



PORSCHE



The new 911 Carrera **GTS**
All that matters

911 Carrera GTS



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Multiplied by the power of
what's essential.

The 911 Carrera GTS concept.

GTS. Three letters that combine the
high performance of the racetrack with
everyday sportiness. With more power,
solid roadholding and a sharpened design.
Everything else? Irrelevant.

What counts: 3.8-litre boxer engine,
315 kW (430 hp), 4.4 seconds from
0 to 100 km/h. A high-power machine.
Agile, nimble, precise. With the
forward thrust of the 911 Carrera S
and the temperament of a GT.

A sports car for those who wouldn't be
satisfied with anything less.

For the unfiltered contact with the road,
the pure sound, that feeling of acceleration.
That's all that matters.

The new 911 Carrera GTS.

Design





If you ever want to explain the difference between mass and substance.

Exterior.

The new 911 Carrera GTS. A pure unadulterated 911. We've given it everything that typifies a sports car: a powerful front, a broad rear, sharpened design elements. And Carmine Red paintwork, available as an option for the 911 Carrera GTS models for the first time and which particularly emphasises the black elements of the exterior.

The sporty design of the front apron moulding is clear to see – yet pared down to the essentials. Excellent aerodynamics are thanks to the optimised front spoiler and a maximum supply of fresh air is thanks to the large air intakes.

Typical of a GTS are the standard Bi-Xenon main headlights including the Porsche Dynamic Light System (PDLS) in black as well as the SportDesign exterior mirrors.

A clear acknowledgement to motorsport: all 911 Carrera GTS models have 20-inch 911 Turbo S wheels with central locking device as standard and painted in satin black. Light alloy 20-inch Carrera S wheels with a five-spoke design are available as an option, also painted in satin black. Both of these large wheels are characterised by their excellent roadholding and racetrack performance.

To ensure greater dynamics, the rear is 44 mm wider than that of the 911 Carrera S. Low, wide, sleek. You see it straight away. And you feel it even faster. In every curve.

Contrast is created by the colour black. For example on the engine's air intake grilles and – in rear-wheel drive models – with the accentuating strips between the taillights. The twin tailpipes in the standard sports exhaust system are also black.

Just for the 911 Carrera 4 GTS and 911 Carrera 4 GTS Cabriolet all-wheel drive models: the continuous taillight strip with state-of-the-art LED technology. For better illumination and an unmistakable design.

Simply a lot of substance. Not a touch of mass. In other words, a minimalist style that leaves nothing to be desired. But has all that matters.





**Minimalist yet with nothing to be desired.
What luxury.**

Interior.

All that matters. This especially applies in the interior. It provides you with quickly accessible information that you need during the drive. With materials that breathe motorsport and high-quality equipment that's just perfect for long drives – on the road and on the race-track. A minimalist style with nothing left out.

The 'Carrera GTS' logo on the door sill guards stands for enhanced sports performance. The sports ergonomics, classically arranged instruments and short distances from the rising centre console epitomise Porsche. What else matters? Leaving out anything that's expendable. In the Coupé models, it's the back seating system that can be omitted as an option.

Alcantara stands for motorsport. This functional and durable material provides a good grip – in short, it has proven itself in racing sport. It's used wherever there might be a lot of wear: on the steering wheel rim and gear lever/selector. Also on the door pulls, door panel armrests and centre console main storage compartment lid. The roof lining in the Coupé models is also covered in Alcantara, as are the seat centres on the standard Sports seats Plus. The armrests are also embroidered with the 'GTS' logo.

GTS interior package.

What happens when you take minimalism even further? Do you get more – or less? Good question. Simple answer. You get more Porsche.

The optional GTS interior package highlights sports performance. The interior is enhanced by sporting accents in Carmine Red or Rhodium Silver. The 'GTS' logos on the headrests are embroidered in a contrasting colour. Also – the various decorative stitching elements, the 'PORSCHE' logo on floor mats and the edges of the seat belts. The rev counter dial is also in a contrasting colour.

Motorsport minimalism is epitomised by carbon. This especially lightweight material is used in the dashboard trim strips and the doors, as well as the centre console.

The GTS interior package lends the new 911 Carrera GTS models even greater functional and visual originality. For your own personal interpretation of sport. And your own personal GTS.



Performance





High revs, earthy sound, immediate response.
Sports car qualities since 1963.

Drive.

Engine.

The drive unit: an aspirated engine at the highest technical level. That's how the 911 Carrera GTS models combine the considerable sporting ability of a 911 Carrera S with a performance that you would otherwise only see on the racetrack.

With 17 kW (30 hp) more power than the 911 Carrera S, the 3.8-litre boxer engine in the new 911 Carrera GTS models teases out not only another tenth when accelerating, but greater performance overall.

The engine with direct fuel injection (DFI) and VarioCam Plus develops a full 316 kW (430 hp) at 7,500 rpm, and achieves a maximum torque of 440 Nm at 5,750 rpm.

With optional Porsche Doppelkupplung (PDK), the 911 Carrera GTS takes a mere 4.0 seconds to sprint from 0 to 100 km/h, with a top speed of 304 km/h.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 71.

Intake manifold.

The two-stage resonance intake manifold has six plus one switchable valves. It increases the intake in the engine by exploiting the fact that air oscillates as it passes through the intake tract, depending on the engine speed. Benefits of this include higher torque at low engine speeds and a more even torque curve.

The intake manifold is made from lightweight plastic. The air filter uses a speed-dependent switchable resonance volume to further improve the intake acoustics – for a sound ranging from sonorous to biting.

Sports exhaust system.

The standard sports exhaust system delivers a racing sport sound at the press of a button. You can see it in the black chrome twin tailpipes, and hear it in the even more powerful 911 sound that changes according to driving style.

When driving quietly, the sound is earthy but becomes increasingly racier as the driving style gets more sporty. A button in the centre console activates the sports exhaust system – and the hairs on your arms.





**Gears one to six for the racetrack.
Gear seven for the drive home.**

Transmission.

The 7-speed manual transmission.

Pure, direct, precise. Short shift movements and an optimum transition from one gear to the next. The standard 7-speed manual transmission combines a high level of sporty performance with pithy gear changes. When the SPORT PLUS button is activated, the dynamic throttle blip function ensures optimum engine speed when changing down – and an impressive sound.

A gear indicator in the rev counter reminds you which gear has been selected. The upshift indicator in the instrument cluster helps you to actively conserve fuel.

Porsche Doppelkupplung (PDK)

A piece of Le Mans, a part of Porsche motorsport history: Porsche Doppelkupplung (PDK). 7-speed PDK is available as an option for the 911 Carrera GTS models.

It facilitates extremely fast gear changes within milliseconds and with no interruption in the flow of power, while at the same time improving acceleration. Gears one to six are sporty while the seventh gear has a long ratio for better fuel consumption.

Porsche Traction Management (PTM).

The all-wheel drive 911 Carrera 4 GTS models combine a high level of performance with optimum power transmission. Porsche Traction Management (PTM), the active all-wheel drive system, provides power distribution that adapts to varying road and weather conditions. For exceptional traction – especially at the limits of dynamic driving. It comprises an active all-wheel drive system with an electronically controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR).

Drive power is distributed between the permanently driven rear axle and the front axle by means of the electronically variable multi-plate clutch. Sensors are used to collect a range of data, including the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car and the current steering angle.

If, for example, the rear wheels begin to lose traction under acceleration, a greater proportion is automatically transmitted to the front axle. In addition, ASR prevents wheel spin by adapting the engine's power output. When cornering, the optimal level of drive power is distributed to the front wheels to ensure excellent lateral stability.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 71.

**When cornering, everything counts:
every second, every gram, every millimetre.**

Chassis.

Front and rear axles.

The front is provided with a McPherson spring-strut axle with longitudinal and transverse links on which the wheels are individually suspended, and reinforced wheel bearings. The rear axle is equipped with a motorsport-derived multi-link suspension.

At the rear, the body is 44 mm wider than that of the 911 Carrera S for excellent directional stability, a more dynamic drive and great lateral acceleration aided by the 44 mm wider track.

Porsche Active Suspension Management (PASM).

PASM, the electronic suspension control system, is fitted as standard. It actively and continuously regulates damping forces according to the driving style and road conditions. In addition, the suspension is lowered by 10 mm. As an option for the Coupé models, the ride height can be lowered by 20 mm with an even sportier suspension setting.





PASM has two modes which can be selected using a button on the centre console: 'Normal', which is a blend of performance and comfort, and 'Sport', where the setup is much firmer. Sensors record the body movements, for example during powerful acceleration, braking or on uneven road surfaces. The control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

The results are tangible: increased driving stability, improved comfort and enhanced performance.

Porsche Dynamic Chassis Control (PDCC).

PDCC is available as an option. It is an active roll stabilisation system that suppresses lateral body movement when cornering. It also minimises the lateral mobility of the vehicle on uneven ground.

The results are improved dynamic performance and increased ride comfort at all speeds, as well as optimised turn-in and even better load transfer characteristics.

In simple terms, the tyres and vehicle hold the road better and you can steer through corners faster and in a more relaxed manner. Which is why PDCC is setting standards for handling performance, ride comfort – and driving pleasure.

Sport Chrono Package

The standard Sport Chrono Package provides an even sportier tuning for the chassis, engine and transmission. The package includes a performance display, a digital and an analogue stopwatch and the SPORT PLUS button.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and optional Porsche Dynamic Chassis Control (PDCC) switch to a sportier suspension setting and offer more direct steering and, therefore, better roadholding. In turn, Porsche Stability Management (PSM) now

encroaches later. Braking in corners is noticeably more agile and PSM now allows sportier braking and exit acceleration.

In conjunction with PDK, the Sport Chrono Package has two additional functions: 'Launch Control' to achieve the best possible standing start, as the racetrack for example, and 'motorsport-derived gearshift strategy' for extremely short shift times and optimum shift points for the maximum acceleration available and a driving experience straight from motorsport.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 71.





Dynamic engine mounts.

Dynamic engine mounts are part of the Sport Chrono Package. The electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, particularly the engine, and combines the benefits of a hard or soft engine mounting arrangement.

The engine mounts adapt their stiffness and damping properties to changes in driving style and road conditions. Handling is perceptibly more stable under load change conditions and in fast corners. Whenever a less assertive driving style is adopted, the dynamic engine mounts provide a higher degree of comfort.

Porsche Torque Vectoring (PTV).

A standard feature in all models: PTV in conjunction with the manual transmission, or PTV Plus with Porsche Doppelkupplung (PDK). Both systems actively enhance

vehicle dynamics and stability. Operating in conjunction with a mechanical (PTV) or electronic (PTV Plus) rear differential lock, they work by intelligently braking the rear wheels as the situation demands.

When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. For a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV and PTV Plus significantly increase agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability.

More is more.

Safety.

Brakes.

The front axle features red six-piston aluminium monobloc fixed brake calipers while the rear wheels have four-piston units to slow them down. The brake disc diameter is 340 mm at the front and 330 mm at the rear. For enhanced stability and excellent braking performance

Porsche Ceramic Composite Brake (PCCB).

When you give everything you should still have something in reserve. This is the principle followed by the optional, motorsport-derived PCCB.

The cross-drilled ceramic brake discs have a diameter of 350 mm, front and

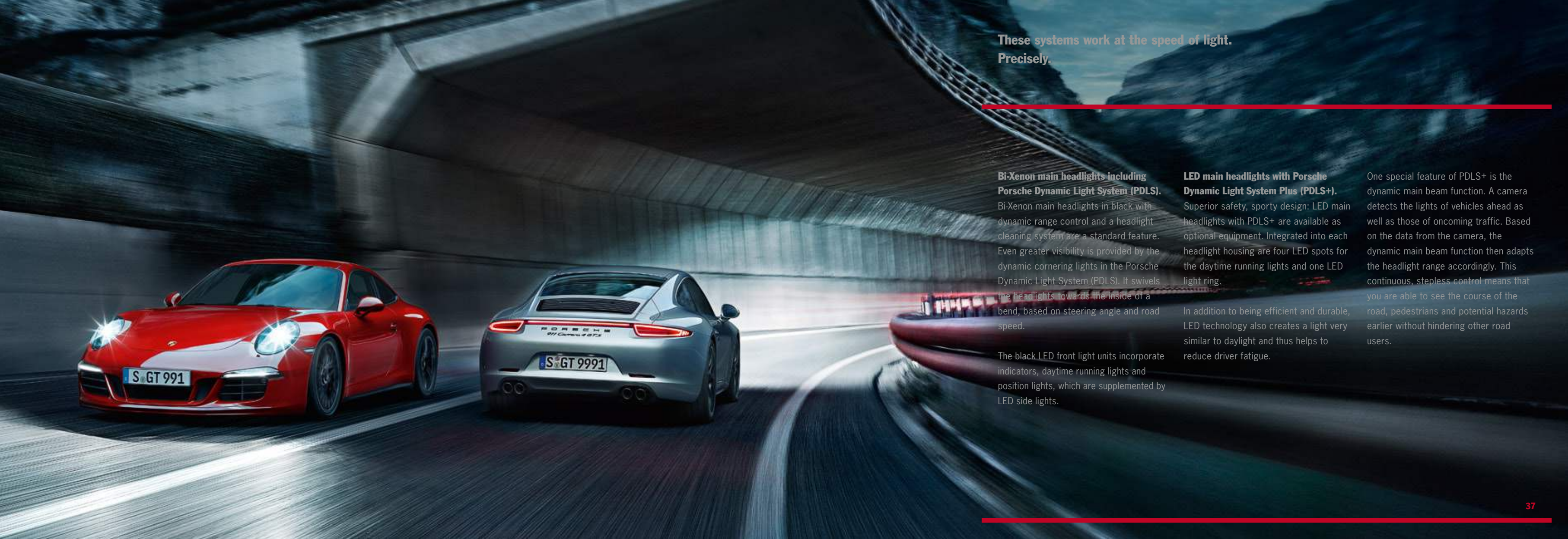
rear, for even more formidable braking performance. The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all painted in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent when slowing down. PCCB enables shorter braking distances in even the toughest road and race conditions. Safety when braking from high speed is also enhanced by the high degree of fading stability provided by PCCB.

The key advantage of the ceramic braking system is the extremely low weight of the brake discs, which are approximately 50% lighter than standard discs of similar design and size. A factor which,

as well as enhancing performance and fuel economy, represents a major reduction in unsprung and rotating masses, resulting in better roadholding and increased comfort, particularly on uneven roads.

The demands of racetrack use mean that additional maintenance tasks will be required alongside the routine maintenance work scheduled as part of standard maintenance intervals.



A dramatic photograph of two Porsche Carrera GT driving through a dark tunnel at night. The red car is in the foreground on the left, its headlights illuminating the road. The silver car is behind it on the right. The tunnel's curved concrete walls and ceiling create a sense of depth and enclosure. The scene is lit with cool blue and white tones, emphasizing the cars' sleek design and the advanced lighting technology.

**These systems work at the speed of light.
Precisely.**

**Bi-Xenon main headlights including
Porsche Dynamic Light System (PDLS).**

Bi-Xenon main headlights in black with dynamic range control and a headlight cleaning system are a standard feature. Even greater visibility is provided by the dynamic cornering lights in the Porsche Dynamic Light System (PDLS). It swivels the headlights towards the inside of a bend, based on steering angle and road speed.

The black LED front light units incorporate indicators, daytime running lights and position lights, which are supplemented by LED side lights.

**LED main headlights with Porsche
Dynamic Light System Plus (PDLS+).**

Superior safety, sporty design: LED main headlights with PDLS+ are available as optional equipment. Integrated into each headlight housing are four LED spots for the daytime running lights and one LED light ring.

In addition to being efficient and durable, LED technology also creates a light very similar to daylight and thus helps to reduce driver fatigue.

One special feature of PDLS+ is the dynamic main beam function. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. Based on the data from the camera, the dynamic main beam function then adapts the headlight range accordingly. This continuous, stepless control means that you are able to see the course of the road, pedestrians and potential hazards earlier without hindering other road users.

Comfort





For anyone who doesn't want to set foot outside the driver's door on Sundays.

Comfort.

The new 911 Carrera GTS has everything you need behind the steering wheel. Sporty ergonomics, exact information, minimalist comfort. For the perfect trip. Every day.

Instruments.

Sporty not kitsch, practical not fanciful. The five round instruments have one purpose above all: to provide information. They do so efficiently and accurately with a styling that is typically Porsche, and a rev counter that's right in the middle. With the "GTS" logo on the dial.

The instrument cluster with a high-resolution 4.6-inch colour screen provides you with a continuous stream of data from the on-board computer.

SportDesign steering wheel.

The material: Alcantara. The style: racing sport. In conjunction with PDK, the standard SportDesign steering wheel features two gearshift paddles. These are made from a strong alloy and are ergonomically located behind the left- and right-hand steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand paddle and PDK shifts down.

An additional display in the left- and right-hand spokes indicates when the SPORT, SPORT PLUS and Launch Control functions are active. Thanks to its grip mouldings, the steering wheel is in safe hands, even on the sportiest of drives.



Sports seats Plus.

Sports seats Plus in smooth-finish leather with Alcantara® centres are standard equipment. They have electric seat height and backrest adjustment, as well as mechanical fore/aft adjustment. The side bolsters on the squab and backrest have firm sporty padding and offer excellent lateral support. The 'GTS' logo embroidered on the headrests lends a striking feature.

Adaptive Sports seats Plus.

With 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, squab length, fore/aft adjustment and 4-way lumbar support. The steering column is electrically

adjustable and the side bolsters on the seat squab and backrest are also independently adjustable. For precision lateral support in corners and greater comfort on long journeys.

The integrated memory package includes the settings for both exterior mirrors and all seat positions on the driver's side, as well as the settings for the steering wheel, lights, wipers, air conditioning, door locks, optional PCM and instrument cluster.

Fully electric Sports seats (14-way) are available as an option, with electric steering column adjustment and memory package.

Sports bucket seats.*

A racing sport option: Sports bucket seats feature a folding backrest, integral thorax airbag and manual fore/aft adjustment. The seat shells are made from glass- and carbon-fibre reinforced plastic with a carbon surface finish.

As an option, Sports bucket seats are available with electric steering column adjustment and memory package.

* Child seats are not compatible with the Sports bucket seats.

**Listen to your inner voice, follow your compass.
Most of the time, at least.**

Audio and communication.

CDR audio system.

Fitted as standard, the CDR audio system features a 7-inch colour touchscreen. The integrated CD radio features an FM twin tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control. An AUX interface is fitted as standard in the glove compartment.

Sound Package Plus.

The Sound Package Plus is fitted as standard. The system comprises a separate amplifier with a total output of 235 watts, seven amplifier channels and nine loudspeakers, all of which combine to create the perfect interior sound experience.

CDR Plus audio system.

The CDR Plus audio system is available on request. All functions can be operated via the 7-inch high-resolution colour touchscreen.

The radio with twin tuner receives both digital and analogue signals and scans in the background for the ideal signal. The single CD/DVD autochanger also plays audio/video DVDs. A USB stick, MP3 player, iPod® or iPhone® can be connected directly via a USB port.

BOSE® Surround Sound System.

The optional Surround Sound System from BOSE® was designed specially for the 911 and is therefore perfectly tuned to the car's specific interior acoustics.

The system has eight amplifier channels and 12 loudspeakers, including a patented integral 100-watt active subwoofer, providing a total output of 445 watts. The combined effect is a balanced acoustic pattern that transforms your 911 into a concert hall. An extremely fast one.

Burmester® High-End Surround Sound System.

When two iconic German manufacturers join forces, the result is special. We're referring to Porsche and Berlin-based Burmester®, one of the most respected manufacturers of high-end audio equipment worldwide.

The system has 12 amplifier channels with a total output of 821 watts, 12 loudspeakers including a patented integral active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 1,340 cm², and a frequency response of between 35 Hz and 20 kHz.

Porsche Communication Management (PCM) including navigation module.

Porsche Communication Management (PCM) is available as an option. PCM is the central control centre for audio, navigation and communication functions. The main feature is the intuitive 7-inch high-resolution touchscreen.

The CD/DVD autoplayer can play CDs and audio/video DVDs.

The universal audio interface (USB) in the glove compartment enables you to connect your iPod® or any audio source. Recharging is also supported. Via the USB port you can download the performance display data from the Sport Chrono Package and

data from the electronic logbook. You can also transfer up to 5,000 tracks (40 GB) in MP3 format to the internal hard drive (or Jukebox) of PCM and play them from there.

The navigation module in PCM features a high-speed hard drive and enables you to choose between a 2D display and a 3D perspective. In some regions, it is possible to display the terrain (with an overlaid satellite map) and buildings in 3D.

The navigation module also has a dynamic route guidance function which takes into account official traffic messages (TMC) and additional traffic flow sensors (TMC Pro*).

* TMC Pro is currently available in Germany, Austria and Switzerland.





**A trip around the racetrack?
More like coming home.**

Porsche Motorsport.

A Porsche driver has stood on the top step of the podium more than 30,000 times. However, the driving force behind these victories was not only titles, fame and honour, but also the search for new solutions, trying out technologies that have to prove their worth on the track before finding their way onto the road. This is the spirit of every Porsche emanates from our race cars. And lives on in our production cars. On every journey. On every mile. Every day.

For us, our commitment to racing also means a broad dedication at all levels of the sport. With driver training events that offer private teams and drivers the opportunity to enter and work their way up the Porsche Motorsport pyramid. And with Porsche one-make championships at which regulars, semi-professional drivers and young talented drivers battle it out. At professional GT endurance championships in which we compete with the 911 RSR works teams, and through to prototype racing in the LMP1 class of the FIA World Endurance Championship and 24 Hours of Le Mans. Not with the aim of standing in the spotlight, but of being in touch with our roots. Out of principle. Not because of pride.

Getting a little bit closer to the ideal race car – our drivers and engineers continue to breathe new life into this Ferry Porsche dream. With new technologies, new goals and new visions – which are tried and tested on the circuit. Out of responsibility for the race car of today and the sports car of the future. In short: for the vision of Ferry Porsche.

Go to www.porsche.de/motorsport for more information.



Personalisation

Colours.

Solid exterior colours.



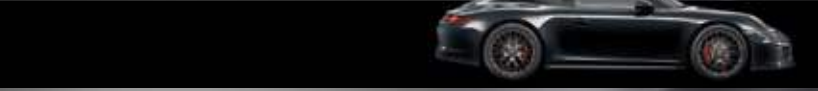
White



Racing Yellow



Guards Red



Black

Hood colours.



Black

Metallic exterior colours.



Carrara White Metallic



Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Dark Blue



Mahogany Metallic



Anthracite Brown Metallic



Agate Grey Metallic



Jet Black Metallic



Brown

Special exterior colours.



GT Silver Metallic



Lime Gold Metallic



Carmine Red



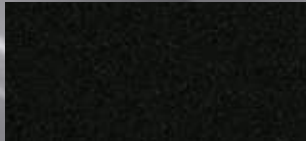
Red

Standard interior colours.
Leatherette¹⁾/leather²⁾/
soft-touch paint²⁾
Interior colour.³⁾



Black

Carpet.

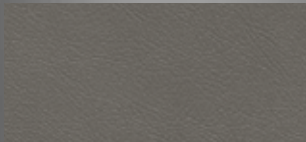


Black

Roof lining.⁴⁾



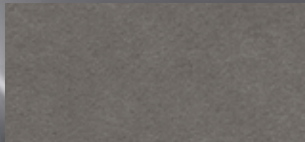
Black



Platinum Grey



Platinum Grey



Platinum Grey



Luxor Beige



Luxor Beige



Luxor Beige



Yachting Blue



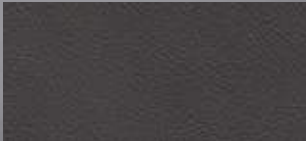
Yachting Blue



Black

Special interior colour.

Leather¹⁾/soft-touch paint²⁾
Interior colour.



Agate Grey

Carpet.



Agate Grey

Roof lining.⁴⁾



Agate Grey

See separate price list for recommended colour combinations.

¹⁾Leather finish on dashboard upper section including instrument shroud, front section of dashboard including front passenger airbag cover, steering wheel rim and airbag cover, door upper panels, upper section of rear side panels, seat centres, seat bolsters, headrests, front seat bases, door centre panels, door pulls, centre console side sections, centre console main storage compartment lid, transmission tunnel in rear.
²⁾Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.

³⁾In Alcantara with standard interior, black steering wheel rim, seat leather selector, seat centres front and rear, door panel trim, door pull, seat belt, seat belt buckle, roof compartment, sun visor.

⁴⁾Black and Agate Grey not available in conjunction with any other colours. Interior colour not necessarily available without Alcantara trim.

⁵⁾Available in Alcantara (Cayenne models), roof lining in black fabric (Cabriolet models).
⁶⁾Available in leather finish in conjunction with Alcantara GTS package or GTS interior package (Cayenne models), dashboard lower section and door centre panels in Alcantara (Cayenne models).

Carmine Red or Rhodium Silver thread finish, GTS logo on headrests, PORSCHE logo on seat bases, stitching on seats front and rear, leather upholstery, stitching on leather upholstery and seat belt edges finished in contrasting colour, dashboard and inner door sill guards with film finish in interior colour.

Alcantara GTS package.

Leather/Alcantara⁵⁾/
soft-touch paint²⁾
Interior colour.



Black

Carpet.



Black

Roof lining.⁴⁾



Black

GTS interior package.⁶⁾

Leather/Alcantara⁵⁾/
soft-touch paint²⁾
Interior colour.



Black and Carmine Red

Carpet/floor mats.



Black and Carmine Red

Roof lining.⁴⁾



Black



Black and Rhodium Silver



Black and Rhodium Silver



Black

Engine.	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet	I no.	Page
90-litre fuel tank	☐	—	☐	—	082	
Transmission.						
Porsche Doppelkupplung (PDK, 7-speed)	☐	☐	☐	☐	250	25
Chassis.						
Porsche Active Suspension Management (PASM) Sports suspension (20 mm lower)	☐	☐	—	—	030	26
Porsche Dynamic Chassis Control (PDCC)	☐			☐	031/ 352	29
Porsche Ceramic Composite Brake (PCCB)	☐	☐	☐	☐	450	34
Power steering Plus	☐	☐	☐	☐	658	

Wheels.	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet	I no.	Page
20-inch 911 Turbo S centre-lock wheels painted in satin black	•	•	•	•	Standard	59
20-inch Carrera S wheels painted in satin black	☐	☐	☐	☐	423	59
Silver-coloured wheels (20-inch Carrera S wheels only)	☐	☐	☐	☐	346	59
Exterior.						
Metallic paint	☐	☐	☐	☐	Code	52
Special colours	☐	☐	☐	☐	Code	53
Colours to sample	☐	☐	☐	☐	Code	52
Deletion of model designation	☐	☐	☐	☐	498	
Deletion of model designation on doors	☐	☐	☐	☐	712	
Roof transport system	☐	☐	—	—	549	



Porsche Doppelkupplung



20-inch 911 Turbo S wheel in satin black



20-inch Carrera S wheel in satin black



20-inch Carrera S wheel in silver colour

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
For information on these options, please consult your Porsche Centre.
For more information on the options featured in this catalogue, please refer to the separate price list.

— not available ☐ I number/extra-cost option • standard equipment ☐ available at no extra cost

Lights and vision.	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet	I no.	Page
LED main headlights with Porsche Dynamic Light System Plus (PDLS+)	o	o	o	o	602	37
Automatically dimming exterior and interior mirrors with integrated rain sensor	o	o	o	o	P13	
Electrically folding exterior mirrors	o	o	o	o	748	11
Light design package	o	o	o	o	630	
Rear wiper	o	o	—	—	425	
Air conditioning and glazing.						
Windscreen with grey top-tint	o	o	o	o	567	
Electric slide/tilt sunroof	o	o	—	—	651	
Electric glass slide/tilt sunroof	o	o	—	—	653	

Seats.	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet	I no.	Page
Fully electric Sports seats (14-way, electric) with memory package	o	o	o	o	P06	43
Adaptive Sports seats Plus (18-way, electric) with memory package	o	o	o	o	P07	43
Sports bucket seats with memory package	o	o	o	o	P01	43
Sports bucket seats	o	o	o	o	P03	43
Seat heating	o	o	o	o	342	
Seat ventilation	o	o	o	o	541	
Removal of rear seat system	□	□	—	—	713	

— not available o I number/extra-cost option • standard equipment □ available at no extra cost



Bi-Xenon main headlight with PDLS (standard)



LED main headlight with PDLS+

Safety.	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet	I no.	Page
ISOFIX child seat mounting points on front passenger seat	o	o	o	o	899	
Fire extinguisher	o	o	o	o	509	
Preparation for Porsche Vehicle Tracking System (PVT3)	o	o	o	o	674	
Comfort and assistance systems.						
Cruise control	o	o	o	o	624	
Adaptive cruise control including Porsche Active Safe (PAS)		o	o	o	456	
ParkAssist (rear)	o			•	635	
ParkAssist (front and rear)	o	o	o	o	636	
ParkAssist (front and rear) including reversing camera	o	o	o	o	638	
Porsche Entry & Drive	o	o	o	o	625	
HomeLink® (programmable garage door opener)	o	o	o	o	608	
Speed limit indicator	o	o	o	o	631	

– not available o I number/extra-cost option • standard equipment □ available at no extra cost

Interior equipment.	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet	I no.	Page
Multifunction steering wheel	o	o	o	o	844	
Steering wheel heating		o	o	o	345	
Floor mats	o	o	o	o	810	16/55
Smoking package	□	□	□	□	583	
Storage net in front passenger footwell	□	□	□		581	
Alcantara GTS package	o	o	o	o	Code	55
GTS interior package	o	o	o	o	088	55
Interior: leather.						
Standard interior without Alcantara finish	□	□	□	□	714	
Leather interior package in standard colour	o	o	o	o	Code	54
Leather interior package in special colour	o	o	o	o	Code	54
Leather interior package in two-tone combination	o	o	o	o	Code	56
Leather interior package in natural leather	o	o	o	o	Code	56
Leather interior package in natural leather, two-tone combination	o	o	o	o	Code	56
Leather interior package in colour to sample	o	o	o	o	Code	



Alcantara GTS package

Audio and communication.					I no.	Page		
	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet				
CDR Plus audio system	o	o	o	o	P25	44		
Porsche Communication Management (PCM) including navigation module	o	o	o	o	P23	46		
Electronic logbook	o	o	o	o	641	46		
Voice control system	o	o	o	o	671			
Mobile phone preparation	o	o	o	o	619			
Telephone module	o	o	o	o	676			
Bluetooth® handset for telephone module		o	o	o	669			
BOSE® Surround Sound System	o			o	680	44		
Burmester® High-End Surround Sound System	o	o	o	o	682	44		

Audio and communication.

Six-disc CD autochanger	o	o	o	o	692	
Six-disc CD/DVD autochanger	o	o	o	o	693	
TV tuner	o	o	o	o	676	64
Online services	o	o	o	o	UN1	64
Digital radio	o	o	o	o	691	

Factory collection.

Factory collection from Zuffenhausen	o	o	o	o	900	
Factory collection from Leipzig including dynamic driving instruction	o	o	o	o	S9Y	



PCM with navigation module



TV tuner



Online services

– not available o I number/extra-cost option • standard equipment □ available at no extra cost

Porsche Exclusive.

Why shouldn't you give full expression to your own identity?

With the range of options featured in this catalogue, you can make your 911 Carrera GTS model even more

special. Introducing Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes, even before it leaves the factory. Aesthetically and technically, inside and outside, using fine materials with customary Porsche

quality. Our overriding principle? To ensure that your car is uniquely hand-crafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive 911 Catalogue. Your Porsche Centre or the Customer Centre

in Zuffenhausen (tel. +49 (0)711 911-25977 or e-mail customer-center-exclusive@porsche.de) will be happy to answer any questions about Porsche Exclusive that you may have.

Interior.

Ultimately personal. That's probably the best way to describe the interior of the Carrara White Metallic 911 Carrera 4 GTS. For example, the brushed aluminium interior package and the centre console in brushed aluminium lend a special touch.

The dashboard and door panels are finished in leather, a classic natural material. While the air vents in leather, the PCM package in leather, the rear-view mirror in leather, the steering column casing in leather and the seat belt buckles in leather offer further accents.

You will find additional attention to detail in the Sport Chrono stopwatch and the instrument cluster with dials in white – to match the exterior colour of your 911 Carrera 4 GTS.

1 Brushed aluminium interior package, centre console in brushed aluminium, PCM package in leather, air vents in leather, seat belt buckles in leather, dials of the Sport Chrono stopwatch in white, dials of the instrument cluster in white



1



2



3



4

Alongside further eye-catching interior features, such as the lid of the storage compartment embossed with the Porsche Crest, the exterior also boasts a few highlights. For example, various details painted in the exterior colour such as the sideskirts, the rear apron, the air intake grilles as well as the exterior mirror lower trims.

SportDesign package.

With a rear spoiler that echoes the design of historic Porsche vehicles, the SportDesign package provides a heightened dynamic look. Note: the rear lid grilles of the 911 Carrera models are fitted when the SportDesign package (XAT) or Aerokit Cup (XAA) options are selected.

20-inch Carrera S wheels painted in exterior colour.

Dynamic and powerful in equal measure – the 20-inch Carrera S wheel: an alloy wheel with elegant dual five-spoke design. Single-tone to match your car.

2 Lid of storage compartment embossed with Porsche Crest

3 SportDesign package

4 Wheel painted in exterior colour (partially)



**All that matters.
In three sentences.**

Summary.

The new 911 Carrera GTS models give you everything that only a sports car can give. Minimalism without leaving anything out. Solid roadholding, well above average performance, the temperament of a race car in 911 form. No more yet not even a little bit less.

The new 911 Carrera GTS.

Technical data.

	911 Carrera GTS/911 Carrera GTS Cabriolet	911 Carrera 4 GTS/911 Carrera 4 GTS Cabriolet
Engine		
Cylinders	6	6
Displacement	3,800 cm²	3,800 cm²
Max. power (DIN) at rpm	316 kW (430 hp) 7,500	316 kW (430 hp) 7,500
Max. torque at rpm	440 Nm 5,750	440 Nm 5,750
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	All-wheel drive
Manual transmission	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson spring-strut axle	McPherson spring-strut axle
Rear axle	Multi-link rear axle	Multi-link rear axle
Steering	Variable steering ratio, power steering (electromechanical)	Variable steering ratio, power steering (electromechanical)
Turning circle	11.1 m	11.1 m
Brakes	Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, discs internally vented and cross-drilled	Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: 9 J x 20 ET 51; Rear: 11.5 J x 20 ET 48	Front: 9 J x 20 ET 51; Rear: 11.5 J x 20 ET 48
Standard tyres	Front: 245/35 ZR 20; Rear: 305/30 ZR 20	Front: 245/35 ZR 20; Rear: 305/30 ZR 20

	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Unladen (DIN)	1,425 kg/1,445 kg	1,470 kg/1,490 kg	1,495 kg/1,515 kg	1,540 kg/1,560 kg
Unladen (EC) ¹⁾	1,500 kg/1,520 kg	1,545 kg/1,565 kg	1,570 kg/1,590 kg	1,615 kg/1,635 kg
Permissible gross weight	1,850 kg/1,870 kg	1,875 kg/1,895 kg	1,905 kg/1,925 kg	1,935 kg/1,955 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	306 km/h/304 km/h	304 km/h/302 km/h	304 km/h/302 km/h	303 km/h/301 km/h
0–100 km/h	4.4 secs/4.0 secs	4.4 secs/4.0 secs	4.6 secs/4.2 secs	4.6 secs/4.2 secs
0–160 km/h	9.3 secs/8.6 secs	9.4 secs/8.7 secs	9.7 secs/9.0 secs	9.8 secs/9.1 secs
Flexibility (80–120 km/h) in 5th gear	5.9 secs/–	6.0 secs/–	6.2 secs/–	6.3 secs/–
Overtaking acceleration (80–120 km/h)	–/2.4 secs	–/2.5 secs	–/2.5 secs	–/2.7 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	13.7/12.2	13.8/12.5	13.7/12.3	13.9/12.5
Extra urban in l/100 km	7.5/6.7	7.7/7.1	7.6/6.9	7.7/7.1
Combined in l/100 km	9.5/8.7	9.9/9.1	9.7/8.9	10.0/9.2
CO ₂ emissions in g/km	223/202	233/212	228/207	235/214
Efficiency class³⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Efficiency class (Germany)	G/F	G/G	G/F	G/F
Efficiency class (Switzerland)	G/G	G/G	G/G	G/G

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.
²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 6 (15/2007/EC, 195/2013/EC and ECE-R 101-01) measurement method. 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 vehicles. 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 engines 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.
³⁾ Valid in countries listed only.

	911 Carrera GTS	911 Carrera 4 GTS	911 Carrera GTS Cabriolet	911 Carrera 4 GTS Cabriolet
Dimensions/aerodynamics				
Length	4,509 mm	4,509 mm	4,509 mm	4,509 mm
Width	1,852 mm	1,852 mm	1,852 mm	1,852 mm
Height	1,295 mm	1,296 mm	1,292 mm	1,294 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres	125 litres	125 litres	125 litres
Tank capacity (refill volume)	64 litres	68 litres	64 litres	68 litres
Drag coefficient (c _w)	0.30	0.30	0.30	0.30

Tyre identification.

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	245/35 ZR 20	F	A		71
	305/30 ZR 20	E	A		74

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.

The models featured in this publication are approved for road use in Germany. Some items of equipment are available as surcharge 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.

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Effective from: 10/2014
Printed in Germany
WSLM1501000120 EN/WW

911 Carrera GTS



