



PORSCHE



**The new 911 GT2 RS**  
**Awe**

RS



GT2RS

BB EM 620

GT2RS



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# The new 911 GT2 RS



## Always there if you go to the extreme: Awe.

The standard could hardly have been set any higher: the 911 GT2. The aim: to surpass it. The method: Porsche Intelligent Performance. The result: the new 911 GT2 RS.

Not a muscle too few. Not a gram too much. No more than 500 available. Never was there a more powerful series produced by Porsche.

Were there any reservations? Negative thoughts? Doubt? Not in the slightest. Fear? No chance. Our engineers experienced just one feeling: awe. Before they started. And definitely after they had finished.

A feeling that goes with you. Every metre, every second.

### Technology.

Some figures cause astonishment, others create awe. The increased power of the 3.6-litre Boxer engine means that it now delivers 456 kW (620 hp) and maximum torque is 700 Nm, which is 90 hp and 20 Nm more than the 911 GT2. The 911 GT2 RS sprints from 0 to 100 km/h (62 mph) in 3.5 seconds. From 0 to 200 km/h (124 mph) in 9.8 seconds. And from 0 to 300 km/h (186 mph) in 28.9 seconds. Right up to 330 km/h (205 mph).

The main factor responsible for this extra power is Porsche Intelligent Performance. An efficiency-based concept incorporated inside every Porsche, resulting in the effective lightweight design for example. And the reason why the 911 GT2 RS is 70 kg lighter than the 911 GT2.

The body is 26 mm wider at the front, allowing a 12 mm wider toe angle and wider tyres. The 19-inch GT2 RS wheels with central locking device also provide exceptional driving dynamics.

The ride height, camber, toe angle, and the stabilisers on the front and rear axles can be adjusted individually for the racetrack. The fact that the chassis is connected more rigidly to the body allows for even more precise steering. For exact driving and control.

High performance demands a high level of safety. So the new 911 GT2 RS has Porsche Active Suspension Management (PASM), Porsche Stability Management (PSM) and Porsche Ceramic Composite Brakes (PCCB) fitted as standard. Additional brake ducts on the rear axle ensure that the brakes are effectively ventilated. Another standard feature is the Clubsport package including a roll cage, a six-point safety harness and a fire extinguisher.

The end result: no series-produced Porsche has ever reached this level of performance. None has achieved faster track times. None has deserved more awe.

### **Lightweight construction.**

Anyone who wants to go beyond the horizon has to work on their performance – and concentrate on strength. The way to achieve this is to make sacrifices. But only with regard to weight. The new 911 GT2 RS is 70 kg lighter than the 911 GT2. Its weight-to-power ratio: just 2.21 kg/hp. For excellent performance. And with relatively moderate fuel consumption.

This is achieved thanks to a whole series of modifications. In particular, the use of materials that are more typically found in motorsport. The front lid, the side air intakes on the charge air cooler, the slats in front of the front lid, the rear middle section, the rear spoiler lip and the rear wing are all constructed from carbon. As are the lightweight bucket seats and door sills with the 'RS' logo. The front mud flaps are also available in carbon as an option.

Instead of the usual steel, the diagonal struts on the rear axle are made from aluminium. As are the fixed calipers of the PCCB on the front and rear axle. The engine cover, rear window and rear side windows are made from a synthetic material. In addition to this, the new 911 GT2 RS has lightweight door panels with side pads and door pulls. Throughout the body, much of the soundproofing has been removed and the interior soundproofing has also been reduced.

The lightweight single mass flywheel makes the engine even more responsive. Weight has even been reduced in the body structure: there are no fittings for a roof transport system and there are no reinforcements for fastening the seat belts in the floor.

The battery in the new 911 GT2 RS is also lighter. A lithium ion battery which provides an additional weight saving of over 10 kg compared to

the conventional standard battery is available as an option. The lithium ion battery is inserted in the vehicle and can easily be replaced by the standard battery for use on the racetrack.

In addition, you can opt to do without the CDR-30 audio system, the air conditioning and the Clubsport package. To achieve an even lower power-to-weight ratio.

### **Design.**

Even the appearance of the new 911 GT2 RS leaves no room for doubt: it is more powerful than before.

Power is demanding. So, with regard to aerodynamics, the design has been aimed at achieving the best possible cooling and the greatest possible downforce. The large air inlets ensure that the air is directed straight to the central radiator and the front brakes. The

carbon air outlet in front of the front lid guides the air flowing through the central radiator up over the vehicle, thus increasing the downforce on the front axle.

Immediately noticeable are the front wings which are 26 mm wider, enabling a wider toe angle and the use of wider tyres. The 19-inch GT2 RS wheels have a white gold metallic finish.

A further striking feature is the black 'GT2 RS' logo on the side.

The rear with a carbon middle section makes an impression. And the carbon lip on the fixed rear wing sits 10 mm higher. For extreme driving stability.

For greater efficiency and more engine power, as the speed increases, additional air is pressed into the intake channel through the air inlet channels in the wing supports. This ram air system builds up the air in front of the

turbochargers. This relieves the turbochargers, thus lowering exhaust gas back pressure and increasing engine power.

To sum up: a drag coefficient value of only 0.34. Along with increased downforce on the front and rear axles. For better road holding, greater stability and excellent handling. In short, a design that fulfils its purpose: to create awe.



Front lid and side air intakes for the charge air cooler in carbon



Rear middle section and rear wing lip in carbon



Exterior mirrors with carbon casing



# Engine



### 3, 2, 1, 0. Takeoff.

#### Engine.

The engineers knew exactly what their objective was: to make the new 911 GT2 RS the most powerful Porsche for the road.

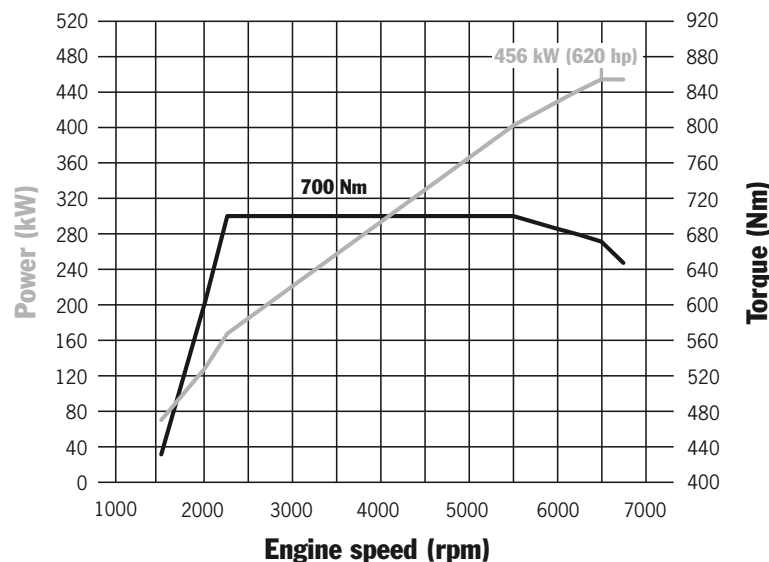
Objective achieved. The water-cooled six-cylinder bi-turbo Boxer engine with four-valve technology, variable turbine geometry (VTG) and VarioCam Plus delivers its power through the rear axle. From a displacement of 3,600 cm<sup>3</sup>, it generates an enormous 456 kW (620 hp) at an engine speed of 6,500 rpm. The maximum torque of 700 Nm is available from 2,250 rpm. From 0 to 100 km/h (62 mph) takes just 3.5 seconds. To 200 km/h (124 mph) only 9.8 seconds, and to 300 km/h (186 mph) just 28.9 seconds. Maximum boost pressure is not

reached until a speed of 330 km/h (205 mph). The weight-to-power ratio that is essential for this kind of performance is just 2.21 kg/hp.

A consistent supply of oil to the engine – even at high cornering speeds – is achieved using a dry sump lubrication system with a separate engine oil reservoir. The oil is cooled by an oil-water heat exchanger.

#### Variable turbine geometry (VTG).

Unlike a conventional turbo, the incoming exhaust gas is directed onto the turbine by electronically controlled guide vanes. The angle of these vanes can be adjusted so that the flow speed of the exhaust gas and, therefore, the momentum on the turbine can be changed.



911 GT2 RS: 700 Nm at 2,250 rpm, 456 kW (620 hp) at 6,500 rpm

This means that a large amount of power can be generated from the turbo even at low engine speeds with small amounts of exhaust gas – for much higher boost pressure, excellent cylinder filling and more torque.

The torque curve therefore rises sooner – and then stays uniformly high for a long time. The increase in power and torque is helped not

only by the fact that the maximum boost pressure has been increased to 1.6 bar, but also by the new charged air cooler in the 911 GT2 RS. The end result is an extraordinary response and acceleration that will leave you speechless.

### **VarioCam Plus.**

VarioCam Plus is a two-in-one engine concept which adapts to the particular demand for power. The system switches seamlessly thanks to the engine management system. The result is spontaneous acceleration and smoother running.

At medium revs and low engine loads, the system reduces fuel consumption and emissions by lowering the valve lift settings and advancing the timing. Fuel economy is especially noticeable at lower revs. High torque values and maximum power are achieved with the high valve lift setting, which results in exceptional engine power with comparatively low fuel consumption.

### **Expansion intake manifold.**

Essentially, in all intake systems, as well as flowing through, the air also vibrates. These vibrations consist of both a compression phase in which the air is compressed and also an expansion phase in which the air expands.

Until now, more air has meant more power. The compression phase of the air vibrations in the intake system is used to press more air into the combustion chamber. The disadvantage is that, when it is compressed, the air is also heated. It is therefore impossible to achieve optimum ignition of the fuel and air mixture to maximise power.

The expansion intake manifold adjusts the air vibrations in a completely different way. It uses the expansion phase because, when it expands, the air cools. The mixture in the combustion chamber therefore becomes cooler – and optimum ignition can be achieved.

In using the expansion phase, less air gets into the cylinders. However, a slight increase in the charge pressure by the turbocharger compensates for this effect. The heating of the air caused by the higher charge pressure is in turn compensated by the charged air cooler. The result is much higher efficiency for even greater engine power and improved fuel consumption at high loads and engine speeds.

In principle it is quite easy to be in awe: just breath deeply.

### **Power transmission.**

The lightweight six-speed gearbox in the 911 GT2 RS is designed specifically for the large amount of engine power. The gear lever throw is short and precise – for rapid and precise gear changes.

Instead of a dual-mass flywheel as in the 911 GT2, the 911 GT2 RS uses a single mass flywheel. This is lighter and the engine can rev more freely in the upper speed ranges. Also, the gear ratios have been readjusted specifically for use on the racetrack.



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

G-force



## You can still take off without losing contact with the ground.

### Chassis.

Closer to the ground – yes. On its knees – no. The requirements for the new 911 GT2 RS chassis were high: driving characteristics that are typical of a race car, on both the road and the racetrack.

This car is around 25 mm lower than the 911 Carrera and its systematic lightweight construction keeps the total weight and the weight of unsprung masses low. For extraordinary agility, excellent driving safety and stability, especially when cornering.

Wider wings on the front axle enable a 12 mm wider toe angle compared to the 911 GT2 and the use of wider tyres. For even more grip, improved steering and higher cornering speeds.

The front suspension with enhanced hub carriers combines McPherson-type struts with longitudinal and transverse links. Each front wheel is precisely located, ensuring excellent directional stability and superior handling in every driving situation.

The rear axle has multi-link suspension featuring LSA construction – light, stable and agile. The reduced weight design of the rear axle's aluminium transverse arm and diagonal struts ensures excellent driving dynamics.

Ride height, camber, toe angle and also the stabilisers on the chassis can be adjusted on the front and rear axles and therefore adapted to the required driving behaviour.

The rigid connection between the chassis and the body, e.g. metal support bearings with ball joints at the front and the rigid cross-members at the rear, makes transmission less elastic and ensures more precise steering to enable better handling.

Cooling air is delivered efficiently to the front brakes thanks to the brake air spoiler. In the new 911 GT2 RS there is additional brake ventilation on the rear axle.

In short, the chassis exploits the road to the full. Inspiring awe.

### Wheels.

The link between the enormous power of the new 911 GT2 RS and the road: the white gold metallic painted 19-inch GT2 RS wheels. Their central locking device is anodised and bears the 'RS' logo – also in a white gold metallic finish.

The central locking device is derived from motorsport. Its advantages include better driving dynamics and performance thanks to lower rotating masses. And, of course, faster wheel changes. An enormous advantage – especially on the racetrack.

The dimensions: on the front axle 9 J x 19 with sports tyres<sup>1)</sup> 245/35 ZR 19 and on the rear axle 12 J x 19 with sports tyres<sup>1)</sup> 325/30 ZR 19. Tyre Pressure Monitoring (TPM) comes as standard and provides early warning of any tyre pressure loss via a display on the on-board computer.



19-inch GT2 RS wheel

<sup>1)</sup> Owing to the lower tread profile, there is a risk of aquaplaning on wet roads.

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

The electronic adjustment of the shock absorber systems actively and continuously controls the damping force – depending on the driving style and situation – for each individual wheel.

By pressing a button, the driver can choose between two setup modes, 'Normal' and 'Sport'. Normal mode is designed for general road driving and on the racetrack in the wet. Sport mode is specially designed for maximum lateral acceleration and the best possible traction on the racetrack.

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

The limits of driving dynamics. Those who venture here should have the necessary equipment – in addition to driving ability. So, PSM has been adapted to the power of the new 911 GT2 RS.

The principle is that in addition to the ABS there are two automatic control systems: stability control (SC) and traction control (TC). Stability control (SC) controls lateral dynamics using a range of sensors to constantly monitor the direction, speed, yaw velocity and lateral acceleration of the car. This information is used to calculate the actual direction of travel. If the car starts to go off course, stability control (SC) initiates selective braking on individual wheels to stabilise the vehicle in critical driving scenarios.

Traction control (TC) with its integrated ABD (automatic brake differential), ASR (ant-slip regulation) and EDC (engine drag-torque control) functions controls the longitudinal dynamics of the car. This highly sports-oriented traction control improves traction on varying road surfaces. Traction control (TC) also limits excessive force that can cause the rear to slide out uncontrollably under full power.

The special feature of PSM in the 911 GT2 RS is that these two systems can be switched off completely, in two stages – for deliberate sports handling.

In the first stage, the 'SC OFF' button in the centre console disables the stability control (SC). In 'SC OFF' mode, the system does not intervene if the car goes off course in the lateral direction. In addition to deliberate steering

actions, the car can now also be driven very dynamically into bends by acting on the throttle. Traction control (TC) is still active in this mode.

In the second stage, the separate 'SC + TC OFF' button also disables the traction control (TC). In this mode, both the lateral dynamics control and traction control are deactivated. Driving is now influenced only by the driver. Another special feature is that in both the first stage (SC OFF) and second stage (SC + TC OFF), the cross-dynamic control will not reactivate itself even when the brakes are applied strongly, including in the ABS control range. This function and switching strategy enables race-oriented driving dynamics – to meet individual demands for extraordinary performance on the racetrack.

The anti-lock braking system (ABS 8.0) integrated in PSM remains active in all of these settings. ABS ensures that braking distances are as short as possible – thus providing greater safety.

Being in awe doesn't mean coming to a halt. It means reacting correctly – whenever it matters.





# Ground control



## Safety means being able to rely on the systems working in the background.

### **Porsche Ceramic Composite Brake (PCCB).**

Being in awe also means knowing when to brake – when necessary. The new 911 GT2 RS is equipped as standard with the Porsche Ceramic Composite Brake (PCCB). This braking technology has already demonstrated its performance credentials on the racetrack, for example, in the vehicles of the Porsche Mobil 1 Supercup. Its ceramic brake discs have a diameter of 380 mm at the front and 350 mm at the back – for excellent braking power.

The ceramic discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at approximately 1,700 °C. The resulting brake discs are much harder and therefore more resistant to excessive temperatures than cast iron discs. Typical of PCCB, the low thermal expansion prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer better noise-damping properties.

The use of six-piston aluminium monobloc fixed calipers on the front axle and four-piston aluminium monobloc fixed calipers on the rear axle ensures a very high and, above all, constant braking pressure. The brake response is much faster and more precise and requires only moderate input.

All the necessary ingredients are there for short braking distances, especially in tough conditions. And safety is also increased when braking from high speeds, thanks to the excellent fade resistance of PCCB.

The key advantage of the ceramic brake system is in the extremely low weight of the brake discs: they are approximately 50% lighter than cast iron discs of similar design

and size. In the new 911 GT2 RS the calipers on the front and rear axles are made from lightweight aluminium giving an additional weight saving of approx. 4.8 kg compared with stainless steel calipers. This doesn't just have a positive effect on driving performance and fuel consumption. Above all, it means that the unsprung and rotating masses are reduced.

The result is improved road-holding and comfort, especially on uneven roads. As well as greater agility and even better handling.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads

and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

### **Bodyshell structure.**

The reinforced bodyshell of the new 911 GT2 RS contains a highly resilient passenger cell which offers exceptional crash protection, whilst still ensuring the vehicle remains lightweight. A system of longitudinal and transverse members, patented by Porsche, is used at the front. In the event of a collision, this distributes the forces and minimises deformation of the passenger cell. An extremely rigid bulkhead cross-member made from super high-strength steel absorbs impact forces from the front longitudinal members to protect

both front footwells. Reinforced doors contribute to the overall rigidity of the car. In the event of a front impact, an additional load path is used to channel energy through the upper part of the bodyshell and thus further protect the passenger cell. Easily replaceable collision elements protect the bodyshell in minor accidents.

The high proportion of aluminium alloys and high-strength steel used contributes towards the good power-to-weight ratio of the 911 GT2 RS.

### **Driver and passenger airbags.**

In the 911 GT2 RS, the airbag technology has been adapted for the car. The full-size front airbags are activated in two stages depending on the seriousness and type of accident (e.g. frontal or diagonal from the front). In low-speed collisions, the airbag is only partially inflated, thereby minimising discomfort to occupants.

### **Porsche Side Impact Protection System (POSIP).**

The standard POSIP system consists of side impact protection in the doors and side airbags for the head. The large volume of the airbags provides protection over the whole seat-adjustment range. Padded elements on the door panels also protect the occupants. The optional sports bucket seats and adaptive sports seats have a thorax airbag instead of the padded elements.

Other safety features in the new 911 GT2 RS are the headrests integrated in the seat backs, a safety steering column, three-point seat belts in red with belt height adjustment, belt tensioner and belt force limiter, energy absorbing structures in the dashboard and fire resistant materials throughout the interior.

**Clubsport package.**

The standard Clubsport package in the new 911 GT2 RS consists of a bolt-in roll cage behind the front seats, a six-point racing harness in red for the driver's side, a fire extinguisher with mounting bracket and preparation for a battery master switch. The battery master switch and a front roll cage element are available from the Porsche Motorsport Department.



# Atmosphere



## **Completely free space. Now also on the inside.**

### **Instruments.**

The instruments in the new 911 GT2 RS are designed for pure sports performance. They provide quickly accessible information and are ergonomic and clearly visible – just like the rev counter with a titanium blue dial located in the centre of the five round instruments. The instrument needles and dial markings are coloured yellow. For optimum acceleration, the gearshift indicator is located in the rev counter.

The integrated on-board computer provides you with information on boost pressure, average fuel consumption, speed and distance left to travel.

### **Interior materials.**

The materials used in the interior meet the demands placed on a thoroughbred racing car. Alcantara, for example, which offers exceptional grip and easy-care properties.

So red Alcantara has been used wherever there is hand contact. On the steering wheel, gear lever, handbrake lever and the door handles. Also on the arm rests in the door panels, the storage compartment lid in the central console, the roof lining and the centre of the seats.

It provides a sporty contrast with the otherwise predominant colour in the interior: pure black.

This sporting trend continues with a material that is typical of motorsport: carbon. The standard lightweight bucket seats are made from carbon and are covered in leather/Alcantara. The badges on the dashboard and the door sills have a carbon finish and bear the 'RS' logo.

At no extra cost a black leather trim with either red or black Alcantara is available.

### **Steering wheel.**

The three-spoke GT2 RS steering wheel has manual reach and height adjustment. It is upholstered in Alcantara to ensure a good grip. A striking feature is the yellow top centre marking on the steering wheel.

### **Lightweight bucket seats.**

Fitted as standard in the new 911 GT2 RS are lightweight carbon bucket seats (page 32). They are designed to provide exceptionally good side support and feature manual fore/aft adjustment. In place of a thorax airbag, the door panels have no storage pocket and are padded. The lightweight bucket seats together weigh only about 20 kg – for a noticeable weight reduction. The seats are covered with black leather with the seat centres in red Alcantara.

### **Sports bucket seats.**

Available as an option are sports bucket seats (page 32) with a folding backrest, integrated thorax airbag and manual fore/aft adjustment. The backrest shell is made from glass and carbon-fibre reinforced plastic with a carbon

surface. Depending on the trim, the seats are covered in leather/Alcantara in black/red or black/black.

### **Adaptive sports seats.**

Available as a no-cost option in the new 911 GT2 RS are adaptive sports seats with thorax airbag (page 32). They feature electric fore/aft, height and seat squab angle adjustment and the side bolsters on the seat and backrest can be adjusted individually. For the perfect fit to provide side support when cornering and greater comfort on straight stretches. Depending on the trim, the seats are covered with leather/Alcantara in black/red or black/black.



Leather/Alcantara trim in black/red and other optional equipment, including deletion of air conditioning and audio system, Chrono Package



Leather/Alcantara trim in black/red and other optional equipment, including deletion of air conditioning and audio system, Chrono Package



### **CDR-30 audio system.**

The new 911 GT2 RS is fitted as standard with the CDR-30 audio system with 5-inch (monochrome) display and MP3 compatible CD player.

The FM twin tuner with RDS diversity has a total of 30 memory presets, dynamic autostore and speed-dependent volume control. And, of course, great sound. This is provided by the four loudspeakers and an integrated 2 x 25 Watt amplifier.

Or you can opt to delete the CDR-30 for a further weight saving.

### **Sound Package Plus.**

For discerning ears: the optional Sound Package Plus. Nine high-quality loudspeakers and an external amplifier with a total output of 235 Watts provide a sound experience that is in perfect harmony with the interior space. The sound settings are adjusted via the CDR-30 audio system or the optional Porsche Communication Management (PCM).

### **PCM including navigation module.**

If required, in conjunction with the Sound Package Plus, you can also have Porsche Communication Management (PCM) for the 911 GT2 RS. This efficient central information and communication system is impressively versatile and surprisingly easy to use.

The main feature is the 6.5-inch colour touchscreen with a durable, easy-to-clean coating. It is functional, innovative and easy to use.

Its very clear layout – a maximum of five list entries per page – means it is reliable and quick to use. You can also operate PCM using the buttons on the right-hand side.

For radio listeners, there are up to 42 presets, an FM twin tuner frequency diversity with RDS which constantly scans for the best signal for the selected station. The integrated single CD/DVD player supports the MP3 format.

The GPS navigation module incorporated in PCM has a hard drive with map data for most European countries. For rapid route calculation, always with a choice of three alternative routes. When viewing a map, you can

choose between a 3D perspective and a 2D display which now also shows height profiles. In split-screen mode, in addition to the current map view, you can also display a list of icons that represent dynamic route guidance.

Available as an option for PCM is the quad-band GSM telephone module with a Bluetooth® interface, which is very easy to use and has improved speech quality.

For both PCM and the CDR-30 audio system there is an optional mobile phone preparation kit for the Bluetooth® connection of mobile phones which only support the Handsfree Profile (HFP).<sup>1)</sup>

### **Universal audio interface.**

Also available for PCM and CDR-30 is a universal audio interface. You can use this to connect your iPod®, a USB stick/MP3 player or any other audio source. The iPod® or USB stick is easily operated via PCM.

### **Chrono Package for CDR-30.**

The optional Chrono Package includes a swivelling, dashboard-mounted analogue and digital stopwatch. The analogue display shows the elapsed hours, minutes and seconds. Seconds, tenths of seconds and hundredths of seconds appear on one display – while at the same time there is a digital display on the instrument cluster.

<sup>1)</sup> See page 32 for more information.

### **Chrono Package Plus for PCM.**

In addition to the analogue and digital stopwatch on the dashboard, the optional Chrono Package Plus also provides the following functions: to display, save and analyse the lap times recorded. The Chrono Package Plus also adds a performance display to PCM to give information on time and distance travelled on the current lap, as well as the number of laps completed and their respective times. The personal memory feature saves personal settings for lights, wipers, air conditioning and door locks.



# Checklist



The objective was to go to the extreme. The end result is awe inspiring: a car that provides maximum power, maximum efficiency and maximum Porsche Intelligent Performance.

A car that demands everything from its driver: Stamina. Courage. Ability. At all times.

A car that is always absolutely ready. Everything you need you will find in the following checklist. As well as those things you can choose to remove.

Only one thing is absolutely necessary: Awe.

The new 911 GT2 RS.

### Standard exterior colours.



Guards Red

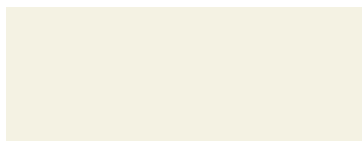


GT Silver Metallic

### Special exterior colours.



Black



Carrara White

### Option

**I no. Page**

#### Exterior.

• Standard colours (Guards Red, GT Silver Metallic)	• Code	
• Special colours (Black, Carrara White)	○ Code	
• Carbon rear wing	○ 589	
• Silver-coloured wheels	w 346	
• Lightweight battery (lithium ion)	○ 191	8
• Lightweight headlights	w 600	
• Windscreen with grey top tint	○ 567	
• Automatically dimming interior/exterior mirrors with integrated rain sensor	○ P12	

#### Interior.

• Leather/Alcantara trim in black/red	w Code	26
• Leather/Alcantara trim in black	w Code	
• Three-spoke sports steering wheel in matt black leather	w 841	

○ extra-cost option    • standard equipment    W available at no extra cost  
For more information on the individual options featured in this catalogue, please refer to the separate price list.



Lightweight bucket seats



Sports bucket seats



Adaptive sports seats



Deletion of air conditioning, audio system

## Option

I no. Page

### Interior.

• Six-point harness for passenger side (only in conjunction with Clubsport Package)	o	579	
• Three-point seat belts, black	w	555	
• Deletion of Clubsport package	w	703	
• Deletion of air conditioning	w	574	32
• Cupholder	w	585	
• HomeLink® (programmable garage door opener)	o	608	
• Cruise control (automatic speed control)	o	454	
• Preparation for vehicle tracking system	o	674	
• Sports bucket seats	w	P03	25, 32
• Adaptive sports seats	w	P01	25, 32
• Fire extinguisher (only in conjunction with adaptive sports seats)	o	509	
• Floor mats with Porsche logo (set of two)	o	810	

<sup>1)</sup> For information on compatible mobile phones, please visit [www.porsche.com](http://www.porsche.com) or contact your Porsche Centre.

<sup>2)</sup> Telephone module in HFP mode: the use of a mobile phone inside a vehicle may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. Use of the telephone module for PCM via Bluetooth, SAP connection or with a SIM card inserted prevents exposure to electromagnetic radiation as only the vehicle's external aerial is used.

<sup>3)</sup> Mobile phone preparation: the use of a mobile phone inside a vehicle may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength inside the vehicle can be reduced by connecting to the exterior aerial (depending on how specific mobile phones connect to the cradle). For more information about the availability of a cradle for your mobile phone, please contact the trade. Use of the telephone module for PCM via Bluetooth, SAP connection or with a SIM card inserted prevents exposure to electromagnetic radiation as only the vehicle's external aerial is used.

Option	I no.	Page
<b>Audio and communication: CDR-30.</b>		
• CDR-30 audio system	•	33
• Deletion of CDR-30 audio system	W 609	32
• Sound Package Plus	○ 490	28
• Universal audio interface (AUX)	○ 870	28
• Mobile phone preparation <sup>1), 3)</sup>	○ 619	28
• Chrono Package	○ 639	28
• External aerial	W 461	
<b>Audio and communication: Porsche Communication Management (PCM).</b>		
• PCM including navigation module	○ P23	33
• Sound Package Plus	○ 490	28
• Universal audio interface (AUX, USB, iPod®)	○ 870	28
• Telephone module <sup>1), 2)</sup>	○ 666	28
• Mobile phone preparation <sup>1), 3)</sup>	○ 619	28
• Chrono Package Plus	○ 640	29
• External aerial	W 461	

○ extra-cost option • standard equipment W available at no extra cost  
 For more information on the individual options featured in this catalogue, please refer to the separate price list.



CDR-30 audio system



Porsche Communication Management (PCM)

# Technical data

<b>Engine</b>	
Cylinders	6
Displacement	3,600 cm <sup>3</sup>
Max. power (DIN) at rpm	456 kW (620 hp) 6,500
Max. torque at rpm	700 Nm 2,250–5,500
Compression ratio	9.0:1
<b>Transmission</b>	
Layout	Rear-wheel drive
Manual gearbox	6-speed
<b>Chassis</b>	
Front axle	McPherson strut suspension
Rear axle	LSA multi-link suspension
Steering	Power-assisted (hydraulic) with variable steering ratio
Turning circle	10.9 m
Brakes	Porsche Ceramic Composite Brake (PCCB): 6-piston aluminium monobloc fixed calipers at front and 4-piston aluminium monobloc fixed calipers at rear, discs internally vented and cross-drilled

<b>Chassis</b>	
Vehicle stability system	Porsche Stability Management (PSM)
Anti-lock braking system	ABS 8.0 (incorporated in PSM)
Wheels	Front: 9 J x 19 ET 47 Rear: 12 J x 19 ET 48
Tyres	Front: 245/35 ZR 19 (sport tyres) Rear: 325/30 ZR 19 (sport tyres)
<b>Weight</b>	
Unladen weight (DIN)	1,370 kg
Unladen weight (EC) <sup>1)</sup>	1,445 kg
Permissible gross weight	1,680 kg
<b>Performance<sup>2)</sup></b>	
Top speed	330 km/h (205 mph)
0–100 km/h (0–62 mph)	3.5 secs
0–160 km/h (0–99 mph)	6.8 secs
0–200 km/h (0–124 mph)	9.8 secs
0–300 km/h (0–186 mph)	28.9 secs
Flexibility 80–120 km/h (50–75 mph) in 5th gear	4.0 secs

<b>Fuel consumption/emission<sup>2), 3)</sup></b>	
Urban in l/100 km (mpg)	17.9 (15.8)
Extra urban in l/100 km (mpg)	8.7 (32.5)
Total in l/100 km (mpg)	11.9 (23.7)
CO <sub>2</sub> emissions g/km	284
<b>Dimensions/aerodynamics</b>	
Length	4,469 mm
Width (including exterior mirrors)	1,852 mm (1,952 mm)
Height	1,285 mm
Wheelbase	2,350 mm
Luggage compartment volume	105 litres
Tank capacity (refill volume)	90 litres
Drag coefficient	0.34
<p><sup>1)</sup> According to the EC standard, the unladen weight applies to standard-specification vehicles. Optional equipment increases the weight. The figure given includes 68 kg for the driver and 7 kg for luggage.</p> <p><sup>2)</sup> Provisional figures; there are no officially tested values available at the time of going to print. Final, officially tested values can be obtained from your Porsche Centre.</p> <p><sup>3)</sup> The figures have been obtained using the method specified in 80/1268 EEC, latest version at the time of going to print. 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. Further information on individual vehicles can be obtained from your Porsche Centre. Fuel consumption is determined on the basis of the standard specification. Optional equipment may influence fuel consumption and performance.</p>	





GT2 RS

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of going to print. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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