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Press Information

Porsche 911 Carrera GTS

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November 2014

The new Porsche 911 Carrera GTS

Four Carrera models with enhanced performance and style

Porsche is extending its 911 Carrera model range with four GTS models. Several technical features heighten dynamic performance and driving pleasure, including a 430 hp of power engine, the Sport Chrono package, and the PASM active damper system which lowers the ride height by ten millimetres. They close the gap between the 400 hp 911 Carrera S and the street-legal 911 GT3 with 475 hp (350 kW) that was optimized for the race track.

Added performance as well as an extended range of standard features make the new models attractive in price as well. A number of options are included as standard, such as Bi-Xenon headlights with the Porsche Dynamic Light System (PDLS) and the sport exhaust system for unmistakable GTS sound. The GTS models are available as coupe or cabriolet versions, with rear-wheel drive or all-wheel drive. So now the 911 model series offers a total of 19 sports cars at six power levels.

The new 911 cars set themselves apart from the other 911 Carrera models both technically and visually. The modified 430 hp 3.8liter flat-six engine (316 kW) of the GTS models produces nearly the same power as the engine of the previous generation 911 GT3 (435 hp/320 kW). Even more dynamic performance is generated by the combination of PASM and the dynamic engine mounts of the Sport Chrono package. Handling is noticeably more stable during throttle changes and in fast bends. Yet, the models still offer excellent 911 ride comfort on rough roads. The newly tuned gear-shifting unit of the standard seven-speed manual transmission lets drivers shift with less force in precise shift gates.

The GTS model's sophistication is also visible on the exterior of the 911 Carrera GTS. All models have the 911 Carrera 4 body which features wide flared rear wheel arches and the widened track of the all-wheel drive 911, which was increased by 36 millimetres. 20-inch center lock wheels are also standard. Previously these wheels were reserved for just the 911 Turbo S; on the 911 Carrera GTS they are exclusively painted in silky gloss black. The GTS appearance is rounded out by sport design trim at the front end with an opening for the auxiliary middle radiator, smoked Bi-Xenon headlights and front lights as well as the sport design door mirrors. Black accents have been added as well: the painted trim strips on the air intake, chrome-plated exhaust tailpipes and 911 Carrera GTS badges on the door and rear lid.

The driver and front passenger sport seats have center panels made of Alcantara similar to other GTS models by Porsche.

The 911 is the fourth GTS model that Porsche is currently offering, in addition to the Boxster, Cayman, and Panamera. At Porsche, GTS stands for Gran Turismo Sport, and it symbolizes extraordinary Porsche performance. A Porsche of the GTS category is always easy to identify; a characteristic design element is its black contrast color. The GTS also comes with extended sport-oriented features.

The letter combination began its origins in the 904 Carrera GTS, a race car built in 1963, which could also be registered for street use. The 924 GTS and 928 GTS cultivated this principle in the 1980s and 1990s. In 2007, the GTS experienced a revival in the form of the Cayenne GTS, which later implemented to the 911, Panamera, Boxster, and Cayman model series. The first generation of the 911 Carrera GTS attracted broad interest worldwide. Since its launch in 2010, one out of four 911 Carrera Cabriolet buyers chose a GTS model, and around 23 percent of all Carrera coupes displayed the GTS badge. A total of over 6,200 GTS models of the prior 911 generation were delivered to customers.

Engine and transmission**Power plant with 430 hp**

The engine of the 911 Carrera GTS models is an advanced development of the liter 3.8 liter six-cylinder from the 911 Carrera S. An additional 30 hp was gained by completely reworking the intake manifold. The variable resonance induction system that was specially developed was essential to boosting the engine's power and torque. In this system, the central intake manifold flap is supplemented by six additional resonance flaps, one in each individual cylinder runner. They are simultaneously opened or closed based on engine speed and accelerator pedal position. The result: oscillating tube charging provides for better filling of the combustion chambers. This ensures that an optimal amount of fresh air reaches the combustion chambers in all driving situations, generating high torque at low revs and more power at high revs.

In parallel, airflow within the engine was optimized. The goal: more charging at high revs for more power. To achieve this, the intake ports of the cylinder heads were geometrically optimized, and they were machine-lapped, i.e. smoothed, by a new process, which reduces their resistance to air flow. New intake camshafts with a larger valve stroke and a modified valve-spring kit enable induction of more fresh air into the combustion chambers over a longer period. The results: improved resonance charging which, in conjunction with the reworked engine control system, leads to optimal charging of the combustion chamber. The driver can access the full torque of the 911 Carrera S engine, and thereby its elasticity, as well as more power from the GTS engine at full throttle. This leads to very impressive driving characteristics in the 911 Carrera GTS.

When combined with the Porsche Doppelkupplungsgetriebe (PDK), the 911 Carrera GTS sprints from zero to 100 km/h in 4.0 seconds (60 mph in 3.8 seconds) (Cabriolet: 4.2; 60 mph in 4.0 seconds), a top value that is one-tenth of a second faster than the S model. The top speed of each GTS model is beyond the 300 km/h barrier; the fastest at 306 km/h is the Coupe with a manual transmission and rear-wheel drive. The additional power is the result of increased engine efficiency; the car's combined fuel consumption figures remain unchanged from those of the S models.

Retuned sport exhaust system

The standard sport exhaust system delivers unmistakable GTS engine sound. Together with the independent black styling of the exhaust pipes, which are distinctive when viewed from the rear, the system produces an unmistakable acoustic and visual character. The special tuning of the interplay between the engine and the control of the exhaust flaps makes the GTS models sound even more passionate during shifting and throttling and coastdown situations.

Quick manual shifts or even faster with a dual clutch

Power is transferred to the rear axle via the classic 911 seven-speed transmission that is installed in all 911 Carrera GTS cars as standard. Reduced shifting forces and further improved precision of the shift gates, make it even easier for drivers with sporty driving styles to make fast gear shifts. The sequential shift lock prevents faulty shifts. Shifting into seventh gear is only possible if fifth or sixth gear was previously engaged.

The Porsche Doppelkupplungsgetriebe (PDK) with seven forward gears is available as an option. PDK combines dynamic performance and the very good mechanical efficiency of a manual transmission with the gear-shifting convenience and ride comfort of an automatic transmission. The fast shifts, with no interruptions in propulsive force, combined with a slight torque boost in the sport modes, enable improved acceleration and elasticity figures which translate into faster lap times. At the same time, the PDK transmission's optimal gear spread and shifting strategy leads to high efficiency for significantly improved fuel economy and reduced emissions.

Chassis and control systems

Active chassis in Sport version

As sporty top models of the 911 Carrera model series, positioned beneath the 911 Turbo and the 911 GT3, the new GTS sports cars have an exceptionally dynamic chassis. This is based on the wide track of the all-wheel drive 911; the rear track was increased to 1,560 mm on the rear-wheel drive models as well. The benefits: an even lower tendency to roll and even better stability in bends. Porsche Active Suspension Management (PASM) is standard equipment. It delivers an optimally tuned characteristic in each individual active damper under all dynamic driving conditions. Compared to 911 models with a conventional passive chassis, the ride height of the GTS is ten millimetres lower. This lowers the centre of gravity, which is another plus in dynamic driving through bends. Thanks to PASM, the driver can choose a much broader spread between greater agility when driving quickly through bends and relaxed comfort on long trips.

In vehicles with a manual seven-speed transmission, Porsche Torque Vectoring (PTV) improves traction and tracking stability and reduces load alteration reactions in conjunction with the mechanical rear differential lock. The even higher-performance PTV Plus is used in vehicles with a dual clutch transmission. It offers an electronically-controlled, fully-variable rear differential lock. In addition, PTV or PTV Plus improves agility and steering precision by brake interventions at the rear wheel at the inside of the bend.

The tires are mounted on Porsche wheels that have a unique central lock as standard. This technology that reduces rotating masses, which originated from motorsport, is used in just a few exclusive special models and super sports cars today. The wheels with a central lock, which are otherwise only offered on the 911 Turbo S, are made of forged aluminum, and they are distinguished by maximum strength and minimal weight. Exclusive to the GTS models are their silky gloss black paint.

Extended PASM sport suspension generates rear-end downforce

As an option in the GTS coupe models, Porsche offers the PASM sport chassis with an aerodynamic package and 20 mm lower ride height. For one, the independent front spoiler lip that is part of the package has been aerodynamically optimized. For another, the rear spoiler extends out further than on models without a sport chassis. These aerodynamic modifications result in less aerodynamic lift at the front axle and more downforce at the rear axle. With the PASM sport chassis, a 911 Carrera GTS makes very good contact with the road at high speeds and reacts precisely and directly to steering inputs.

Intelligent PDCC effectively controls body roll

The optional Porsche Dynamic Chassis Control (PDCC) chassis control system extends the dynamic performance spectrum of the new GTS models even more. PDCC is a system for active roll compensation which detects side roll at its onset when driving through bends, and it nearly compensates entirely for the roll. The system utilizes four active, adjustable hydraulic cylinders that are located on each strut. The system enables greater agility over all speed ranges, improved steering response and well-balanced load alternation response.

Exterior and interior

Wide body with aerodynamic refinements

The new GTS sports cars can be made out at first glance as the sportiest 911 Carrera vehicles. Each 911 Carrera GTS has the same body as the all-wheel drive models with flared wheel arches over the rear wheels. One positive aspect: in models with rear-wheel drive, a 90-liter fuel tank is available at no extra charge.

As in the GTS models of other Porsche model series, distinctive exterior areas are painted or dyed black, and some components are shaped differently, because they have been aerodynamically optimized. The spoiler lips of the front apron and sill trim parts optimize air flow under the vehicle and around the vehicle's sides. This ensures stable and safe handling, even at very high speeds.

The new front fascia gives the 911 Carrera GTS a distinctive look. Diagonal bars on the middle air intake make a visual statement of boosted dynamic performance, and they differentiate the GTS from the other 911 Carrera models. The front spoiler surround is painted in body color, and it promotes the visual impression of a large width. Also distinctive are the tinted front headlights with the Porsche Dynamic Light System (PDLS). The system includes dynamic cornering lights and speed-dependent running light control, which adjusts the light pattern and light intensity for a better view.

Eye-catching features in a side view are the 20-inch center lock wheels in gloss black, small black badges bearing the model name along the lower edges of the doors and sport-design exterior mirrors on the door shoulders. These sporty looking side mirrors can be made out primarily by their V-shaped bases. The mirrors can be folded back manually. Another GTS detail: LED side markers on the front wings.

The individual GTS models can be identified by two characteristics at the rear. These models bear a black badge with the model name on the rear trim. GTS models with all-wheel drive can be made out by the characteristic light bar between the rear lights; instead of this light bar, the GTS cars with rear-wheel drive have a black panel with glossy trim strips.

Sporty and sophisticated interior

The consistent sportiness of the 911 Carrera GTS cars also defines the interior. In the front, the four-way adjustable sport plus seats – with their black GTS logo on the head restraints – provide additional lateral support and long-range comfort. To further improve the car's power-to-weight ratio, the rear seat system can be omitted in the coupe as an option. In this case, the 911 Carrera GTS weighs just around seven kilograms less than the 911 Carrera S, despite its wide body. The rear area then features carpeting with the GTS logo.

The dominant interior material is black Alcantara. This high-end material, which weighs less than leather, is used for the centre panels of the sport seats and as trim for the steering wheel rim, gear shift and parking brake levers, door handles and the lids and extensions of the door storage compartments. Also designed in sporty black are the dials in the instrument cluster which sport the GTS logo, the anodised aluminum trim strips and the rooflining. The aluminum door sill plates featuring the model name Carrera GTS in black are fitted as standard.

Porsche offers an optional GTS interior package with full leather upholstery in two contrasting colors: Carmine Red and Rhodium Silver. All decorative stitching and embroidering, including the Porsche badge and the seams of the floor mats are executed in one of these colors. The carmine red or rhodium silver dial of the tachometer also coordinates with this color scheme. The edges of the safety belts are also styled in this color. The sport seats are upholstered in black leather, and their center panels are made of Alcantara, as are the door trim panels and the lower sections of the dashboard. The trim strips are finished in carbon fiber.

Specifications Porsche 911 Carrera GTS Coupé*

Body:	Two-plus-two seat coupé; lightweight body in aluminum-steel construction with wings, doors, boot and bonnet lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.																		
Aerodynamics:	<table> <tr> <td>Drag coefficient c_d:</td> <td>0.3</td> </tr> <tr> <td>Frontal area A:</td> <td>2.04 m²</td> </tr> <tr> <td>$c_d \times A$:</td> <td>0.61</td> </tr> </table>	Drag coefficient c_d :	0.3	Frontal area A:	2.04 m ²	$c_d \times A$:	0.61												
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Engine:	<p>Water-cooled six-cylinder flat engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance compensation; oscillating tube charging and variable length intake manifold; direct petrol injection; integrated dry sump lubrication; engine oil 10.1 liters, one three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with six individual ignition coils; thermal management for coolant circulation; auto start/stop function.</p> <table> <tr> <td>Bore:</td> <td>102 mm</td> </tr> <tr> <td>Stroke:</td> <td>77.5 mm</td> </tr> <tr> <td>Displacement:</td> <td>3,800 cm³</td> </tr> <tr> <td>Compression ratio:</td> <td>12.5:1</td> </tr> <tr> <td>Engine power:</td> <td>430 hp (316 kW) at 7,500 rpm</td> </tr> <tr> <td>Max. torque:</td> <td>440 Nm at 5,750 rpm</td> </tr> <tr> <td>Power output per liter:</td> <td>113.2 hp/l (83.2 kW/l)</td> </tr> <tr> <td>Max. engine speed:</td> <td>7,800 rpm</td> </tr> <tr> <td>Fuel type:</td> <td>Super Plus</td> </tr> </table>	Bore:	102 mm	Stroke:	77.5 mm	Displacement:	3,800 cm ³	Compression ratio:	12.5:1	Engine power:	430 hp (316 kW) at 7,500 rpm	Max. torque:	440 Nm at 5,750 rpm	Power output per liter:	113.2 hp/l (83.2 kW/l)	Max. engine speed:	7,800 rpm	Fuel type:	Super Plus
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Max. engine speed:	7,800 rpm																		
Fuel type:	Super Plus																		
Electrical system:	12 Volt; alternator 2,100 W; battery 70 Ah/450 A; electrical system recuperation.																		

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted into combined drive unit; rear-wheel drive; seven-speed manual transmission with mechanically locking rear differential and Porsche Torque Vectoring (PTV); optional seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios	Manual	transmission PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.55	1.65
4 th gear	1.30	1.30
5 th gear	1.08	1.08
6 th gear	0.88	0.88
7 th gear	0.71	0.62
Reverse	3.55	3.55
Final drive ratio	3.44	3.44
Clutch diameter	240 mm	202 mm / 153 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programmes.

Brakes:	Dual-circuit brake system with separate circuits for front and rear axles.		
	Front: six-piston aluminum monobloc brake callipers, perforated and internally ventilated brake discs with 340 mm diameter and 34 mm thickness.		
	Rear: four-piston aluminum monobloc brake callipers, perforated and internally ventilated brake discs with 330 mm diameter and 28 mm thickness.		
	Porsche Stability Management (PSM); vacuum brake booster; brake assist; electric parking brake; auto-hold function.		
Wheels and tires:	Front	9 J x 20	with 245/35 ZR 20
	Rear	11.5 J x 20	with 305/30 ZR 20
Weights:	Kerb weight, DIN		1,425 (1,445) kg
	Gross vehicle weight rating		1,850 (1,870) kg
Dimensions:	Length		4,509 mm
	Width		1,852 mm
	Width with door mirrors		1,978 mm
	Height		1,295 mm
	Wheelbase		2,450 mm
	Track widths		front 1,538 mm
		rear	1,560 mm
	Luggage compartment capacity		front 125 l
		rear	260 l
	Fuel tank capacity		64 l

Performance:	Top speed	306 (304) km/h 190 (189) mph
	Acceleration	
	0 – 100 km/h	4.4 (4.0) s
	0 – 60 mph	4.2 (3.8) s
	0 – 200 km/h	14.3 (13.5) s
	0 – 400 m (1/4 mile)	12.5 (12.1) s
	0 – 1,000 m	22.5 (22.1) s
Fuel consumption: (NEDC)	Combined	9.5 (8.7) l/100 km
	Urban	13.7 (12.2) l/100 km
	Extra-urban	7.5 (6.7) l/100 km
CO₂ emissions:	Combined	223 (202) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission

Status: November 2014

Specifications Porsche 911 Carrera GTS Cabriolet*

Body:	Two-plus-two seat cabriolet; lightweight body in aluminum-steel construction with wings, doors, boot and bonnet lids made of aluminum; fully automatic panel bow top; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.	
Aerodynamics:	Drag coefficient c_d :	0.3
	Frontal area A:	2.04 m ²
	$c_d \times A$:	0.61
Engine:	Water-cooled six-cylinder flat engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance compensation; oscillating tube charging and variable length intake manifold; direct petrol injection; integrated dry sump lubrication; engine oil 10.1 liters, one three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with six individual ignition coils; thermal management for coolant circulation; auto start/stop function.	
	Bore:	102 mm
	Stroke:	77.5 mm
	Displacement:	3,800 cm ³
	Compression ratio:	12.5:1
	Engine power:	430 hp (316 kW) at 7,500 rpm
	Max. torque:	440 Nm at 5,750 rpm
	Power output per liter:	113.2 hp/l (83.2 kW/l)
	Max. engine speed:	7,800 rpm
	Fuel type:	Super Plus
Electrical system:	12 Volt; alternator 2,100 W; battery 70 Ah/450 A; electrical system recuperation.	

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted into combined drive unit; rear-wheel drive; seven-speed manual transmission with mechanically locking rear differential and Porsche Torque Vectoring (PTV); optional seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios	Manual	transmission PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.55	1.65
4 th gear	1.30	1.30
5 th gear	1.08	1.08
6 th gear	0.88	0.88
7 th gear	0.71	0.62
Reverse	3.55	3.55
Final drive ratio	3.44	3.44
Clutch diameter	240 mm	202 mm / 153 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programmes.

Brakes:	Dual-circuit brake system with separate circuits for front and rear axles.		
	Front: six-piston aluminum monobloc brake callipers, perforated and internally ventilated brake discs with 340 mm diameter and 34 mm thickness.		
	Rear: four-piston aluminum monobloc brake callipers, perforated and internally ventilated brake discs with 330 mm diameter and 28 mm thickness.		
	Porsche Stability Management (PSM); vacuum brake booster; brake assist; electric parking brake; auto-hold function.		
Wheels and tires:	Front	9 J x 20	with 245/35 ZR 20
	Rear	11.5 J x 20	with 305/30 ZR 20
Weights:	Kerb weight, DIN		1,495 (1,515) kg
	Gross vehicle weight rating		1,905 (1,925) kg
Dimensions:	Length		4,509 mm
	Width		1,852 mm
	Width with door mirrors		1,978 mm
	Height		1,292 mm
	Wheelbase		2,450 mm
	Track widths	front	1,538 mm
		rear	1,560 mm
	Luggage compartment capacity	front	125 l
		rear	160 l
	Fuel tank capacity		64 l

Performance:	Top speed	304 (302) km/h 189 (188) mph
	Acceleration	
	0 – 100 km/h	4.6 (4.2) s
	0 – 60 mph	4.4 (4.0) s
	0 – 200 km/h	15.0 (14.2) s
	0 – 400 m (1/4 mile)	12.7 (12.3) s
	0 – 1,000 m	22.8 (22.4) s
Fuel consumption: (NEDC)	Combined	9.7 (8.9) l/100 km
	Urban	13.7 (12.3) l/100 km
	Extra-urban	7.6 (6.9) l/100 km
CO₂ emissions:	Combined	228 (207) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission

Status: November 2014

Specifications Porsche 911 Carrera 4 GTS Coupé*

Body:	Two-plus-two seat coupé; lightweight body in aluminum-steel construction with wings, doors, boot and bonnet lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.																		
Aerodynamics:	<table> <tr> <td>Drag coefficient c_d:</td> <td>0.3</td> </tr> <tr> <td>Frontal area A:</td> <td>2.04 m²</td> </tr> <tr> <td>$c_d \times A$:</td> <td>0.61</td> </tr> </table>	Drag coefficient c_d :	0.3	Frontal area A:	2.04 m ²	$c_d \times A$:	0.61												
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Electrical system:	12 Volt; alternator 2,100 W; battery 70 Ah/450 A; electrical system recuperation.																		

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted into combined drive unit; active all-wheel drive with electronically controlled, map-controlled multi-plate clutch (PTM); seven-speed manual transmission with mechanically locking rear differential and Porsche Torque Vectoring (PTV); optional seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios	Manual	transmission PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.55	1.65
4 th gear	1.30	1.30
5 th gear	1.08	1.08
6 th gear	0.88	0.88
7 th gear	0.71	0.62
Reverse	3.55	3.55
Final drive ratio, rear axle	3.44	3.44
Final drive ratio, front axle	3.33	3.33
Clutch diameter	240 mm	202 mm / 153 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers.

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	Porsche Stability Management (PSM); vacuum brake booster; brake assist; electric parking brake; auto-hold function.		
Wheels and tires:	Front	9 J x 20	with 245/35 ZR 20
	Rear	11.5 J x 20	with 305/30 ZR 20
Weights:	Kerb weight, DIN		1,470 (1,490) kg
	Gross vehicle weight rating		1,875 (1,895) kg
Dimensions:	Length		4,509 mm
	Width		1,852 mm
	Width with door mirrors		1,978 mm
	Height		1,296 mm
	Wheelbase		2,450 mm
	Track widths	front	1,538 mm
		rear	1,560 mm
	Luggage compartment capacity	front	125 l
		rear	260 l
	Fuel tank capacity		68 l

Performance:	Top speed	304 (302) km/h 189 (188) mph
	Acceleration	
	0 – 100 km/h	4.4 (4.0) s
	0 – 60 mph	4.2 (3.8) s
	0 – 200 km/h	14.6 (13.8) s
	0 – 400 m (1/4 mile)	12.5 (12.1) s
	0 – 1,000 m	22.4 (21.8) s
Fuel consumption: (NEDC)	Combined	9.9 (9.1) l/100 km
	Urban	13.8 (12.5) l/100 km
	Extra-urban	7.7 (7.1) l/100 km
CO₂ emissions:	Combined	233 (212) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission

Status: November 2014

Specifications Porsche 911 Carrera 4 GTS Cabriolet*

Body:	Two-plus-two seat cabriolet; lightweight body in aluminum-steel construction with wings, doors, boot and bonnet lids made of aluminum; fully automatic panel bow top; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.	
Aerodynamics:	Drag coefficient c_d :	0.3
	Frontal area A:	2.04 m ²
	$c_d \times A$:	0.61
Engine:	Water-cooled six-cylinder flat engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance compensation; oscillating tube charging and variable length intake manifold; direct petrol injection; integrated dry sump lubrication; engine oil 10.1 liters, one three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with six individual ignition coils; thermal management for coolant circulation; auto start/stop function.	
	Bore:	102 mm
	Stroke:	77.5 mm
	Displacement:	3,800 cm ³
	Compression ratio:	12.5:1
	Engine power:	430 hp (316 kW) at 7,500 rpm
	Max. torque:	440 Nm at 5,750 rpm
	Power output per liter:	113.2 hp/l (83.2 kW/l)
	Max. engine speed:	7,800 rpm
	Fuel type:	Super Plus
Electrical system:	12 Volt; alternator 2,100 W; battery 70 Ah/450 A; electrical system recuperation.	

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted into combined drive unit; active all-wheel drive with electronically controlled, map-controlled multi-plate clutch (PTM); seven-speed manual transmission with mechanically locking rear differential and Porsche Torque Vectoring (PTV); optional seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios	Manual	transmission PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.55	1.65
4 th gear	1.30	1.30
5 th gear	1.08	1.08
6 th gear	0.88	0.88
7 th gear	0.71	0.62
Reverse	3.55	3.55
Final drive ratio, rear axle	3.44	3.44
Final drive ratio, front axle	3.33	3.33
Clutch diameter	240 mm	202 mm / 153 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programmes.

Brakes:	Dual-circuit brake system with separate circuits for front and rear axles.		
	Front: six-piston aluminum monobloc brake callipers, perforated and internally ventilated brake discs with 340 mm diameter and 34 mm thickness.		
	Rear: four-piston aluminum monobloc brake callipers, perforated and internally ventilated brake discs with 330 mm diameter and 28 mm thickness.		
	Porsche Stability Management (PSM); vacuum brake booster; brake assist; electric parking brake; auto-hold function.		
Wheels and tires:	Front	9 J x 20	with 245/35 ZR 20
	Rear	11.5 J x 20	with 305/30 ZR 20
Weights:	Kerb weight, DIN		1,540 (1,560) kg
	Gross vehicle weight rating		1,935 (1,955) kg
Dimensions:	Length		4,509 mm
	Width		1,852 mm
	Width with door mirrors		1,978 mm
	Height		1,294 mm
	Wheelbase		2,450 mm
	Track widths	front	1,538 mm
		rear	1,560 mm
	Luggage compartment capacity	front	125 l
		rear	160 l
	Fuel tank capacity		68 l

Performance:	Top speed	303 (301) km/h 188 (187) mph
	Acceleration	
	0 – 100 km/h	4.6 (4.2) s
	0 – 60 mph	4.4 (4.0) s
	0 – 200 km/h	15.3 (14.5) s
	0 – 400 m (1/4 mile)	12.7 (12.3) s
	0 – 1,000 m	22.7 (22.1) s
Fuel consumption: (NEDC)	Combined	10.0 (9.2) l/100 km
	Urban	13.9 (12.5) l/100 km
	Extra-urban	7.7 (7.1) l/100 km
CO₂ emissions:	Combined	235 (214) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission

Status: November 2014