The 911 GT2
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The 911 GT2
The 911 GT2.

Always composed. Even in extremes.

Engineering the 911 GT2.

The 911 GT2. The exception to the rule. Every new edition has clearly exceeded everything that has gone before. Designing a 911 GT2 requires a new approach to old ideas. It means questioning convention, crossing the limits, thinking beyond the norms. It means not being confined to road or track, straight or bend, comfort or sports performance. It means having the freedom to leave what you know and examine new possibilities. The result: our most powerful road-going 911.

The source of that power is a 3.6-litre flat-six boxer engine based on the current 911 Turbo. Special features include VarioCam Plus and wet turbochargers with Variable Turbine Geometry (VTG). For some, that number means little on paper – but it all becomes clear on the road. With a driving experience – and an engine sound – that can only be conceived in the Porsche 911 GT2. Performance and efficiency have both been improved, mainly through changes to the turbocharging system. The flow-optimised turbines and compressor units have been specially adapted to the engine output and offer a more effective turbocharging process. In addition, an expansion intake system has been specially developed for the 911 GT2 (see page 32) which overturns all previous principles of air supply to turbo engines. Equally effective is the new rear silencer, now made from ultra-lightweight titanium. In the end, even we were impressed with the power of the 911 GT2, as we had not expected that so much potential existed in the engine of the 911 Turbo from which it is derived. This was achieved because, in terms of development, we were prepared to go down new, previously unexplored avenues.

The 911 GT2. The 911 GT2.

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The 911 GT2

Drive is transmitted through a precision-crafted six-speed manual gearbox. Rear-wheel drive provides driving dynamics that are similar to those of a racing car. In the 911 GT2, Porsche uses a special system for conventional manual transmission: the Launch Assistant (see page 38) – for maximum acceleration from a standing start.

For a sporty but still comfortable drive, particularly for this type of sportscar, the standard suspension features variable damping provided by Porsche Active Suspension Management (PASM, see page 48). This active damping system offers a wide range of benefits including greater performance and comfort. Also standard in Porsche Stability Management (PSM, see page 50), for the first time, the integrated control systems for lateral and longitudinal dynamics, stability control (SC) and traction control (TC) can be fully disabled in two stages for a more natural drive. This means the car can also be enjoyed to its maximum effect on the racetrack.

The one-piece 19-inch GT2 alloy wheels of the 911 GT2 are fitted with road-legal sports tyres as standard. In size 325/30 ZR 19 on the rear, these are 20 mm larger than on the 911 Turbo. The special tread and compound enable tremendous lateral acceleration and higher cornering speeds as well as precision handling and turn-in characteristics on either road or racetrack. A range of setup options is available for racing use, including ride height, camber, toe angle and front/rear anti-roll bars.

Developed in motorsport, and standard on the 911 GT2 is the Porsche Ceramic Composite Brake (PCCB, see page 58). The discs are made from specially treated carbon fibre and are approximately 50% lighter than comparable metal alternatives. The results: better brake performance, greater agility and lower fuel consumption.

Sports bucket seats (see page 72) with folding backrest, integral thorax airbag and manual fore/aft adjustment, are fitted as standard. A perfect driving position is essential in a car with the performance potential of the 911 GT2. The latest Porsche Communication Management (PCM, see page 76) is also fitted as standard. This features a new 6.5-inch touchscreen for intuitive control.

We believe that you don’t have to exploit the full potential of the 911 GT2. But you may well choose to.
The 911 GT2

Power. Torque. Acceleration. All in one that allows for improved air flow to the central radiator and front brakes. The intake air inlet to the rear wing is made of an elegant compound that contributes to both the aerodynamic and structural integrity of the vehicle. The rear wing with integral lip spoiler ensures optimum stability at speed. As the car accelerates and yaw occurs, the rear wing is pressurized with intake openings on the rear wing uprights and into the engine turbocharging system. The 'ram air' effect has a key role to play in the exceptional efficiency of the engine. Since air is already being forced into the turbos, the energy being released is transferred into the intercooler units. This combined effect of all these aerodynamic modifications is a drag coefficient of just 0.32 as well as positive front and rear downforce. Behind the wheel, that means better grip, better directional stability and exceptional handling characteristics.

The front end is aerodynamically adapted for the high thermal load of the engine compartment via cooling slits at the rear. The combined effect of all these aerodynamic modifications is a drag coefficient of just 0.32 as well as positive front and rear downforce. Behind the wheel, that means better grip, better directional stability and exceptional handling characteristics. Technically and visually, the result is a breathtaking driving machine.

The 911 GT2

Designing the 911 GT2.

Aesthetically. Aerodynamically. Resistance is futile.

The most impressive view is also the one that others will see most of all: the rear. The fixed rear wing with integral lip spoiler ensures optimum stability at speed. As the car accelerates and yaw occurs, the rear wing is pressurized with intake openings on the rear wing uprights and into the engine turbocharging system. The 'ram air' effect has a key role to play in the exceptional efficiency of the engine. Since air is already being forced into the turbos, the energy being released is transferred into the intercooler units. This combined effect of all these aerodynamic modifications is a drag coefficient of just 0.32 as well as positive front and rear downforce. Behind the wheel, that means better grip, better directional stability and exceptional handling characteristics.

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The 911 GT2
For some, the aim is high performance.
For us, that's merely the result.
At Porsche, our aim is not to increase power – except through increased efficiency. Which is why we began with the 911 Turbo when developing an engine for the 911 GT2. Its power is combined with rear-wheel drive for racing-car driving dynamics. But how is it possible to improve on an engine that is already so close to perfection? How did we introduce even greater potential – and the character of a racing engine? The answer: by increasing efficiency. This was mainly achieved by four crucial components, one of these being the six-cylinder twin-turbo boxer unit with flow-optimised turbines featuring Variable Turbine Geometry (VTG, see page 28) and larger compressors on the intake side. Together with VarioCam Plus (see page 26), they boost performance while reducing emissions over the entire engine speed range. The water-cooled flat-six twin-turbo engine with two-valve technology in the rear of the 911 GT2 generates a mighty 390 kW (530 hp) from a 3.6-litre displacement at 6,500 rpm. Maximum torque of 680 Nm is achieved at low rpm and sustained across most of the engine speed range. It is available between 2,200 and 4,500 rpm and the resulting acceleration is quite literally breathtaking.

The greatest strength comes from within.

The benchmark sprint to 100 km/h (62 mph) is completed in 3.7 seconds; 200 km/h (124 mph) requires just 11.2 seconds. Maximum speed — if you really want to put it to the test — is 329 km/h (204 mph). Even more impressive is the power-to-weight ratio of 911 hp per tonne and the specific power output of 147 hp per litre. Fuel economy is also exceptional for a car with such high performance.

There is nothing ordinary about the 911 GT2 and it exceeds even the highest expectations. In other words: everything you’d expect from the most powerful road-going 911.

### Performance

- **Power (kW)**: 390
- **Torque (Nm)**: 680
- **Engine Speed (rpm)**: 6,500

### Engine

- **Displacement**: 3.6-litre twin-turbo boxer engine
- **Valve Technology**: Two-valve technology
- **Maximum Torque**: 680 Nm at 2,200-4,500 rpm

### Efficiency

- **VTG Turbines**: Flow-optimised turbines featuring Variable Turbine Geometry (VTG)
- **VarioCam Plus**: Boost performance while reducing emissions over the entire engine speed range.
1. Oil scavenge pump
2. Oil-pressure pump (obscured)
3. Engine oil reservoir
   (dry-sump lubrication)
4. Camshaft adjuster (VarioCam Plus)
5. Intake camshaft
6. Tappets with hydraulic valve
   -clearance adjustment
7. Valve springs
8. Valves
9. Nikasil-coated cylinder bore
10. Forged aluminium plates
11. Forged connecting rod
12. Crankshaft
13. Camshaft drive chain
14. Camshaft drive chain
   tensioner with guide rail
15. Single-spark ignition coil
16. Spark plug
17. Exhaust gas turbocharger with
   Variable Turbine Geometry (VTG)
18. Main silencer (Titanium)
19. Catalytic converter
20. Pressure pipe
21. Throttle valve (electronically
   actuated)
22. Expansion intake manifold
23. Air filter
24. Fluid reservoir for power-steering
   system
The 911 GT2’s twelve-cylinder boxer engine is a compact unit offering excellent cylinder charging and torque-curve characteristics as well as fine-tuned balance with minimal vibration. The flatbox design allows a low centre of gravity with resulting advantages for traction and driving dynamics. The alloy crankcase consists of two main sections, each containing one bank of cylinders. The crankshaft runs in eight main bearings and is driven by forged connecting rods. For optimised strength and durability, we’ve used forged aluminium pistons running in Nikasil-coated aluminium liners and cooled via individual oil-spray jets. The results: lower frictional resistance and a lengthy service life – even when subjected to heavy use.

Lightweight design.

The cylinder heads are made from an extremely heat-resistant lightweight alloy. Each cylinder bank has overhead camshafts driving a set of four valves (two inlet and two exhaust) on each individual cylinder. The valves are arranged in a ‘V’ formation and have a highly efficient dual-spring closing system enabling higher engine speeds. Performance is enhanced with the aid of Variable Turbine Geometry (VTG, see page 28) and VarioCam Plus (variable valve timing and lift on the inlet side). The benefits are not only greater power and torque, but also better fuel economy and lower emissions.

Dry-sump lubrication.

This racing technology uses a separate oil reservoir to ensure consistent oil pressure through the engine’s entire rev range. The oil is returned directly to the external reservoir. The flow is driven by two scavenger pumps in each cylinder head and a further two pumps in the crankcase. Gas is removed from the returning oil via a defoaming device in the reservoir. The oil is returned to the lubrication points in the engine by means of a dedicated oil-flow pump. With a further scavenger pump in each of the twin turbocharger units, the 911 GT2 has a total of nine separate pumps driving the lubrication system. The oil level can be checked from inside the car via the standard on-board computer.

The 911 GT2 is factory-filled with Mobil 1 high-performance fully synthetic oil. The exceptional properties of this premium-quality lubricant ensure reliable starting even in the coldest conditions. It also reduces wear and contributes to the long-term durability of the engine.

The 911 GT2 is a factory-filled with Mobil 1 high-performance fully synthetic oil.
The engine of the 911 GT2 features cross-flow water cooling with fully integrated coolant management. This technology ensures a consistent temperature of each of the engine’s cylinders. Waste heat from the oil is transferred to the coolant in two oil-water heat exchangers. The coolant is then routed through two radiator modules ahead of the front wheels and a centrally placed unit in the nose.

**VarioCam Plus.**

VarioCam Plus is a variable valve timing system on the inlet side which also features two-stage valve lift. The benefits it provides include greater power and torque at all engine speeds, as well as excellent running characteristics, better fuel economy and lower emissions. Essentially, VarioCam Plus makes two engines out of one. The first is geared for normal road driving; the second for high-performance use. The system switches seamlessly between the two as the driver inputs change. All operations are controlled by the engine management system. The results: emphatic acceleration and smoother running.

The two-stage lift mechanism on each inlet valve consists of an electro-hydraulically switchable tappet. Each of the 12 tappets consists of two concentric parts – an outer ring and a central shaft – which can be locked together by means of a pin. The system can then vary the valve lift by using two large profile cams on the outer ring or a smaller cam on the central shaft. The timing of each valve is steplessly controlled by means of an electro-hydraulic rotary vane adjuster at the head of the corresponding camshaft.

To improve responsiveness during warm-up in cold weather, VarioCam Plus will select the higher valve lift setting and retard valve timing. At medium revs and low engine loads, the lower valve lift setting is selected and timing advanced in order to reduce fuel consumption and emissions. The economy of the engine is particularly enhanced at lower engine speeds. For maximum power and torque, the higher lift setting is selected and the timing of the valves is advanced.

This results in copious torque and exceptional fuel economy, particularly in comparison with much larger engines offering similar power output.
On a conventional turbocharger, the exhaust flow drives a turbine that is connected to a compressor on the intake side. By compressing the incoming air, the amount of oxygen in a given volume is increased. Since compression also causes an increase in temperature, the air must be cooled in a device known as an ‘intercooler’. With more oxygen present in each cylinder charge, more fuel can be burnt, yielding greater energy. Since higher exhaust pressures generate greater loads on the intake side, the intake pressure must be carefully controlled in order to protect the engine. This ‘boost pressure’ is limited using variable ‘waste-gate’ valves that bypass excess pressure around the turbines. Another important factor is the size of the turbocharger. Since a smaller turbo has a lower mass, it responds more quickly to increasing pressure, spinning up easily to its optimum speed. The key disadvantage of using a smaller turbo is that the back-pressure generated at higher engine speeds causes a significant reduction in performance. Resistance is caused by the smaller cross-sectional area through which the exhaust is required to flow. Larger turbo units, which create lower back-pressure at higher rpm, take considerably longer to spin up under power due to the large cross-sectional area and relative inertia of the heavier turbine. Generally, this type of turbo will only be effective in the medium rpm range. This phenomenon, known as ‘turbo lag’, means there is virtually no turbocharging effect at lower engine speeds.

Breathe easy – when holding your breath.

Variable Turbine Geometry (VTG).

Porsche has a long and celebrated tradition of using turbocharged power on both road and track. On the 911 GT2, we’ve enhanced this technology with Variable Turbo Geometry (VTG).
To overcome this problem, the twin water-cooled turbochargers on the 911 GT2 feature Variable Turbine Geometry (VTG). With this technology, the gas flow from the engine is channeled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can replicate the geometry in all types of turbo, large or small, and thus achieve the optimum gas-flow characteristics. The guide vanes are controlled by the engine management system. The result is a high turbine speed – and therefore higher boost pressure – even at low engine rpm. With more air available, the combustion is increased, yielding greater power and torque.

With 680 Nm available between 2,200 and 4,500 rpm, the resulting acceleration is nothing less than phenomenal.

When the boost pressure reaches its maximum value, the guide vanes are opened further. By varying the vane angle, it is possible to generate the required boost pressure at all engine speeds. As a result, there is no need for excess pressure valves on the intake side as found on conventional turbocharged engines.

This delivers impressive engine efficiency and lower fuel consumption.
The 911 GT2 | Drive

Unfortunately, compression not only increases air volume, it also increases air temperature and this has a negative effect on ignition. Our new expansion manifold simply turns that principle around. The internal geometry is radically different from that on a resonance intake system. Key modifications include a longer distributor pipe, with a smaller diameter, and shorter intake pipes.

Expansion intake manifold.

The 911 GT2 has an innovative expansion intake system with a unique working principle which overturns the methods previously used. Our ‘expansion’ intake manifold is a radical new development that is the polar opposite of the resonance principle used on conventional turbocharged engines.

A resonance manifold increases engine output by forcing additional air into the combustion chambers. To do this, the manifold is designed in such a way that the air – which vibrates due to the action of the valves – is in a compression phase as it passes through the inlet ports. As a result, the air in the combustion chambers is at a higher temperature, which increases performance.

Of course, the amount of air that enters the engine under expansion is less than it would be under compression. To compensate for this, we’ve simply increased the boost pressure from the turbochargers by approximately 0.2 bar. This resulting increase in temperature – again through compression – is immediately offset by the uprated intercoolers.

Instead of hot compressed air entering the combustion chambers, we now have cooler air generating more power and torque. As a consequence, there is a major improvement in engine efficiency and therefore lower fuel consumption even under heavy loads and at high rpm.

More power than a 911 Turbo – from the same engine? Not easy. But feasible, which is why it required yet another spectacular innovation from Porsche.

A simple solution, but then that’s often the way when you take a new approach to old ideas.
Exhaust system.

The rear silencer and tailpipes of the 911 GT2 are made from ultra-lightweight titanium to reduce the weight on the rear axle, and improve driving dynamics. The exhaust leaves the engine through high-performance manifolds into separate tracts for each of the two banks of cylinders. Twin three-way catalytic converters clean the two streams before they converge in the main silencer unit. The twin titanium tailpipes are fully integrated within the rear apron moulding. Large-diameter tubes reduce back-pressure on the engine, thereby increasing performance. The catalytic converters are close to the engine, speeding-up the warm-up and therefore improving efficiency. When starting from cold, the process is assisted by a secondary air injection system. A system of 'Lambda' or oxygen sensors in each of the exhausts provides continuous monitoring of engine efficiency. Data supplied by one pair of sensors enables the engine management system to perform separate adjustment of the air-fuel mix for each bank of cylinders. A further pair of sensors*, one on each tract, is used to monitor the efficiency of the respective catalytic converter. This facility enables much more accurate control of potentially harmful emissions.

The exhaust system on the 911 GT2 produces a warm, deep and bass-rich sound – even when the engine is idling.

Fuel system.

Fuel is supplied to each of the six cylinders using a sequential fuel injection system. The timing of each injection and the volume supplied to each bank of cylinders are controlled by the engine management system. Adjustments are based on a range of variables, including throttle position, engine speed, boost pressure, coolant temperature and exhaust gas composition. The results are optimum combustion and fuel consumption.

A hot-film air mass sensor monitors the volume and density of the incoming air to ensure the best possible air-fuel ratio, regardless of weather and altitude.

*Not in markets with leaded fuel.

Ignition system.

The 911 GT2 features static high-voltage ignition technology. Separate coils on each of the plugs with platinum electrodes ensure perfect ignition every time. The role of distributor is performed by the engine management system, which controls the individual spark duration, for optimum performance and minimal fuel consumption.
The 911 GT2 Drive benefits, such as optimum economy, emissions and performance in all driving scenarios. One of the most important tasks performed by the engine management system is cylinder-specific knock control. By preventing pre-ignition at high engine speeds and loads, this function can avert costly damage to the pistons and cylinders. Since temperatures tend to vary across the engine, each cylinder is monitored separately. If a risk is detected, the individual ignition timing is adjusted.

The on-board diagnostics system, designed to European standard, quickly detects any faults in the exhaust and fuel system and displays them during driving via the car’s instruments. The benefits include active prevention of harmful emissions as well as consistent rates of fuel consumption.

The Motronic ME7.8.1 engine management system facilitates optimum performance at all times. This high-precision ECU controls all engine-related functions and assemblies (see diagram), such as Variable Turbine Geometry, VarioCam Plus, and the electronic throttle, one of the key prerequisites for the standard Porsche Stability Management (PSM). This produces various benefits, such as optimum economy, emissions and performance in all driving scenarios.

Input data Used to regulate/control

Digital engine electronics

Engine load

Pressure upstream from throttle

Throttle-valve angle

Engine speed (from crankshaft)

Inlet camshaft phase angle

Throttle-pedal position

Oxygen sensor signals

Knock sensor signals

Ignition

Fuel injection

Throttle valve

Heating elements in oxygen sensors

Fuel pump

Fuel-tank venting

CAN interface to transmission

Moment interface to Porsche Stability Management (PSM)

VarioCam Plus

– camshaft phase angle

– valve lift control

Electronic controller for Variable Turbine Geometry (VTG)

Recirculation valve

Secondary air injection

Engine-bay fan

Starter

On-board diagnostics

Air-conditioning compressor

Interface to instrument cluster

Radiator fans (front control unit via CAN)

Vehicle speed

Air-conditioning settings

Engine immobiliser status

Clutch pedal switch

Ambient air pressure

Temperatures

– coolant

– air upstream from throttle

– engine oil

– air in engine compartment

– ambient air

Exhaust-gas temperature

Engine management system.

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The six-speed manual gearbox in the 911 GT2 is specifically designed for the high engine performance. The individual ratios are carefully matched to the specific characteristics of the engine. The gear-lever throw is short and precise, enabling fast and accurate gearshifts.

A typical feature of the 911 GT2 is the Launch Assistant – for maximum acceleration from a standing start. The clutch and accelerator are depressed when the vehicle is stationary. When a boost pressure of approximately 0.9 bar is displayed in the instrument cluster, release the clutch as quickly as possible and maximum acceleration automatically ensues. Normally on a turbocharged vehicle, the boost pressure under acceleration from a standing start is relatively low. The turbo effect is delayed as the engine gathers speed and the boost pressure starts to build.

A specially designed traction control system adapts the acceleration procedure automatically in the ECU to ensure optimum traction. The clutch remains engaged. This reduces load and prevents high clutch wear. The power is transmitted directly to the road via the rear axle.

The gearbox is combined with a cable linkage and dual-mass flywheel offering added comfort and precision. The close ratio spread enables powerful acceleration within the optimum engine power band. Steel back rings on gears two to five ensure a precise gearshift action even under extreme loads.

On the 911 GT2, this initial delay is reduced. While the car is still stationary, the fuel injector is modified to boost the engine reach maximum output within the boost pressure range is significantly increased and the engine revved for a faster start.

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1. Bi-Xenon headlights
2. Radiator module (left)
3. Radiator module (centre)
4. Radiator module (right)
5. Coolant pipe
6. Coolant expansion tank
7. Air filter
8. Exhaust-gas turbocharger with Variable Turbine Geometry (VTG)
9. Intercoolers
10. Pressure pipe
11. Throttle valve (electronically actuated)
12. Expansion intake manifold
13. Main silencer (titanium)
14. Tailpipe (titanium)
15. Oil filter
16. Engine oil reservoir (dry-sump lubrication)
17. Generator
18. PASM damper
19. PCCB brake
20. Tandem brake booster
21. 6-speed manual gearbox
22. Sport bucket seat
As an extraordinary car with everyday capability.
The 911 GT2 chassis is designed for racecar-like performance on every type of tarmac from motorway to track. The car rides about 25 mm lower than the 911 Carrera and its lightweight build has reduced overall weight as well as the unsprung masses. Agile and responsive, it is stable and secure – particularly during cornering manoeuvres.

The front suspension with its special wheel mounts has McPherson spring struts with the wheels mounted individually on trailing arms and wishbones. Each front wheel is precisely located, ensuring excellent load distribution and directional stability in all road and track scenarios.

Brake spoiler elements provide efficient cooling for each of the front brake units.

The rear axle assembly consists of subframe-mounted multi-link suspension featuring LSA construction (Light, Stable, Agile). The lightweight design featuring an aluminium cross-member is an important factor in the exceptional dynamics of the car.

Ride height, camber, toe angle and anti-roll bar settings can all be adapted to individual circuit characteristics, as befits a racing Porsche.

There is virtually no unwanted movement between the suspension and body, thanks to special features such as metal bearings with ball joints on the front strut mounts and rigid cross-members at the rear. This reduced elasticity and improved wheel location enable better handling and turn-in.

The 911 GT2 has an electronic variable damping system as standard – Porsche Active Suspension Management (PASM, see page 48). This variable damper system offers two basic setup modes, ‘Normal’ and ‘Sport’.
The 911 GT2 runs on one-piece 19-inch GT2 wheels with anti-theft protection and wheel centre caps featuring the GT2 logo. The wheels are extremely light for their size due to their special lightweight construction. The resulting reduction in unsprung masses improves driving dynamics and performance. Thanks to the generous internal diameter of the wheel, large brakes can be fitted on the front axle. The wheels run flush with the exterior of the car and come with special sport tyres as standard.

The wheel dimensions are 8.5J x 19 ET 53 (front) and 12J x 19 ET 51 (rear) with 235/35 ZR 19 (front) and 325/30 ZR 19 (rear) tyres. The 19-inch sports tyres provide a large road contact patch. They offer greater traction under acceleration and braking, greater precision in both handling and manoeuvrability, as well as higher cornering speeds on dry road surfaces. In short: even greater driving pleasure. Note: increased risk of aquaplaning due to lower tread profile.

Tyre Pressure Monitoring (TPM), included as standard equipment, provides early warning of tyre pressure loss. The driver is informed via the on-board computer display as well as a separate indicator light. A tyre repair system consisting of tyre sealant and compressor with separate tyre pressure gauge is also standard.
The 911 GT2 is fitted with Porsche Active Suspension Management (PASM), an electronic damper adjustment system. This active damping system offers a continuous adjustment of individual damping forces based on current road conditions and driving style.

The driver can choose from two basic setup modes: ‘Normal’ and ‘Sport’. ‘Normal’ mode is designed for general road driving and wet circuit use. ‘Sport’ mode enables greater lateral acceleration and increases traction on the race track.

In either mode, the system responds to changing loads by automatically applying the optimum rate on each individual damper from a range of predefined options. Various sensors are used to monitor the movement of the body during acceleration, braking, and cornering manoeuvres, as well as on poor road surfaces. The PASM control unit then evaluates this data and modifies the damping force on each individual wheel in accordance with the selected mode. The results are a reduction in pitch and roll as well as consistent road contact on all four wheels.

If ‘Sport’ mode is selected using the PASM button identified by a damper symbol, the suspension is set to a harder damper rating that is specially designed for performance driving. If the quality of the road surface falls below a certain threshold, the system immediately changes to a softer rating within the ‘Sport’ setup range. This adjustment enhances occupant comfort as well as traction and grip. When the road surface improves, PASM automatically returns to the original, harder rating.
Some things never change, including driver expectations of a 911 GT2: sports-oriented performance, a direct response and impressive power. So Porsche Stability Management (PSM) has been specially adapted for the 911 GT2. In addition to ABS, the package includes two automatic driver aids: stability control (SC) and traction control (TC).

PSM has been specially adapted for the 911 GT2. In addition to ABS, the package includes two automatic driver aids: stability control (SC) and traction control (TC). Selective braking is applied on individual wheels to restore control in critical driving scenarios. Stage 1 disables the stability control (SC) via the ‘SC OFF’ switch in the centre console. In ‘SC OFF’ mode, the control system does not intervene if the car goes off-course in the lateral direction, which means the throttle can be used to help steer the car. Traction control (TC) is still active in this mode.

Stage 2 disables the traction control (TC) as well via the separate ‘SC+TC OFF’ switch, giving the driver full command of the vehicle. Another unique feature is the fact that stability control remains disabled in stages 1 and 2 even when the ABS is required under braking. Especially develop- ed for the 911 GT2, this revised system strategy means the car can be enjoyed to maximum effect on the racetrack. The anti-lock braking system (ABS 8.0) is integrated in PSM and remains active, irrespective of which settings have been selected.

It’s good to know who’s in control.

Porsche Stability Management (PSM).
The steering system is extremely direct and provides detailed feedback from the road. This high level of precision is very advantageous in both racing and normal road use. Thanks to the precise front-end kinematics and the variable steering ratio, the car responds to every movement of the wheel. An important feature of the steering system is the variable ratio gearing. Around the straight-ahead position, the ratio is less direct, enabling smoother manoeuvres, such as during motorway driving. There is less risk of excessive steering intervention destabilising the car at high speed. Naturally, the system provides excellent feedback as well as the usual agility. As the wheel is turned harder, the ratio becomes more direct and the steering more responsive. This variability is particularly beneficial in low-speed traffic scenarios. The energy-absorbing steering column is a key safety feature since, in the event of a front-end impact, it enables a deformation path of 100 mm. The intermediate steering shaft is made from aluminium, while the protective tube and steering lock housing are die-cast magnesium. The standard three-spoke GT2 steering wheel features manual height and reach adjustment. Used in conjunction with the seat adjustment options, it enables every driver to find the ideal seating position.

Maximum precision, however powerful the performance.

Steering.
Uncompromising performance is nothing without safety.
The 911 GT2 excels in every respect, be it power, driving dynamics or safety. Every aspect of its lighting concept, braking system, rigid body and ergonomic interior is fine-tuned to its performance and to the individual driver. For example, the sport bucket seats (see page 72) with folding backrest offer racecar-like lateral support.

The standard lighting system on the 911 GT2 uses the latest Bi-Xenon gas-discharge technology to achieve a light quality similar to daylight. The compact main headlights provide a broad and uniform swath of light that increases active safety in all road scenarios and is particularly effective in long, blind corners.

The brightness of the gas-discharge system featured in the Bi-Xenon headlights is approximately double that of conventional halogen units. A headlight cleaning system is also included as standard.

The horizontal indicators in the outer front air intakes use high-performance light-emitting diodes (LEDs) to increase brightness and visibility. The high-level third brake light at the base of the rear screen is equipped with rapid-response LEDs.

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A headlight cleaning system is also included as standard.

Two additional lights on the inside of each door offer added convenience and safety. The kar hlight provides additional illumination when stepping out of the car. The safety light (red) warns traffic approaching from the rear when the door is open.
The 911 GT2 is equipped as standard with the Porsche Ceramic Composite Brake (PCCB) that has already demonstrated its performance credentials on the racetrack, for example, in the vehicles of the Porsche Mobil 1 Supercup.

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

The key advantage of PCCB is its total weight saving of approximately 50% over comparable metal discs. The mounting bells on both front discs are made from weight-saving aluminium. As well as enhancing performance and fade resistance, there is a major reduction in both the unsprung and rotating masses. This, of course, improves comfort and roadholding on uneven road surfaces as well as general handling and agility.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

When it comes to brake technology, we demand nothing but the best.

Porsche Ceramic Composite Brake (PCCB).

The large disc diameter (380 mm front and 350 mm rear) adds significantly to brake performance. The ceramic discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C.

The material thus produced is not only much harder than metal, it is also more resistant to heat. Even at high temperatures, the thermal resistance of the PCCB disc ensures exemplary dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties.

The pads are mounted in six-piston monobloc aluminium fixed calipers at the front, with four-piston units at the rear. The resulting brake forces are not only extremely high, they are also exceptionally consistent. The pedal response is fast and precise with only moderate input required.
Intelligent crash technology.

Passive safety.

Bodyshell structure.
The 911 GT2 complies with all statutory requirements worldwide in respect of frontal, side, diagonal and rear impact protection.

The reinforced bodyshell combines a high-modulus passenger cell offering exceptional crash protection. At the front of the car, the cell is protected by a patented system of longitudinal and transverse members (1). In the event of an accident, energy is absorbed by three separate load paths, one above the other, which disperse the force of impact and ensure deformation of the passenger cell.

Additional features include an extremely rigid balloon/waist cross-member (2) made from super high-strength steel. This element is designed to absorb impact forces from the longitudinal members and thus protect both front footwells. In a minor collision, a system of easily replaceable impact absorbers (3) prevents costly damage to the underlaying bodyshell structure.

The reinforced doors (4) make an increased contribution to the overall rigidity of the car. An additional load path (5) is used to channel energy through the upper part of the shell and thus further protect the passenger cell.

In 1985, we began using super high-strength steel elements inside each door to increase side impact protection. On the 911 GT2, this integral reinforcement is made from tough yet lightweight aluminium. By increasing the proportion of aluminium alloys and high-strength steel, we’ve also improved the power-to-weight ratio. In all, approximately 25% of the 911 GT2 is made from aluminium.

Another important but perhaps less obvious safety feature is the high-quality surface protection. More than 30 years ago, we became the first manufacturer in the world to use a hot-dip galvanised steel body. This exacting process is fundamental to the legendary durability of our cars. It also ensures a consistently high standard of crash protection even after many years on the road.
The 911 GT2 has a specially developed airbag layout with a total of six airbags. The full-size front airbags have a two-stage inflation function which deploys each airbag separately in accordance with the force and nature of the impact (e.g., frontal or diagonal). This allows faster and more accurate crash evaluation and thus better airbag deployment. The airbag control unit is located in the centre tunnel where it receives additional information from a pair of impact sensors near the headlights. This arrangement allows faster and more accurate crash evaluation and thus better airbag deployment.

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Porsche Side Impact Protection (POSIP).

The 911 GT2 is equipped as standard with the latest generation of Porsche Side Impact Protection (POSIP). It features two additional airbags for each front seat: a head airbag located in each door and a thorax airbag in the folding backrest on each of the standard sport bucket seats (see page 72). As well as offering exceptional backrest, the airbag is only partially inflated, thereby reducing discomfort to the occupants.

The thorax and head airbags each have a volume of approximately eight litres, providing high protection in the event of a side impact. Another important element of POSIP is the side impact protection with door reinforcement.

Other safety features of the 911 GT2 are head restraints that are an integral part of each seat, an energy-absorbing steering column, three-point seat belts with height adjustment, seatbelt pre-tensioners and force limiters, energy-absorbing elements in the dashboard, and flame-retardant materials throughout the interior.
A "Clubsport" racing package is available as an optional extra for the 911 GT2, offering added protection for racetrack use. Included with the package are a bolt-in rear 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 a preparation for a battery master switch. This is available separately from the Porsche Motorsport department, as is the front roll cage element required for FIA-approved racing events.

The sport bucket seats with thorax airbags are covered with flame-retardant material.
The 911 GT2
Comfort

The centrally placed, clearly visible arrow indicates the latest time to change gear.

On-board computer.
The integral on-board computer gives information on boost pressure, average fuel consumption, speed, remaining distance and exterior temperature. It can also be used to view data from the standard Tyre Pressure Monitoring (TPM) as well as the timing system featured in the optional Chrono Package Plus (see page 75). The computer is operated using a control stalk on the steering column, with information displayed in the instrument cluster.

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Other standard features include automatic air conditioning with active carbon filter.

Instruments.

A car like the 911 GT2 requires an ergonomically efficient driving environment with unhampered access to all key information. Clearly visible at the centre of the cluster of five instruments is a large rev counter with GT2 logo and titanium-coloured dial. The needles and markings in the instrument cluster are yellow.

For optimum acceleration, you can view the upshift display in the rev counter. A centrally placed, clearly visible arrow indicates the latest time to change gear.

The sporting credentials of the 911 GT2 refer not only to engine and chassis, it also boasts a sporty interior designed around the driver.

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For optimum acceleration, you can view the upshift display in the rev counter. A centrally placed, clearly visible arrow indicates the latest time to change gear.
The interior of the 911 GT2.

The three-spoke GT2 steering wheel can be manually adjusted for height and reach. The steering wheel is upholstered in Alcantara and the airbag module has a leather finish.

The multifunction steering wheel and the three-spoke sports steering wheel are also optionally available in smooth-finish leather.

The high-quality materials in the interior of the GT2 reflect its sporting credentials: genuine leather and Alcantara. Offering exceptional grip and easy-care properties, Alcantara can be found wherever optimum hand contact is required: on the steering wheel rim, gear lever, handbrake lever grip and door handles, as well as in the door panels, storage compartment lids and centre console.

The standard folding sport bucket seats and the optional adaptive sports seats are trimmed in black leather, while the seat centres are covered with Alcantara. A GT2 logo is integrated in the rear bulkhead lining.

The front centre console has been totally redesigned and is now predominantly trimmed in classic black.

The multifunction steering wheel and the three-spoke sports steering wheel are also optionally available in smooth-finish leather.

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The multifunction steering wheel and the three-spoke sports steering wheel are also optionally available in smooth-finish leather.
A car that is capable of such extreme lateral loads requires a seat with exceptional support. The standard sport bucket seat has manual fore/aft adjustment plus two additional features rarely encountered on comparable seat designs: a folding backrest and an integral thorax airbag in the side support.

Adaptive sports seats. Adaptive sports seats in leather with Alcantara centre are also available as an option. This alternative seat option combines excellent comfort with formidable track performance. The comprehensive range of power adjustment controls includes fore/aft position, squab height, backrest angle and lumbar support. The side bolsters on the backrest and squab are pneumatically adjustable for the perfect fit. This exceptional variability ensures generous comfort on long-distance journeys or precise support on the race track. A memory function includes both exterior mirrors as well as seat settings on the driver’s side, with the exception of the side bolsters. The adaptive sports seats are also optionally available with seat heating.

Storage compartments. The everyday usability of the 911 GT2 is as important as its performance, as evidenced by the storage compartments in the centre console and door panels. Matching upholstered armrests above the storage compartments provide optimum driver comfort, particularly on long-distance trips. Twin cupholders for driver and front passenger are neatly concealed below the passenger airbag. Underneath is a lockable glove compartment with handy CD storage. Two 12-Volt sockets (including the cigarette lighter) provide power for all your accessories.
Welcome Home lighting.

This standard lighting function provides comfort and safety at the push of a button. The low-beam headlights are automatically illuminated when the car is locked or unlocked using the key remote. The lights are also activated for a predefined period, lighting your way in or out of the car. This delay is user-adjustable via Porsche Communication Management (PCM) on vehicles with the optional Sport Chrono Package Plus.

ParkAssist.

This optional parking aid is automatically enabled whenever you select reverse gear. Move too close to a stationary object and a warning signal is emitted. Continue to reverse and the tone increases in frequency. The distance is measured by ultrasonic sensors which are neatly concealed in the rear bumper.

Cruise control.

This convenient option has an effective range of 30–240 km/h (19–149 mph). The system is operated using a switch in a separate control stalk on the steering column and can even be used in first gear.

HomeLink® (garage door opener).

This optional garage door opener is freely programmable and integrated within the cockpit. It offers remote control for up to three garage, gate, home lighting and/or alarm systems and is compatible with almost all garage and exterior door systems.

Automatically dimming interior and exterior mirrors.

An auto-dimming function is available as an option for the 911 GT2 for interior and exterior mirrors. The package also includes an integrated rain sensor for the front wiper system.

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Anti-theft protection.

The 911 GT2 has an engine immobiliser with in-key transponder as well as a powerful alarm system featuring contact-sensitive exterior protection and radar-based interior surveillance as standard. The alarm system is activated and deactivated by a remote control function in the ignition key.

Vehicle tracking system.

The 911 GT2 can also be equipped with an optional factory-fitted preparation enabling future installation of a vehicle tracking system obtainable from Porsche Tequipment. This system allows a stolen vehicle to be traced throughout most of Europe, and requires the installation of a special wiring loom and a high-capacity battery.

Luggage compartment.

The volume of the luggage compartment in the 911 GT2 is 105 litres. The entire compartment is lined with high-quality, scratch-resistant materials. The bulkhead panelling conceals the amplifier of the optional BOSE® Surround Sound System and the DVD drive for the optional navigation module.

Automatically dimming interior and exterior mirrors.

An auto-dimming function is available as an option for the 911 GT2 for interior and exterior mirrors. The package also includes an integrated rain sensor for the front wiper system.

Chrono Package Plus.

The optional Chrono Package Plus combines a dash-mounted analogue/digital timer with a range of useful functions. Lap or journey times can be viewed, stored and analysed using the performance display in PCM. The information available includes time elapsed and distance travelled on the current lap, as well as the number of laps completed and their respective times. You can also view the current fastest lap and remaining range till empty. Driving times can be recorded for any stretch of road, and benchmark times can be defined. Other useful features include a personal memory function, controlled via PCM, which stores personal preferences for a range of systems, including lights, wipers, door locks and air conditioning.
The integrated single CD/DVD drive, in combination with the optional BOSE® Surround Sound System, can now play music from audio and video DVDs in 5.1 Digital Surround Format. As an option, a six-disc CD/DVD auto-changer can also be integrated in the PCM.

Navigation module.

The optional GPS navigation module now has a hard drive with map data for most European countries, allowing for faster route calculation with a choice of three alternative routes. A touchscreen allows rapid destination input and gives information on traffic or special points of interest (POI) by simply touching the symbols on the map. Route diversions can be easily and quickly included in the current route guidance.

When viewing a map, it is possible to select either a true 3D perspective or the familiar 2D display. At motorway exits, graphical turn indications are displayed for better orientation. In split screen mode, you can choose to display not only the current map overview, but also a list of icons that represent dynamic route guidance.
The 911 GT2 Comfort pairing is complete, the mobile phone’s aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card but also to the phone’s internal memory. Also, depending on the phone, it can be controlled using the PCM, the multifunction steering wheel or the voice control system, without it ever leaving your pocket.

Mobile phone preparation.
As an option, the mobile phone preparation kit (with or without cradle) is available for Bluetooth® connection of mobile phones which only support the hands-free profile (HFP). For connection by HFP, the PCM acts merely as a hands-free system. Here, too, the mobile phone can remain tucked away. Only the basic phone functions can be operated using the PCM. The GSM connection is established via the aerial of the mobile phone.

Universal audio interface.
With this optional feature, the storage compartment in the centre console will contain three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any chosen compatible audio source. The iPod® or USB stick can be operated conveniently and safely via the PCM, the multifunction steering wheel or the voice control system. The USB connection can also be used to download data from the performance display of the Sport Chrono Package Plus and the electronic logbook.

Sound Package Plus.
Fitted as standard is Sound Package Plus. A separate amplifier with a total rated output of 235 Watts, combined with nine speakers, ensures a perfect sound for the interior.

Electronic logbook.
The optional electronic logbook automatically records the mileage, distance covered, date and time, starting point and destination on each trip. Once you have downloaded the logbook from the PCM via Bluetooth®, the data can be analysed on your home PC using the software supplied. The software complies with all statutory requirements for automatic logbooks as specified by the German revenue authorities.

Voice control system.
Almost all of the functions of the PCM can be controlled via the latest optional voice control system. The menu item is read aloud exactly as it is displayed on the screen and the voice control system recognizes commands or number sequences, irrespective of the speaker. It gives audible feedback and guides you through the functions. There is no need to ‘train’ the system. Phone book entries can be reviewed, a radio station selected or the navigation destination entered directly by speaking whole words, rather than dictating one letter at a time.

TV tuner.
A TV tuner, available as an option, receives analogue and digital television broadcasts (DVB-T) to provide entertainment between journeys. For your safety, the TV picture cannot be displayed while the vehicle is in motion.

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Telephone module.
The optional GSM telephone module offers convenience and excellent recognition. By inserting a SIM card directly into the PCM’s integral SIM reader, calls can be made using either the hands-free facility or the optional cordless handset. For more convenience, Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP). Deca automatic pairing is complete, the mobile phone’s aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card but also to the phone’s internal memory. Also, depending on the phone, it can be controlled using the PCM, the multifunction steering wheel or the voice control system, without it ever leaving your pocket.

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**/ Note: see page 97.
The 911 GT2

Comfort

True, the sound of the 911 GT2 itself is music to your ears. However, if you still want to listen to a concert, there’s the optional BOSE® Surround Sound System. It has been optimally designed for the specific interior acoustics of the 911 GT2. A total of 13 loudspeakers, including an active subwoofer and central speaker, and a 7-channel digital amplifier with a rated output of 385 Watts, the 5.1 format, the sound has already been recorded in a multi-channel format and is faithfully reproduced exactly as the original.

Five dedicated audio channels (front left, front right, centre, surround left, surround right) and a power channel for the bass frequencies deliver a sound that is as authentic as it is natural. The digital 5.1 surround sound is balanced, lifelike and crystal clear. A 360° sound experience that is as close to a live performance as you could imagine.

Naturally, you can also play conventional CDs, either in stereo or in one of the surround modes generated by the BOSE® Centerpoint® technology. The new algorithm of Centerpoint® II extracts an even more precise and realistic sound from the stereo signal.

The SurroundStage® signal processing circuitry developed by BOSE® assigns each individual audio channel, whether sourced from a DVD or generated by Centerpoint®, to a selected combination of loudspeakers and thus delivers an optimally balanced surround sound experience to all seat positions.

To complement these features, the BOSE® Surround Sound System offers a comprehensive selection of equaliser presets for customised sound. The dynamic loudness function emphasises the bass notes as the volume decreases to compensate for the diminishing sensitivity of human hearing at these frequencies.

The 911 GT2 and BOSE®: two complementary sound experiences of the highest quality.

BOSE® Surround Sound System.

It has been optimally designed for the specific interior acoustics of the 911 GT2. A total of 13 loudspeakers, including an active subwoofer and central speaker, and a 7-channel digital amplifier with a rated output of 385 Watts, create an impressive sound experience. When playing music from audio or video DVDs, the system now has the impressive sound spectrum of digital 5.1 recording. For music in the 5.1 format, the sound has already been recorded in a multi-channel format and is faithfully reproduced exactly as the original.

Five dedicated audio channels (front left, front right, centre, surround left, surround right) and a power channel for the bass frequencies deliver a sound that is as authentic as it is natural.

To complement these features, the BOSE® Surround Sound System offers a comprehensive selection of equaliser presets for customised sound. The dynamic loudness function emphasises the bass notes as the volume decreases to compensate for the diminishing sensitivity of human hearing at these frequencies.

In addition, the Audyssey Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically to give a constant sound quality in all driving conditions.

The 911 GT2 and BOSE®: two complementary sound experiences of the highest quality.

One powerful sound experience meets another.

2.5-cm Neodym high-range speakers
8.0-cm Neodym mid-range speaker
20.0-cm Nd® low-range speaker
2.5-cm Neodym high-range speaker
8.0-cm Neodym mid-range speaker

System electronics

7.0-cm mid-range centerfill speaker

AudioPilot® microphone

2 x 13.0-cm low-range speakers in 14-litre bass reflex enclosure with TSM switching amplifier

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Five dedicated audio channels (front left, front right, centre, surround left, surround right) and a power channel for the bass frequencies deliver a sound that is as authentic as it is natural.
Action speak louder than words.
Here, all technological developments are carried out with environmental protection in mind. The aim: pure performance – but not at the expense of the environment.

You can find more information about environmental matters in the separate brochure ‘Porsche and the Environment’, or on our website www.porsche.com.

Exhaust emission control.

The 911 GT2 easily meets the stringent emissions standards for the EU4 regulations in Europe and LEV II regulations in the USA. This demonstrates that even high performance sports cars can achieve moderate emissions values in their respective categories. The 911 GT2 is not only one of the most powerful cars around, but also one of the cleanest. One pair of sensors is used to monitor the oxygen levels in each of the twin exhaust tracts. An additional pair of sensors* – again, one on each tract – is located downstream from the catalytic converters. This information is used by the engine management system to monitor the efficiency of the catalysts.

Fuel.

The current Porsche sportscar model range is already compatible with fuels that have an ethanol content of up to 10%. A ‘biofuel’ made from naturally replenishing materials, ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production also absorb carbon dioxide from the atmosphere.

Fuel system.

In the fuel supply system, we’ve minimised the evaporation of hydrocarbons. This is achieved through a combination of active carbon filter and special fuel-tank coating. All fuel lines are made from aluminium, while those carrying vapours are made from multi-layer plastic.

Noise.

The 911 GT2 complies with all noise regulations in the respective markets. Rather than resorting to engine encapsulation, we’ve eliminated noise at source. All that remains are the powerful acoustics you’d expect from a thoroughbred Porsche.

Servicing.

Longer service intervals are not only easier on resources, they also reduce ownership costs. For service intervals of the 911 GT2, please refer to the price list.

In an era of intensifying debate about CO2 emissions, every automotive manufacturer is considering how to deal with the question of fuel consumption. Our answer has long been the same: maximum efficiency.

Porsche reduces the CO2 emissions of its vehicles annually by an average of 1.7%. In relative terms, engine power. Porsche is already among those manufacturers achieving the lowest CO2 emissions. This has been achieved through an efficient drive concept, optimised aerodynamics, low-rolling resistance and lightweight construction.

The high degree of environmental responsibility is clearly demonstrated by our approach to environmental management at the Porsche development centre in Weissach. Powerful performance needn’t cost the earth.

Notes.

* Not featured in markets with leaded fuel.

In an era of intensifying debate about CO2 emissions, every automotive manufacturer is considering how to deal with the question of fuel consumption. Our answer has long been the same: maximum efficiency.

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In an era of intensifying debate about CO2 emissions, every automotive manufacturer is considering how to deal with the question of fuel consumption. Our answer has long been the same: maximum efficiency.
In the 911 GT2, your only weakness is the strength of your resolve.
The 911 GT2 is available in a choice of four solid colours, six metallic colours and seven optional ‘special’ paint finishes. The exterior is available in standard black leather trim or optional Dark Grey natural leather. Each combines elegantly with the various exterior options.

To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator.

The 911 GT2  
Personalisation

imentos.

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<thead>
<tr>
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<tbody>
<tr>
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<td>Basalt Black Metallic</td>
<td>Aqua Blue Metallic*</td>
<td>Black</td>
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<tr>
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<td>Arctic Silver Metallic</td>
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</tr>
<tr>
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<td>Midnight Blue Metallic</td>
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<td>Malachite Green Metallic</td>
<td>Porsche Racing Green Metallic</td>
<td>Natural Black (grey)</td>
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* Available from 09/2008 at the earliest
** Not in conjunction with Clubsport package available as a no-cost option.
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<tr>
<td>Special colours</td>
<td>Code 89</td>
<td></td>
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<td></td>
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<tr>
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<tr>
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<td></td>
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<td>Code 912, 74</td>
<td></td>
</tr>
<tr>
<td>Wheel centres with full-colour Porsche Crest</td>
<td>Code 446, 90</td>
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1) For exclusions and obligatory combinations of individual numbers, please refer to the separate price list.

The vehicles pictured in the chapter on personalisation may include additional options not featured in this catalogue. For information on these additional options, please consult your Porsche Centre.

For information on the options featured in this catalogue, please refer to the price list.
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<td></td>
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<td>64, 92</td>
</tr>
<tr>
<td>• Clubsport package</td>
<td></td>
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<tr>
<td>• HomeLink® (programmable garage door opener)</td>
<td>630</td>
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<tr>
<td>• Cruise control</td>
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<tr>
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<tr>
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<td></td>
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<tr>
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</table>

1) For exclusions and obligatory combinations of individual items, please refer to the separate price list.

* Not available in conjunction with standard sport bucket seats.

The vehicles pictured in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre.

For information on the options featured in this catalogue, please refer to the price list.

•• extra-cost option   W no-cost option
### Interiors: leather. ²

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<thead>
<tr>
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<th>Code</th>
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<td>Three-spoke sports steering wheel in smooth-finish leather</td>
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<tr>
<td>Three-spoke multifunction steering wheel in smooth-finish leather</td>
<td>431</td>
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² For exclusions and obligatory combinations of individual numbers, please refer to the separate price list.

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For information on the options featured in this catalogue, please refer to the price list.

### Interiors: carbon. ³

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<tr>
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<td>94</td>
</tr>
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</table>

³ For exclusions and obligatory combinations of individual numbers, please refer to the separate price list.
# Audio and communication

<table>
<thead>
<tr>
<th>Option</th>
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</thead>
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<td>Navigation module</td>
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<tr>
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<td>965</td>
<td>78</td>
</tr>
<tr>
<td>Cordless handset for telephone module</td>
<td>969</td>
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</tr>
<tr>
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<td>929</td>
<td>79</td>
</tr>
<tr>
<td>Mobile phone preparation with cradle***</td>
<td>618</td>
<td>79</td>
</tr>
</tbody>
</table>

** For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com. For exclusions and obligatory combinations of individual I numbers, please refer to the separate price list.

*** For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.

1) 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 your Porsche Centre. Use of the telephone module for PCM prevents exposure to electromagnetic radiation as only the vehicle’s exterior aerial is used.
Audio and communication.

- Voice control
- TV tuner
- BOSE® Surround Sound System
- Six-disc CD-/DVD-autochanger*
- Universal audio interface (iPod®, USB, AUX)
- External aerial

* May be incompatible with some copy-protected audio CDs/DVDs.

Porsche Exclusive

State of the art.
And just as you want it.

Do you desire the personalisation options listed in this catalogue, you also have the option of having your Porsche even more special with the Porsche Exclusive range.

From the factory. As personal and exclusive as you like, both visually and technically, inside and outside, in the best materials and with customary Porsche quality. The many design options offered by Porsche Exclusive are given in the separate Exclusive 911 catalogue.

Your Porsche Centre will be pleased to give you further information on Porsche Exclusive.

Alternatively, you can call the Customer Centre in Zuffenhausen on +49 (0)711 911-25332.

Please note that some Porsche Exclusive items may not be available for immediate delivery.
Factory collection

You won't be able to sleep the night before. The night after, you won't want to.

When it comes to experience the first moments with your Porsche, there's no place like it. With factory collection, you can enjoy the pleasure of Porsche ownership even before your car leaves the factory.

Almost 60 years ago, our first series production models were crafted by hand in a modest red-brick building here in Stuttgart-Zuffenhausen. From these humble beginnings, the factory has evolved into one of the most advanced production facilities in the world. Today, all Porsche engines are constructed here along with all 911 models. You can also take delivery of any model in the Boxster or Cayman range.

Our factory collection programme offers a unique insight into the origins and making of your Porsche. Like your car, a visit to Zuffenhausen is an absorbing blend of past and future. To take advantage of this exclusive opportunity, please inform your Porsche Centre when placing your specification. A collection date can then be arranged when final information regarding the build of your car has been confirmed.

Everything about a Porsche is more intense. Especially the anticipation. Your visit to Zuffenhausen is also an opportunity to explore the origins of your Porsche. Our factory tour provides a fascinating insight into the various production processes. These range from engine assembly and the preparation of upholstery, to the marriage of powertrain/chassis and body – one of the key moments in the construction of any car. The factory tour is one of our oldest traditions and is always conducted by a Porsche enthusiast with extensive knowledge of the marque.

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The highlight of your visit will undoubtedly be the moment when you take delivery of your Porsche. The keys will be presented by a member of the Factory Collection Team who will explain everything you need to know about the car. When you step inside and start the engine, you'll finally experience what it means to own your own Porsche.

All that remains is the journey home – which is sure to live long in the memory.

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Porsche Centres
Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and accessories, including genuine Porsche parts and accessories.

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

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

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

Porsche Tequipment
Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your car, every product is fully guaranteed.

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

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

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Since the first Porsche Club was founded in 1952, their number has grown to 607 with a total of 120,000 members worldwide. To find out more, call +49 (0)711 911-78307 or go to www.porsche.com.

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Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-78683 or E-mail: travelclub@porsche.de

2. Porsche Sport Driving School.
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Porsche Exclusive
Porsche Tequipment
Porsche Online
Porsche Design
Driver’s Selection
Porsche Clubs
Porsche Driving Experience
Porsche Sport Driving School.
With the 911 GT2, we’ve pushed our limits so you can discover yours. We’ve commanded your respect. Now have ours. Respect required. The 911 GT2.
## Technical data

### Engine
- **Cylinders**: 6
- **Displacement**: 3,600 cm³
- **Max. power (BRM)**: 390 kW (530 hp) at 6,500 rpm
- **Max. torque**: 680 Nm at 2,200–4,500 rpm
- **Compression ratio**: 9.0 : 1

### Transmission
- **Layout**: Rear-wheel drive
- **Manual gearbox**: 6-speed

### Chassis
- **Front axle**: McPherson-strut suspension
- **Rear axle**: LSA multi-link suspension
- **Steering**: Variable steering ratio, power-assisted (hydraulic)
- **Turning circle**: 10.9 m

### Brakes
- **Porsche Ceramic Composite Brake (PCCB)**:
  - 6-piston monobloc aluminium fixed calipers at front
  - 4-piston monobloc aluminium fixed calipers at rear
  - Discs internally vented and cross-drilled

### Vehicle stability system
- **PSM**

### Anti-lock braking system
- **ABS 8.0**

### Wheels
- **Front**: 8.5J x 19 ET 53
- **Rear**: 12J x 19 ET 51

### Tyres
- **Front**: 235/35 ZR 19 (sport tyres)
- **Rear**: 325/30 ZR 19 (sport tyres)

### Weights
- **Unladen weight (DIN)**: 1,440 kg
- **Unladen weight (EC)**: 1,515 kg
- **Permissible gross weight**: 1,750 kg

### Performance
- **Top speed**: 329 km/h (204 mph)
- **0–100 km/h (0–62 mph)**: 3.7 secs
- **0–160 km/h (0–99 mph)**: 7.4 secs
- **0–200 km/h (0–124 mph)**: 11.2 secs
- **Flexibility 80–120 km/h (50–75 mph)**: 4.1 secs

### Fuel consumption/emissions

<table>
<thead>
<tr>
<th>Urban in l/100 km (mpg)</th>
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<th>Combined in l/100 km (mpg)</th>
<th>CO2 emissions in g/km</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.8 (15.0)</td>
<td>8.9 (31.7)</td>
<td>12.5 (22.6)</td>
<td>298</td>
</tr>
</tbody>
</table>

### Dimensions/aerodynamics
- **Length**: 4,469 mm
- **Width**: 1,852 mm
- **Height**: 1,285 mm
- **Wheelbase**: 2,350 mm
- **Luggage compartment volume**: 105 litres
- **Tank capacity (refill volume)**: 90 litres
- **Drag coefficient**: 0.32

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