



PORSCHE



The new 718 GTS 4.0 models

More of what you love



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Two vehicles. Two drivers.
One goal: Col de Turini, the legendary pass. Many bends, several unforgettable driving moments. The perfect place for Sportscar Fascination. The butterflies begin. The anticipation rises. As does the pulse.



718 Boxster GTS 4.0

The thoroughbred mid-engined roadster: built for a direct and open driving experience. With plenty of headwind, plenty of adrenaline, plenty of bends.



718 Cayman GTS 4.0

The curve-devouring mid-engined coupé with an unrestrained thirst for action: sporty, manoeuvrable, agile. For the road, for the race track, for living.



Leroy Jönsson. 35 years old, from Germany. Songwriter, musician, bandleader. He loves the freedom and dynamics of driving a sports car: for him like a symphony of 1,000 curves.

Robert Consani. 37 years old, from France. He comes from a real family of racing drivers, began his career in karting and shines, in particular, as a rally driver: European Champion 2011 and three times French runner-up.

You don't put a velvet glove on a punch.



Idea.

With a sports car that will thoroughly mix up your senses – and still touch your heart. 294kW (400PS), 100% Porsche, six-cylinders, one driver: you. The countdown is on...

The new 718 Boxster GTS 4.0 and the new 718 Cayman GTS 4.0 represent Sportscar Fascination in its purest form. Especially with the sound: the 4.0-litre, six-cylinder horizontally opposed and naturally aspirated engine is purebred, raw and classic. And not least: thrilling.

What else? Mid-engined layout. Typical of the 718. This means excellent handling and agility to make you celebrate every single bend. Just an athletic, well-trained six-pack in Porsche style that brings us back to the core of the dynamic driving experience. Which we just can't get enough of, so let's get some more. More of what we love.

**The new 718 GTS 4.0 models.
More of what you love.**

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 56.



Design.

100% Porsche design DNA. 100% mid-engined sports car.
100% fascination. And off we go. Hands firmly on the wheel.
Eyes on the road. The road is calling — and we don't let it
wait a split second longer.



That's how it is with great love: you simply cannot see enough of it.

Exterior.

The front is typically GTS: powerful and muscular. Large air intakes ensure optimum air supply. Together with the tinted front lights, front spoiler and side airblades in black, they make the front look even wider. The Bi-Xenon main headlights offer excellent visibility. Optional and in an expressive design: the LED headlights including Porsche Dynamic Light System Plus (PDLS Plus). The

silhouette with the typical mid-engined flyline is unmistakable: the vehicles' centre of gravity and the distance to the road are low. Large wheel arches give the 20-inch 718 Sport wheels painted in satin black the space they deserve. An eye-catcher: the side strips with 'GTS 4.0' logo.





The rear: clear and reduced. Yet it's everything but restrained. The separated black tailpipes of the Sports exhaust system indicate unbridled power, and the model logo in black adds the signature touch.

In addition, there is a discipline that you don't necessarily expect from a sports car: suitability for

everyday use. What other vehicle can give you goosebumps and has two luggage compartments? And lots of well thought-out, useful storage options? So everything fits in. Not least big emotions.

All in all, mercilessly beautiful. Beautifully merciless. Simply the new 718 Boxster GTS 4.0 and the new 718 Cayman GTS 4.0.



Interior.

A place that feels like a second skin. That challenges us – and simultaneously gives us everything. Simply a place that we love. Welcome to the cockpit. Focused on performance-oriented ergonomics: motorsport to touch. One example is the race-track-approved Alcantara®, which is used on the steering wheel rim of the GT sports steering wheel and the gear lever. The standard Sports seats Plus offer optimum stability with sporty, firm padding and elevated side bolsters – even for extremely dynamic driving styles. The special feature: the combination of leather and Alcantara® with a striking seam pattern. The seat centres are also finished in Alcantara®. The headrests feature embroidered 'GTS' logos.

There is also a choice of all-electric Sports seats and adaptive Sports seats Plus. With numerous personalisable adjustment options. The Sports and full bucket seats bring you even closer to motorsport too.

¹ 718 Boxster GTS 4.0, leather interior with extensive Alcantara® trim and GTS interior package in black and Crayon

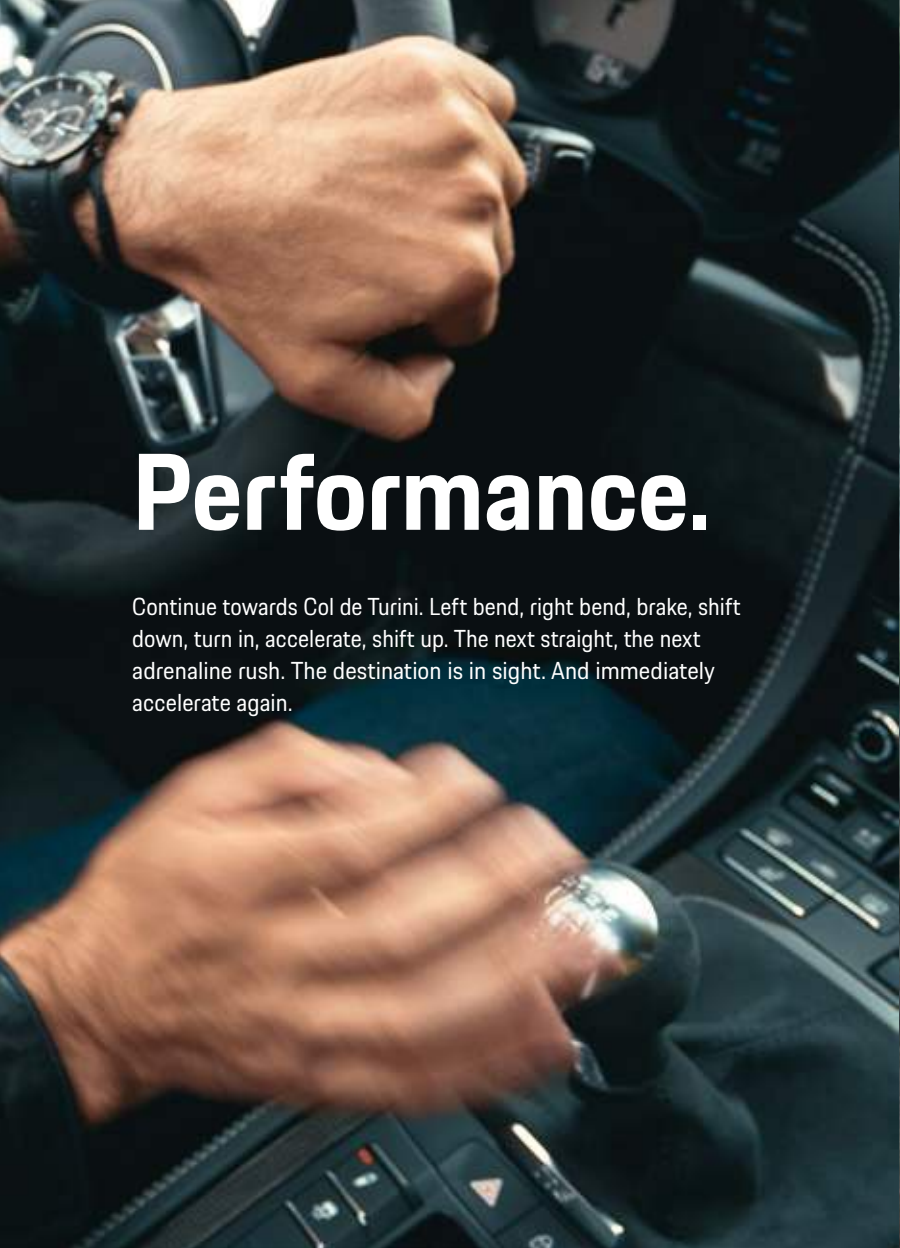
**Your sports car experience.
Your control centre.**



The optional GTS interior trim package makes the new 718 GTS 4.0 models even more striking and sporty. Striking through the effect of the accent colours Carmine Red and Crayon in the interior. Sporty thanks to the extensive Alcantara® trim in combination with the black leather interior and trim strips in carbon.

1 718 Cayman GTS 4.0, leather interior with extensive Alcantara® trim and GTS interior package in black and Carmine Red



A close-up, high-contrast photograph of a driver's hands. The left hand is on the steering wheel, wearing a black leather watch with a silver-toned dial. The right hand is on a manual gear shift with a silver knob. The interior of the car is dark, with some metallic accents visible on the dashboard and center console.

Performance.

Continue towards Col de Turini. Left bend, right bend, brake, shift down, turn in, accelerate, shift up. The next straight, the next adrenaline rush. The destination is in sight. And immediately accelerate again.



Engine.

The next bend awaits. You don't. The next straight is coming. You're already right in the middle of it. Why hesitate? Why not play with the entire power output range? Especially with this powerful 4.0-litre six-cylinder naturally aspirated engine and its impressive 294kW (400PS). The maximum torque is 5,000 to 6,500rpm, the maximum engine speed 7,800rpm. The sprint brings you to 100km/h in a mere 4.5 seconds. Responsiveness? Direct. High revs? Oh yes.

Highly emotional yet efficient: the power unit is equipped with direct fuel injection (DFI), an integrated dry sump lubrication and an adaptive cylinder control.

In addition, a variable intake manifold with switchable resonance valves provides the engine with optimum ventilation. You'll know what that means just by listening to the engine. If you want to open up, you need the right sound machine. And that brings us to the Sports exhaust system with the two separated black tailpipes. For an even more powerful, penetrating sports car sound.

The next bend is calling. And you? Are known to be a good listener...

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 56.

You can shift down. Or shift up.





Transmission.

Forwards. Namely, back to the roots. And for us, that also means: tackle, feel, direct. Six-gears, each better than the one before. Which could cause your muscles to ache. But true sports car driving is also manual work. The precise six-speed manual transmission is fitted with a dual-mass flywheel and brings the high power output of the engine directly to the road. And almost more important: it ensures an extraordinarily sporty driving experience. Performance that touches the heart – the authentic, unadulterated sports car experience.

The standard Porsche Torque Vectoring (PTV) also improves dynamic performance. the integrated rear differential lock enables higher traction and significantly increased lateral dynamics and vehicle stability during load changes in corners and when changing lanes. PTV also enables outstanding steering behaviour and therefore even greater agility.

The dynamic throttle-blip function in SPORT mode also plays its part when it comes to dynamically advancing the vehicle.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 56.

Chassis.

Right bend, left bend and off you go. Thank you, chassis, you are unbelievable.

Sportily tuned. Direct steering for excellent cornering performance. Just two features that speak for the PASM sports suspension with ride height lowered by 20mm in lightweight construction. For a little more ground clearance and comfort, the Porsche Active Suspension Management (PASM) is also available with ride height lowered by 10mm. The electronic damping

control system continuously adjusts the damping force on each wheel, based on driving style and current road conditions. It offers two settings which can be selected using a button on the centre console: in 'Normal' mode, the shock absorption is a blend of sporty and comfortable, and in 'Sport' mode, it is much firmer.

The handling of the 718 GTS 4.0 models: precise, agile. For more driving stability, more driving comfort, more performance. Stop? In a minute. Just one more lap...

Better to stir up dust than collect it.



A red Porsche Carrera GT is shown from a side profile, driving on a dark asphalt road that curves to the right. The background is a blurred, sunlit hillside, suggesting high speed. The car's sleek, aerodynamic design is highlighted by the lighting.

Like a catapult for your happiness.

Sport Chrono Package.

The standard Sport Chrono Package enables an even sportier tuning of the chassis, engine and transmission. And launches you to unprecedented sporty heights. In addition to the stopwatch and four selectable driving modes on the GT sports steering wheel, it includes dynamic transmission mounts. These combine the advantages of a hard and soft transmission mounting arrangement and thus increase both driving stability and driving comfort.

Also included in the Sport Chrono Package: the Porsche Track Precision app¹⁾. In conjunction with the optional navigation module including Porsche Connect, you can measure lap times and driving data and manage, share and compare results.

1) App usage permitted on private land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.



Fully in touch. With the road.

Wheels.

For a particularly good connection with the tarmac, the 718 GTS 4.0 models do not drive on just any wheels. The 20-inch 718 sport wheels painted in satin black are standard.

The dimensions of the wheels are performance oriented: 235/35 ZR 20 on 8.5J × 20 front and 265/35 ZR 20 on 10.5J × 20 rear. Plenty of contact surfaces, plenty of grip, plenty of driving pleasure.



Something else you can never get enough of.

Safety and security.

Exciting ride? Absolutely. But also totally relaxed. In every bend, in every situation.

The brake system is strengthened and adapted to the high power output. Six-piston aluminium monobloc fixed brake calipers are used on the front axle. The pedal travel is short, the pressure point precise. Best suited for high performance. This is particularly relevant for the optional motorsport-proven Porsche Ceramic Composite Brake (PCCB). With its large brake disc diameters, 350mm front and rear, it offers impressively high braking performance.

The standard Bi-Xenon main headlights with integrated LED daytime running lights are equally

powerful. Optionally available: tinted Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS) and LED main headlights with Porsche Dynamic Light System Plus (PDLS Plus).

For even greater comfort and safety, a wide range of sophisticated assistance systems are available as an option to support and relieve the driver. These include the adaptive cruise control, Lane Change Assist which monitors the area behind the vehicle and the blind spot using radar sensors, or the front and rear ParkAssist including reversing camera.



What would a pilot be without their co-pilots?

Porsche Connect.

Only one can hold the wheel. But that doesn't mean that you are left alone. Porsche Connect puts you in the ideal starting position for any road trip – and any of your goals.

Porsche Communication Management (PCM) is the central control unit for audio and communication. With a high-resolution 7-inch touchscreen display and various audio interfaces, you can enjoy your favourite music during the journey. Your Porsche also enables you to use countless Car Connect Services via smartphone, such as vehicle positioning.

Navigation including Porsche Connect.

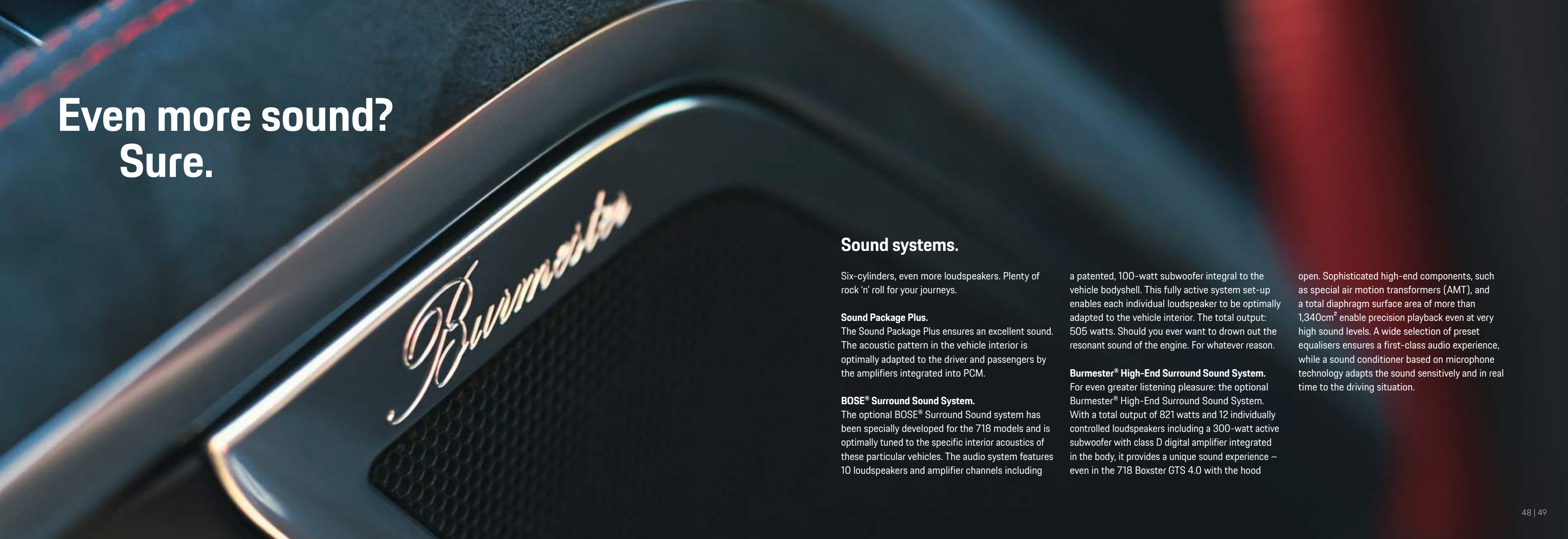
Thanks to Real-time Traffic Information, the optional navigation module including Porsche Connect

gets you to your destination quicker and offers you numerous Porsche Connect services. You can use all the online functions with the help of the integrated LTE communication module with SIM card reader. In some countries, an integrated LTE-compatible SIM card with data allowance is also included, with which you can use Porsche Connect services such as navigation and infotainment services.¹⁾

Porsche Connect also offers various smartphone apps. Find more information at www.porsche.com/connect. With My Porsche, you can personally configure Porsche Connect and the Porsche Connect services to suit your needs.

For iPhone users, Apple CarPlay is optionally available, so you can connect your iPhone with your Porsche and get some of your apps directly on the central display of PCM.

1) Porsche Connect services include a free inclusive period of use, the length of which may vary by services 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. The Breakdown and Emergency Call services included in certain models are available in selected countries for 10 years after the production date. Availability also depends on the country-specific variants of the vehicle. In addition, an integrated SIM card with data allowance for use of selected Porsche Connect services will be included in the price in some countries. For use of the WiFi hotspot and the other non-included Porsche Connect services, e.g. music streaming, via integrated SIM card in some countries, a chargeable data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using a SIM card of your own. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit the 'Availability' area in the Porsche Connect Store at www.porsche.de/connect-store or consult your Porsche Centre.



Even more sound? Sure.

Sound systems.

Six-cylinders, even more loudspeakers. Plenty of rock 'n' roll for your journeys.

Sound Package Plus.

The Sound Package Plus ensures an excellent sound. The acoustic pattern in the vehicle interior is optimally adapted to the driver and passengers by the amplifiers integrated into PCM.

BOSE® Surround Sound System.

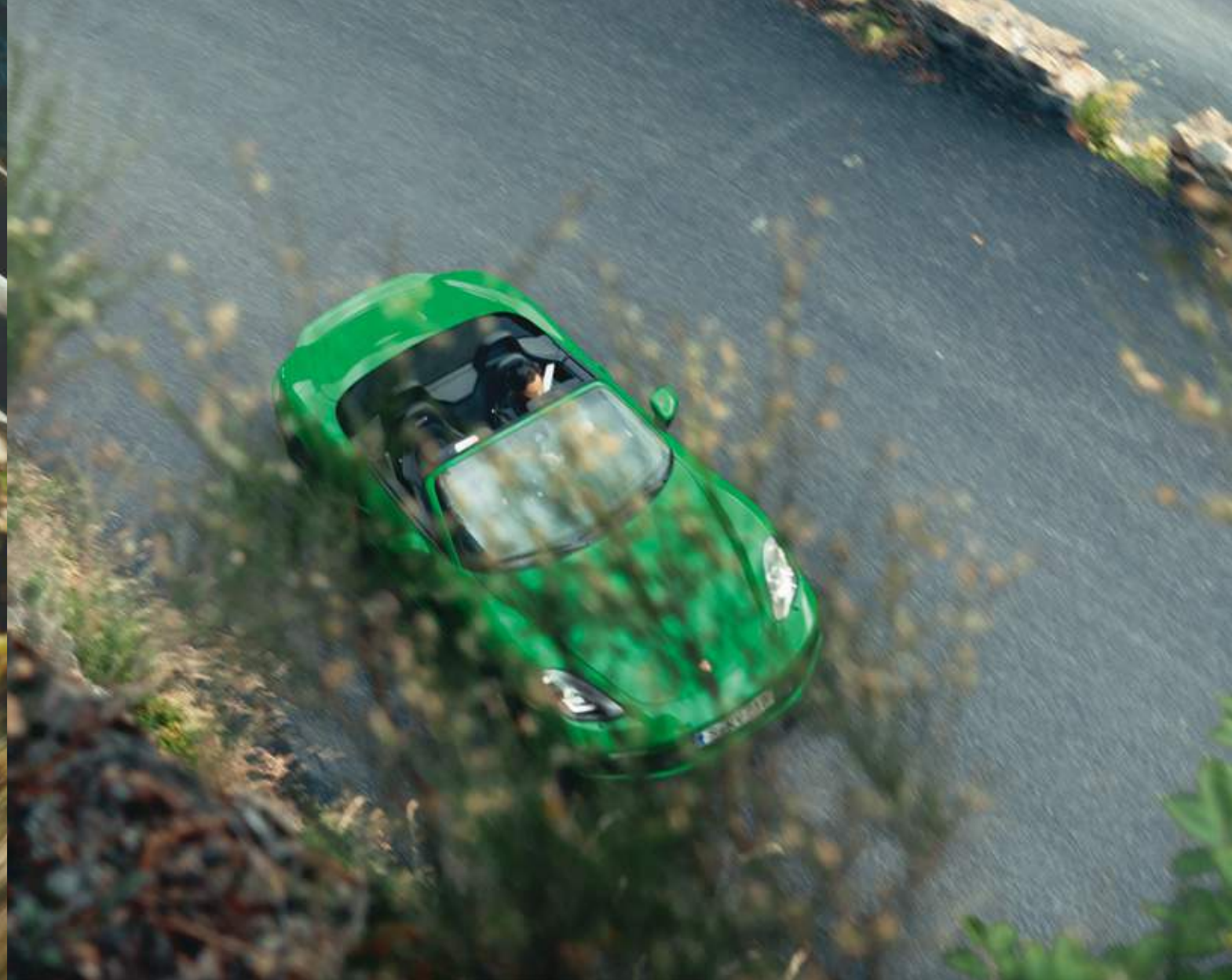
The optional BOSE® Surround Sound system has been specially developed for the 718 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 10 loudspeakers and amplifier channels including

a patented, 100-watt subwoofer integral to the vehicle bodyshell. This fully active system set-up enables each individual loudspeaker to be optimally adapted to the vehicle interior. The total output: 505 watts. Should you ever want to drown out the resonant sound of the engine. For whatever reason.

Burmester® High-End Surround Sound System.

For even greater listening pleasure: the optional Burmester® High-End Surround Sound System. With a total output of 821 watts and 12 individually controlled loudspeakers including a 300-watt active subwoofer with class D digital amplifier integrated in the body, it provides a unique sound experience – even in the 718 Boxster GTS 4.0 with the hood

open. Sophisticated high-end components, such as special air motion transformers (AMT), and a total diaphragm surface area of more than 1,340cm² enable precision playback even at very high sound levels. A wide selection of preset equalisers ensures a first-class audio experience, while a sound conditioner based on microphone technology adapts the sound sensitively and in real time to the driving situation.



A red Porsche Carrera GT and a green Porsche Carrera GT convertible are parked on a gravel road. Two men are standing between them, leaning against the cars. The red car is on the left, and the green car is on the right. The background shows a forested area with trees and a mountain in the distance.

**And after the journey?
It's before the journey.**

Summary.

Col de Turini. A legendary pass. Magnificent bends, unbridled driving pleasure, 294kW (400PS), 4.0-litre mid-engined layout, six-cylinders. Wide smile. And now? Keep going.

More of what you love.

The new 718 GTS 4.0 models.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 56.

Technical data.

	718 Boxster GTS 4.0	718 Cayman GTS 4.0
Engine		
Type	Aluminium horizontally opposed and naturally aspirated engine	Aluminium horizontally opposed and naturally aspirated engine
Number of cylinders	6	6
Displacement	3,995cm³	3,995cm³
Power (DIN) at rpm	294kW (400PS) at 7,000	294kW (400PS) at 7,000
Max. torque at rpm	420Nm at 5,000–6,500	420Nm at 5,000–6,500
Maximum engine speed	7,800rpm	7,800rpm
Transmission		
Drive	Rear-wheel drive	Rear-wheel drive
Manual	6-speed	6-speed
Chassis		
Front axle and rear axle	Lightweight spring-strut suspension	Lightweight spring-strut suspension
Steering	Electromechanical direct steering with variable steering ratio and steering pulse generator	Electromechanical direct steering with variable steering ratio and steering pulse generator
Turning circle	11.0m	11.0m
Brakes	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled, calipers in red	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled, calipers in red
Brake disc diameter	Front: 350mm Rear: 330mm	Front: 350mm Rear: 330mm
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Wheels	Front: 8.5J x 20 ET 57 Rear: 10.5J x 20 ET 47	Front: 8.5J x 20 ET 57 Rear: 10.5J x 20 ET 47
Tyres	Front: 235/35 ZR 20 Rear: 265/35 ZR 20	Front: 235/35 ZR 20 Rear: 265/35 ZR 20

	718 Boxster GTS 4.0	718 Cayman GTS 4.0
Performance		
Top speed	293km/h	293km/h
0–100km/h	4.5secs	4.5secs
0–160km/h	9.2secs	9.2secs
0–200km/h	14.1secs	14.1secs
Flexibility (100–200km/h) in 5th gear	15.3secs	15.3secs
Unladen weight		
(DIN)	1,405kg	1,405kg
(EC) ¹⁾	1,480kg	1,480kg
Permissible total weight	1,700kg	1,700kg
Dimensions		
Length	4,391mm	4,405mm
Width (including exterior mirrors)	1,801mm (1,994mm)	1,801mm (1,994mm)
Height	1,262mm	1,276mm
Wheelbase	2,475mm	2,475mm
Luggage compartment volume front/rear	150 litres/120 litres	150 litres/270 litres
Tank capacity (refill volume)	Approx. 64 litres	Approx. 64 litres



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 75kg for the driver.

Technical data.

	718 Boxster GTS 4.0	718 Cayman GTS 4.0
Fuel consumption¹⁾/emissions¹⁾		
Urban in l/100km	15.4	15.4
Extra urban in l/100km	8.1	8.1
Combined in l/100km	10.8	10.8
CO ₂ emissions combined in g/km	246	246
Particulate filter	Yes	Yes
Emissions standard	Euro 6d-TEMP-EVAP-ISC	Euro 6d-TEMP-EVAP-ISC
Energy efficiency specifications Germany²⁾		
Efficiency class	G	G
Energy efficiency specifications Switzerland²⁾		
Efficiency class	G	G

1) Data determined in accordance with the measurement method required by law. Since 01 September 2017 certain new cars have been type approved in accordance with the Worldwide Harmonised Light Vehicles Test Procedure (WLTP), a more realistic test procedure to measure fuel/electricity consumption and CO₂ emissions. From 01 September 2018, the WLTP replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the fuel/electricity consumption and CO₂ emission values determined in accordance with the WLTP will, in many cases, be higher than those determined in accordance with the NEDC. This may lead to corresponding changes in vehicle taxation from 01 September 2018. You can find more information on the difference between WLTP and NEDC at www.porsche.com/wltp Currently, we are still obliged to provide the NEDC values, irrespective of the testing method used. The additional reporting of the WLTP values is voluntary until their obligatory use. As far as new cars (which are type approved in accordance with the WLTP) are concerned, the NEDC values will therefore be derived from the WLTP values during the transition period. To the extent that NEDC values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Extra features and accessories (attachments, tyre formats, etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and, in addition to weather and traffic conditions, as well as individual handling, can affect the fuel/electricity consumption, CO₂ emissions and performance values of a car.

2) Valid in the countries listed only.

Tyre type	Size	Energy efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	235/35 ZR 20	E	B–A		71
	265/35 ZR 20	E	B–A		72–71

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.

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