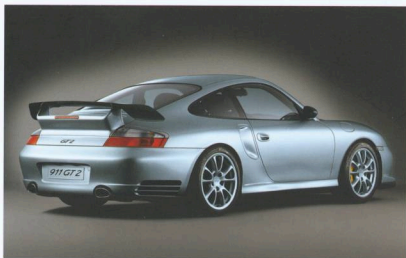
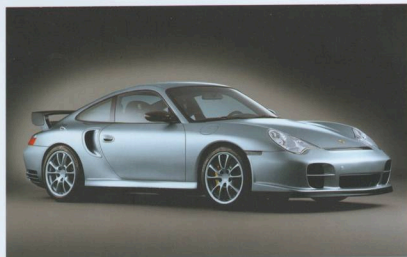




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The new 911 GT2

The new 911 GT2

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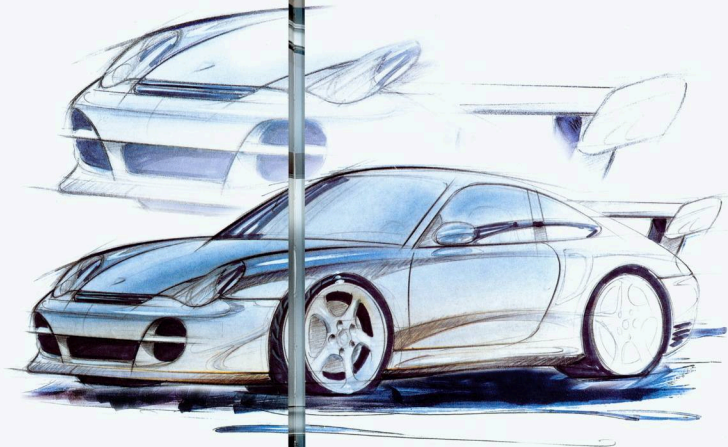
Contents



The new 911 GT2 is the
embodiment of race-bred
technology in a powerful,
road-going vehicle.

The Clubsport model is simply
predestined for the racetrack.

Key features of the new model
include a bolt-in roll-over bar,
a distinctive carbon-fibre rear
spoiler and exterior mirrors
and radiator ducts in carbon.



The new 911 GT2





The Porsche Development Centre

in Weissach constantly strives

to achieve uncompromising per-

formance. With its enhanced

engine, the 911 GT2 is the most

powerful road-going 911 ever

built, developing an impressive

355 kW (483 bhp) at 5,700 rpm

and maximum torque of 640 Nm

between 3,500 and 4,500 rpm.

Naturally, the chassis has also

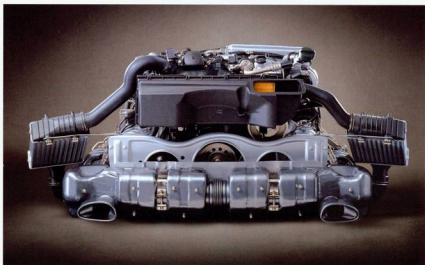
been developed to an even higher

level of refinement.

Simulating road conditions
on the kinematics and
elastokinematics test rig.



Engine and chassis

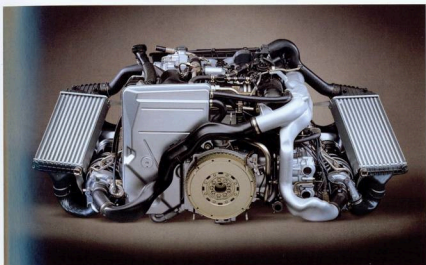


**Honed on the racetrack.
At home on the road.**

The 911 GT2 engine is an evolution of the race-proven unit that powered the 911 GT1 to a famous one-two at Le Mans in 1998. The water-cooled, twin-turbo flat-six engine has been upgraded to achieve 355 kW (483 bhp) from a displacement of 3.6 litres, as well as maximum torque of 640 Nm between 3,500 and 4,500 rpm. In addition to optimised cylinder charging, the engine is characterised by its outstanding balance and refinement.

The light-alloy crankcase is split vertically with the crankshaft running in eight main bearings. The crankshaft is linked to the light-alloy pistons via forged connecting rods. This configuration reduces the weight of the moving masses within the engine to produce an eager throttle response. The light-alloy pistons reciprocate in Nikasil-coated, light-alloy bores designed to reduce friction and thus increase longevity.

Each combustion chamber has two inlet and two outlet valves arranged in a V configuration that are actuated by twin overhead camshafts per bank of cylinders. All valves feature dual springs to ensure proper closing at high revolutions, while the use of hydraulic tappets means there's no need to adjust valve clearances.

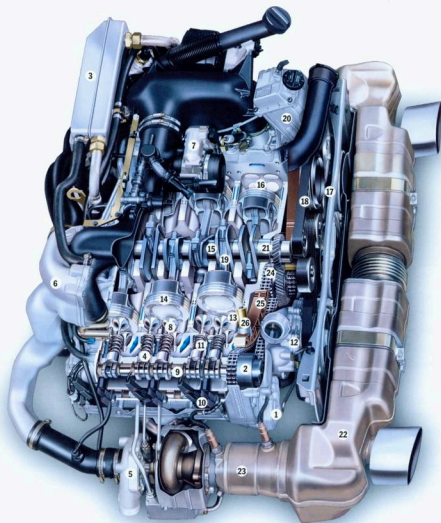


VarioCam Plus, the latest evolution of the Porsche VarioCam variable valve timing system, now features variable valve lift to deliver maximum torque and power at all engine speeds. It also helps improve fuel economy. Dry-sump lubrication ensures a reliable supply of oil to the engine even under the extreme lateral and longitudinal g-forces typically experienced on the racetrack. Two scavenge pumps in each of the cylinder

heads combine with a central return pump with twin extraction points in the crankcase to return the oil quickly and efficiently to a separate oil tank. A further pump supplies the lubrication points in the engine directly. Oil is defoamed by means of an oil separator integrated into the oil tank.

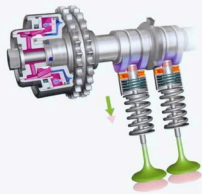
The Motronic ME7.8 electronic engine management system ensures optimum engine performance under all driving conditions. As well as managing intake air pressure, the system controls the electronic throttle across the entire rev range.

The Motronic unit also helps control the VarioCam Plus and cylinder-selective knock control systems.

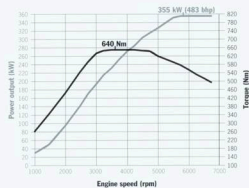


1. Oil scavenge pump
2. VarioCam Plus
3. Oil tank with oil separator
4. Hydraulic tappets
5. Turbocharger
6. Suction pipes upstream of compressor
7. Electronic throttle
8. Inlet valves
9. Inlet camshaft
10. Individual ignition coils
11. Valve springs
12. Water pump
13. Nikasil-coated bores
14. Forged aluminium-alloy pistons
15. Crankshaft
16. Combustion chamber
17. Air-conditioning compressor
18. Drive belt for engine ancillaries
19. Forged connecting rods
20. Power-steering pump with oil reservoir
21. Oil pump (obscured)
22. Silencer
23. Catalytic converter with probe for monitoring and control
24. Timing chain
25. Slide rail
26. Chain tensioner

VarioCam Plus



911 GT2





Lower centre of gravity for better handling and control. The 911 GT2 chassis.

The 911 GT2 chassis delivers one of the most dynamic driving experiences ever featured on a production Porsche – without compromising on comfort. Race-ready handling combines with outstanding agility and safety to offer the perfect ride in all road conditions.

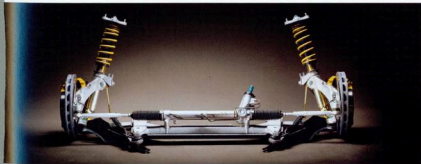
To achieve that performance, we've lowered the centre of gravity of the 911 GT2 by around 20 mm compared with the 911 Turbo, and added a revised spring and damper system.

Lightweight construction throughout has kept both total weight and unsprung weight to a minimum. Reducing the weight of the unsprung masses automatically improves spring and damper response, making for better road-holding as well as more reliable feedback for the driver.

The tried-and-tested McPherson-strut front suspension and race-proven, subframe-mounted multi-link rear suspension feature a special spring and damper configuration to ensure optimum traction on variable road surfaces.

The adjustment range of the front and rear suspension has been increased for track use. Set-up options include ride height, camber and track, as well as five-stage (front) and four-stage (rear) anti-roll bars. The GT2 is also available with competition springs.

At road level, the GT2 runs on lightweight 18-inch monobloc alloys, with wheel centres bearing the GT2 logo. The front wheels (8.5J x 18) run on 235/40 ZR 18 tyres, while the rears (12J x 18) come with 315/30 ZR 18s. This configuration ensures optimum road holding in even the longest of high-speed bends.





Turning powerful potential into performance on the road.

The GT2 engine delivers its power to the road through a six-speed manual gearbox. Each individual ratio has been carefully selected to provide seamless acceleration through the gears.

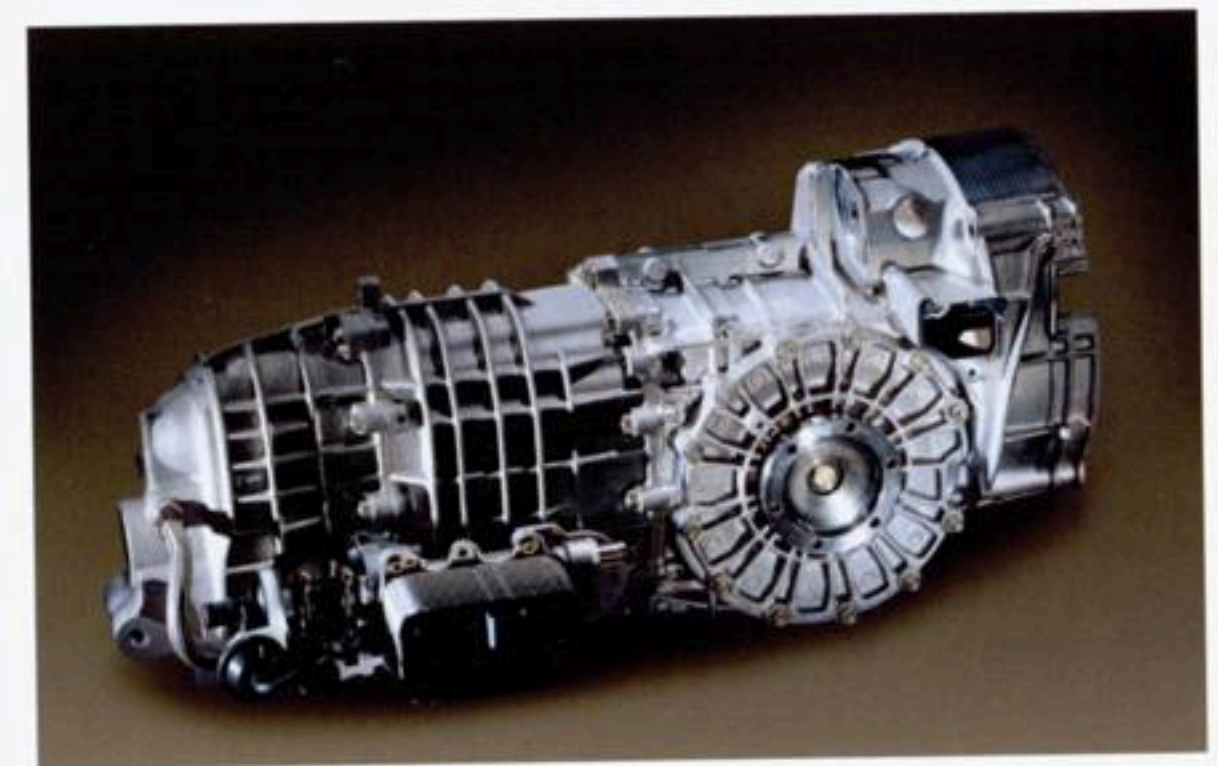
The race-proven, cable-operated gearshift mechanism provides smooth and precise gear changes

while eliminating the transfer of vibration from the engine and gearbox to the passenger compartment. The GT2 clutch is designed for fast, fluid gearshifts and is paired with a dual-mass flywheel for an even smoother ride. Gears 3 to 6 can be matched to specific circuit characteristics with our range of optional competition ratios.

Another motorsport-derived innovation is the transmission lubrication system and oil/coolant heat exchanger. This configuration is designed to maintain optimum temperatures in the gearbox even during the toughest competition use.

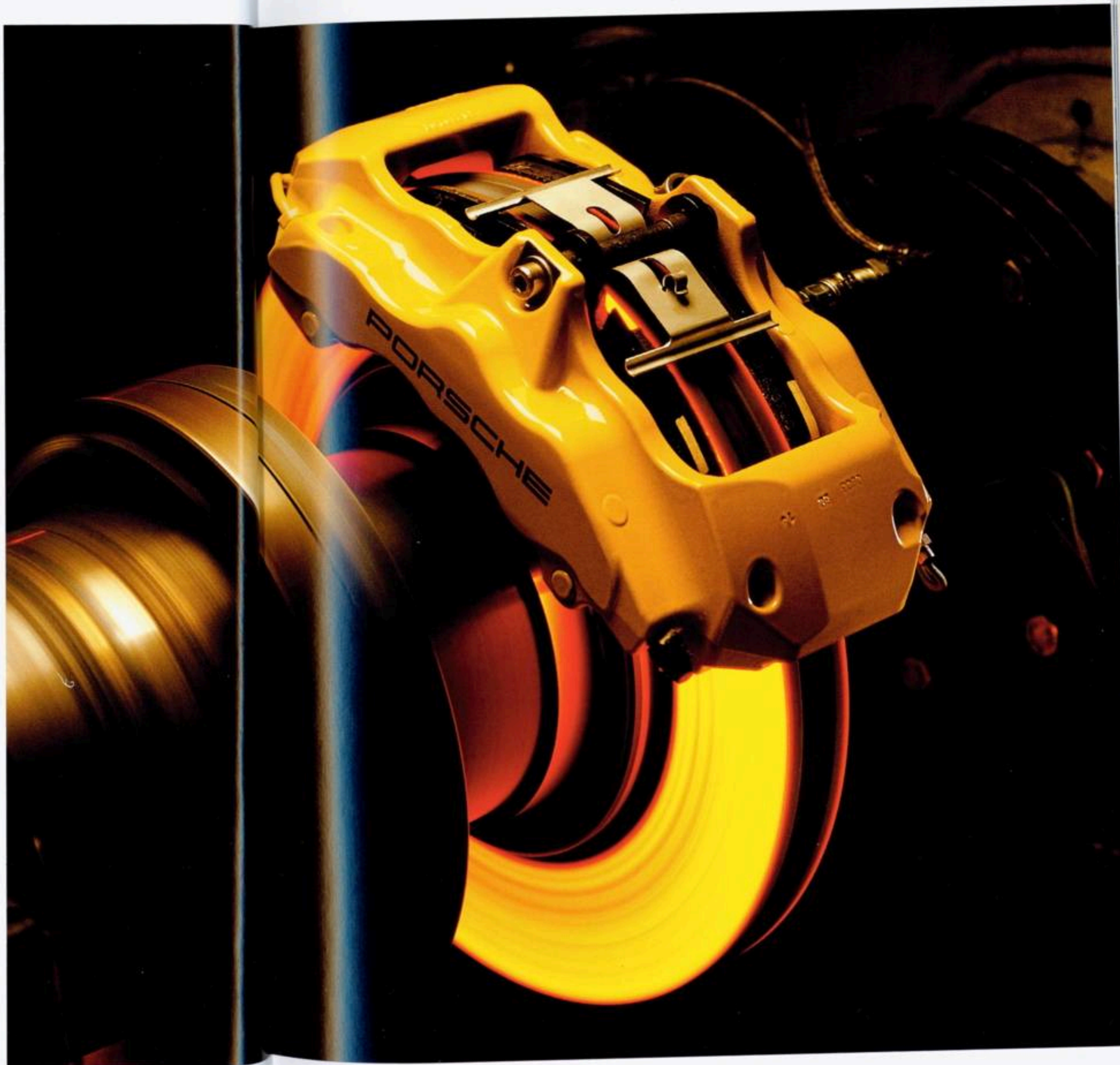
The driving sensation in the rear-powered 911 GT2 is pure Porsche, combining remarkable agility with

precision control. An asymmetric differential lock helps maximise performance by delivering 40% lock under power to improve traction, and 60% lock on overrun in order to stabilise the car. The results are maximum grip under acceleration as well as optimum driving dynamics and safety.

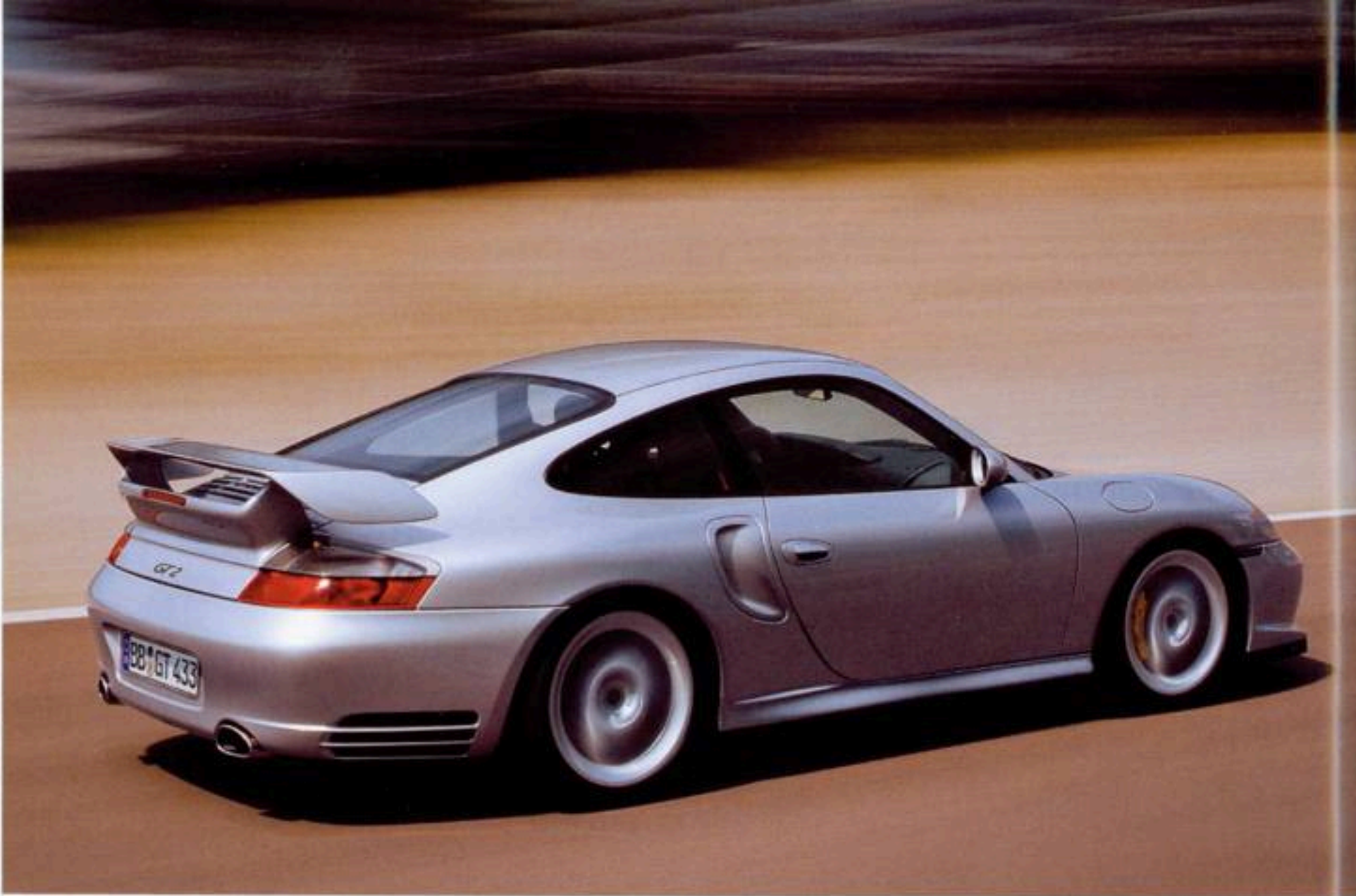


The 911 GT2 not only delivers maximum sports car performance, it is designed to do so in safety. No matter what the road conditions. With a range of active and passive safety features developed for the rigours of the track, the 911 GT2 sets new benchmarks in safety for the road.

Testing the limits of endurance: the Porsche Ceramic Composite Brake.



Safety



The Porsche Ceramic Composite Brake: sometimes, revolution is all about standing still.

Widely renowned as one of the world's leading innovators in the field of automotive braking, Porsche has developed a powerful system for road and track use: the Porsche Ceramic Composite Brake (PCCB). This remarkable technology features a lightweight ceramic disc with involute cooling channels and a specially developed composite pad. Each disc is formed from a specially treated carbon-fibre compound, which is

then silicated in a high-vacuum process at around 1,700 °C.

Cross-drilled and internally vented for optimum dispersal of moisture and heat, the finished PCCB disc offers a significant weight saving – approximately 50% – over conventional metal equivalents. Since all of that weight is entirely 'unsprung' – i.e., not supported by the car's suspension – the PCCB system delivers immediate benefits in terms of handling, agility and fuel economy.

At the front, each disc is securely gripped by a powerful six-piston caliper. At the rear of the car, where less force is required, a pair of four-piston units are used. Working in conjunction with the specially formulated composite pads, the PCCB disc provides breathtaking deceleration as well as unparalleled consistency across a wide range of operating temperatures.

Thanks to its enhanced stability in all conditions, PCCB helps minimise braking distances in even the most extreme road and race

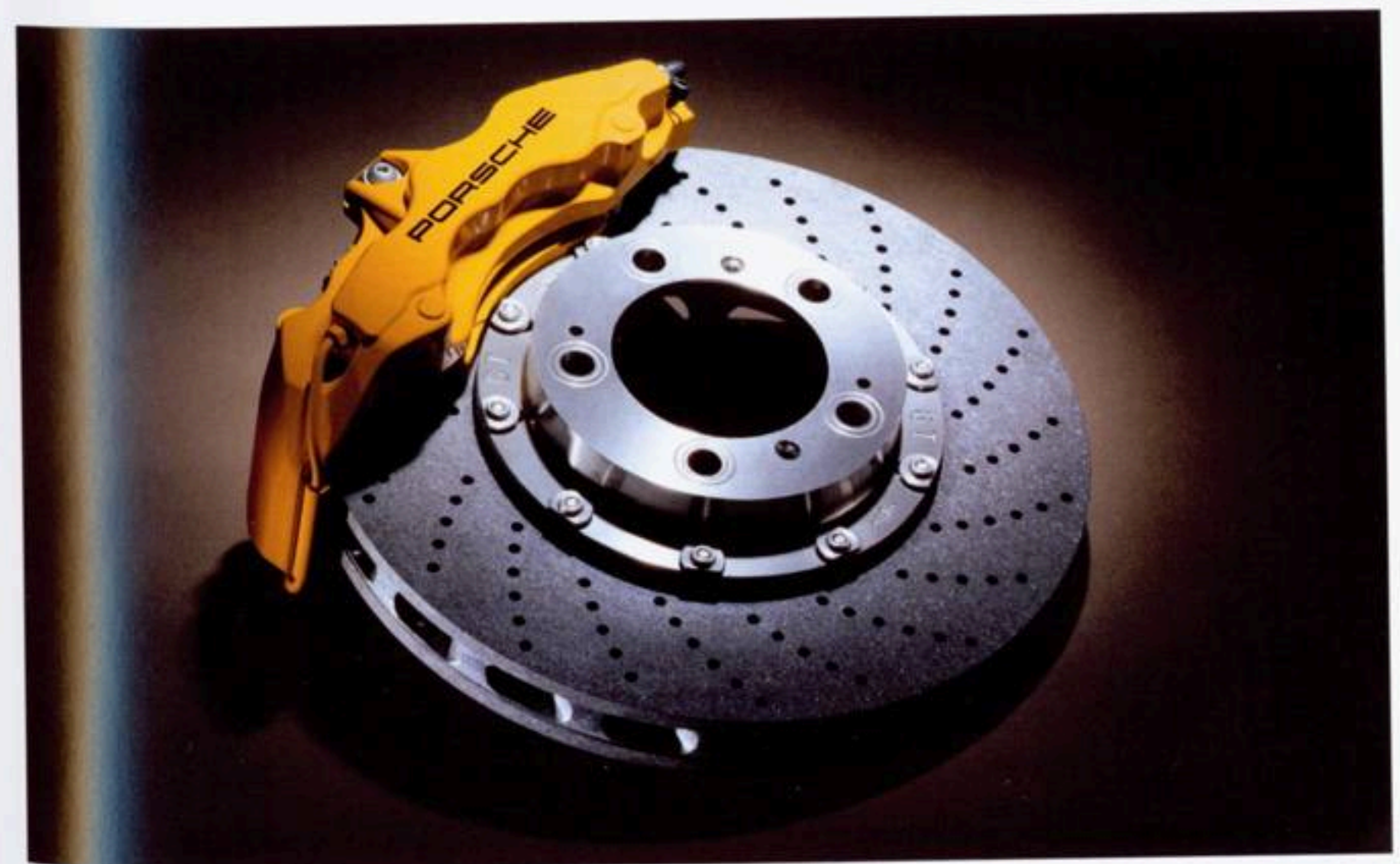
scenarios. Inherent fade resistance provides safer deceleration from racing speeds and the system's prodigious response requires only moderate pedal inputs from the driver.

Another key benefit of the PCCB system is the remarkable durability of both pads and discs. While the actual rate of wear on all brake components – particularly pads and discs – is entirely dependent

on individual driving style and, of course, vehicle usage, like-for-like testing reveals a much longer lifespan compared with conventional systems.

With its major weight savings and exceptional fade resistance, even at very high temperatures, PCCB is the ideal option for genuine competition use. It is important to note, however, that circuit racing or similar extreme driving conditions can significantly reduce the overall life expectancy of even the most durable pads and discs.

It is therefore important – as with conventional steel high-performance brakes – to have all PCCB components properly checked and replaced, if necessary, after every track event.





911 GT2 Clubsport

A more active approach to passive safety.

The 911 GT2 bodyshell is designed for optimum impact protection. At the front of the car, the passenger cell is shielded by a patented system of longitudinal and transverse members. In the event of an accident, energy is absorbed and dispersed in a carefully calculated manner, ensuring maximum protection for driver and passengers.

For added safety, the 911 GT2 also features high-tensile boron steel reinforcements in each door. These are augmented by the Porsche Side Impact Protection (POSIP) system, comprising side airbags and energy-absorbing door panels. As well as shielding the chest area, POSIP offers enhanced protection for the head.

Standard equipment also includes full-size airbags for driver and front passenger, a safety steering column, three-point seat belts with belt height adjustment, pretensioners and force limiters, as well as flame-retardant materials in the interior. The four-channel ABS 5.7 system, fitted as standard, also provides stability and outstanding braking from speed.



911 GT2 Clubsport

The 911 GT2 is also available as a Clubsport version featuring a bolt-in roll-over bar which can be upgraded to a full roll cage for competition use. It also features a carbon-fibre rear spoiler and exterior mirrors and radiator ducts in carbon.

The Clubsport version also includes a six-point racing harness and fire extinguisher with holder. The bucket seats are finished in flame-retardant material instead of leather.

Finally, since you're probably not the only one who admires the 911 GT2, standard equipment also includes an engine immobiliser with in-key transponder as well as an alarm system with contact-sensitive exterior and infrared interior surveillance.



Roll cage

When we develop a high-

performance sports car

like the 911 GT2, one of the

key design objectives

is to eliminate lift – without

creating unnecessary drag.

Achieving that balance calls for

inspired engineering and

uncompromising attention to

detail in the wind tunnel.

The result is an aerodynamics

package that delivers optimum

performance for both racetrack

and road.

In the wind tunnel: honing the aerodynamics of the 911 GT2.



Aerodynamics



**Uncompromising performance.
Unmistakably Porsche.**

The 911 GT2 is one of the most dynamic sports cars we've ever built. Honed from the distinctive shell of the 911 Turbo, the GT2 offers a more muscular and dynamic presence characterised by a unique front section and dominant rear wing.

The aerodynamics of the 911 GT2 were specially developed in the wind tunnel to find the perfect balance between downforce and drag. As a result, the GT2 not only offers a remarkably low drag coefficient of 0.34, it also generates optimum downforce on both the front and rear axles.

In order to create the best possible aerodynamic balance between front and rear, the 911 GT2 features an ultra-low front spoiler made from a flexible composite material. The role of this spoiler is to minimise the amount of air that flows underneath the car and thus reduce lift on the front axle. The results are better grip and directional stability as well as safer handling at high speed.

At the rear, the GT2 benefits from two key aerodynamic features: a discreet fixed spoiler on the engine cover and a large wing

element with an angle of incidence that is steplessly adjustable by up to five degrees.

Cooling air is delivered to the radiators via a highly effective internal airflow management system derived from the race-winning 911 GT1 and 911 GT3 RS. The racing origins of the system are acknowledged on the exterior of the car with the distinctive air outlet located immediately ahead of the luggage compartment lid. Twin inlets on either side of the front spoiler are used to channel air to the ceramic brakes. As on

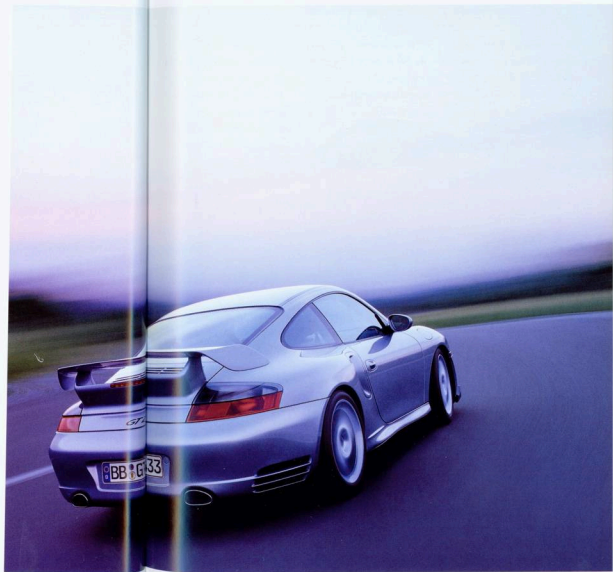
all 911 models, polypropylene underbody panelling is used to enhance the aerodynamic performance of the car.

As you can see, the remarkable aerodynamics of the 911 GT2 are the product of uncompromising engineering principles and attention to detail. The result is a car that offers outstanding balance and aerodynamic efficiency both during normal road use and in full competition mode.

For those who desire the look and feel of the racetrack there is the exterior Carbon package, available as a no-cost option. This includes a carbon-fibre rear spoiler and exterior mirrors and radiator ducts in carbon.

The 911 GT2 is a masterpiece of technology. Not only in pursuit of the ultimate in performance, but also out of consideration for the environment. Emissions, fuel consumption, maintenance and noise have all been reduced to a minimum. The result is a car that is totally uncompromising. In every sense of the word.

Powerful performance in harmony with the environment: the 911 GT2.



Environment



Exhaust gases and emission control.

Over the years, Porsche has been one of the first manufacturers to implement new exhaust technologies in its production cars. A typical example is On-Board Diagnostics II, introduced as standard equipment on the 911 Turbo in 1995. This commitment to the environment is just one of the reasons why the Porsche R&D Centre in Weissach was

chosen as the site of a new emissions research facility for the German automotive industry.

It is therefore no surprise that the advanced exhaust technologies in the 911 GT2 fulfil all emissions legislation worldwide. Its catalytic converters provide a fast response, a high rate of conversion, a long service life, and consistent performance over time. Within seconds of starting, total exhaust emissions are reduced by almost 100%.

The latest technologies are also employed when it comes to monitoring the twin exhaust system. The exhaust gas expelled from each bank of cylinders is analysed using a pair of corresponding Lambda probes. This information is then fed back to the engine management system. A further pair of probes*, again one for each bank of cylinders, is used to monitor the efficiency of the respective catalytic converter.

*Not included in markets with leaded fuel.

Noise.

The 911 GT2 complies with all current noise regulations – without resorting to engine encapsulation. Instead, we've simply eliminated noise at source: engine components are more rigid, moving parts lighter, and tolerances have been reduced to a minimum. A pair of high-efficiency silencers, as well as resonators in the induction system, help reduce unwanted noise even more. The result is a purer and more distinctive engine sound, with all the character you'd expect of a Porsche.

Materials and recycling.

Longevity is fundamental to the Porsche philosophy. As well as our approach to the environment. After all, the best way to recycle a product is to ensure it never needs recycling at all.

Despite that fact, the GT2 is built using only the most modern and eco-friendly materials. A full 56% of the car is made from iron-based metals, while aluminium and magnesium account for another 20%. The exhaust system, for example, is made of pure stainless steel.

Fuel system.

The fuel system featured in the 911 GT2 is designed to eliminate vaporisation. All fuel lines are made of lightweight aluminium, while vapour-carrying lines are made of plastic composite materials.

All lightweight materials are fully recyclable, and the range of plastics has been reduced. To simplify processing, all materials are labelled for separate recycling. In all, more than 80% of the 911 GT2 can be processed using existing recycling techniques.

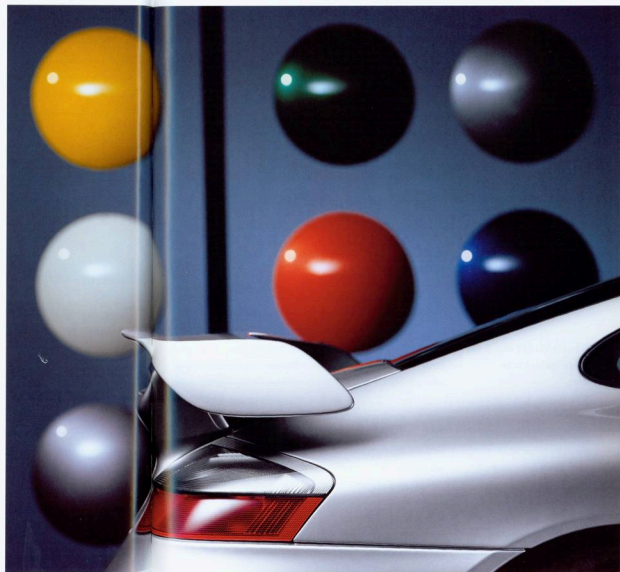
The entire car is completely free of asbestos, CFCs and components manufactured using CFCs.

Maintenance.

Longer service intervals not only contribute to a more intelligent use of materials and resources, they also help minimise maintenance costs. Over the past 25 years, we've continually extended the service intervals on our cars, while reducing the maintenance requirements. On the 911 GT2, the figures say it all: oil every 12,000 miles; spark plugs, oil filter and air filter every 24,000 miles; and fuel filter every 48,000 miles. Better still, the original factory coolant charge is good for the life of the car.

The new 911 GT2 has been designed by Porsche engineers to the strictest ergonomic principles, but there are still ample opportunities to make each individual GT2 your very own. Your 911 GT2 is available with a range of personalisation options, interior packages and also the exterior Carbon package.

Porsche design studio in Weissach: home of the 911 GT2.



Personalisation



Cockpit 911 GT2

Make the 911 GT2 what it was always intended to be. Yours.

The racing origins of the GT2 cockpit are tempered with a range of high-quality materials and intelligent design solutions. Interior features include black leather upholstery, automatic air conditioning with integrated active carbon filter, electric windows with

seal protection facility, as well as electric adjustment of the heated exterior mirrors.

While the standard specification 911 GT2 leaves little to be desired, we also recognise that no two Porsche drivers are the same. Which is why we've created a range of personalisation options and packages to help make your 911 GT2 even more unique. Optional equipment is listed by category over the following pages.

For total individuality, the Porsche Exclusive range of factory-fitted options offers a wealth of ideas on personalising your 911 GT2. For more information on modifications and special equipment options, please contact your Porsche dealer.



Six-point harness (three-point also fitted)



Sports seat backrest painted

INTERIOR.

Option

- Clubsport version, incl. carbon-fibre rear spoiler, exterior mirrors and radiator ducts in carbon; roll cage (bolt-in roll-over bar fitted, front section of roll cage supplied sep.), bucket seats with flame-retardant fabric, three-point safety belts in red, six-point racing harness for driver (supplied sep.), fire extinguisher (supplied sep.), battery master switch available as retrofit kit (no-cost option)
- Roll-over bar in stainless steel (brushed finish) with two diagonal struts
- Sports seats in leather, incl. upholstered seat centre (no-cost option)
- Heated seats (only in conjunction with leather sports seats)
- Sports seat backrests in leather in interior colour
- Sports seat backrests in exterior colour
- Coloured seat belts (no-cost option)
 - Guards Red
 - Speed Yellow
 - Maritime Blue
- Rear section of centre console in exterior colour
- Front centre console
- Cruise control
- Footwell lighting and central switch for all interior lights

I no.

003

XSL

P77

342

XSB

XSA

XSX

XSX

XSW

XME

581

454

XX2



Leather interior

LEATHER INTERIOR.

Option

- Leather interior in natural leather (not available with Clubsport version)
- Leather package, small (dashboard trim only)
- Leather package, large (dashboard and door trim)
- Porsche Crest embossed on headrests (sports seats)
- Three-spoke sports steering wheel in leather with cross-stitching on rim, includes airbag module
- Steering column casing in interior colour leather (four sections)
- Front section of centre console in interior colour leather
- Rear section of centre console in interior colour leather
- Rooflining in interior colour leather
- Sun visors in interior colour leather
- Interior light surround in interior colour leather
- Inner sill finishers in interior colour leather
- Floor mats with Porsche logo and leather trim

I no.

X99

E74

E70

XSC

XPA

XNS

XMZ

XMA

XMP

XZD

XTG

XX1

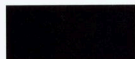
Colours.

Choosing the right colour is one of the most important decisions when it comes to personalising your Porsche. To make that task easier, we've assembled a distinctive collection of four solid and six metallic paints as standard.

If you can't find the colour you're looking for, you can also choose from our range of seven special paint options.

In addition to the standard black interior, there are a further two natural leather interior colours to choose from.

Interior colours.



Black



Dark Grey natural leather



Brown natural leather



Black



Guards Red



Carrara White



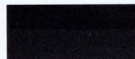
Speed Yellow



Atlas Grey Metallic

Standard colours.

Metallic colours.



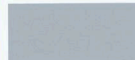
Basalt Black Metallic



Lapis Blue Metallic



Lagoon Green Metallic



Arctic Silver Metallic



Midnight Blue Metallic



Atlas Grey Metallic



Rear section of centre console in carbon



Telephone handset



PCM

AUDIO AND COMMUNICATIONS.

Option

- Porsche CDR-23 CD radio (no additional cost)
- CDC-4 six-disc CD autochanger
- Porsche Communication Management (PCM):
5.8-inch screen with audio system*, on-board computer, satellite navigation system and antenna diversity
- Telephone module for PCM
- Telephone handset for PCM telephone module
- Telephone preparation for GSM phone** (not for PCM)
(integrated antenna, wiring, attachment console, hands-free facility)

* May be incompatible with some copy-protected audio CDs

** Not available for all markets

EXTERIOR.

Option

- Carbon exterior package (carbon-fibre rear spoiler; exterior mirrors and radiator ducts in carbon) – standard on Clubsport model, no-cost option on standard model
- Metallic paint (no additional cost)
- Special colours
- Deletion of model designation
- Windscreen with green top tint
- Wheel centres with full-colour Porsche Crest
- Wheel centres and spokes in exterior colour with full-colour Porsche Crest
- Four stainless steel tailpipes

CARBON INTERIOR.

Option

- Carbon package, small (dashboard trim only)
- Carbon package, large (dashboard and door trim)
- Bucket seat backrest in carbon (left)
- Bucket seat backrest in carbon (right)
- Three-spoke sports steering wheel in carbon and leather
- Gear lever and handbrake lever in carbon and leather with aluminium inlays
- Rear section of centre console in carbon
- Door entry guards in carbon with GT2 logo

ALUMINIUM LOOK/STAINLESS STEEL INTERIOR.

Option

- Aluminium Look package, small (dashboard trim only)
- Aluminium Look package, large (dashboard and door trim)
- Aluminium/Stainless Steel/Chrome package
- Three-spoke sports steering wheel with Aluminium Look paint finish
- Aluminium-coloured instrument dials
- Rear section of centre console with Aluminium Look paint finish
- Door entry guards in stainless steel with GT2 logo

I no.

E77
E73
XSS
XSR
XPD
Y05
XMJ
X69

I no.

E82
E80
Y29
XPG
X71
XCE
X70

I no.

697
692
P16
666
668
618

I no.

804
791
792/793
498
567
446
XD9
X54

Engine

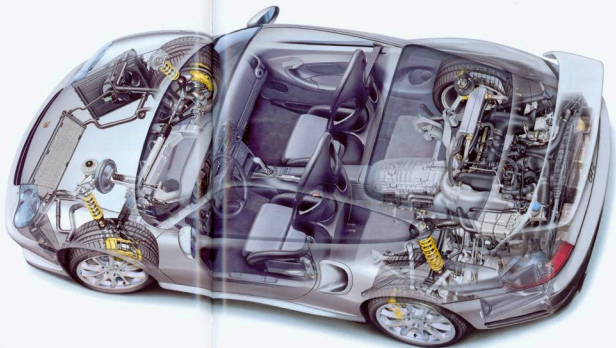
No. of cylinders	6
Capacity	3,600 cm ³
Power	355 kW (483 bhp)
at rpm	5,700
Maximum torque	640 Nm
at rpm	3,500-4,500
Compression ratio	9.4:1

Transmission

Layout	Rear-wheel drive
Manual transmission	6-speed

Chassis

Front axle	McPherson-strut suspension with anti-roll bar
Rear axle	LSA multi-link suspension with anti-roll bar
Steering	Power-assisted, hydraulic
Brakes	PCCB, 6-piston monobloc fixed calipers at front, 4-piston monobloc fixed calipers at rear, ceramic/carbon fibre discs internally vented and cross-drilled
ABS	Four-channel ABS 5.7
Wheels	Front: 8.5J x 18 (offset: 40) Rear: 12J x 18 (offset: 45)
Tyres	Front: 235/40 ZR 18 Rear: 315/30 ZR 18

**Performance**

Top speed	315 km/h (196 mph)
0-100 km/h (0-62 mph)	4.1 secs
0-160 km/h (0-99 mph)	8.5 secs
Flexibility 80-120 km/h (50-75 mph)	4.7 secs (5th gear)

Fuel consumption in litres/100 km

According to 1999/100/EC	
Urban	18.9
Extra urban	9.3
Combined	12.9
CO ₂ emissions (g/km)	309

Weights

Unladen weight (DIN)	1,420 kg
Unladen weight (EC)*	1,495 kg
Permissible gross weight	1,730 kg

Dimensions

Length	4,450 mm
Width	1,830 mm
Height	1,275 mm
Wheelbase	2,355 mm
Luggage compartment	110 litres
(German Car Manufacturers' Assoc.)	
Tank capacity	89 litres
(refill volume)	

Pre-filled with

*In accordance with EC standards, the unladen weight stated here is that of a standard-specification vehicle. Optional equipment means greater weight. The figure given includes 68 kg for the driver and 7 kg for luggage.

Technical specifications



Porsche dealers

Your Porsche dealer is there to assist you with every aspect of purchasing and owning your Porsche, offering a wide range of services, genuine Porsche parts and accessories.

Porsche Assistance

In addition to breakdown and accident assistance, transport and recovery, the package includes a range of other insurance services. Membership is automatic when you purchase a Porsche.

Porsche Financial Services

We've developed a range of innovative financial services, carefully tailored to the needs of Porsche owners, including competitive finance and leasing schemes, insurance and the Porsche Card.

Porsche Exclusive

With our factory-fitted personalisation programme, you can now create your perfect Porsche. In terms of styling, specification or both. All modifications are uniquely handcrafted for your car.

Porsche Tequipment

This select range of aftermarket accessories is available from your Porsche dealer. Specially developed and approved for your Porsche, Tequipment products do not affect your vehicle's warranty.

Porsche Selection

This exclusive collection of accessories, practical clothing, sports equipment and ingenious luggage solutions combines timeless elegance and unmistakable quality to complement the Porsche model range.

Service

Porsche Used Car Programme

The Porsche Used Car Programme is designed to help you find the very finest examples of pre-owned Porsche vehicles. Each car is rigorously tested to the highest Porsche standards and comes with comprehensive warranty cover.

Porsche Classic

Specially tailored for all Porsche vehicles over 20 years old, Porsche Classic offers a dedicated resource for genuine spare parts and expert repairs, as well as general advice on making the most of your historic Porsche.

"Christophorus"

As a Porsche owner, you will receive a complimentary copy of our bimonthly magazine, Christophorus. Each edition is packed with news, articles and exclusive interviews covering every aspect of the Porsche marque.



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

Porsche Clubs

With more than 100,000 members worldwide, Porsche Clubs organise a wide range of social and motorsport events. For more information, visit www.porsche.com.

Porsche Driving Experience

1. The Porsche Travel Club.

A fascinating collection of exclusive tours, weekend breaks and incentive holidays. For more information, call +49 (0) 711/911-8155 to 8157. Email: travel-club@porsche.de

2. The Porsche Sport Driving School.

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The latest Exclusive, Tequipment, Selection and Porsche Driving Experience brochures are now available from your Porsche dealer.

At Porsche, our unique
commitment to motorsport
has never been just about
winning. It's our way of
developing the very best in
sports car engineering
for the road. The 911 GT2
is the latest example of
a race-bred tradition that is
uniquely and unmistakably
Porsche. A sports car in its
purest form. And the most
uncompromising 911 ever built.



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The models shown in this catalogue feature equipment that is standard specification for the German market. In some cases, they include additional equipment that is only available as an optional extra. Availability of models and options may vary from country to country due to local restrictions and regulations.

Please consult your Porsche dealer for details of availability and exact equipment specifications. Porsche reserves the right to alter specifications and other product information without prior notice. Errors and omissions excepted.

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