

The new 911 GT2



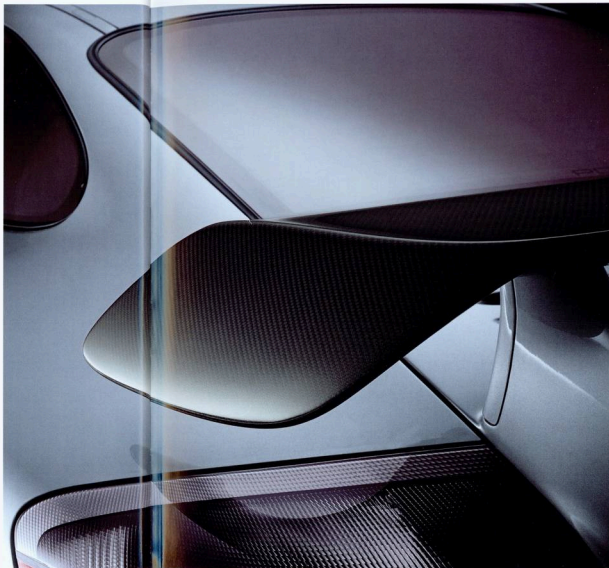
The new 911 GT2



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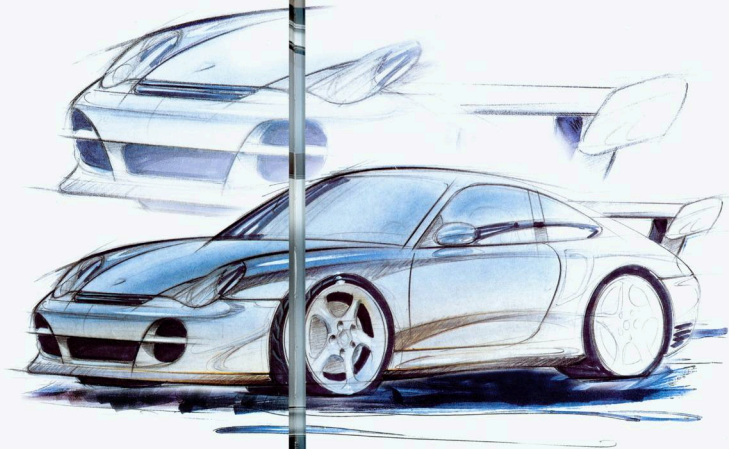


Contents

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

The Clubsport model is simply
predestined for the racetrack.

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



The new 911 GT2



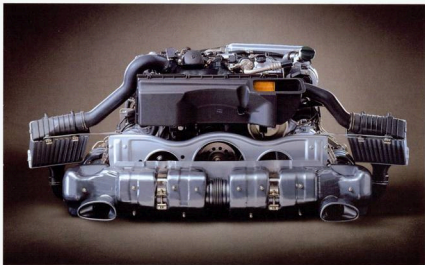


The Porsche Development Centre in Weissach constantly strives to achieve uncompromising performance. With its enhanced engine, the 911 GT2 is the most powerful road-going 911 ever built, developing an impressive 355 kW (483 bhp) at 5,700 rpm and maximum torque of 640 Nm between 3,500 and 4,500 rpm. Naturally, the chassis has also been developed to an even higher level of refinement.

Simulating road conditions on the kinematics and elastokinematics test rig.



Engine and chassis

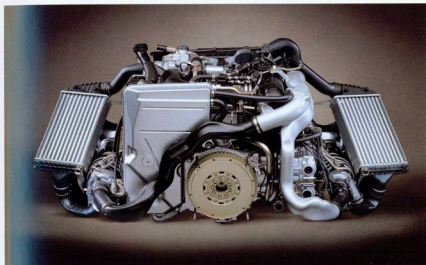


**Honed on the racetrack.
At home on the road.**

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

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

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

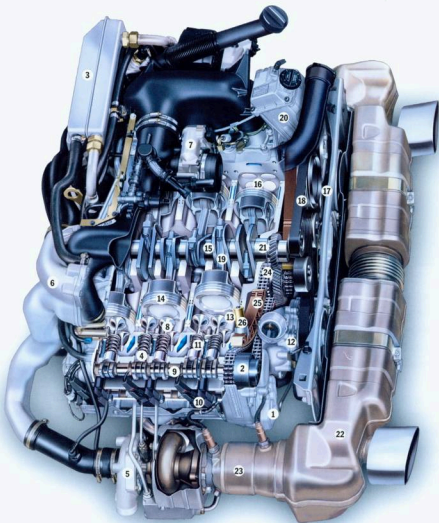


VarioCam Plus, the latest evolution of the Porsche VarioCam variable valve timing system, now features variable valve lift to deliver maximum torque and power at all engine speeds. It also helps improve fuel economy. Dry-sump lubrication ensures a reliable supply of oil to the engine even under the extreme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

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

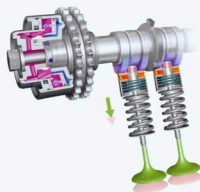
The Motronic ME7.8 electronic engine management system ensures optimum engine performance under all driving conditions. As well as managing intake air pressure, the system controls the electronic throttle across the entire rev range.

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

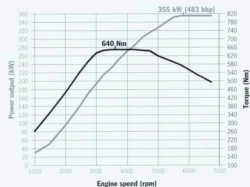


1. Oil scavenge pump
2. VarioCam Plus
3. Oil tank with oil separator
4. Hydraulic tappets
5. Turbocharger
6. Suction pipes upstream of compressor
7. Electronic throttle
8. Inlet valves
9. Inlet camshaft
10. Individual ignition coils
11. Valve springs
12. Water pump
13. Nikasil-coated bores
14. Forged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

VarioCam Plus



911 GT2





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

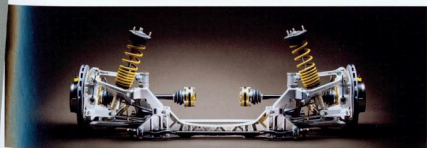
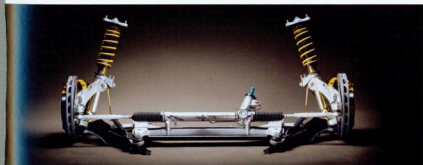
The 911 GT2 chassis delivers one of the most dynamic driving experiences ever featured on a production Porsche – without compromising on comfort. Race-ready handling combines with outstanding agility and safety to offer the perfect ride in all road conditions.

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

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

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

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



to provide seamless acceleration
through the gears.

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

3 to 6 can
circuit chara
of optional

Safety

Brake (PCCB). This remarkable technology features a lightweight ceramic disc with involute cooling channels and a specially developed composite pad. Each disc is formed from a specially treated carbon-fibre compound, which is

'unsprung' weight, reducing the car's overall weight and improving the system's performance in terms of economy.

verse members. In the event of an accident, energy is absorbed and dispersed in a carefully calculated manner, ensuring maximum protection for driver and passengers.

area, POS
tection fo

Aerodynamics



**Uncompromising performance.
Unmistakably Porsche.**

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

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

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

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

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

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

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

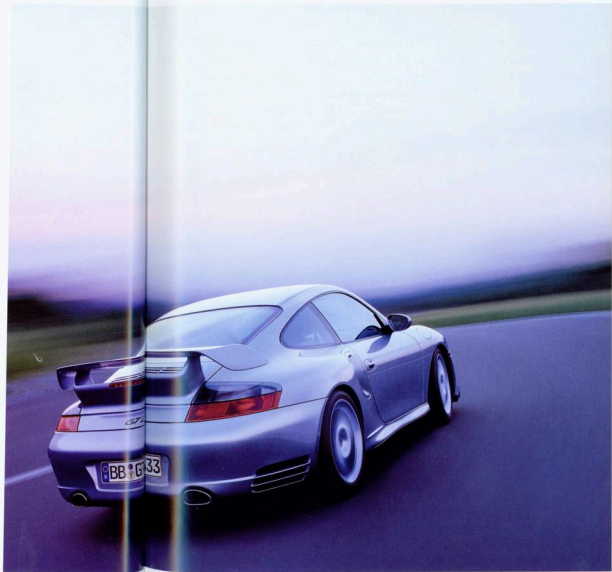
As you can see, the remarkable aerodynamics of the 911 GT2 are the product of uncompromising engineering principles and attention to detail. The result is a car that offers outstanding balance and aerodynamic efficiency both during normal road use and in full competition mode.

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



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

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



Environment



Exhaust gases and emission control.

Over the years, Porsche has been one of the first manufacturers to implement new exhaust technologies in its production cars. A typical example is On-Board Diagnostics II, introduced as standard equipment on the 1911 Turbo in 1995. This commitment to the environment is just one of the reasons why the Porsche R&D Centre in Weissach was

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

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

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

*Not included in markets with leaded fuel.

Noise.

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

Fuel system.

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

Materials and recycling.

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

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

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

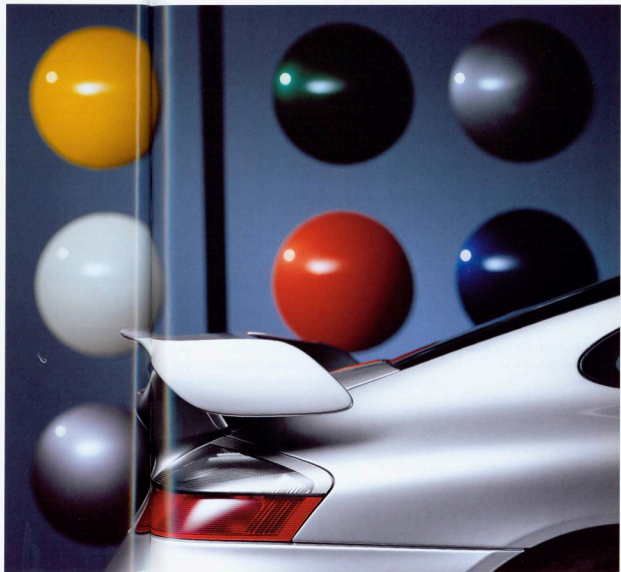
The entire car is completely free of asbestos, CFCs and components manufactured using CFCs.

Maintenance.

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

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

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



Personalisation



Cockpit 911 GT2

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

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

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

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

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



Six-point harness (three-point also fitted)



Sports seat backrest painted

INTERIOR.

Option

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

I no.

003

XSL

P77

342

XSB

XSA

XSX

XSX

XSW

XME

581

454

XX2



Leather interior

LEATHER INTERIOR.

Option

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

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X99
E74
E70
XSC
XPA
XNS
XMF
XMZ
XMA
XMP
XZD
XTG
XX1

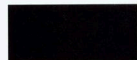
Colours.

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

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

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

Interior colours.



Black



Dark Grey natural leather



Brown natural leather

Standard colours.



Black



Guards Red

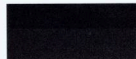


Carrara White

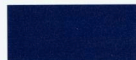


Speed Yellow

Metallic colours.



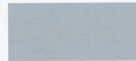
Basalt Black Metallic



Lapis Blue Metallic



Lagoon Green Metallic



Arctic Silver Metallic



Midnight Blue Metallic



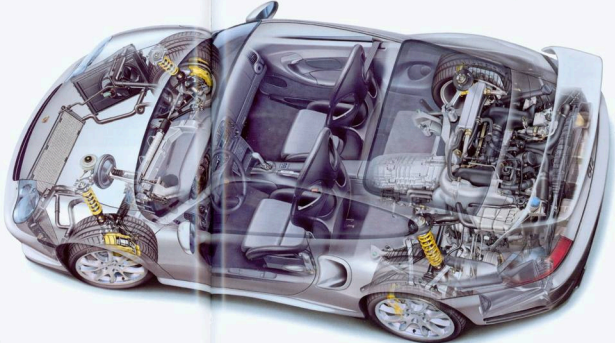
Atlas Grey Metallic

- Aluminium/Stainless Steel/Chrome packag
- Three-spoke sports steering wheel with Alu
- Aluminium-coloured instrument dials
- Rear section of centre console with Alumin
- Door entry guards in stainless steel with G

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

Transmission	
Layout	Rear-wheel drive
Manual transmission	6-speed

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



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

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

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

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

Pre-filled with

Mobil 1

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

Technical specifications



Porsche dealers

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



Porsche Assistance

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



Porsche Financial Services

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



Porsche Exclusive

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



Porsche Tequipment

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



Porsche Selection

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

Service

Porsche Used Car Programme

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

Porsche Classic

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

"Christophorus"

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



Porsche online

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

Porsche Clubs

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

Porsche Driving Experience

1. The Porsche Travel Club.

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

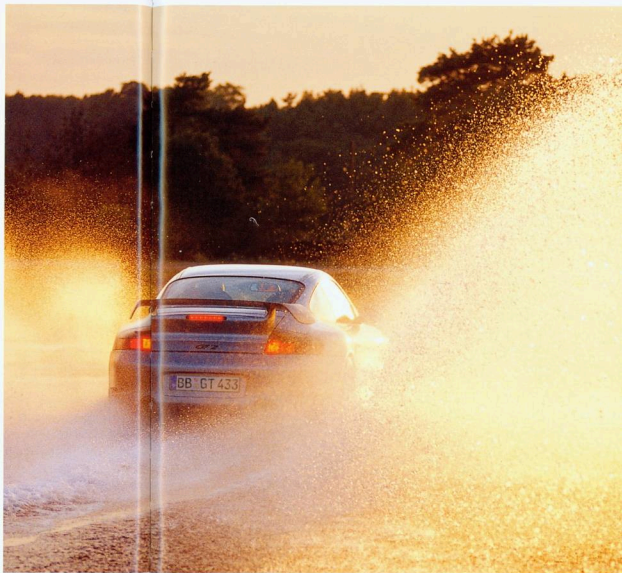
2. The Porsche Sport Driving School.

Discover more about your Porsche and your skill as a driver – particularly in critical road situations. For more information, please contact your Porsche dealer.



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

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



Summary



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

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

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