



PORSCHE



**The new 911 GT2 RS**  
Unyielding





*GT2RS*

European model shown. Some options may not be available in the U.S.



# UNYIELDING.



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**A STATEMENT. NOT A WHISPER.**

**A NATURAL AUTHORITY. NOT A CHARADE.**

**A WHIRLWIND. NOT A BREEZE.**

**700 HP WITH REAR-WHEEL DRIVE. NOT RUN-OF-THE-MILL.**

**A HIGH-PERFORMANCE GT ENGINE. NOT AN UNDERPERFORMER.**

**A LEADER. NOT A FOLLOWER.**

**A TREND-SETTER. NOT AN IMITATOR.**

**A 3.8-LITER TWIN-TURBO BOXER ENGINE. NOT A POOR COMPROMISE.**

**A FIGHTER. NOT A PROCRASTINATOR.**

**A WORD. NOT A NOVEL.**

**UNYIELDING. THE NEW 911 GT2 RS.**





911 GT2 RS

European model shown. Some options may not be available in the U.S.

## PERFORMANCE THAT LEADS THE FIELD.

The new 911 GT2 RS is simply the most powerful 911 ever built by Porsche – with the performance level of a super sports car.

Its design combines the aerodynamic requirements to optimize both downforce and air supply. Its consistent lightweight construction makes it a pure athlete. Its racing chassis, with excellent cornering stability, gives the new 911 GT2 RS those crucial additional seconds. And its 3.8-liter six-cylinder twin-turbo engine producing 700 hp lends it sufficient authority to lead the field.



# SIMPLY UNYIELDING.

911 GT2 RS  11



**Lightweight construction:** front lid, front fenders, engine lid and rear wing made of carbon fiber, front and rear fascia made of lightweight polyurethane, roof made of magnesium, rear muffler made of titanium.

**Safety:** performance-based stability management system, Porsche Ceramic Composite Brake (PCCB) and lightweight Bi-Xenon™ headlights as standard, LED headlights available at no extra cost.

**Transmission:** performance-based 7-speed Porsche Doppelkupplung (PDK) with short, succinct gearshifts and PDK SPORT mode for extremely dynamic gear changes.

**Vehicle concept:** a high-performance sports car with rear-wheel drive, downforce-oriented aerodynamics, racing chassis with ball joints on all chassis bearings, as well as dynamic engine mounts and rear-axle steering with sports tuning.

**Sound:** newly-developed, independent exhaust system with titanium rear muffler and the throaty sound of a high-performance turbo.

**Design and aerodynamics:** extremely large front air intakes with titanium-colored grilles, optimized front spoiler for aerodynamic downforce, as well as two NACA air intakes on the front lid to optimize the ventilation of the braking system. Even greater downforce at the rear, thanks to the large rear wing and two ram air ducts on the engine lid for additional combustion air.

**Performance:** 3.8-liter six-cylinder twin-turbo engine producing 700 hp, 553 lb-ft of torque and a top track speed of 211 mph.

One film – instead of many words:  
scan the code or visit [www.porsche.com/911-GT2-RS-highlights](http://www.porsche.com/911-GT2-RS-highlights)  
to view the film.



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# AIR RESISTANCE? FUTILE.



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## AERODYNAMICS AND DESIGN.

The design of the new 911 GT2 RS must therefore reconcile diametrically opposed objectives: top track speed (low air resistance) on the one hand and race-optimized aerodynamics (maximum downforce) on the other. No easy task? Our engineers love reaching new heights, especially when things get tricky.

The powerful air intakes of the aerodynamically shaped front fascia provide optimum cooling. The additional air outlet in front of the front lid assists the airflow of the central radiator, while providing aerodynamic downforce on the front axle by deflecting the airflow. But it's the wide front spoiler lip that makes the biggest contribution to downforce. All air vents are protected by titanium-colored air intake grilles.

Motorsport technology is also present in the front wheel arch ventilation on the fenders, where carbon fiber slats provide efficient ventilation. This reduces the excess pressure produced by the rotating wheels and thus the uplift. This so-called louver – coincidentally? – resembles the gills of a shark.

A highly functional detail: two ducts on the front lid. These NACA air intakes are already used for the interior ventilation of the 911 GT3 Cup cars. On the 911 GT2 RS, it's the first time they have been used to ventilate the braking system of a series-production Porsche, without reducing the drag coefficient. Their shape was developed by the National Advisory Committee for Aeronautics (NACA), the predecessor of the NASA Space Agency.

Distinguishing features for ultimate performance: the extremely large side air intakes for the intercoolers of the new 911 GT2 RS. The rocker panels are also wider than those of the previous model, resulting in a larger underbody area and therefore increased downforce.





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The new 911 GT2 RS Sports car is based on the extra-wide body of the 911 Turbo. Its full contours are instantly noticeable at the rear, where the low-profile, tinted LED rear lights underline its appeal.

The fixed rear wing in carbon fiber-weave finish makes its own contribution to the overall impression of sporty performance. The wing uprights are produced from forged aluminum; the new side plates painted in the exterior color. A horizontal exclamation mark, if you will.

The two ram-air scoops on the engine lid – the ram-air collectors – are also made of carbon fiber and supply the engine with combustion air. The rear panels with large exhaust apertures are specific to the 911 GT2 RS. At the rear of the underbody, four fins increase the aerodynamic effect of the diffuser.

Perhaps the most striking detail of the new rear panels are the tailpipe trims of the free-flow exhaust system, which produces the characteristically throaty sound of the 911 GT2 RS.

Technically functional and visually impressive: the catalytic converters, which light up red at high engine speeds and loads, and are visible when the exhaust flaps are open – to anyone who manages to keep up with them at least.

In summary: ideal aerodynamics for the racetrack and a good drag coefficient for long straights. Harmonized in a plain-speaking design. How does the saying go? You will be judged by your actions, not by your words.



# NOT A SINGLE OUNCE OF FAT. AND A HUGE APPETITE.



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## LIGHTWEIGHT CONSTRUCTION.

For the performance of a highly powerful sports car such as the 911 GT2 RS, weight is just as essential as the drivetrain. We have therefore weighed every component and permanently sought the lightest functional materials.

The evidence: consistent lightweight construction down to the last detail. For a power to weight ratio of just 4.63 lb/hp – allowing outstanding performance. Argumentation: see below.

The front fenders, wheel arch vents, upper part of the SportDesign exterior mirrors, air intakes in the rear side panels and parts of the rear are produced from carbon fiber reinforced plastic (CFRP), as are many of the interior components.

The front lid is also made from carbon fiber and contoured in the middle, as is the magnesium roof. This crease is not only a visual distinguishing feature of these

lightweight components, but also increases their rigidity. Intelligent lightweight construction using an aluminum–steel composite reduces the vehicle weight.

Another weight reduction that increases performance: lightweight polyurethane with hollow glass microspheres and carbon fiber elements. This light yet extremely strong high-tech material has been used in the front and rear fascias.

Porsche has used lightweight glass for the first time in a 911 – for the rear and rear side windows. This material is just as light as polycarbonate and extremely scratch and fracture resistant.

Inside, the new 911 GT2 RS also features lightweight door panels and door pulls.

For additional weight reduction, you could also part with the automatic climate control.



# IN CLOSE CONTACT. WITH WEISSACH.



European model shown. Some options may not be available in the U.S.

## WEISSACH PACKAGE.

The new 911 GT2 RS is a high-performance sports car, which takes its driver's breath away. And yet our developers have further increased the intensity, sheer presence and uniqueness of this exceptional athlete with the optional Weissach package.

The name alone creates a bond. Because ever since the Weissach package was first offered in a similar form for the Porsche 918 Spyder, it has stood for extremely lightweight construction. And for maximum proximity to motorsport.

Visual appearance and lightweight construction form a real synthesis, with the particular focus on saving weight. The Weissach package will reduce the weight of your vehicle by almost 40 lb. For the first time in a series-produced 911, the stabilizers on the front and rear axles are made of carbon fiber, as are the end links – for outstanding performance.

A visual distinguishing feature of the Weissach package is the central decorative strip in vehicle color on the carbon fiber-weave finished front lid and roof. It certainly lends the 911 GT2 RS its distinctive appearance. A highly visible, unyielding feature is the 'PORSCHE' logo on the rear wing.



End link made of carbon fiber





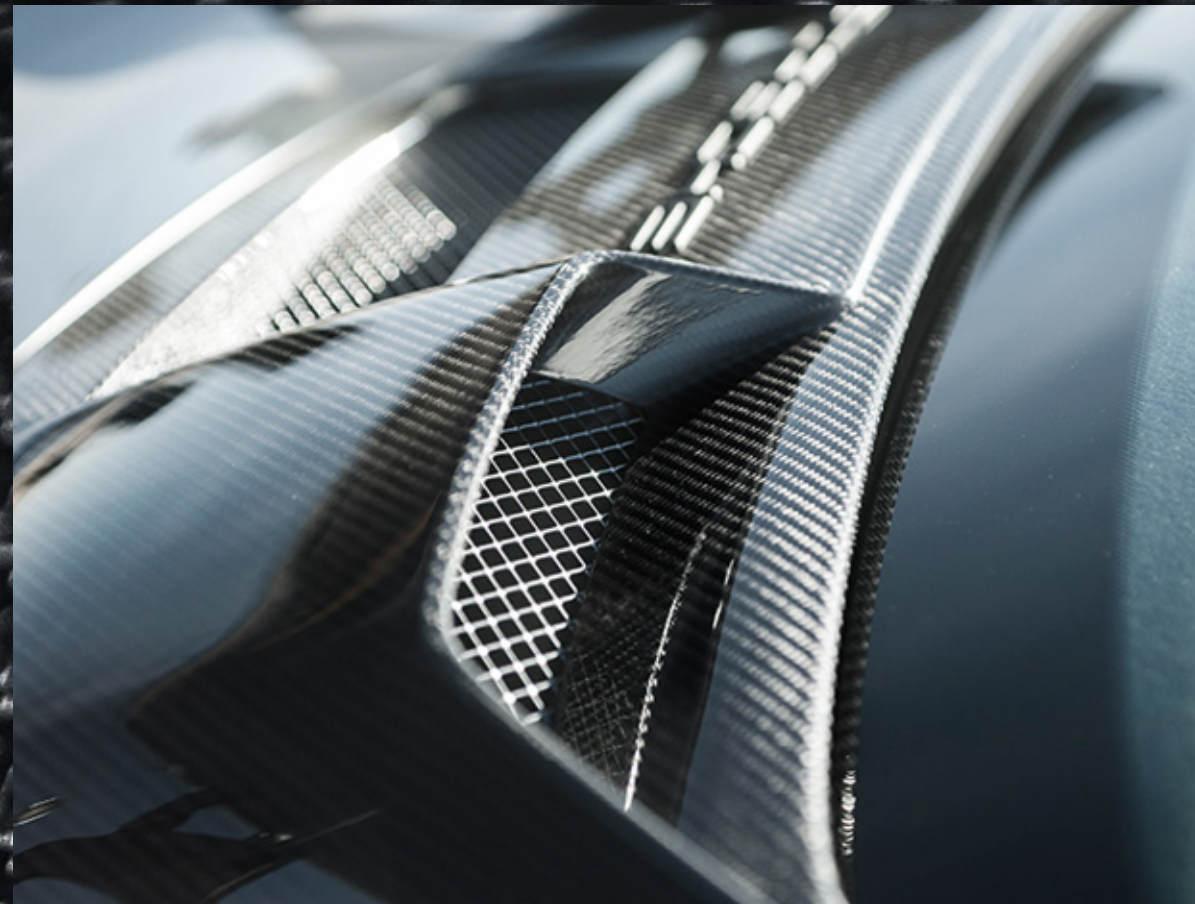
From lightweight plastic to lightweight metal. The magnesium wheels painted in satin White Gold Metallic make the new 911 GT2 RS fitted with the Weissach package approximately 25 lb lighter – and also enhance its visual appearance. A double victory, so to speak.

The interior is also lightweight. The ultra-light shift paddles and steering wheel trim are made with a carbon fiber-weave finish.

Isn't it impossible to use lightweight materials in every detail? No. In their search for further weight savings, our vehicle developers have even made the floor carpet trim lighter. Because every ounce counts.

However, we must admit that the Weissach package logo on the headrests and the badge on the cupholder trim are purely aesthetic. Because as purist as the package is, we must be allowed some pride.









## PERFORMANCE FOR YOUR WRIST. THE PORSCHE DESIGN CHRONOGRAPH 911 GT2 RS.

Every second counts. That's why Porsche Design has built a watch whose design, for the first time, is just as consistent with maximum performance as that of the 911 GT2 RS: the Porsche Design Chronograph 911 GT2 RS.

Jointly developed by Porsche Design and Porsche Motorsport, this timepiece is exclusively available to drivers of the 911 GT2 RS. The aim: maximum performance, even for your wrist! With the new Porsche Design exclusive Werk 01.200 movement and flyback function, load and weight-optimized movement bridgework and a COSC accuracy certificate.

The casing is made of titanium. The individual chassis number is engraved on the back of the casing. The winding rotor is a direct replica of the magnesium wheel in the Weissach package, and painted in the original color. The dial is made of genuine carbon fiber with a GT Silver Metallic stripe. Its design and color are identical to those of the instrument cluster and tachometer of the 911 GT2 RS.

Each 911 GT2 RS Chronograph is fitted with a leather strap in black or red Alcantara® (available in sizes M and L) that can be easily swapped, thanks to a quick-change system.

And of course, both are made from the same materials used in the interior of the 911 GT2 RS.

Your individual timepiece can be ordered exclusively from an authorized Porsche dealer, along with your car. Please visit [www.porsche-design.com/timepieces](http://www.porsche-design.com/timepieces) for more information.







DRIVE

European model shown. Some options may not be available in the U.S.



# 700 HP. ANY MORE QUESTIONS?



European model shown. Some options may not be available in the U.S.

## ENGINE.

Anyone can be unyielding. But whether they also make an impact depends on one crucial feature: charisma. The ability to lead and be ahead. The performance data of the new 911 GT2 RS show that many will follow in its wake – presumably because they cannot overtake it.

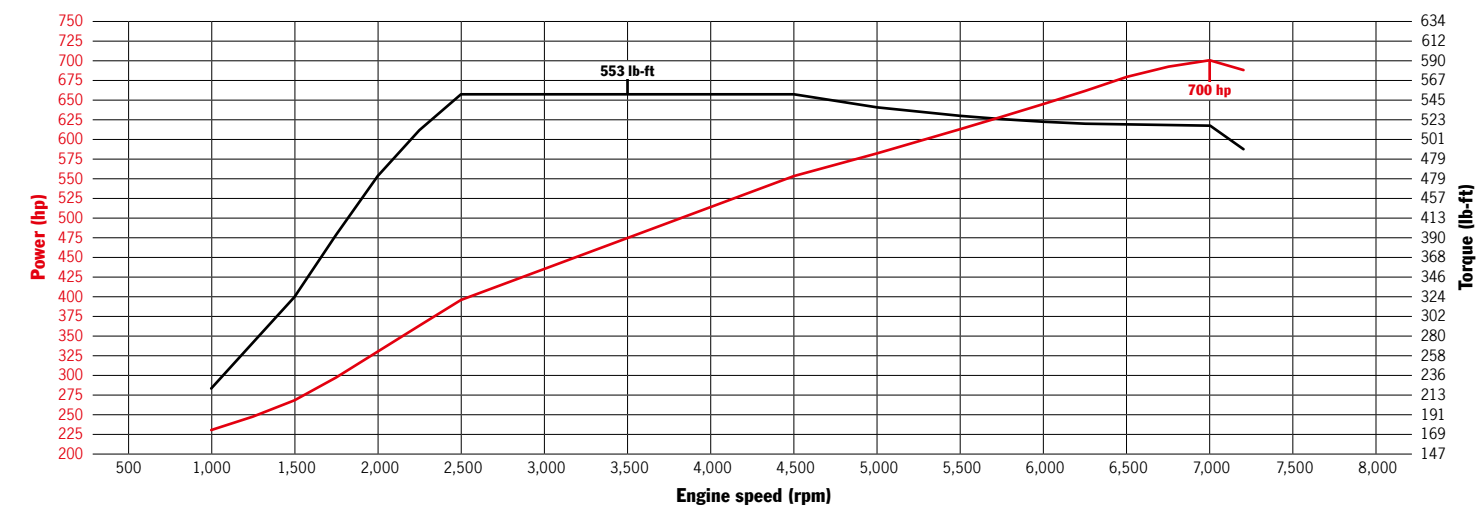
The source of its natural authority: the six-cylinder twin-turbo boxer engine at the rear, four-valve technology, variable turbine geometry (VTG) with large turbochargers and newly designed charge air system,

direct fuel injection (DFI) and VarioCam Plus. And transmission directly at the rear axle.

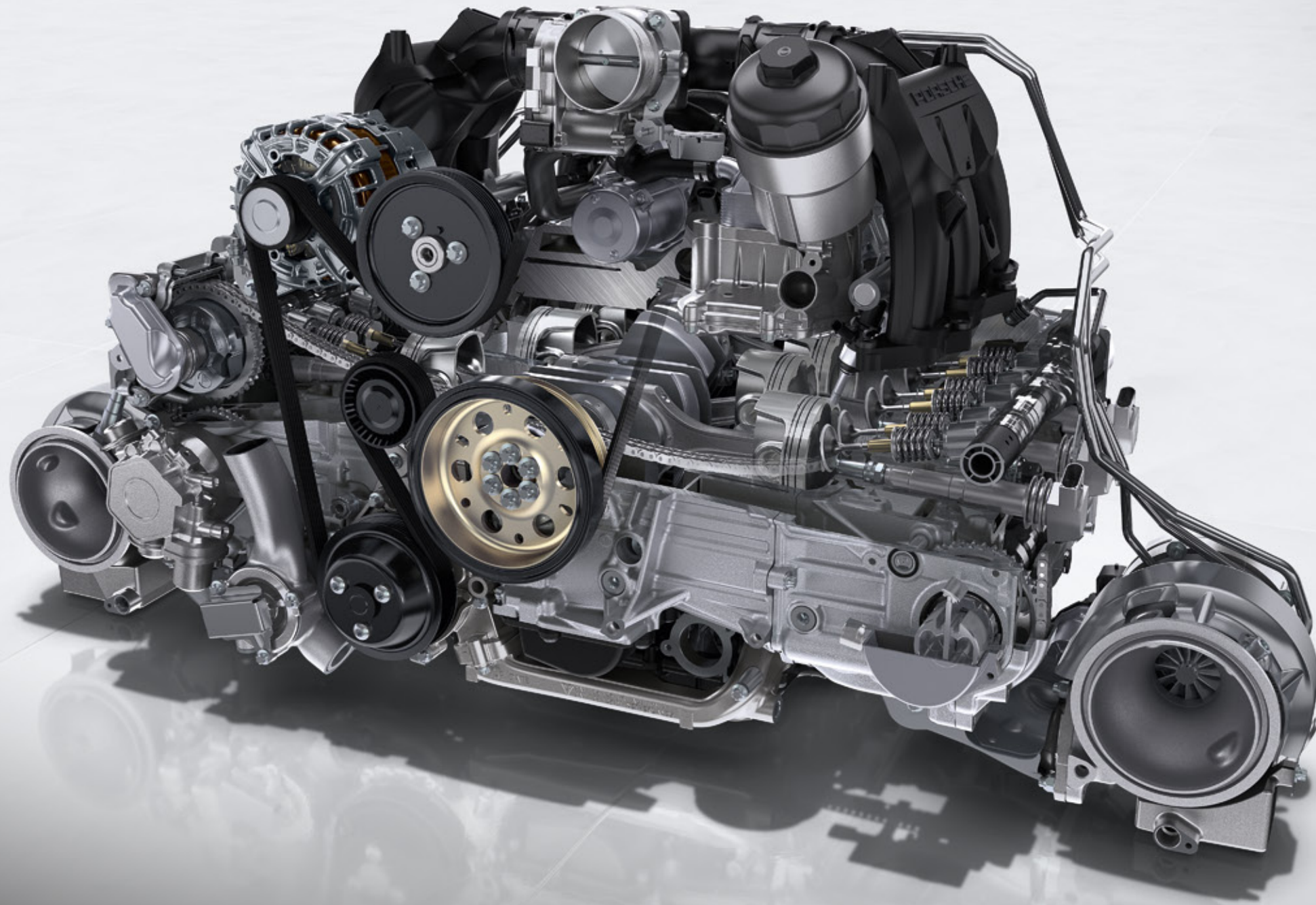
With a displacement of 3,800 cm<sup>3</sup>, the engine produces an impressive 700 hp at an rpm of 7,000. Maximum rpm is 7,200, and the maximum torque of 553 lb-ft is available from just 2,500 rpm. Sustainably unyielding – with sustainable performance.

A quick look at the speedometer. It goes up to 250 mph. A figure that will bring tears of joy to the eyes of every sports car fan.

And also sets the tone for the maximum track speed: 211 mph. How does the new 911 GT2 RS achieve this? Quickly, of course. On the track, it ticks the acceleration from 0 to 60 mph box after just 2.7 seconds. It reaches the 124 mph mark after only 8.3 seconds. And after 22.1 seconds, the 186 mph mark is water under the bridge.





**Variable turbine geometry (VTG).**

The variable turbine geometry of the twin water-cooled turbochargers arranged in parallel directs the incoming exhaust gas towards the turbine wheel via electronically controlled, moveable vanes in such a way that the ratios of both a 'small' and 'large' turbocharger can be achieved. VTG therefore largely eliminates the target conflict of a normal turbocharger – and enables optimum aspect ratios to be achieved in every operational state.

At low revs, this results in a high turbine speed and thus a high charge pressure – for increased engine filling efficiency, greater torque and considerably improved performance. The torque curve reaches a higher level much earlier – and then maintains it. At high revs on the other hand, the full potential of a large charger can be utilized by adjusting the vanes – a lower exhaust back pressure for maximum performance. Thanks to the variable turbine geometry, the dynamic build-up of boost pressure produces an improved response.

**VarioCam Plus.**

VarioCam Plus is a 2-in-1 engine concept for adjusting the intake camshafts and switching the lift of the intake valves.

The system differentiates between normal everyday and maximum performance requirements and adapts to the respective conditions. The switching is undertaken imperceptibly by the electronic engine management system. The result: spontaneous acceleration, extremely smooth running and exceptional pulling power.

**Expansion intake manifold.**

Compared to conventional intake manifolds, the expansion intake manifold of the new 911 GT2 RS has a modified geometry: the distributor pipe is longer, with a smaller diameter and the intake pipes are shorter, meaning that the air vibrates differently. Consequently, the mixture in the combustion chamber is cooler – and ignites in a performance-optimized way. Intercoolers additionally enhance this effect.

Instead of more air as in a traditional resonance intake manifold, cooler air therefore ensures improved performance. The result: improved engine efficiency for increased engine performance. And better fuel consumption even under heavy loads at high revs.

**Intercooling.**

To complement the expansion intake manifold, two large intercoolers at the rear of the vehicle supply the engine with cooled charge air. Under extreme conditions, the newly developed spray system sprays water on the intercoolers providing a thermostable air supply.

Maximum output is therefore maintained for longer, even at high exterior temperatures. The tank holds 5 liters of water and is easily accessible in the luggage compartment. A display on the on-board computer shows you when it needs refilling.





GT2 RS

D SGT 2991



# NEXT GEAR. AND OFF WE GO.



## PORSCHE DOPPELKUPPLUNG (PDK).

A 7-speed power demonstration: PDK, trimmed for maximum performance for the new 911 GT2 RS Sports car. With purposely short ratios and short, succinct gearshifts via the shift paddles. 7th gear is also ratioed for performance and designed for maximum speed. The manual mode on the gear selector works as it does in our race cars: backwards to shift up, forwards to shift down.

Regarding PDK technology: it consists of two half gearboxes mounted in a common housing. Two half gearboxes require two

clutches. This double-clutch arrangement alternately connects these two half gearboxes to the engine via two separate input shafts, depending on the current gear. When changing gear, one clutch engages and the other simultaneously disengages, allowing gear changes to take place in milliseconds, with no interruption in the flow of power.

Which has positive consequences – of course: for acceleration, overall performance and fuel consumption. The driving feel is more dynamic, the agility improved.

And the gear change itself? You can both hear and feel it. The electronic, GT-specific transmission control ensures faster, more spontaneous traction upshifts – and extremely dynamic downshift thrusts in combination with sporty, interim applications of the throttle. In PDK SPORT mode, downshifts are more aggressive when braking; when accelerating, the shifting points occur at higher revs. So you can really feel the upshifts – both physically and emotionally, of course.





# CHASSIS

European model shown. Some options may not be available in the U.S.



# FULLY IN TOUCH. WITH YOUR ENDORPHINS.



## CHASSIS.

Anyone who shies away from confrontation should stay at home. Anyone who doesn't tolerate a tough approach should drive a different car. However, anyone who not only likes to get up close and personal with the tarmac, but also with their endorphins, is in exactly the right place. Because the tuning and control systems of the 911 GT2 RS will bring you closer than you could ever imagine to Fascination Sports Car.

The chassis is designed to meet the high requirements at the limits of dynamic driving performance. In combination with specially tuned chassis elements, the new 911 GT2 RS offers exceptional agility, high speeds and stable roadholding.

The front axle uses a MacPherson strut suspension with helper springs and wheels independently suspended on the trailing arms and wishbones. At the rear is a multi-link axle with helper springs and subframe, based on the LSA concept (lightweight, stable, agile).

The height, camber and toe can be individually adjusted for use on the racetrack, as can the stabilizers. For the first time in a Porsche road-going vehicle, all the chassis joints have been replaced by ball joints in the new 911 GT2 RS, ensuring an extremely rigid connection between the chassis and the body.

An optional lift system on the front axle lifts the front of the vehicle by 30 mm – up to a speed of approximately 31 mph – thereby reducing the risk of hitting curbs, ramps or garage entrances.



# CLOSE TO THE GROUND. BUT NEVER ON YOUR KNEES.



## **Rear axle steering.**

Fitted as standard, the rear axle steering with sports tuning combines performance and everyday driveability. 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 benefit at low speed: 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. You can drive around tight bends more dynamically. The turning circle is also reduced to make it easier to park.

The benefit at high speed: the system steers the rear wheels in the same direction as that of the front wheels. The virtual effect of lengthening the wheelbase increases driving stability and thus agility, especially during rapid lane changes or overtaking maneuvers on the racetrack.

## **Dynamic engine mounts.**

This electronically controlled system minimizes the perceptible oscillations and vibrations of the entire drivetrain, particularly of the engine, and combines the benefits of a hard or soft engine mounting arrangement.

A hard engine mounting arrangement is best for driving dynamics, as it results in highly accurate roadholding. A soft engine mounting arrangement, on the other hand, minimizes oscillations and vibrations, thereby improving comfort on uneven road surfaces, but at the expense of driving dynamics.

Our engineers have therefore adapted the rigidity and damping of the engine mounts to driving style and road conditions. This is achieved using a fluid with magnetic properties and an electro-magnetic field.

During load changes and in rapid bends, roadholding is noticeably more stable, thanks to a harder engine mounting arrangement. The dynamic engine mounts also reduce the vertical oscillations of the engine when accelerating or at full load.

The result: a higher, more consistent driving force on the rear axle, increased traction and improved acceleration. And with a moderate driving style, comfort is improved, thanks to the softer adjustment of the dynamic engine mounts.

## **Porsche Active Suspension Management (PASM).**

This electronic damping control system actively and continuously adjusts the damping force on each wheel – based on current road conditions and driving style.

You can switch between two sporty programs at the touch of a button. Normal mode is designed for sporty driving on public roads and wet race circuits. Sport mode is specially designed for maximum lateral acceleration and optimum traction on the racetrack.





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# ACTION. REACTION.



## **Porsche Stability Management (PSM).**

PSM helps to maintain stability even at the limits of dynamic driving performance. In addition to the anti-lock braking system, PSM also 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 and initiates strategic braking of individual wheels to help prevent you from deviating from your intended line.

What's so special about PSM on the new 911 GT2 RS: the regular systems interventions are highly sensitive and accurate – and can be switched off completely in two stages. For targeted, sporty handling.

## **Porsche Torque Vectoring Plus (PTV Plus).**

PTV Plus is specially calibrated for the new 911 GT2 RS Sports car and operates in conjunction with an electronically controlled, fully-variable rear differential lock.

To actively control the differential lock, a number of driving parameters are considered. The result: increased traction, especially at the limits of dynamic driving performance, better transverse dynamics and significantly improved driving stability during load changes, in bends and when switching lanes. The system also selectively applies brake pressure to the right and or left rear wheel. So brake pressure is applied to the inside rear wheel as soon as the steering kicks in. A greater amount of drive force is distributed to the outside rear wheel, thereby pulling the car into the bend, as it were. Steering is therefore improved and agility increased.



## **Wheels and tires.**

20-inch wheels on the front axle, 21-inch on the rear axle. In words: big, wide wheels, large tire contact area, great driving dynamics. In numbers: front 265/35R20 tires on 9.5 J x 20 wheels, rear 325/30R21 tires on 12.5 J x 21 wheels.

The new light-alloy wheels of the 911 GT2 RS are painted in high-gloss White Gold Metallic and characterized by visible, recessed 'GT2 RS' logos on the rim. At this performance level, the central locking system goes without saying. The central wheel lock nuts are black and center caps feature the distinctive 'RS' logo.

The standard Tire Pressure Monitoring System (TPMS) not only warns in the event of a gradual or even sudden loss of pressure, but also has a sport mode that takes account of the lower pressure of cold tires at the beginning of a track session.





# SAFETY AND ENVIRONMENT

European model shown. Some options may not be available in the U.S.





# FASTER BRAKING.

European model shown. Some options may not be available in the U.S.

## PORSCHE CERAMIC COMPOSITE BRAKE (PCCB).

Motorsport technology as standard: Porsche Ceramic Composite Brake (PCCB). It has withstood the most stringent demands of many race series, in the cars of the Porsche Mobil 1 Supercup, for example.

The size of the ceramic brake discs takes account of the performance potential of the new 911 GT2 RS. The cross-drilled ceramic brake discs have a correspondingly large diameter of 410 mm at the front axle and 390 mm at the rear – for even more formidable braking performance.

The use of yellow six-piston aluminum monobloc fixed calipers on the front axle and four-piston aluminum monobloc fixed calipers on the rear axle ensures braking forces that are extremely powerful and above all exceptionally consistent.

PCCB enables shorter braking distances, particularly in tough road and track conditions. Safety when braking at high speed is also improved, thanks to its excellent fading stability.

The crucial advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than grey cast iron discs of a similar design and size. A factor that not only has a positive impact on driving performance and fuel consumption, but above all reduces the unsprung rotating masses.

This results in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.





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# INTERIOR AND INFOTAINMENT





# COMMAND CENTER.

## COCKPIT.

Those who make clear statements also expect clarity. They always want to – and must – be in charge. This is especially true of the driver, which means having information available within seconds, precise ergonomics and high-quality when it comes to materials. Everything then, except questions.

### Dials.

The unique language of Porsche: the five round instruments integrated into the cockpit with the tachometer in the middle. The dial is titanium colored, the needles and increment markings are yellow.

In manual PDK mode, the digital gear and upshift indicators support an efficient, sporty driving style. And a multifunction display shows your progress, indicating boost pressure and engine power applied, as well as longitudinal and transverse acceleration (g-force).

The instrument cluster with a 4.6-inch color display constantly supplies you with data from the on-board computer. You can also access the Tire Pressure Monitoring System (TPMS) data, as well as the stopwatch of the optional Chrono Package. It also provides information about communication and audio settings and displays the navigation system map.

### Materials.

The materials represent a clear sporty design and maximum quality. They are dominated by red Alcantara®, black leather and the carbon fiber-weave finish of many of the interior components.

Alcantara® is easy to grip. For this reason, it's mainly used 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 center console storage compartment. The roof lining and A, B and C-pillar trims are also finished in Alcantara®.

Carbon fiber-weave finish is used on the dashboard trim strip, center console trim and door sill guards featuring the 'GT2 RS' logo, for example.

A black leather interior with black Alcantara® is available as an option.

### Steering wheel.

Motorsport-inspired gear changes – the GT2 RS Sport steering wheel with gearshift paddles enables fast, sporty gear changes, thereby making them even more direct and precise.

The sport steering wheel can be axially and vertically adjusted by up to approximately 1.5 inches (40 mm). The steering wheel rim is made of black and red Alcantara®, is easy to grip, feels comfortable even during sporty driving and features a top center marking in yellow.





# ALL POWER TO THE DRIVER.

European model shown. Some options may not be available in the U.S.

## Full bucket seats.<sup>1)</sup>

The standard equipment includes full bucket seats made entirely of carbon fiber reinforced plastic (CFRP). As well as their sporty appearance and excellent lateral support, they are also height-adjustable, meaning that the full bucket seat can be adjusted vertically by up to almost 2 inches (50 mm). The height adjustment is electric, and the fore/aft adjustment manual. The seats are upholstered in black leather with seat centers in red Alcantara® as standard. The headrests feature an embroidered 'GT2 RS' logo in red.

## Adaptive Sport Seats Plus.

A combination of sport and comfort, everyday and racetrack driving: the optionally available Adaptive Sport Seats Plus, with leather side bolsters, seat centers in red Alcantara® and headrests featuring an embroidered 'GT2 RS' logo in red. With 18-way electric adjustment, these seats are ideally suited to your needs with regard to height, seat and backrest angle, fore/aft adjustment and four-way lumbar support. The side bolsters of the seat and backrest are also individually adjustable. For tailored lateral support when cornering and improved comfort on long journeys.

<sup>1)</sup> Child seats are not compatible with full bucket seats.





# CLEAR ANNOUNCEMENTS. WITH NO CONFUSION.

## PORSCHE CONNECT.

Completely in tune with the road. On intimate terms with your car. At one with your 911 GT2 RS. Both the analogue and digital connection between driver and vehicle could hardly be more intense in this particular 911. Because with Porsche Connect, we've added intelligent services and apps to the existing vehicle functions, in order to intensify that Porsche fascination. So you can quickly and easily cope with the challenges of everyday driving. Without using too many words, of course.

### **Porsche Communication Management (PCM)<sup>1)</sup> including online navigation.**

PCM is your central control unit for audio, navigation and communication. In its latest generation with mobile phone preparation, audio interfaces and voice control system, it also features a high-resolution 7-inch

touchscreen display, enabling most vehicle functions to be easily controlled.

On the move, you can enjoy your favourite music from a variety of sources, including CD/DVD drive, SD cards, 10-GB internal hard drive (jukebox) and USB connection, e.g. for your iPhone®. Or you can simply listen to the radio.

### **Connect and Connect Plus.**

The Connect Plus module implements connectivity in your Porsche. It enables you to optimally integrate your smartphone into your vehicle. A smartphone compartment in the center console transfers the signal of your mobile phone to the external aerial of the car – conserving phone charge and providing optimum reception.

Another component is the LTE telephone module with SIM card reader for even greater convenience and optimized voice quality. What's more, the Connect Plus module enables you to use the wide range of Porsche Connect services. Make the most of every day and delegate the multitasking to your 911 GT2 RS – so you can spend more time driving your Porsche.

### **Porsche Connect services.**

The Connect Plus module gives you access to a range of helpful services, which are bundled into three dedicated packages: Navigation and Infotainment Services, Connect App Services and Car Connect Services. These include, for example, the real-time traffic information feature. With this aid, you can be sure that you're on the fastest route to your destination even before

you set off. Throughout your journey, the real-time traffic information is regularly updated – keeping you on the optimum route. To allow you to use Porsche Connect<sup>2)</sup> services, the car now comes with an integrated LTE-enabled SIM card including data allowance. For the first time, you no longer need to provide your own SIM card. To use the Wi-Fi hotspot and music streaming functions, a Wi-Fi data package is required. Of course, you can still use your own SIM card if you prefer. Please bear in mind that this will require a valid subscription to a mobile network provider of your choice (subject to charge).

<sup>1)</sup> Navigation is standard on Panamera, 911, Cayenne, and Macan Turbo models.

<sup>2)</sup> Functionality is dependent upon configuration of each individual vehicle. Some functions require Voice Control, Porsche Entry & Drive and Power folding mirrors, etc. which cannot be installed after production. Some features and services are available with a subscription and may or may not provide a free trial period. Please visit: [www.porsche.com/usa/connect/facts](http://www.porsche.com/usa/connect/facts) or consult your authorized Porsche dealer for more information





**Connect apps.**

In addition to its range of smart services, Porsche Connect also offers two smartphone apps. The first, Porsche Car Connect, lets you use your smartphone or Apple Watch® to retrieve vehicle data and remotely control selected vehicle functions. Another feature is the Porsche Vehicle Tracking System (PVTs), including theft detection.

The second app is the Porsche Connect App. This allows you to send chosen destinations to your Porsche before starting your journey. As soon as your smartphone has connected to PCM, you will be able to display these in

the vehicle and start route guidance immediately. Even your smartphone calendar can be viewed directly on PCM and stored addresses used for navigation. What's more, the Porsche Connect App gives you access to millions of music tracks, thanks to its built-in music streaming function. At [www.porsche.com/usa/connect](http://www.porsche.com/usa/connect), you can find further information about the apps and services available.

**Apple CarPlay™**

Apple CarPlay™ enables you to connect your iPhone® to your Porsche and have certain apps shown directly on the central

display of Porsche Communication Management (PCM). With the Siri® voice recognition interface, you can conveniently use your apps on the move while keeping your full concentration on the road.

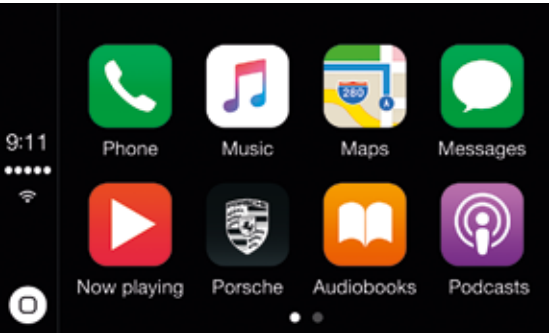
**Porsche Connect Portal.**

Every Porsche can be configured to your preference. Porsche Connect is the same. In the Porsche Connect Portal, you can manage your Porsche and personalize your Connect services to suit your interests – such as by adding new destinations for your navigation system or selecting your favourite sources for the news articles that you want to have read aloud in the car. The

Porsche Connect Portal also lets you create additional users at any time – such as family members or friends.

**Porsche Connect Store.**

Would you like to extend your initial free subscription period? Or purchase extra Porsche Connect services? Visit the Porsche Connect Store at [www.porsche.com/usa/connect-store](http://www.porsche.com/usa/connect-store) and discover more about what Porsche Connect has to offer.







# SETTING THE TONE. IN THE TRUEST SENSE OF THE WORD.

## SOUND SYSTEMS.

### Sound Package Plus.

Sound Package Plus delivers excellent sound, with eight loudspeakers and a total output of 150 watts. The amplifier integrated into PCM optimally adapts the acoustic pattern in the vehicle interior to the driver and front passenger.

### BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been specially developed for the 911 models and is optimally tuned to the vehicles' specific internal acoustics. The audio system has 12 loudspeakers and amplifier channels, including a robust, patented 100-watt subwoofer. The fully active system design allows each individual loudspeaker to be optimally adjusted to the vehicle interior, transforming the 911 GT2 RS into a concert hall. In the blink of an eye. Total output: 555 watts.



# IN PURSUIT OF RECORDS.



## PORSCHE TRACK PRECISION APP.<sup>1)</sup>

Producing outstanding performance is one thing. Taking advantage of it is quite another. On the racetrack – and when making sporting comparisons. This app therefore creates the right basis for anyone wanting to improve their personal performance and aim for a new ‘Personal Best’.

The ‘Porsche Track Precision App’ allows you to record, display and analyze detailed driving stats using your smartphone. Lap times can be clocked automatically via a precise 10-Hz PCM GPS signal, or manually via the control lever of the optional

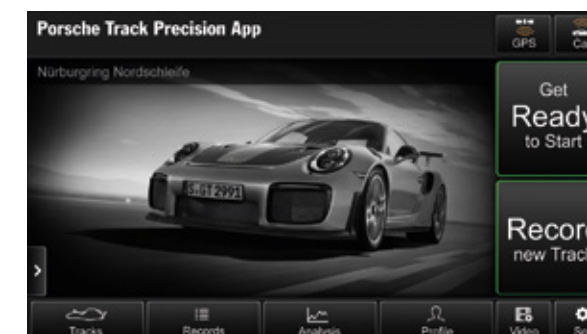
Chrono Package, or even more accurately using the lap trigger optionally available from Porsche Tequipment, and then compared using your smartphone.

When racing, the app visualizes the driving dynamics on your smartphone and also displays any deviations from a defined reference lap, along with sector and lap times. Graphical and video analyses of driving stats help the driver further improve their performance. You can also instantly manage and share records, routes and driver profiles using your smartphone.

The lap trigger optionally available from Porsche Tequipment allows the even more accurate measurement of lap times, just like in motorsport. It can be positioned either at the start/finish line or along the track, and automatically clocks and transmits lap times. Go to [www.porsche.com/tequipment](http://www.porsche.com/tequipment) to find more information about the lap trigger option.

**Chrono Package.**  
In addition to the analog and digital stopwatch on the dashboard, the optional Chrono Package also offers the following functionality: upgraded PCM to include a performance display, enabling you to view, store and evaluate measured lap times. The driver can therefore obtain information about the timing and driven route of the current lap, as well as the previous laps and times achieved. The fastest lap and remaining range are also displayed. It is possible to both log itineraries and define reference routes.

<sup>1)</sup> The app can only be used on private land. The use of this product (especially video recording) may be legally prohibited in certain markets or at certain events. Before using the product, please always check whether the local legal requirements permit its use.





# THE FIRST WORD. AND THE LAST.



European model shown. Some options may not be available in the U.S.

## SUMMARY.

Anyone can be loud. Lots of people can scream. Delivering great speeches is becoming increasingly fashionable. But being unyielding is something that demands attention, without shouting.

The new 911 GT2 RS is the developmental culmination of over 40 years' turbo technology made by Porsche. Its performance at high speed makes it a legitimate spokesperson. The first among equals.

Simply unyielding.  
The new 911 GT2 RS.





European model shown. Some options may not be available in the U.S.





European model shown. Some options may not be available in the U.S.

PERSONALIZATION





European model shown. Some options may not be available in the U.S.

## PERSONALIZATION.

Just imagine if everything were possible. If you could create the sports car of your dreams. Without restriction. With a diverse range of colors and materials. With extra personality and performance. Just like Ferry Porsche did all that time ago with the first ever Porsche: the 356 No. 1.

On the pages that follow, we will show you how a dream car becomes a reality. For a clear overview, all available options have been organized by category.

With the extensive color palette and wide range of optional equipment, you can give even more personality to your 911 GT2 RS. Allow yourself to be inspired – and let your creativity run wild.

The possibilities are many. The limits are few and far between. Take the Porsche Exclusive Manufaktur as an example, where you can have your 911 GT2 RS personalized even more comprehensively and entirely the way you envisaged. Directly on the factory floor. To the ultimate level. And mostly by hand.

Discover more about the ultimate form of personalization on the following pages. By the way, we've taken special care to point out all the personalization options available from the Porsche Exclusive Manufaktur. You'll be amazed at what we can do.





## PORSCHE EXCLUSIVE MANUFAKTUR.

Our wealth of experience goes back a long way. Since the very beginning, Porsche has been dedicated to giving customers the opportunity to personalize their vehicle as part of our special request service. Known until 1986 as the Porsche ‘Sonderwunschprogramm’, today we call it Porsche Exclusive Manufaktur. The philosophy has remained the same. Hand on

and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, Alcantara®, carbon fiber and aluminum.

Added value is achieved with dedication and finesse. In other words, we handcraft a product that blends sporty performance, comfort and style and reflects your own personal taste. A Porsche with your signature touch.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. It’s how we bring dreams to life. And how we create something unique. Directly from the Manufaktur.

None of this would be possible without originality, inspiration and enthusiasm, beginning as early as the consultation stage. That’s because we keep in mind one thing above all else: your particular wishes and requirements. We fulfil them with composure

We offer a wide range of personalization options, with visual and technical enhancements for the interior and exterior, from a single alteration to extensive modifications. For your inspiration, select examples of our unique accomplishments are showcased on the following pages and, by visiting [www.porsche.com/exclusive](http://www.porsche.com/exclusive), you can find out everything you need to know about how to configure one of your own.



## MAXIMUM PERFORMANCE. EVEN IN TERMS OF PERSONALIZATION.

### THE 911 GT2 RS IN MIAMI BLUE.

Do you enjoy maximizing your performance potential? Do you like pushing yourself to your limits? Why not do this when refining your car? From the outset. From the factory.

Find the perfect design: yours. With elements in the interior of your 911 GT2 RS painted in the exterior color. For a harmonious overall concept that is both exceptional and a perfect match for the external appearance. Everything is painted in Miami Blue, from the interior package, through the air vent slats, to the air conditioning control panel. A special highlight is the seatbelts in the same color.

Calmly shift up a gear. The dials of the instrument cluster and Sport Chrono stopwatch in white provide colored accents and enhanced originality. Could there be a better combination of sportiness and individuality? No.

Maximum performance is not just demonstrated in the form of excellent lap times.

Painted in Miami Blue: interior package, air vent slats, air conditioning control panel. Seatbelts in Miami Blue, pedals and footrest in aluminum, Sport Chrono stopwatch and instrument dials in white, personalized floor mats with leather edging, storage compartment lid in Alcantara® with Porsche logo, steering column casing in leather, dashboard trim package in leather, door trim package in leather/Alcantara®

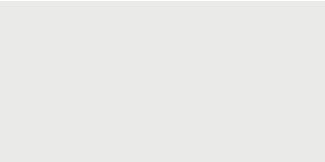




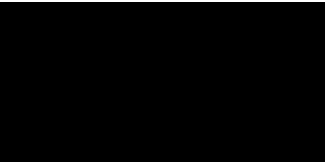
## COLORS.

Being unyielding also means showing your true colors. The color palette of the 911 GT2 RS comprizes a total of eight exterior colors. There are four solid and four special colors to choose from, as well as two interior colors – and the countless opportunities offered by Porsche Exclusive Manufaktur, of course.

**Solid exterior colors.**



White



Black



Guards Red



Racing Yellow



**Special exterior colors.**



GT Silver Metallic



Chalk



Miami Blue



Lava Orange



**Standard interior colors.**

**Leather/leatherette/Alcantara®/  
soft-touch paint finish.**



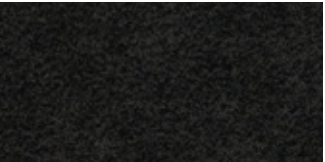
Black and Red

**Special interior colors.**

**Leather/Alcantara®/soft-touch paint  
finish.**



Black and Red



Black





Wheel painted in silver color



Exclusive

Wheel painted in satin Platinum



Exclusive

Wheel painted in satin black

Option	911 GT2 RS	I no.
<b>Engine.</b>		
90-liter fuel tank	<input type="radio"/>	082
<b>Transmission.</b>		
Porsche Doppelkupplung (7-speed PDK)	<input checked="" type="radio"/>	Standard
<b>Chassis.</b>		
Porsche Ceramic Composite Brake (PCCB)	<input checked="" type="radio"/>	Standard
Front axle lift system	<input type="radio"/>	474
<b>Wheels.</b>		
Wheels painted in high-gloss White Gold Metallic	<input checked="" type="radio"/>	Standard
Wheels painted in satin Platinum <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XDH
Wheels painted in satin black <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XDK
Wheels painted in silver color	<input type="radio"/>	346
<b>Equipment package.</b>		
Weissach package	<input type="radio"/>	P70
Exterior: carbon fiber-weave finish front lid and roof with decorative strip painted in exterior color, 'PORSCHE' logo on rear wing. Interior: steering wheel trim and shift paddles in carbon fiber-weave finish, 'Weissach package' logo on headrests and plaque on cupholder trim. Chassis: 20/21-inch 911 GT2 RS forged magnesium alloy wheels in satin White Gold Metallic, front and rear anti-roll bars and end links made of carbon fiber.		

<sup>1)</sup> Painted in exterior color.



Deletion of model designation



Exclusive

SportDesign exterior mirror lower trim and door handles painted in high-gloss black



Exclusive

Carbon fiber window triangle trims

Option	911 GT2 RS	I no.
<b>Exterior.</b>		
Solid colors	<input checked="" type="radio"/>	Standard
Special colors	<input type="radio"/>	Code
Deletion of model designation	<input type="checkbox"/>	498
SportDesign exterior mirror lower trim painted in high-gloss black <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XCS
Headlight cleaning system covers painted <sup>1)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XUB
Headlight cleaning system covers painted in contrasting exterior color <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CGU
Door handles painted in high-gloss black <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XJA
Carbon fiber window triangle trims <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CSX

☒ standard equipment    ☐ available at no extra cost    ☐ I number/extra-cost option    – not available  
For more information on the options featured in this catalogue, please refer to the separate price list.





Full bucket seat



Adaptive Sport Seats Plus

Option	911 GT2 RS	I no.
<b>Lights and vision.</b>		
Bi-Xenon™ headlights	●	Standard
LED headlights in black including Porsche Dynamic Light System (PDLS)	□	XEY
<b>Porsche Exclusive Manufaktur</b>		
Automatically dimming mirrors with integrated rain sensor	○	P13
Light design package	○	630
<b>Air conditioning and glazing.</b>		
Windscreen with grey top-tint	●	Standard
Deletion of automatic climate control	○	574

● standard equipment   □ available at no extra cost   ○ I number/extra-cost option   – not available  
For more information on the options featured in this brochure, please refer to the separate price list.

Option	911 GT2 RS	I no.
<b>Seats and seat options.</b>		
Full bucket seats	●	Standard
Adaptive Sport Seats Plus (18-way, electric)	□	P07
Seat heating	○	342
<b>Safety and environment.</b>		
Fire extinguisher	○	509
<b>Comfort and assistance systems.</b>		
Cruise control	●	Standard
Reversing camera	●	Standard
HomeLink® (programmable garage door opener)	●	Standard



Deletion of automatic climate control





Exclusive Instrument dials in Guards Red



Exclusive Sport Chrono stopwatch instrument dial in Guards Red



Exclusive Seatbelt in Racing Yellow

Option	911 GT2 RS	I no.
<b>Interior.</b>		
Floor mats	<input type="checkbox"/>	810
Smoking package	<input type="checkbox"/>	583
Storage net in front passenger footwell	<input type="checkbox"/>	581
Instrument dials colored <b>Porsche Exclusive Manufaktur</b> – White – Guards Red	<input type="radio"/> XFJ <input type="radio"/> XFG	
Sport Chrono stopwatch instrument dial colored <b>Porsche Exclusive Manufaktur</b> – White – Guards Red	<input type="radio"/> CGJ <input type="radio"/> CGG	
Seatbelts colored <b>Porsche Exclusive Manufaktur</b> – Silver Grey – Racing Yellow – Miami Blue <sup>1)</sup>	<input type="radio"/> XSH <input type="radio"/> XHN <input type="radio"/> XHY	
Interior package painted <sup>2)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="checkbox"/>	EKA/EKB
Air conditioning control panel painted <sup>2)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CHL
Air vents painted <sup>3)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CTR
Air vent slats painted <sup>3)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CDN
Vehicle key painted with key pouch in leather <sup>4)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	DFS

● standard equipment    ☐ available at no extra cost    ☐ I number/extra-cost option    – not available  
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 GT2 RS	I no.
<b>Interior: leather.</b>		
Standard leather interior in black and red	<input checked="" type="radio"/>	Standard
Leather interior in black and red	<input type="radio"/>	Code
Leather interior in black	<input type="radio"/>	Code
Leather interior in red with decorative stitching	<input type="radio"/>	749
Steering wheel rim with top center marking	<input type="radio"/>	886
Decorative stitching and embroidery in contrasting color <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XVX
Leather interior package <sup>5)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="checkbox"/>	EKC/EKD
Dashboard trim package in leather <sup>5)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CZW
Steering column casing in leather <sup>5)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XNS
Steering column casing in leather with contrasting decorative stitching <sup>5)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XVA
Center tunnel, front in leather <sup>5)</sup> <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	XZM
Personalized floor mats with leather edging <b>Porsche Exclusive Manufaktur</b>	<input type="radio"/>	CFX

<sup>1)</sup> Provisionally available from 01/2018.  
<sup>2)</sup> Paint finish in exterior color.  
<sup>3)</sup> Paint finish in exterior color unless otherwise specified at the time of order.  
<sup>4)</sup> Paint finish in exterior color and leather in interior color unless otherwise specified at the time of order.  
<sup>5)</sup> Black leather interior.



Exclusive Interior package and air conditioning control panel painted



Exclusive Interior package and air conditioning control panel in leather





Exclusive Storage compartment lid in Alcantara® with 'Porsche' logo



Exclusive Door sill guards in carbon fiber, illuminated



Exclusive Personalized floor mats in carbon fiber with leather edging

Option	911 GT2 RS	I no.
<b>Interior: Alcantara®.</b>		
Door trim package in leather/Alcantara® <b>Porsche Exclusive Manufaktur</b>	◦	CLP
Sun visors in Alcantara® <b>Porsche Exclusive Manufaktur</b>	◦	XLU
Storage compartment lid in Alcantara® with 'PORSCHE' logo <b>Porsche Exclusive Manufaktur</b>	◦	XLG
Storage compartment lid in Alcantara® with Porsche Crest® <b>Porsche Exclusive Manufaktur</b>	◦	XLJ
Belt outlet trims in Alcantara® <b>Porsche Exclusive Manufaktur</b>	◦	CLN
<b>Interior: carbon.</b>		
Door sill guards in carbon fiber, illuminated <b>Porsche Exclusive Manufaktur</b>	◦	XXD
Personalized door sill guards in carbon fiber, illuminated <b>Porsche Exclusive Manufaktur</b>	◦	CXE
Floor mats in carbon fiber with leather edging <b>Porsche Exclusive Manufaktur</b>	◦	CHM
Personalized floor mats in carbon fiber with leather edging <b>Porsche Exclusive Manufaktur</b>	◦	CHN
<b>Interior: aluminum</b>		
Pedals and footrest in aluminum <b>Porsche Exclusive Manufaktur</b>	◦	EFA

● standard equipment   □ available at no extra cost   ◦ I number/extra-cost option   – not available  
For more information on the options featured in this catalogue, please refer to the separate price list.



BOSE® Surround Sound System



Chrono Package and preparation for lap trigger



Connect Plus

Option	911 GT2 RS	I no.
<b>Audio and communication.</b>		
Porsche Communication Management (PCM) including online navigation, voice control system and mobile phone preparation	●	Standard
Connect Plus module including LTE module with SIM card reader, wireless Internet access <sup>1)</sup> , online navigation and comprehensive Porsche Connect services <sup>2)</sup>	●	Standard
Porsche Track Precision App	●	Standard
Sound Package Plus	●	Standard
BOSE® Surround Sound System	◦	9VL
Chrono Package and preparation for lap trigger	◦	QR5
<b>Factory collection.</b>		
Factory collection in Zuffenhausen	◦	900
Factory collection in Leipzig including intensive driving induction	◦	S9Y

<sup>1)</sup> Internet access can be established either by means of the integrated Porsche SIM card or using a data-enabled SIM card. For use of the Wi-Fi hotspot via the integrated SIM card, a chargeable Wi-Fi data package is also available from the Porsche Connect Store. For use of the Wi-Fi hotspot via your own SIM card, a separate, valid subscription to a mobile network provider is required.  
<sup>2)</sup> Please visit [www.porsche.com/connect](http://www.porsche.com/connect) for detailed information on everything that Porsche Car Connect has to offer.





# TECHNICAL DATA

European model shown. Some options may not be available in the U.S.



	911 GT2 RS
Engine	
Type	Aluminum boxer engine with VTG twin-turbochargers
Cylinders	6
Displacement	3.8 liters
Max. power (DIN) at rpm	700 hp at 7,000
Max. torque at rpm	553 lb-ft at 2,500–4,500
Compression ratio	9.0:1
Transmission	
Layout	Rear-wheel drive
Porsche Doppelkupplung (PDK)	7-speed
Chassis	
Front axle	MacPherson strut suspension complete with ball joints
Rear axle	Multi-link suspension complete with ball joints and rear axle steering
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	36.4 ft (11.1 m)
Brakes	Porsche Ceramic Composite Brake (PCCB) with six-piston aluminum monobloc fixed calipers front, four-piston aluminum monobloc fixed calipers rear, ceramic composite brake discs, calipers made of aluminum, 410 mm diameter front and 390 mm rear, internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)
Standard wheels	Front: 9.5 J x 20 ET 50; Rear: 12.5 J x 21 ET 48
Standard tires	Front: 265/35R20; Rear: 325/30R21

	911 GT2 RS
Performance	
Top track speed	211 mph
0–60 mph	2.7 s
Weights	
Curb weight (DIN)	3,241 lbs.
Dimensions/aerodynamics	
Length	179.1 in
Width (including exterior mirrors)	74.0 in (77.9 in)
Height	51.1 in
Wheelbase	96.5 in
Luggage compartment volume (VDA)	4.06 cu ft (115 l)
Fuel tank capacity	16.9 gal
Drag coefficient	0.35
Fuel consumption <sup>1)</sup>	
City	TBD
Highway	TBD
Combined	TBD

<sup>1)</sup>As of the time of printing, the 2017 EPA numbers are yet to be determined. Please see your authorized Porsche dealer or visit [www.porscheusa.com](http://www.porscheusa.com) for the latest information.



<b>A</b>		<b>E</b>		<b>S</b>	
Aerodynamics	13	Engine	29	Safety and environment	46
Apple CarPlay™	61			Seats	
		<b>F</b>		Adaptive Sport Seats Plus	57
<b>B</b>		Fuel	91	Full bucket seats	57
Brakes	49			Sound systems	63
		<b>I</b>		Steering wheel	55
<b>C</b>		Interior	52	Summary	67
Chassis	39				
Chrono Package	65	<b>M</b>		<b>T</b>	
Colors	78	Mobile phone preparation	59	Technical data	88
Connect apps	61			Tire Pressure Monitoring System	
Connect and Connect Plus	59	<b>P</b>		(TPMS)	43
		Personalization	73		
<b>D</b>		Porsche Active Suspension		<b>V</b>	
Design	13	Management (PASM)	41	VarioCam Plus	31
Dials	55	Porsche Ceramic Composite Brake			
Direct Fuel Injection (DFI)	29	(PCCB)	49	<b>W</b>	
Dynamic engine mounts	41			Wheels	45
		Porsche Communication Management			
		(PCM) including online navigation	59		
		Porsche Connect	59		
		Porsche Connect Portal	61		
		Porsche Connect services	59		
		Porsche Connect Store	61		
		Porsche Doppelkupplung (PDK)	35		
		Porsche Exclusive Manufaktur	75		
		Porsche Stability Management (PSM)	45		
		Porsche Torque Vectoring Plus			
		(PTV Plus)	45		
		Porsche Track Precision App	65		
		<b>R</b>			
		Rear axle steering	41		
		Rear differential lock	45		



European model shown. Some options may not be available in the U.S.





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