



PORSCHE



# **718 Boxster GTS 4.0 and 718 Cayman GTS 4.0 with PDK**

Press Kit

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## Fuel consumption and emissions

**718 Boxster GTS 4.0:** Fuel consumption – urban 14.7 l/100 km, extra-urban 8.5 l/100 km, combined 10.8 l/100 km; CO<sub>2</sub> emissions 246 g/km

**718 Boxster GTS 4.0 (PDK):** Fuel consumption – urban 13.0 l/100 km, extra-urban 7.6 l/100 km, combined 9.6 l/100 km; CO<sub>2</sub> emissions 219 g/km

**718 Cayman GTS 4.0:** Fuel consumption – urban 14.7 l/100 km, extra-urban 8.5 l/100 km, combined 10.8 l/100 km; CO<sub>2</sub> emissions 246 g/km

**718 Cayman GTS 4.0 (PDK):** Fuel consumption – urban 13.0 l/100 km, extra-urban 7.6 l/100 km, combined 9.6 l/100 km; CO<sub>2</sub> emissions 219 g/km

All information relates to the EU model.

The consumption and CO<sub>2</sub> emission values were determined in accordance with the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this should continue to be specified for the time being. These values cannot be compared to the values determined in accordance with the NEDC measuring procedure used up to now. Further information on the official fuel consumption and official, specific CO<sub>2</sub> emissions of new passenger cars is available in the "Guidelines on fuel consumption, CO<sub>2</sub> emissions and power consumption of new passenger cars" [Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch neuer Personenkraftwagen], which are available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

## Highlights

# **718 Boxster GTS 4.0 and 718 Cayman GTS 4.0 with PDK**

### **Powerful naturally aspirated four-litre engine.**

With an output of 294 kW (400 PS), the six-cylinder boxer engine impresses with its particularly direct response and linear power delivery. The standard sprint to 100 km/h is achieved in 4.0 seconds with the dual-clutch transmission while top speed is up to 288 km/h.

### **Dynamic duo.**

A combination of sheer sports car experience and excellent day-to-day usability characteristic of GTS models. With 37 kW (50 PS) more power than the S models, the new 718 GTS generation is positioned just below the 718 Spyder and 718 Cayman GT4.

### **Precise handling.**

The standard Porsche Active Suspension Management (PASM) sports suspension, lowered by 20 millimetres, and the two-stage adjustable Porsche Stability Management (PSM) ensure exceptionally agile driving characteristics.

### **Exclusive and attractive standard equipment package.**

Standard features include a dark Alcantara interior, 20-inch 718 sports wheels, PASM chassis, sports exhaust system, Porsche Communication Management (PCM) with a high-resolution, 7-inch touch display and the Sport Chrono package.

### **Powerful. Brakes.**

The high-performance braking system is suitable for the racetrack too. Ultra-high-performance tyres provide enormous grip.

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## Summary

# Porsche dual-clutch transmission now also for flagship 718 models

Both the Boxster and Cayman 718 GTS 4.0 variants as well as the range-topping 718 Spyder and 718 Cayman GT4 models, are now also available with an automatic transmission. With PDK, there are no interruptions in acceleration during gear changes. This increases the comfort of the gear shifts and improves the acceleration values. Compared with the 718 models with the manual transmission, the 309 kW GT models – the 718 Spyder and 718 Cayman GT4 – now accelerate from 0-100 km/h half a second faster, in 3.9 seconds. They reach the 200 km/h mark in 13.4 seconds (0.4 seconds faster). The 718 Cayman GTS 4.0 and 718 Boxster GTS 4.0, both with 294 kW (400 PS), also improve in the standard sprint from 0-100 km/h by half a second to 4.0 seconds, and then reach the 200 km/h mark in 13.7 seconds (0.4 seconds faster compared with the manual transmission).

In the 718 GTS 4.0 models, the standard Sport Chrono package adapts the gear shift characteristics of the PDK according to the four different driving modes (Normal, Sport, Sport Plus and Individual). In Sport mode, it operates with faster gear changes, shifts down earlier with automatic throttle blips, and supports optimal acceleration with later shift points. The even more athletic Sport Plus mode is tailored for maximum performance and fully exploits the rpm reserves of the naturally aspirated six-cylinder boxer engine. Launch Control is also integrated within Sport Plus, which activates an automatic race start.

The Sport Response button in the centre of the mode switch allows the driver to activate maximum engine and transmission performance for 20 seconds, irrespective of the current driving mode. This motorsport-inspired function helps with spontaneous overtaking manoeuvres.

In the flagship 718 Spyder and 718 Cayman GT4 models, the driving mode has a characteristic that's typical of the GT variants: it can be programmed for maximum performance using the PDK Sport button. An automatic selector lever, which echoes the design in the 911 GT3, underlines the emotionally charged GT experience. The seventh gear of the PDK has a shorter ratio in all 718 four-litre naturally aspirated engine derivatives.

In addition, the PDK versions of the 718 Spyder and 718 Cayman GT4 benefit from the enhancements made to their mechanical locking rear differential: in traction and overrun modes, this achieves locking values of 30 and 37 per cent as compared with 22 and 27 per cent with the manual transmission. This has a positive effect on the longitudinal and lateral dynamics as well as traction, and increases driving pleasure.

### **Enhanced equipment in the new Porsche model year**

The Porsche 718 family will start the 2021 model year with a host of new features. High-quality Race-Tex material will replace the Alcantara fabric. The new material is based on the covers used for racing seats. It has a highly breathable structure and offers greater support.

The vivid special paint finish Python Green will be added to the colour range of the GT models 718 Cayman GT4 and 718 Spyder. The 718 Spyder will also be available with the 20-inch wheels in Aurum – this was previously only available for the 718 Cayman GT4. There will also be the option to equip the roadster with similarly-sized, conventional summer tyres instead of the standard ultra-high-performance tyres

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## Engine and transmission

# High-revving, high-performance engine with 400 PS

The heart of the new 718 GTS 4.0 models is their naturally aspirated four-litre six-cylinder boxer engine. With an output of 294 kW (400 PS), it has 37 kW (50 PS) more than the four-cylinder turbocharged S models and impresses with its particularly direct response characteristics and linear power delivery. The powertrain of the new GTS model is essentially equivalent to that of the 718 Cayman GT4 and 718 Spyder. The boxer engine is based on the same engine family as the engines in the current 911 Carrera model range. The electronics only limit its high-revving potential to 7,800 rpm, with maximum power available at 7,000 rpm. Its maximum torque of 420 newton metres is constant between 5,000 and 6,500 rpm. Power is transmitted by a six-speed manual gearbox with a dynamic throttle blip function in Sport mode.

This results in impressive performance figures. Both 718 GTS 4.0 models reach a maximum speed of 293 km/h. In the 0-100 km/h sprint, the six-speed manual 718 GTS 4.0 is one-tenth faster than the turbocharged S model, hitting 100 km/h in 4.5 seconds. Acceleration from 0-200 km/h takes 14.1 seconds.

The six-cylinder boxer of the new 718 GTS 4.0 two-seater is a high-performance, high-revving engine that also excels through exceptional efficiency. It benefits from technology and numerous developments that also reduce fuel consumption and exhaust emissions in the 718 Spyder and 718 Cayman GT4, such as adaptive cylinder control. Between 1,600 and 2,500 rpm, and with a load demand of up to a maximum torque of 100 Nm, it temporarily interrupts the injection process of one of the two cylinder banks. The six-cylinder engine then temporarily operates in three-cylinder mode. With a constant load, the cylinder bank is changed every 20 seconds to ensure a uniform load and flow through the catalytic converters. With the exception of a slightly different sound pattern, the system switching on and off is imperceptible to the driver. The effect, however, is clearly evident: the adaptive cylinder control reduces CO<sub>2</sub> emissions by up to 11 grams per kilometre. The function can be deactivated together with the start/stop function.

## Direct fuel injection with piezo injectors

The formation of the air-fuel mixture in the combustion chambers satisfies particular requirements. For the first time in a high-revving engine, piezo elements control direct fuel injection (DFI). They open the centrally positioned injectors by expanding when a control voltage is applied. When there is no current flowing, the crystals contract and the injection valves close again. This allows the injection process to be divided precisely into different phases, making combustion even more exact. The fuel, finely atomised with a maximum fuel pressure of 200 bar, produces an optimised spray pattern that reduces droplet formation on the cylinder walls and counteracts potential soot formation. The effect: fuel consumption and exhaust emissions drop, while the efficiency of the six-cylinder engine increases.

The variable intake system supports rapid gas exchange in the combustion chambers. It features two resonance flaps, which open individually or simultaneously depending on the power requirement and therefore adapt the frequency of the pulsating air column to the engine speed on its way to the intake valve. This improves the charge level in the cylinders and results in more impressive torque characteristics.

## Reliable high-rev concept

The high-revving concept of the naturally aspirated six-cylinder engine is based on intensively enhanced technologies for the four-litre boxer engine. Mechanically, the following components provide the basis for withstanding the peak pressures in the cylinders: a rigid forged crankshaft made of a high-strength steel alloy with deliberately wide connecting rod bearings, geometrically optimised piston rods and a generously dimensioned crankshaft main bearing with a diameter of 67 millimetres. The integrated dry sump lubrication serves the same purpose, enabling optimum oil supply to the engine even at high longitudinal and lateral accelerations. With its integrated centrifuge, the vane-type suction pump separates the oil from the air. A fine oil separator also reduces emissions and lubricant consumption. The robust plastic oil sump weighs 36.5 percent less than a similar cast part.



In view of the high engine speed, rocker arms with hydraulic valve clearance compensation are responsible for operating the valves. The electronic engine management system adjusts the timing of the four VarioCam camshafts according to the load requirement, engine speed and temperature range, for example over an adjustment range of 30 crankshaft degrees on the exhaust side. The effect is outstanding drivability as well as high power output and torque values across the entire engine speed range.

### **Sports exhaust system with gasoline particle filter**

The 718 GTS 4.0 models adopt the sports exhaust system with separated tailpipes from the 718 Cayman GT4 and 718 Spyder. Its design and large cross-section reduce the exhaust back pressure and have a positive effect on performance. A striking detail is the arch-shaped saddle construction of the main silencer, which is now centrally located. The distinctive sound of the free-breathing boxer engine is retained thanks to the damper control, especially at high revs. Fully variable and controlled by engine characteristics, it accentuates the emotive driving experience, depending on engine temperature and load demand, with a charismatic aural backdrop.

At the same time, the sports exhaust system enables the use of a gasoline particulate filter (GPF). In combination with the adaptive cylinder control, the piezo injectors of the high-pressure direct petrol injection system and the start/stop function, it makes an important contribution to compliance with the Euro 6d-Temp emissions standard. Two lambda sensors control the exhaust gas composition individually for each cylinder side via a broadband lambda control system. One additional sensor in each case monitors the conversion of pollutants in each of the catalytic converters. The necessary regeneration process of the GPF happens automatically and without the driver noticing.

### **Six-speed manual transmission with dual-mass flywheel as standard**

The manual six-speed transmission transmits the power of the six-cylinder naturally aspirated engine to the rear wheels. The dynamic throttle blip function improves vehicle stability during downshifts and reduces wear. Powertrain movements that can affect driving dynamics are damped by the dynamic PADM (Porsche Active Drive Mounts) transmission mounts, which minimise the vibrations transmitted. The 718 GTS 4.0 models use the dual-mass flywheel from the 911 GT3.

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## Chassis and assist systems

# Driving dynamics for outstanding handling

The emphatically sporty design of the 718 GTS 4.0 models is also reflected in the new models' driving dynamics. Both the Boxster and the Cayman impress with their particularly precise handling, direct steering and responsive cornering. The standard suspension dispenses with the sharpness of the 718 Cayman GT4, which is optimised for race track use, in favour of unconditional suitability for everyday use. Both 718 GTS 4.0 versions thereby present themselves as thoroughbred sports cars that perfectly combine dynamics and undiminished driving comfort – characteristics that can be experienced both on the race track and in everyday life.

Both 718 GTS 4.0 variants are fitted with sports suspension with Porsche Active Suspension Management (PASM) adaptive damping system as standard. This lowers the body of the Boxster and Cayman by 20 millimetres. For drivers who prefer more comfort, the PASM suspension is available as an option, which lowers the body by 10 mm. When combined with the modern chassis layout and the enhanced high-performance braking system, this results in a remarkable balance between sporty firmness and long-distance comfort.

Other performance components that come as standard with the 718 Boxster GTS 4.0 and 718 Cayman GTS 4.0 include Porsche Stability Management (PSM) with separately selectable PSM Sport Mode, the Sport Chrono package including Track Precision App, Porsche Active Drivetrain Mounts (PADM) and Porsche Torque Vectoring (PTV) including mechanical limited slip differential.

PSM stabilises the car at its dynamic driving limits and thus ensures a high degree of safety. In addition to direction, speed and yaw rate, it also determines lateral acceleration. For ambitious drivers who want to explore the limits of their 718 GTS 4.0 even further, on the circuit, the standard Sport Chrono package includes PSM Sport mode. Compared with the fully activated system, it allows a much more sporty driving style with greater yaw movements around the vertical axis and more slip on the drive wheels before PSM intervenes to provide protection. The result is a driving experience that comes even closer to racing, in a safe environment.

The Sport Chrono package itself enhances the sporting talents of the new Porsche 718 GTS 4.0 with Normal, Sport and Sport Plus, as well as Individual settings. They can be activated via the ergonomically positioned rotary mode switch on the steering wheel without the driver having to take their hands off the 360 mm GT sports steering wheel. The individual programmes influence the engine's responsiveness, the accelerator pedal, the PASM suspension system, the damper control of the sports exhaust system, the auto start/stop function and the retractable rear spoiler. Sport Plus mode, for example, is programmed for using the Porsche 718 GTS on a closed-off racetrack. Individual mode allows the user to define their own configuration. The Track Precision App is also part of the Sport Chrono package.

The standard Porsche Torque Vectoring (PTV) with mechanical limited slip differential also has a positive effect on performance and driving pleasure. By providing a braking pulse on the inside rear wheel, it generates angular momentum around the vehicle's vertical axis when steering into a bend, thereby increasing steering precision and agility. The mechanical limited slip differential provides more power to the outer wheel, improving traction when accelerating out of tight bends. The result is greater longitudinal and lateral dynamics, better performance and more driving pleasure.

Porsche Active Drive Mounts are another special feature of the Sport Chrono package. They minimise vibrations in the engine/transmission area and reduce movements that could adversely affect driving dynamics as a result of the total mass of the drivetrain. In this way, they combine the advantages of hard and soft transmission mounts: noticeably more precise and stable handling in fast bends and in the event of load changes, as well as unrestricted driving comfort on uneven roads.

Like other 718 models, the GTS 4.0 also benefits from electromechanical steering. Compared with the previous Cayman and Boxster generations, the steering ratio is ten per cent more direct and it therefore positively influences agile handling. The steering system from the 911 Turbo has been used and the design of the 360 mm GT sports steering wheel is based on that of the 918 Spyder.

## Generously dimensioned brake system

The enhanced grey cast iron braking system is extremely powerful and emphasises the sporty character of the 718 GTS 4.0 models to enable consistently high rates of deceleration. The front brake callipers each have six pistons pressing the pads against the discs, while four-piston callipers are fitted at the rear. The composite brake discs have a diameter of 350 x 34 mm on the front axle and 330 x 28 mm on the rear. They are cross-drilled and internally ventilated for optimal heat dissipation. Porsche has also equipped the 718 models with a multi-collision braking system. This can reduce the severity of a subsequent impact by braking the vehicle automatically after the initial collision and airbag triggering. The Porsche Ceramic Composite Brake (PCCB) system is also available as an option on the 718 GTS 4.0 models. On the front axle, it combines 350 x 34 millimetre discs with yellow-painted six-piston fixed callipers. Four-piston fixed callipers on 350 x 28 mm discs are used at the rear. The 718 GTS 4.0 comes with 20-inch Satin-Gloss Black alloy wheels as standard shod in specially matched 235/35 ZR 20 sports tyres at the front and 265/35 ZR 20 at the rear.

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## Design and interior equipment

### **Superior sportiness in exclusive packaging**

The 718 GTS 4.0 two-seater models express their special sportiness with finely accentuated design elements. As is customary with Porsche GTS models, black details play a key role. For example, the specific partially black Sport Design front apron with its spoiler lip and completely dark air intake appears even more muscular. The bi-xenon headlights with darkened front light modules also set accents. They can be supplemented by the Porsche Dynamic Light System (PDLS) or, in conjunction with LED main headlights, by PDLS Plus. The side view is characterised by Satin-Gloss Black 20-inch alloy wheels with a ten-spoke design. They provide a clear view of the red or – in combination with the PCCB ceramic brake system – yellow brake callipers. A striking distinguishing feature at the rear is the new sports exhaust system adopted from the 718 Spyder and 718 Cayman GT4. Its separated tailpipes frame the newly designed lower rear section, which – like the 718 Boxster GTS or 718 Cayman GTS script – is also realised in black. Dark-tinted LED tail lights and black “GTS 4.0” script on the doors round off the look.

Elegant Alcantara® adds a sporty ambience to the interior of the Porsche 718 GTS 4.0 models. The black fabric is used for the centre panels of the electrically adjustable two-way Sports Seats Plus and the steering wheel rim, the centre console and gear lever, and also the armrests and the closing handles of the doors. In the 718 Cayman GTS 4.0, it also covers the inside of the A-pillar and is used for the headlining. The dials of the round instruments are also black. The high-gloss silver trim strips and elements provide a contrast to this. They are also optionally available in a brushed black-anodised aluminium design. The GTS emblem can be found on the rev counter and embroidered in black in the headrests. The door entry panels bear the model designation “Boxster GTS” or “Cayman GTS”. The GTS logo on the TFT screen of the standard Porsche Communication Management (PCM) system also greets passengers when the car is started.

The optional GTS interior package adds an additional contrasting colour. Carmine Red or Crayon are available to choose from for the rev counter and seat belts, all decorative seams including the embroidered GTS emblem in the headrests and the Porsche script on the black-bordered floor mats. The trim strips and elements as well as the trim of the centre console are made of carbon.

## **Porsche Communication Management: infotainment with easy-to-use controls**

The 718 GTS 4.0 models also feature the Porsche Communication Management (PCM) system as standard. The online navigation module, voice control and Porsche Connect are available as options. PCM has a high-resolution 7-inch touch display with integrated proximity sensor. Like a smartphone, it can be operated easily and effortlessly with multi-touch gestures. Mobile phones and smartphones can also be integrated via WLAN using the optional Connect Plus module. Real-time traffic information is optionally available for reliable navigation. This provides a quick overview of the current traffic situation and enables dynamic route adjustment. Other Porsche Connect services are also available. For an in-depth overview of the Connect services offered in each country and vehicle, please see [www.porsche.com/connect](http://www.porsche.com/connect).

As an option, the enjoyment of music in the Porsche 718 GTS 4.0 can be further enhanced. The BOSE® Surround Sound System has ten amplifier channels and ten loudspeakers, including a patented 100-watt high-performance woofer. The fully active control system ensures that each individual speaker is optimally adapted to the vehicle interior while the total system output is 505 watts. The Burmester High-End Surround Sound System, specially adapted to the Porsche 718, offers even higher audio performance. Its 12 loudspeakers, which together have a diaphragm area of 1,340 cm<sup>2</sup>, also include an active subwoofer with a 300 watt Class D amplifier. The frequency response ranges from 35 Hz to 20 kHz and 12 amplifier channels together provide a total output of 821 watts.

## **Optional assist systems – more safety for more performance**

The 718 GTS 4.0 models are fitted with extensive safety equipment such as the multi-collision braking system as standard. This can reduce the severity of a subsequent impact by braking the vehicle automatically after the initial collision. With Porsche Stability Management (PSM), the mid-engined sports car remains easy to control even when driving on the limit. The optional cruise control brakes moderately if the specified speed is exceeded on a gradient. Lane Change Assist increases safety on roads with multiple lanes, using radar sensors at the rear of the car to monitor the area behind the vehicle and its blind spot from a speed of 15 km/h upwards. At speeds between 30 and 250 km/h, the assist system provides information on cars approaching from behind or moving in its blind spot by means of a warning light in the mirror finisher. The warning signal lights

up if the driver sets the direction indicator at the same time or if the system detects a lane change. Lane Change Assist improves comfort and safety especially on motorways. It does not interfere with vehicle control and can be deactivated at any time.

### **New community app: "Roads by Porsche"**

ROADS is the new online community for all driving enthusiasts. Regardless of makes or models, it connects passionate drivers from around the globe to execute on their love for driving. The free of charge app helps you find the world's most epic routes and simplifies planning your next road trip adventure.

Almost 100.000 likeminded people from more than 56 countries record and share their scenic trips into what is supposed to become the world's largest user-generated catalogue of epic routes. Thanks to the custom-designed in-app navigation with Apple CarPlay support, ROADS secures a confident and voice-instructed routing along the way. An innovative route generator instantly provides you with a drive-worthy road between any destination and starting point of your choice. The built-in digital magazine DESTINATIONS holds exclusive stories for passionate drivers and inspires with unique places for the next drive.

ROADS is open for everyone who loves to drive and available for free download from the AppStore now.