



PORSCHE



The new 911 GT2 RS
Unyielding



GT2RS

UNYIELDING.



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A STATEMENT. NOT A WHISPER.

A NATURAL AUTHORITY. NOT A CHARADE.

A WHIRLWIND. NOT A BREEZE.

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

A HIGH-PERFORMANCE GT ENGINE. NOT AN UNDERPERFORMER.

A LEADER. NOT A FOLLOWER.

A TREND-SETTER. NOT AN IMITATOR.

A 3.8-LITRE TWIN-TURBO BOXER ENGINE. NOT A POOR COMPROMISE.

A FIGHTER. NOT A PROCRASTINATOR.

A WORD. NOT A NOVEL.

UNYIELDING. THE NEW 911 GT2 RS.

PERFORMANCE. THAT LEADS THE FIELD.

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

Its design combines the aerodynamic requirements of optimum downforce and maximum air supply. Its consistent lightweight construction makes it a pure athlete. Its racing chassis with excellent cornering stability gives the new 911 GT2 RS those crucial additional seconds. And its 3.8-litre six-cylinder twin-turbo engine producing 515 kW (700 hp) lends it sufficient authority to lead the field.



911 GT2 RS CONCEPT

SIMPLY UNYIELDING.



Lightweight construction: front lid, front wings, engine lid and rear wing made of carbon, front and rear apron made of lightweight polyurethane, rear and side windows made of lightweight glass, roof made of magnesium, rear silencers made of titanium.

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

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

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

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

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

Performance: 3.8-litre six-cylinder twin-turbo engine producing 515 kW (700 hp), 750 Nm of torque and a top speed of 340 km/h.

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



AIR RESISTANCE? FUTILE.



AERODYNAMICS AND DESIGN.

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

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

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

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

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



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

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

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

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

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

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

NOT A SINGLE GRAMME OF FAT. AND A HUGE APPETITE.



LIGHTWEIGHT CONSTRUCTION.

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

The evidence: consistent lightweight construction down to the last detail. For a power to weight ratio of just 2.85 kg/kW (2.1 kg/hp) – allowing outstanding performance. Argumentation: see below.

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

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

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

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

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

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

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

IN CLOSE CONTACT. WITH WEISSACH.



WEISSACH PACKAGE.

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

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

Visual appearance and lightweight construction form a real synthesis, with the particular focus on saving weight. The Weissach package will reduce the weight of your vehicle by almost 30 kg compared with a 911 GT2 RS fitted with the Clubsport package. For the first time in a series-produced car, the stabilisers on the front and rear axles are made of carbon, as are their coupling rods – for outstanding performance.

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



Coupling rod made of carbon

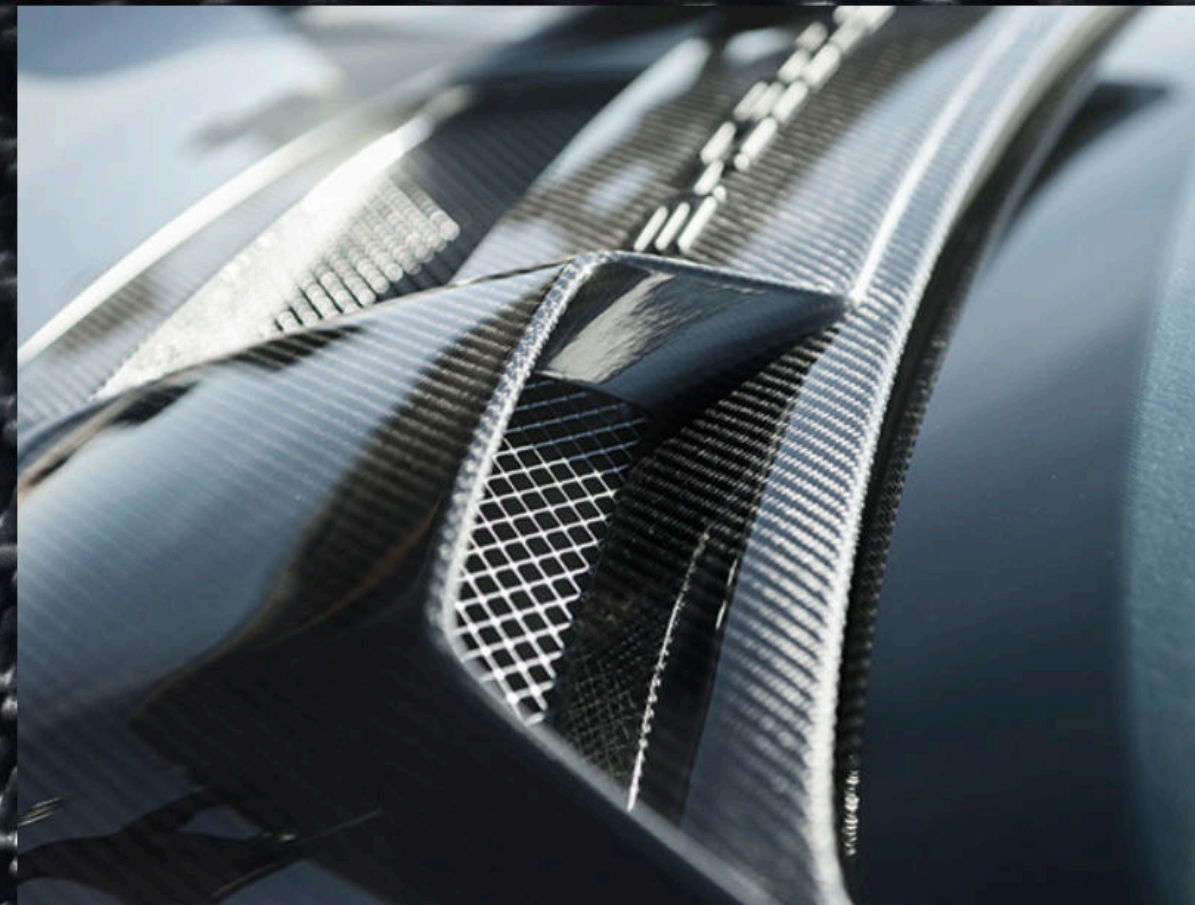


From lightweight plastic to lightweight metal. The magnesium wheels painted in satin White Gold Metallic make the new 911 GT2 RS fitted with the Weissach package approximately 11.5 kg lighter – and also enhance its visual appearance. A double victory, so to speak.

The interior is also lightweight: the attached roll cage is made from titanium and is approximately 12 kg lighter than the steel roll cage supplied with the optional Clubsport package. The ultra-light shift paddles and steering wheel trim are made with a carbon-weave finish.

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

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





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

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

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

The casing is made of titanium, just like the roll cage in the Weissach package. The individual chassis number is engraved on the back of the casing. The winding rotor is a direct replica of the magnesium wheel in the Weissach package, and painted in the original colour. The dial is made of genuine carbon with a GT Silver Metallic stripe. Its design and colour are identical to those of the instrument cluster and rev counter of the 911 GT2 RS. The 911 GT2 RS's top speed of 340 km/h is highlighted in colour on the tachymeter.

Each 911 GT2 RS Chronograph is fitted with a leather strap in black or red Alcantara® (available in sizes M and L) that can be easily swapped, thanks to a quick-change system. And of course, both are made from the same materials used in the interior of the 911 GT2 RS.

Your individual timepiece can be ordered exclusively from a Porsche Centre, along with your car. Please visit www.porsche-design.com/timepieces for more information.





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GT2RS

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GT2RS

DRIVE

700 HP. ANY MORE QUESTIONS?



ENGINE.

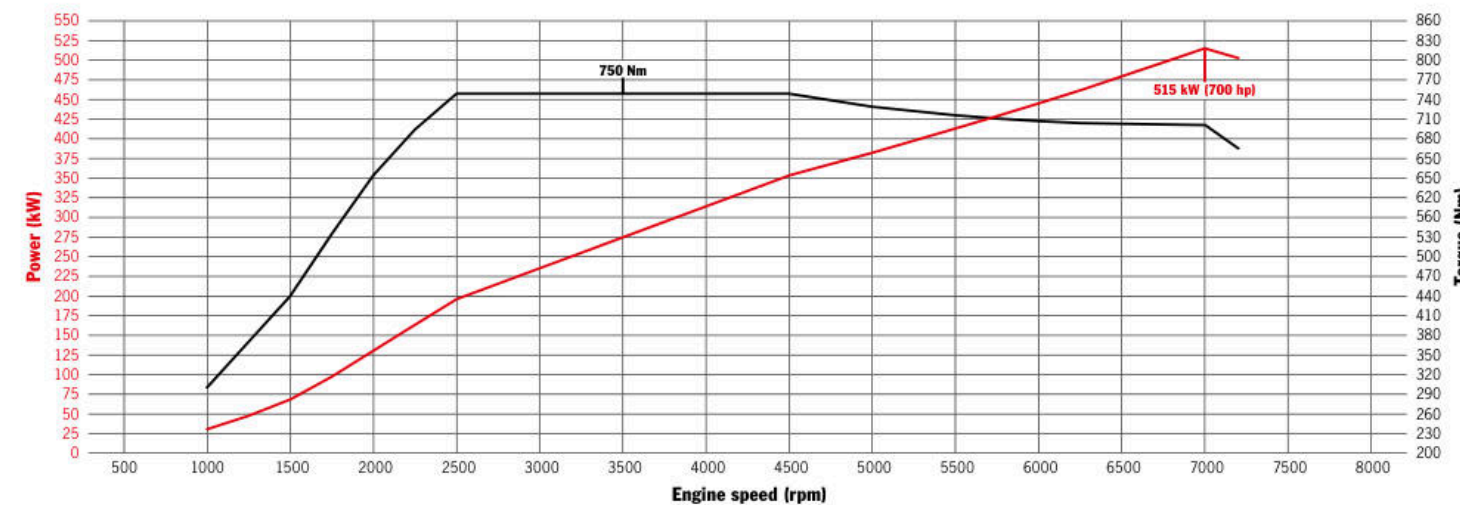
Anyone can be unyielding. But whether they also make an impact depends on one crucial feature: charisma. The ability to lead and be ahead. The performance data of the new 911 GT2 RS show that many will follow in its wake – presumably because they cannot overtake it.

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

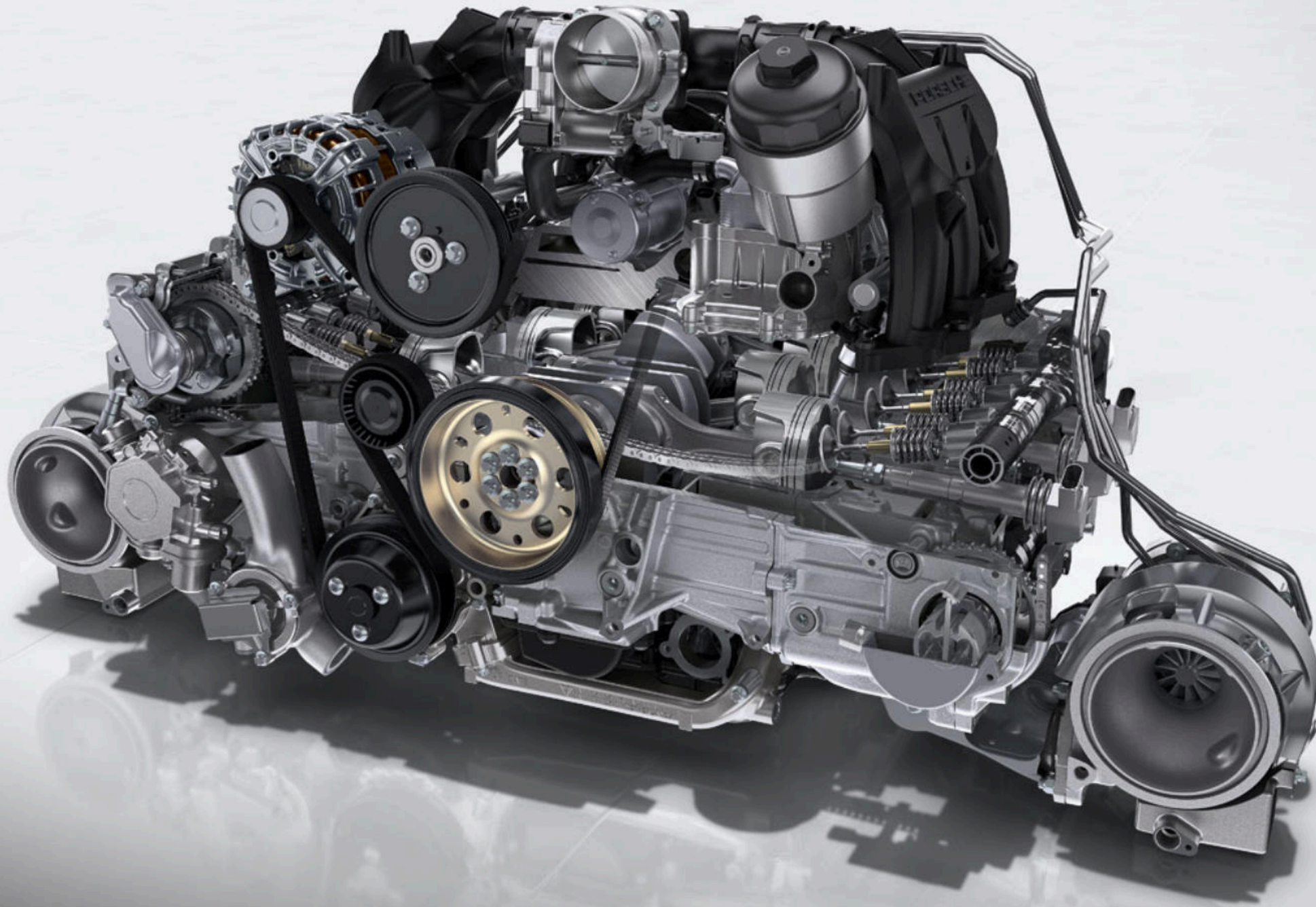
direct fuel injection (DFI) and VarioCam Plus. And transmission directly above the rear axle.

With a displacement of 3,800 cm³, the engine produces an impressive 515 kW (700 hp) at an rpm of 7,000. Maximum rpm is 7,200, and the maximum torque of 750 Nm is available from just 2,500 rpm. Sustainably unyielding – with sustainable performance.

A quick look at the speedometer. It goes up to 400 km/h. A figure that will bring tears of joy to the eyes of every sports car fan. And also sets the tone for the maximum speed: 340 km/h. How does the new 911 GT2 RS achieve this? Quickly, of course. It ticks the acceleration from 0 to 100 km/h box after just 2.8 seconds. It reaches the 200-km/h mark after only 8.3 seconds. And after 22.1 seconds, the 300-km/h mark is water under the bridge.



For fuel consumption and CO₂ emissions, please refer to page 91.



Variable turbine geometry (VTG).

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

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

VarioCam Plus.

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

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

Expansion intake manifold.

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

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

Intercooling.

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

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



GT2RS

D SGT 2991

NEXT GEAR. AND OFF WE GO.



PORSCHE DOPPELKUPPLUNG (PDK).

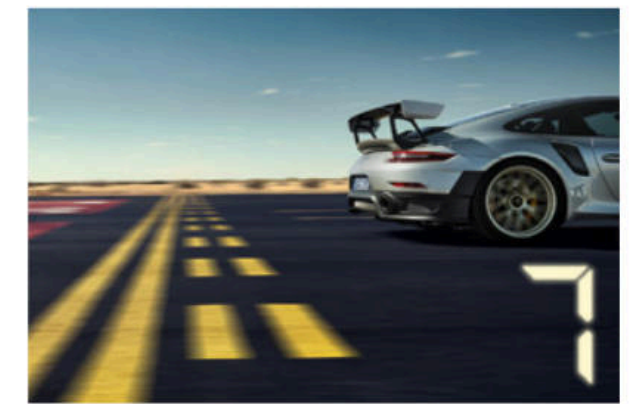
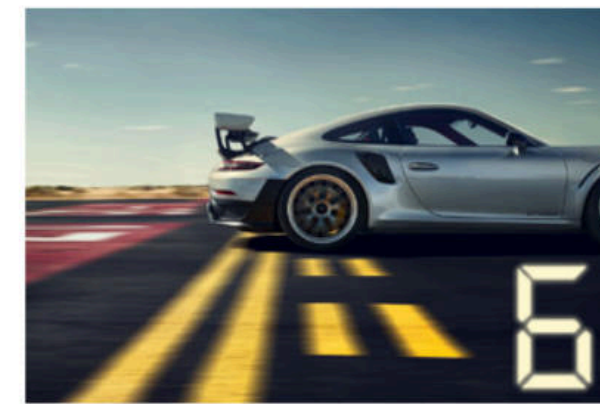
A 7-speed power demonstration: PDK, trimmed for maximum performance for the new 911 GT2 RS. With purposely short ratios and short, succinct gearshifts via the shift paddles. 7th gear is also ratioed for sport and designed for maximum speed. The manual mode on the gear selector works as it does in our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

As regards the PDK technology: it consists of two half gearboxes mounted in a common housing. Two half gearboxes require two clutches. This double-clutch arrangement

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

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

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





CHASSIS

FULLY IN TOUCH. WITH YOUR ENDORPHINS.



CHASSIS.

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

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

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

The height, camber and track can be individually adjusted for use on the racetrack, as can the stabilisers. For the first time in a Porsche road-going vehicle, all the chassis joints have been replaced by ball joints in the new 911 GT2 RS, ensuring an extremely rigid connection between the chassis and the body. For accurate, sharp and direct roadholding. And for total emotional contact.

An optional lift system on the front axle lifts the front of the vehicle by 30 mm – up to a speed of approximately 50 km/h – thereby reducing the risk of hitting kerbs, ramps or garage entrances.

CLOSE TO THE GROUND. BUT NEVER ON YOUR KNEES.



Rear-axle steering.

Fitted as standard, the rear-axle steering with sports tuning combines performance and everyday driveability. An electromechanical adjustment system at each rear wheel enables the steering angle to be adapted based on the current driving situation, steering input and vehicle speed.

The benefit at low speed: the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase. You can drive around tight bends more dynamically. The turning circle is also reduced to make it easier to park.

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

Dynamic engine mounts.

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

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

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

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

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

Porsche Active Suspension Management (PASM).

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

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



ACTION. REACTION.



Porsche Stability Management (PSM).

PSM maintains stability even at the limits of dynamic driving performance. In addition to the anti-lock braking system, PSM also includes Electronic Stability Control (ESC) and Traction Control (TC).

Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment and initiates strategic braking of individual wheels to prevent you from deviating from your intended line.

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

Porsche Torque Vectoring Plus (PTV Plus).

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

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



Wheels and tyres.

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

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

The standard Tyre Pressure Monitoring (TPM) not only warns in the event of a gradual or even sudden loss of pressure, but also has a sport mode that takes account of the lower pressure of cold tyres at the beginning of a race.



SAFETY AND SECURITY

PORSCHE CERAMIC COMPOSITE BRAKE (PCCB).

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

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

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

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

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

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



**FASTER
BRAKING.**



CAGE SYSTEM. PORSCHE STYLE.

CLUBSPORT PACKAGE.

Those who are unyielding, should not be sensitive. Because those who dish it out must also be able to take it. In the S-bend and under full load – in the cockpit, everything depends on the driver's ability.

The standard Clubsport package of the new 911 GT2 RS can withstand a great deal of punishment – for added protection on the racetrack. And the ideal basis for extreme, sporty conditions.

The Clubsport package consists of a roll cage screwed to the bodywork behind the front seats, six-point driver's seatbelt in red, fire extinguisher and bracket, as well as preparation for the battery master switch. This can be purchased separately from the Porsche Motorsport Department, as can the front cage bracket for motorsport events.



INTERIOR AND INFOTAINMENT



COMMAND CENTRE.

COCKPIT.

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

Dials.

The unique language of Porsche: the five round instruments integrated into the cockpit with the rev counter in the middle. The dial is titanium coloured, the needles and increment markings are yellow. A sporty pointer, as it were.

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

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

Materials.

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

Alcantara® is easy to grip. For this reason, it's mainly used in places where there is direct contact: on the steering wheel rim and gear selector as well as on the door handles, door armrests and lid of the centre console storage compartment. The roof lining and A, B and C-pillar trims are also finished in Alcantara®.

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

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

Steering wheel.

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

The Sports steering wheel can be axially and vertically adjusted by up to 40 mm. The steering wheel rim is made of black and red Alcantara®, is easy to grip, feels comfortable even during sporty driving and features a trendsetting top centre marking in yellow.



**ALL POWER
TO THE DRIVER.**

Full bucket seats.¹⁾

The standard equipment includes full bucket seats made entirely of carbon-fibre reinforced plastic (CFRP). As well as their sporty appearance and excellent lateral support, they are also height-adjustable, meaning that the full bucket seat can be lowered by up to 30 mm or raised by up to 20 mm. The height adjustment is electric, and the fore/aft adjustment manual. The seats are upholstered in black leather with seat centres in red Alcantara® as standard. The headrests feature an embroidered 'GT2 RS' logo in red.

Sports bucket seats.¹⁾

Bucket seats are available as optional equipment, featuring a folding backrest for easier access to the rear, integral thorax airbag and manual fore/aft adjustment for the driver and front passenger seat.

The seat shells are made from glass and carbon-fibre reinforced plastic with a carbon-weave surface finish. The pivot points of the backrests are located high in the side bolsters – for excellent lateral support, even around your hips. The seats

are upholstered in black leather with seat centres in red Alcantara® as standard, and the headrests feature a red 'GT2 RS' logo.

Adaptive Sports seats Plus.

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

¹⁾ Child seats are not compatible with full and sports bucket seats.



**CLEAR ANNOUNCEMENTS.
WITH NO CONFUSION.**

PORSCHE CONNECT.

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

Porsche Communication Management (PCM) including online navigation.

PCM is your central control unit for audio, navigation and communication. In its latest generation with mobile phone preparation, audio interfaces and voice control system, it

also features a high-resolution 7-inch touchscreen display, enabling most vehicle functions to be easily controlled.

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

Connect Plus.

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

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

Porsche Connect services.¹⁾

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

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

¹⁾ Porsche Connect services (including Car Connect Services, but excluding Safety and Security Services) include an initial free subscription period, the length of which may vary by service package and country but shall not be less than three months. The full range of Porsche Connect services or individual services thereof may not be available in some countries. In addition, an integrated SIM card with data allowance for the use of selected Porsche Connect services will be included in the price in some countries. For the use of the WiFi hotspot and other Porsche Connect services in these countries, such as music streaming via integrated SIM card, a chargeable WiFi data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using your own SIM card. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your Porsche Centre.



Connect apps.

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

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

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

Apple® CarPlay.

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

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

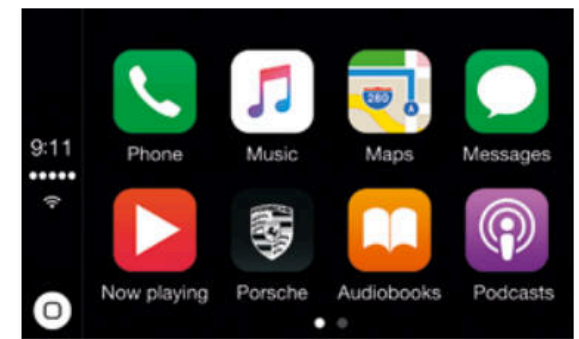
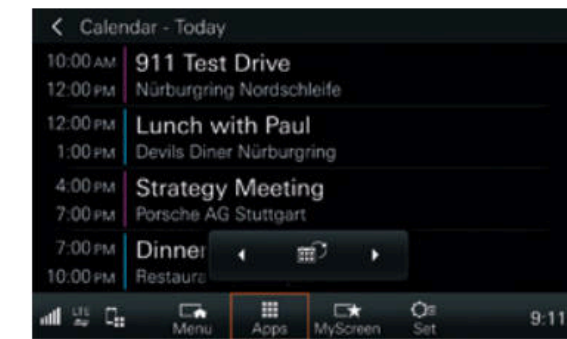
Porsche Connect Portal.

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

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

Porsche Connect Store.

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





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

SOUND SYSTEMS.

Sound Package Plus.

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

BOSE® Surround Sound System.

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

IN PURSUIT OF RECORDS.



PORSCHE TRACK PRECISION APP.¹⁾

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

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

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

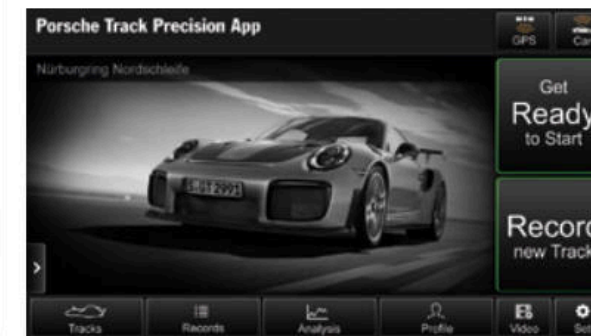
When racing, the app visualises the driving dynamics on your smartphone and also displays any deviations from a defined reference lap, along with sector and lap times. Graphical and video analyses of driving stats help the driver further improve their performance. You can also instantly manage and share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

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

Chrono Package.

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

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



THE FIRST WORD. AND THE LAST.



SUMMARY.

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

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

Simply unyielding.
The new 911 GT2 RS.



GT2RS

911 GT2 RS

GT2RS



GT2RS

GT2RS

PERSONALISATION



PERSONALISATION.

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

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

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

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

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



PORSCHE EXCLUSIVE MANUFAKTUR.

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

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

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

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

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

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



MAXIMUM PERFORMANCE. EVEN IN TERMS OF PERSONALISATION.

THE 911 GT2 RS IN MIAMI BLUE.

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

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

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

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

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



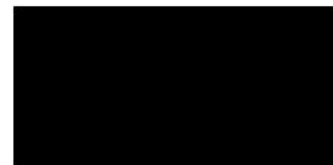
COLOURS.

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

Solid exterior colours.



White



Black



Guards Red



Racing Yellow



Special exterior colours.



GT Silver Metallic



Crayon



Miami Blue



Lava Orange



Standard interior colours. Leather/leatherette/Alcantara®/ soft-touch paint finish.

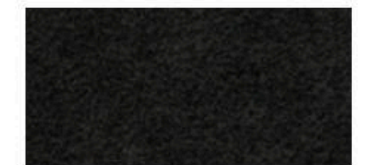


Black and Red

Special interior colours. Leather/Alcantara®/soft-touch paint finish.



Black and Red



Black



Wheel painted in silver colour



Wheel painted in satin platinum



Wheel painted in satin black

Exclusive

Exclusive

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

¹⁾ Painted in exterior colour.

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

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



Deletion of model designation



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



Carbon window triangle trims

Exclusive

Exclusive



Full bucket seat



Sports bucket seat



Adaptive Sports seat Plus

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

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

Option	911 GT2 RS	I no.
Seats and seat options.		
Full bucket seats	●	Standard
Sports bucket seats	□	P03
Adaptive Sports seats Plus (18-way, electric)	□	P07
Seat heating	○	342
Safety and security.		
Clubsport package (rear roll cage, preparation for battery master switch; plus: six-point driver's seatbelt, fire extinguisher and bracket)	□	003
Six-point front passenger seatbelt	○	579
Porsche Vehicle Tracking System Plus (PVTs Plus) ¹⁾	○	712
Fire extinguisher	○	509
Comfort and assistance systems.		
Cruise control	○	454
Reversing camera	○	7X9
HomeLink® (programmable garage door opener)	○	608

¹⁾ Relevant for vehicle insurance classification in some countries. Please consult your insurance provider or Porsche Centre.



Clubsport package



Deletion of automatic climate control



Exclusive Instrument dials in Guards Red



Exclusive Sport Chrono stopwatch instrument dial in Guards Red



Exclusive Seatbelt in Racing Yellow

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

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

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

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



Exclusive Interior package and air conditioning control panel painted



Exclusive Interior package and air conditioning control panel in leather



Exclusive Sports bucket seatbelt passages painted



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



Exclusive Door sill guards in carbon, illuminated



Exclusive Personalised floor mats in carbon with leather edging

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

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

Option	911 GT2 RS	I no.
Audio and communication.		
Porsche Communication Management (PCM) including online navigation, voice control system and mobile phone preparation	<input checked="" type="checkbox"/>	Standard
Connect Plus module including LTE telephone module with SIM card reader, wireless Internet access ¹⁾ , online navigation and comprehensive Porsche Connect services ²⁾	<input checked="" type="checkbox"/>	Standard
Porsche Track Precision App	<input checked="" type="checkbox"/>	Standard
Sound Package Plus	<input checked="" type="checkbox"/>	Standard
BOSE® Surround Sound System	<input type="radio"/>	9VL
Digital radio	<input type="radio"/>	QV3
Chrono Package and preparation for lap trigger	<input type="radio"/>	QR5
Deletion of audio and communication system	<input type="checkbox"/>	8AA
Factory collection.		
Factory collection in Zuffenhausen	<input type="radio"/>	900
Factory collection in Leipzig including intensive driving induction	<input type="radio"/>	S9Y

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



BOSE® Surround Sound System



Chrono Package and preparation for lap trigger



Connect Plus







TECHNICAL DATA




	911 GT2 RS
Engine	
Type	Aluminium boxer engine with VTG twin-turbochargers
Cylinders	6
Displacement	3,800 cm ³
Max. power (DIN) at rpm	515 kW (700 hp) at 7,000
Max. torque at rpm	750 Nm at 2,500–4,500
Compression ratio	9.0:1
Transmission	
Layout	Rear-wheel drive
Porsche Doppelkupplung (PDK)	7-speed
Chassis	
Front axle	McPherson strut suspension complete with ball joints
Rear axle	Multi-link suspension complete with ball joints and rear-axle steering
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m
Brakes	Porsche Ceramic Composite Brake (PCCB) with six-piston aluminium monobloc fixed calipers front, four-piston aluminium monobloc fixed calipers rear, ceramic composite brake discs, calipers made of aluminium, 410 mm diameter front and 390 mm rear, internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)
Standard wheels	Front: 9.5 J x 20 ET 50; Rear: 12.5 J x 21 ET 48
Standard tyres	Front: 265/35 ZR 20; Rear: 325/30 ZR 21

	911 GT2 RS
Performance	
Top speed	340 km/h
0–100 km/h	2.8 secs
0–160 km	5.8 secs
0–200 km/h	8.3 secs
Overtaking acceleration (100–200 km/h)	5.5 secs
Weights	
Unladen weight (DIN)	1,470 kg
Unladen weight (EC) ¹⁾	1,545 kg
Permissible gross weight	1,830 kg
Dimensions/aerodynamics	
Length	4,549 mm
Width (including exterior mirrors)	1,880 mm (1,978 mm)
Height	1,297 mm
Wheelbase	2,453 mm
Luggage compartment volume (VDA)	115 litres
Tank capacity (refill volume)	64 litres
Drag coefficient	0.35

	911 GT2 RS
Fuel consumption/emissions²⁾	
Urban in l/100 km	18.1
Extra urban in l/100 km	8.2
Combined in l/100 km	11.8
CO ₂ emissions combined in g/km	269

Tyre identification

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Sport tyres (S)	265/35 ZR 20	E	E – C	 – 	71 – 69
Sport tyres (S)	325/30 ZR 21	E	C	 – 	73 – 72

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
 *  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

¹⁾In accordance with EU standards, the unladen weight applies to vehicles with standard specification. Optional extras may increase or decrease this value. The value stated includes 75 kg for the driver.

²⁾Data determined in accordance with the measurement method required by law (Regulation EC 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre or importer.

All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (06/2017).

Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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