view our web special at www.porsche.com/carrera-gts.

[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 and 692/2008/EC) 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. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment.

[3] With PDK.

Downloaded from www.Manualslib.com manuals search engine

Technical data: 911 Carrera 4 GTS Coupé and 911 Carrera 4 GTS Cabriolet.

	Coupé	Cabriolet
Engine		
Cylinders	6	6
Displacement	3,800 cm^3	3,800 cm^3
Max. power (DIN) at rpm	300 kW (408 hp) 7,300	300 kW (408 hp) 7,300
Max. torque at rpm	420 Nm 4,400	420 Nm 4,400
Compression ratio	12.5 : 1	12.5 : 1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut	McPherson strut
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m

	Coupé	Cabriolet
Chassis		
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM	Enhanced PSM
Anti-lock braking system	ABS 8.0	ABS 8.0
Standard wheels	Front: 8.5 J x 19 ET 56 Rear: 11 J x 19 ET 51	Front: 8.5 J x 19 ET 56 Rear: 11 J x 19 ET 51
Standard tyres	Front: 235/35 ZR 19 Rear: 305/30 ZR 19	Front: 235/35 ZR 19 Rear: 305/30 ZR 19
Weights	Manual / PDK	Manual / PDK
Unladen weight (DIN)	1,480 kg / 1,510 kg	1,565 kg / 1,595 kg
Unladen weight (EC)[1)]	1,555 kg / 1,585 kg	1,640 kg / 1,670 kg
Permissible gross weight	1,880 kg / 1,910 kg	1,940 kg / 1,970 kg
Performance	Manual / PDK	Manual / PDK
Top speed	302 km/h (188 mph) / 300 km/h (186 mph)	302 km/h (188 mph) / 300 km/h (186 mph)
0–100 km/h (62 mph)	4.6 secs / 4,4 secs	4.8 secs / 4,6 secs
Sport Chrono Package Plus[3)] 0–100 km/h (62 mph)	– / 4.2 secs	– / 4.4 secs

Downloaded from www.Manualslib.com manuals search engine

	Coupé	Cabriolet
Performance	Manual / PDK	Manual / PDK
0–160 km/h (99 mph)	9.8 secs / 9.5 secs	10.2 secs / 9.9 secs
Sport Chrono Package Plus[3] 0–160 km/h (99 mph)	– / 9.2 secs	– / 9.6 secs
Flexibility 80–120 km/h (50–75 mph) 5th gear	5.7 secs / –	6.0 secs / –
Overtaking acceleration 80–120 km/h (50–75 mph)	– / 2.7 secs	– / 2.9 secs
Fuel consumption/ emissions[2]	Manual / PDK	Manual / PDK
Urban in l/100 km (mpg)	16.5 (17.1) / 15.8 (17.9)	16.8 (16.8) / 16.1 (17.5)
Extra urban in l/100 km (mpg)	7.9 (35.8) / 7.5 (37.7)	8.0 (35.3) / 7.7 (36.7)
Combined in l/100 km (mpg)	11.0 (25.7) / 10.5 (26.9)	11.2 (25.2) / 10.7 (26.4)
CO_2 emissions g/km	259 / 247	263 / 251
Dimensions/aerodynamics		
Length	4,435 mm	4,435 mm
Width	1,852 mm	1,852 mm
Height	1,300 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (VDA)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	0.30 / 0.31	0.31

911 Carrera 4 GTS web special.

The 911 Carrera 4 GTS models are the perfect examples of clarity. For an even more convincing argument, view our web special at www.porsche.com/carrera4-gts.

[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 and 692/2008/EC) 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. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment.
[3] With PDK.

Downloaded from www.Manualslib.com manuals search engine

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. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

© Dr. Ing. h.c. F. Porsche AG, 2011

All text, illustrations and other information in this publication are subject to the copyright of Dr. Ing. h.c. F. Porsche AG.

Any reproduction, duplication or other use is prohibited without the prior written consent of Dr. Ing. h.c. F. Porsche AG.

Porsche, the Porsche Crest, 911, Carrera, Targa, Tequipment, PCCB, PCM, PDK, PSM and Spyder are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG supports the use of paper from sustainable forests. The paper in this catalogue is certified in accordance with the stringent requirements of the PEFC (Programme for the Endorsement of Forest Certification).

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

Edition: 02/11
Printed in Germany
WSLS1201000620 GB/WW

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine

Downloaded from www.Manualslib.com manuals search engine