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Carrera GT

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Carrera GT

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# Carrera GT

Over 23,000 racing victories.

Expressed in a single car.

At Porsche, we have a principle that is absolutely fundamental to our philosophy of race engineering: compromise is simply not an option.

By challenging convention in the search for performance, Porsche engineers have consistently arrived at innovative ideas and new automotive technologies.

Along the way, we've established a long and glorious tradition of vehicles that have always exceeded expectations. A succession of cars that have endured and inspired for over 50 years.

The key to that remarkable and ongoing success is our relentless pursuit of perfection. A process fuelled by a commitment to racing that's as old as the company itself.

The first Porsche racing car was built in 1948, shortly after the company was founded. In the years since then, we've established a remarkable track record in a huge range of categories and at every level of the sport.

From the Nürburgring to the tracks at Daytona and Le Mans, Porsche has earned a unique place in motor racing history at virtually every track in the world. Every hairpin, corner and chicane has been studied by our drivers and engineers. Just how well is amply demonstrated by more than 23,000 racing victories in just over 50 years by Porsche factory and customer teams.

Today, that tradition has inspired our engineers to create the next generation of Porsche. A genuine supercar based on Porsche race technology, yet ideally suited to the road.



An impossible paradox for some, perhaps. Another fascinating challenge for Weissach.

The result is a car that again exceeds expectations – as well as every other vehicle we've made. A car imbued with pure Porsche genetics at the new Porsche factory in Leipzig. For a more detailed insight into the making of your car, an optional dedicated factory delivery program has been developed. With this unique opportunity,

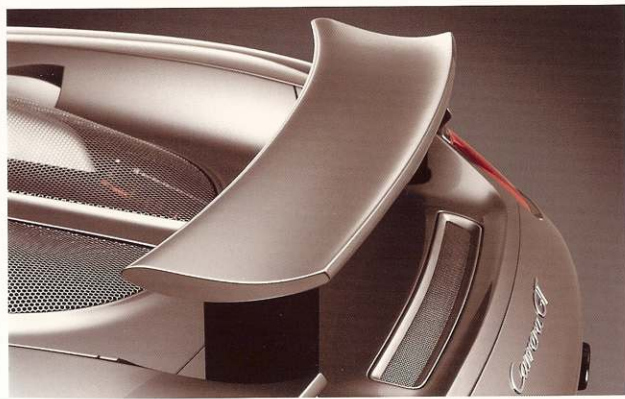
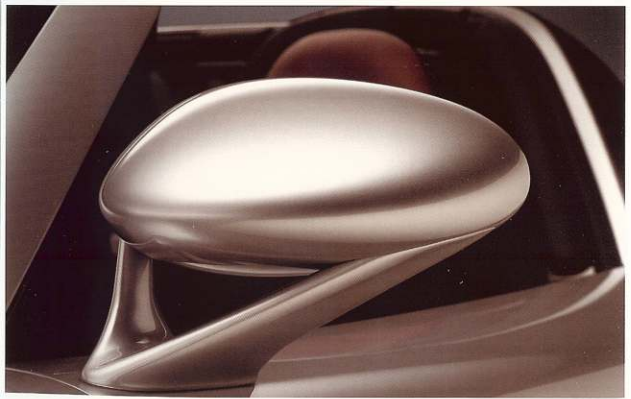
you can take delivery of your Porsche at our all-new customer center.

As well as discovering the origins of your car, there's plenty of time to explore the history of the marque, its passion and technical prowess.

Our extensive customer facilities at the Leipzig factory include a VIP lounge, cinema suite and permanent exhibition of classic and contemporary Porsche vehicles. There's also a perfect opportunity to test your skills on our test track.

However you choose to spend your day, one thing will always remain.

The pure exhilaration of the road-going race car that is the Carrera® GT.







## Developed for the racetrack.

## Refined for the road.

The Carrera GT is a race-bred sports car that redefines the possibilities of road engineering.

To achieve this, we've applied our own unique philosophy of vehicle design to create a car that is more than the sum of its parts.

While the engine is easily one of the most powerful on the road, it is primarily designed as an integral part of a competitive racing package. Applied to the road, it offers pure exhilaration plus remarkable day-to-day practicality. A blend of characteristics that exceeds expectations, even by the standards of our own engineers.

Throughout the car, everything we've used is defined by our race expertise. From the carbonfiber chassis with inboard suspension to

the new V10 engine, six-speed racing gearbox and the radical new ceramic clutch system.

Together, these technologies offer genuine race performance with exemplary dynamics and braking from speed. Precision steering is combined with inherent rear-end stability to ensure a more cultured ride in virtually all road scenarios.

Falling in sync with the concept of integrated design, every system and every component is custom-engineered to the car. Among the key ingredients of that overall concept are the race-derived chassis construction techniques and the use of high-tech materials to help minimize weight.



Other key benefits include the car's remarkable practicality and exceptional active safety. The torsional stiffness of the chassis, for example, is greater than the majority of modern coupes – despite the open-top design. The Porsche Ceramic Composite Brake (PCCB) uses high-tech wearing parts and six-piston calipers to achieve breathtaking deceleration and endless fade resistance under even the most demanding track conditions.

Despite the racing origins, we've even found space for a luggage compartment in the front. This practical feature offers a perfect fit for the tailored travel bag supplied as standard equipment.

When the sun shines and convertible weather has arrived, there's a lightweight detachable hardtop, which can be easily removed and stowed in the luggage compartment.

As you can see, there's so much more to supercar performance than simply supercar power and torque. Thanks to consistent attention to every detail of the car, the Carrera GT is yet another tour de force from the Porsche R&D Center in Weissach.

## Purity of form and function.

The distinctive design of the Carrera GT presents race engineering in an elegant package that is uniquely and unmistakably Porsche.

With its imposing exterior and dominant rear wing, the car is instantly recognizable from every angle and a powerful presence on the road. At the front, the headlights pay sweeping homage to the legendary Porsche 917 – our first outright winner at Le Mans. Other distinctive features include the aerodynamically sculpted exterior mirrors and LED indicator modules.

Together, these elements combine past and present in a whole new application of Porsche design.

Among the more familiar Porsche features are the generous front inlets, the flowing wing contours, and the very assertive angle of the nose.

The flanks are dominated by the prominent air outlets ahead of each door and the engine intakes to the rear. This elegant solution provides an adequate flow of air to the radiators in the nose, ensuring optimum cooling in all operating conditions.

At the rear of the car, the integrated wing is combined with an underbody diffuser featuring vertical fins. The resulting tail section generates ground-effects downforce with only minimal additional drag.

As you can see, the Carrera GT delivers form dictated by function. When that function is pure and rigorously pursued, the form is inevitably refined.





# Performance

Passion and intelligence combined.

The Carrera GT is a totally new development based on Porsche racing design. As such, it carries all the familiar hallmarks of Porsche motorsport and our relentless passion for performance.

One of the most uncompromising vehicles ever created for the road, this latest generation of Porsche offers breathtaking performance in every respect. From a standing start, it reaches 124 mph (200 km/h) in just 9.9 seconds en route to a top track speed of more than 186 mph (300 km/h).

To achieve that performance, we've applied a powerful V10 engine – developing 605 hp (SAE) – to an unladen weight of just 3,042 lbs (1,380 kg).

Every last component in each area of the car has been custom-engineered for optimum performance. The result is a masterpiece of lightweight construction with an exceptional power-to-weight ratio.

The main chassis structure is made from aerospace-grade composites, including carbon-fiber sandwich construction with a high-strength honeycomb core. These state-of-the-art materials combine major weight savings with intense structural rigidity to achieve exceptional performance and handling characteristics with exemplary safety reserves.

At the heart of the car, the mid-mounted V10 is mounted deep in the chassis to create an extremely low center of gravity. With less



susceptibility to lateral g-forces, the car remains flat, consistent and inherently balanced through even the fastest racing bends.

By placing the engine and aluminum fuel tank directly behind the cockpit, it was possible to achieve a more even distribution of vehicle

weight – one of the essential prerequisites for the car's superior dynamics.

With such a total heritage in racing performance, there was only ever one layout option: an open-top two-seater with two-piece detachable hardtop.

Surrounded by so much power and agility, this classic configuration places you and your passenger at the heart of a truly exhilarating drive.

# Engine **Compelling performance.**

## **Inspirational sound.**

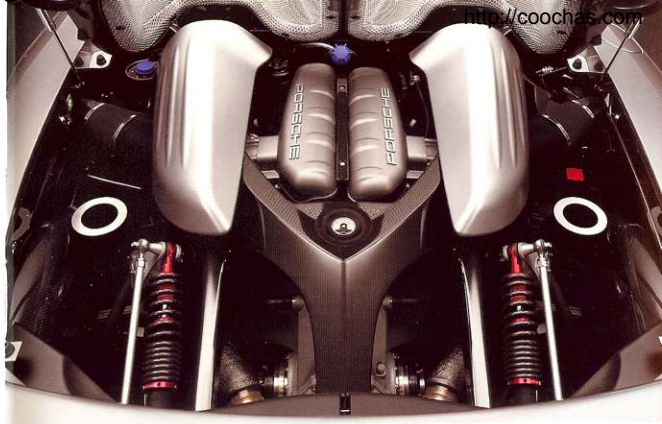
At the heart of every Porsche is a powerful engine with a genuine racing pedigree. Each one combines benchmark performance with exhilarating acoustics to form the essence and character of the car.

In the Carrera GT, we've used a new evolution of a racing V10 originally developed for Le Mans. In addition to the familiar Porsche characteristics of power, immediacy and evocative sound, this lightweight unit combines remarkably smooth running with exceptional emissions control.

The twin banks of cylinders are arranged in a 68-degree 'V' topped with four-valve heads equipped with sodium-cooled exhaust valves. A 98 mm bore is combined with a 76 mm stroke to produce a total displacement of 5.7 liters. With a

maximum power rating of 605 hp (SAE) at 8,000 rpm, the engine has an exceptional specific output of 105.5 hp (SAE) per liter. Maximum torque is 435 lb ft at 5,750 rpm en route to a maximum engine speed of 8,400 rpm.

Each bank of cylinders is equipped with an independent exhaust system featuring primary and main catalytic converters. To minimize vibration and structure-borne noise, the engine is located using a three-point system of flexible mounts within a specially developed carbon-fiber structure. The compact crankcase sections are cast in a selection of lightweight alloys offering optimum mechanical strength and thermal stability.



With its 'V' configuration and low-slung position, the new V10 is a major factor in the car's ultra-low center of gravity. This in turn delivers a range of handling benefits, including faster cornering speeds.

At the head of the engine, the twin-flow manifold system supplies a separate flow of air to each of the cylinder banks. To do that, the manifold is equipped with two separate throttle tracts as well as separate air filters with Helmholtz resonators. The resulting vibration of the incoming air is one of the

key ingredients in the characteristic sound of the new Carrera GT.

This is another evocative reminder of the car's genuine racing origins.

For optimum performance in all load conditions, the engine is managed by twin Motronic ME7.1.1 control units, one for each of the two banks of cylinders. Specially adapted for the Carrera GT, the system incorporates a comprehensive

range of management functions, including on-board diagnostics, electronic throttle, air-flow metering via hot-film air-mass sensor, and stereo lambda control. Key benefits of the twin-unit system include accurate implementation of all throttle inputs and, of course, consistent emissions control.

As a result, the Carrera GT complies not only with the stringent Euro 4 emissions standard, but also with the LEV regulations in the United States.

## In pursuit of engineering excellence.

At just 452 lbs (205 kg), the Carrera GT engine has an excellent power-to-weight ratio.

To achieve that weight saving – and simplify the engine structure – virtually all water and oil channels form an integral part of the lightweight cast-alloy block.

As a result, we've dispensed with the usual array of joints and seals typically found on modern engines. Inside each cylinder, the Nikasil-coated bore helps minimize friction losses while extending the life of the engine. At the base of the engine, the crankshaft assembly has been specially adapted to facilitate a maximum engine speed of 8,400 rpm.

To achieve that performance, we've used a special forged crankshaft

offering exceptional torsional rigidity. A lightweight harmonic balancer helps eliminate torsional vibration to ensure more accurate valvetrain control. The inertia forces acting on the crankshaft have been considerably reduced through a combination of titanium connecting rods and three-ring aluminium pistons. The result is a smoother and more balanced delivery, even at high rpm.

The camshafts are driven by a chain and gear system to help minimize engine noise. This solution, combined with rigid tappets, creates a much stiffer valvetrain with lighter oscillating masses and more compact external dimensions. Each intake camshaft is equipped with VarioCam technology, a patented Porsche technology that uses a rotary adjuster to offer continuous modulation of the camshaft phase angle over a range of 40 degrees.

The outlet camshafts are driven by a gear and tensioner system to help minimize play between valve train components and thus reducing engine noise.

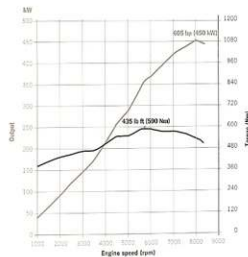
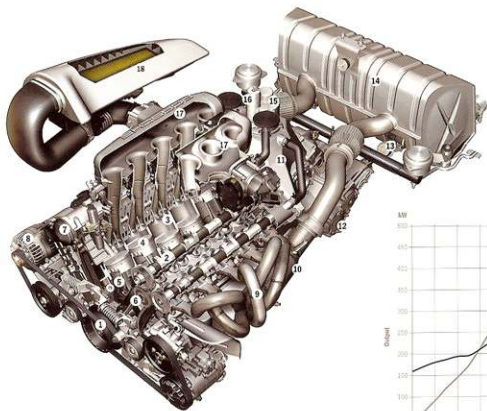
The engine is cooled using a cross-flow system in which each individual cylinder receives the optimum supply of coolant at all times. With each cylinder receiving an even supply, the system helps maintain a balanced temperature throughout every part of the engine.

One of the most important requirements of any racing engine is, of course, proper lubrication of all moving parts. On the Carrera GT, we've applied race engineering to achieve unparalleled performance in all road scenarios.

Oil is circulated through a series of ten pumps, nine of which 'scavenge' the oil back from the engine. This 'dry sump' configuration ensures consistent lubrication, even under the extreme lateral loads possible

in the Carrera GT. The external oil reservoir is incorporated into the gearbox casing, where it uses an integrated air separator to defoam the oil. A dedicated oil cooler is also provided to help limit engine temperatures.

Together, this array of racing technologies represents one of the most uncompromising engines ever developed for the road.



Carrera GT: 435 lb ft (590 Nm) at 5,750 rpm, 605 hp (SAE) at 8,000 rpm

- |                                    |                                 |   |
|------------------------------------|---------------------------------|---|
| 1. Drive belt for ancillaries      | 8. Generator                    | 14. Rear silencer with integrated main catalytic converters |
| 2. Intake camshaft                 | 9. Exhaust manifold             | 15. Air separator (swirlpot)                                |
| 3. Inlet valves                    | 10. Primary catalytic converter | 16. Engine oil filter neck                                  |
| 4. Forged pistons                  | 11. Engine oil reservoir        | 17. Resonance induction system                              |
| 5. Forged titanium connecting rods | 12. Transverse gearbox          | 18. Air filter  |
| 6. Camshaft drive system           | 13. Exhaust throttle valve      |   |
| 7. VarioCam                        |                                 |   |

# Transmission

Seamless delivery of power to the road.

An engine as powerful as the new V10 in the Carrera GT demands an equally exceptional transmission.

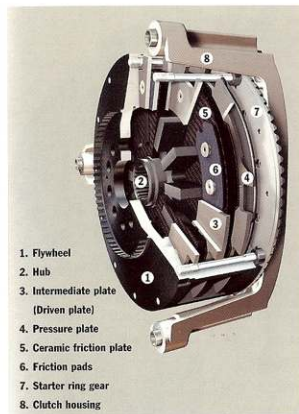
In order to cope with the prodigious levels of power and torque, we've developed a new clutch technology never before featured on a standard production car: the Porsche Ceramic Composite Clutch (PCCC).

Essentially a two-plate dry clutch, PCCC™ offers unprecedented power density and a rotating mass approximately 10 times lighter than on a conventional clutch. The result is a more immediate throttle response and a reduction in synchromesh load. Pedal weight and travel are specially configured for a more intuitive and comfortable drive.

Inside the clutch, the hydraulically actuated plates are made from a ceramic composite material offering exceptional durability. Thanks to the modest plate diameter of 6.65 inches (169 mm), the system requires a much smaller clutch housing than conventional designs.

This in turn enables the crankshaft and drivetrain to be positioned much lower in the car, with obvious benefits in terms of driving dynamics.

Power is transmitted to the driven rear wheels through a racing-specification, six-speed manual gearbox followed by a multi-plate differential with locking under power and on overrun. Engine and gearbox are linked by a single-mass flywheel, which, thanks to its much lighter rotational mass compared with a dual-mass flywheel, adds to the immediacy of the throttle response.



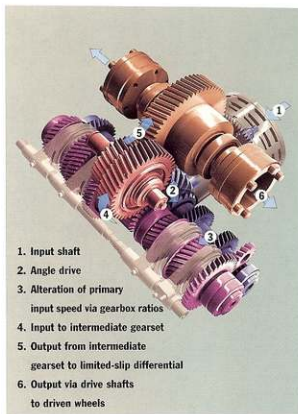
1. Flywheel
2. Hub
3. Intermediate plate  
(Driven plate)
4. Pressure plate
5. Ceramic friction plate
6. Friction pads
7. Starter ring gear
8. Clutch housing

Porsche Ceramic Composite Clutch (PCCC) – Cross-section

The damping effect of a dual-mass flywheel – its primary advantage over a single-mass design – is cleverly replicated using a specially developed system of gearbox shafts. Operating on the same principle as a torsion spring, each shaft is fitted with a bevel gear system whose rotating mass helps dampen vibration in the driveline.

In order to achieve the lowest possible center of gravity close to the rear axle, the new six-speed gearbox is designed as an extremely compact unit with a transverse layout in the car. Key characteristics include precision gear selection, exceptional durability and a ratio spread configured for optimum acceleration.

The external transmission linkage provides a smooth gearshift action,



1. Input shaft
2. Angle drive
3. Alteration of primary  
input speed via gearbox ratios
4. Input to intermediate gearset
5. Output from intermediate  
gearset to limited-slip differential
6. Output via drive shafts  
to driven wheels

Power transmission in gearbox

while the twin push-pull cables help eliminate vibration and noise.

A perfect example of our integrated approach to race engineering, the new gearbox unit serves as a convenient location for the starter motor, differential and engine oil reservoir, as well as the PCCC ceramic clutch system.

# Running gear

Conceived in Weissach.

Inspired by Le Mans.

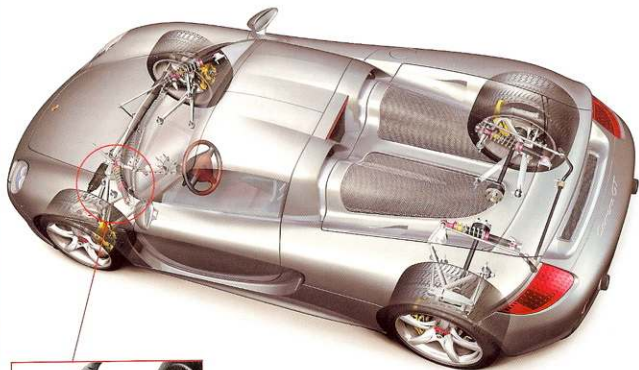
One of the most important prerequisites on any race vehicle is a balanced interplay between suspension, steering, wheels and tires. On the Carrera GT, each of these facets has been honed and refined to create the optimum blend of dynamic handling, precision steering and exceptional rear-end stability.

To achieve these characteristics, we've adapted a range of race technologies originally developed for the Le Mans-winning 911™ GT1 race car.

The front and rear suspension, for example, use a double wishbone arrangement with inboard springs and dampers. In contrast to a conventional road-car setup, each spring-and-damper unit – plus the corresponding anti-roll bar – is actuated via a pushrod and rocker.

As well as enabling a much greater degree of accuracy when setting up the car, an inboard suspension system offers better road performance with improved vehicle handling thanks to the associated reduction in unsprung weight. In addition, each damper is equipped with an adjustable spring seat, enabling precision adjustment of individual wheel loads. Benefiting from decades of experience running monocoque-based racing cars at the highest levels of the sport, the Carrera GT combines the latest advances in suspension kinematics and elastokinematics with state-of-the-art springs and dampers.

The lower rear wishbones, for example, not only feature a welded tubular steel construction, they are also aerodynamically refined to help optimize the airflow underneath the car.



Pushrod actuation on front axle

A typical example of the attention to detail required on a race-winning car, this intelligent combination of suspension and aerodynamics demonstrates a simple principle of Porsche design, namely that every aspect of a genuinely competitive race vehicle should form an integral part of the whole.

On the Carrera GT, that principle is eloquently demonstrated by the car's plentiful reserves of power and torque, its balanced and consistent handling during high-speed maneuvers, and its easy manageability under mid-corner changes in load. The stability of the car is further assured by its very limited susceptibility to pitch and roll, enabling much faster cornering speeds.

The resulting package is a compelling experience on every type of tarmac there is. Conceived in Weissach for the rigors of Le Mans, the Carrera GT combines balance and control in racing trim with all the cultured refinement expected on the road.

## Continuously refined through more than 23,000 race victories.

The steering system on the new Carrera GT is based on proven rack-and-pinion technology.

The steering gear is accommodated ahead of the main monocoque structure, where it is rigidly mounted to the bulkhead. Hydraulically assisted for a more comfortable drive, the system offers a direct response to driver inputs as well as detailed feedback from tires and road. A high-capacity pump supplies the requisite hydraulic pressure for even the most rapid steering inputs.

The safety steering column is also mounted directly on the monocoque to help dampen vibration and noise. Inside the cockpit, the three-spoke leather steering wheel features 1.57 inches (40 mm) of manual reach adjustment as well as a full-size airbag module.

Step outside and the car's uncompromising racing origins are powerfully reflected in the all-new five-spoke Carrera GT wheels. Measuring 19 inches at the front and a full 20 inches at the rear, these ultra-lightweight wheels are made from forged magnesium rather than more conventional aluminium alloy.

State-of-the-art technology in Formula One, forged magnesium represents a major step forward in reducing unsprung weight. By limiting wheel momentum as the suspension compresses and rebounds, it is possible to maintain greater contact between road and tire and thus maximize traction under acceleration, cornering and braking. Another important benefit is the added structural density – and therefore durability – that is imparted by the forging process.

The wheels are mounted using a center-lock system with a single multi-point nut. This race-derived solution is combined with a high-strength hub and large-format bearings to achieve a more accurate wheel location.

As on a racing car, the left-hand wheel nuts have a right-hand thread, while those on the right have a left-hand thread. This simple solution ensures that the thread on each nut runs contrary to the primary direction of travel on all four wheels.

As a result, the rotation of each wheel tends to tighten the nut, rather than working it loose. For added security, each of the four nuts has a specially developed retention system. Grip is supplied in the form of high-speed Michelin tires with an extremely generous rolling circumference. Compound and tread are specially designed to ensure shorter braking distances and consistent handling, particularly in wet conditions. The tire dimensions reflect the performance of the car, measuring 265/35 ZR 19 at the front and 335/30 ZR 20 at the rear.

All four tires are equipped with an integrated tire-pressure monitoring system (TPMS) which issues an automated warning in the event of any drop in pressure. This practical solution can prove particularly valuable during high-speed racetrack use. If a deflation is detected, the puncture can be sealed using the on-board tire repair kit. Comprised of sealant, a compressor and a tire-pressure gauge, this compact kit helps to lighten the car by eliminating the need for a conventional spare wheel.



# Chassis

## Raising the standards of chassis design.

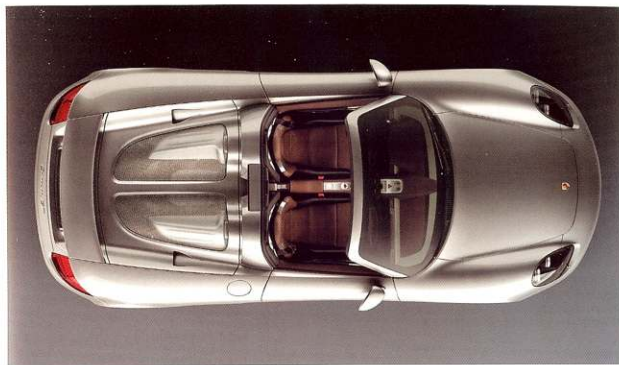
### To keep all four wheels firmly on the ground.

The monocoque-based chassis on the new Carrera GT combines materials and know-how from the highest levels of international motorsport with the latest in aerospace technology.

The main chassis structure – monocoque, windscreen surround and supplemental safety system – is made from carbon-fiber composites with a honeycomb core. The technologies involved are state-of-the-art in Formula One and offer exceptional flexural and torsional strength.

To the rear of the monocoque is a highly robust yet lightweight carbon-fiber structure which supports the engine and gearbox unit. This structure – known as the engine carrier – is bolted to the monocoque with which it forms the main stressed members on the car. The resulting chassis is extremely light, yet considerably stronger than the pressed metal shell on a conventional car.

As the main structural members, the monocoque and engine carrier provide the mounting points for the suspension as well as the underlying structure for the external bodywork and cockpit assemblies. They are also designed to absorb impact energy in the event of a crash from the front and rear deformation zones. As the name implies, the engine carrier structure supports the entire powertrain assembly.



Specially developed and patented by Porsche, this unique combination of monocoque and engine carrier offers a level of structural integrity that is not only exceptional on an open-top car, but also on a par with dedicated competition vehicles.

Like the majority of modern racing cars, the external bodywork on the Carrera GT is bolted to the underlying chassis structure. In contrast to a conventional road car, the external panels are completely

unstressed and have a primarily aerodynamic and aesthetic function.

The race-car construction extends to the front and rear sections, which are bolted to the carbon-fiber chassis. The longitudinal layout of the engine, together with its low-slung position at the center of the car, creates a deep center of gravity to the rear of the cockpit. Generally regarded as the ideal configuration for racing use, this concentrated mass at the center of the car helps maximize control in all road situations, particularly in high-speed corners.

The fuel tank is also located directly behind the cockpit, where it consolidates the dynamics of the car. Apart from enhancing the overall balance, this race-proven layout prevents gradual changes in individual wheel loads as the fuel in the tank is consumed.

With these and other intelligent design solutions, the Carrera GT chassis provides the ideal platform for genuine supercar performance.

## Less weight.

## More Porsche.

One of the most important principles of Porsche engineering is to improve on technology that already exists – and develop those that don't. More often than not, this uncompromising approach gives rise to innovative new solutions. A perfect example is the lightweight chassis on the new Carrera GT.

The main chassis structures – monocoque and engine carrier – are produced as sophisticated sandwich constructions. Each component begins as a series of layers of 'prepreg' material – a reinforcing fabric made of carbon fiber impregnated with a curable resin matrix – which are laid up by hand in a mould. Depending on application, a central core of aluminium or plas-

tic honeycomb is laid in the mould along with an adhesive film and then covered with a second prepreg skin.

This 'sandwich' of materials is then sealed in the mould and placed under vacuum in preparation for the 'autoclave' process. At this point, the mould is subjected to a specific set of temperature and pressure conditions to cure the composite structure. During this process, the resin matrix in the prepreg layers becomes polymerized and the adhesive film on either side of the core forms a solid bond with the skins. After cooling, the finished component can be safely removed from the mould.

To minimize weight, the prepreg material has an extremely low proportion of resin to carbon fiber. The choice of a unidirectional fiber,



as well as its meticulous handling during the manufacturing process, ensures exceptionally high rigidity.

All materials used on both the monocoque structure and engine carrier are designed for long-term resistance to environmental influences. In the event of prolonged exposure to certain weather conditions – a combination of extreme heat and humidity, for example – the characteristic pattern of the carbon-fiber reinforcement may become partially visible through the painted exterior

surface. Although extremely rare, this distinctive phenomenon serves to underline the authenticity of the carbon-fiber structure beneath.

In order to cope with the much higher temperatures encountered in the engine compartment, the material matrix on the carrier prepregs is formulated for added heat resistance.

One of the more obvious characteristics of the carbon-fiber chassis can be heard when closing the doors. The distinctive sound provides a constant reminder of the pure race technology on the Carrera GT.

With its seemingly paradoxical mix of lightweight construction and heavyweight performance, the Carrera GT represents the pinnacle of chassis design. The result is a car that not only challenges convention, but also the laws of physics.



# Safety

**Fully compliant with some of the world's most stringent safety regulations. Our own.**

The power and agility of the new Carrera GT are second only to its exceptional standards of safety.

At Porsche, we believe that the most effective way to protect you and your car is to reduce the likelihood of an accident. To do that, we've developed an integrated philosophy of vehicle design to help eliminate body roll and aerodynamic lift, while enhancing mid-corner grip. Precision steering is combined with exceptional stability and one of the most powerful braking systems ever featured as standard on a production car.

In the unlikely event of an accident being unavoidable, the Carrera GT offers a comprehensive system of occupant protection, including

longitudinal members at front and rear made from high-tensile stainless steel. This highly effective deformation structure uses optimized geometry and specially profiled elements to help channel impact energy in a safe and carefully controlled manner.

If the vehicle overturns, the cockpit is surrounded by a system of high-tensile steel elements in the windscreen frame as well as an extremely robust composite roll structure located directly behind each seat. High-strength tubular steel elements in each of the doors provide additional passive safety with predefined energy dispersal.

In addition to the exceptional stiffness of the chassis structure, the front and rear deformation zones and the frameless composite



doors, the Carrera GT comes with a full range of standard safety features including full-size front airbags and a side-impact protection system comprised of side airbags and energy-absorbent panels.

Each occupant is safely secured using a three-point seat belt featuring pyrotechnic pre-tensioners and force limiters.

For optimum safety when driving at night, the Carrera GT comes with the latest Bi-xenon headlight technology and an integrated headlight cleaning system. Each headlight module is equipped with a powerful xenon bulb, which generates approximately three times as much light as conventional halogen systems while offering a much longer service life.

To ensure the safety of the car itself, we've included a comprehensive anti-theft protection system, including full Porsche alarm with infrared interior surveillance and an electronic engine immobilizer.

## Advancing the tradition of Porsche braking systems.

As one of the world's most powerful road-going vehicles, the Carrera GT offers benchmark performance in every respect – not least when it comes to active safety.

The braking system, for example, features one of the latest advances in Porsche race engineering: the Porsche Ceramic Composite Brake (PCCB). This remarkable technology consists of a lightweight ceramic disc with involute cooling channels and a specially developed composite pad. Each of the front and rear discs has an impressive diameter of 14.96 inches (380mm).

Cross-drilled and internally vented for optimum dispersal of moisture and heat, the finished PCCB disc offers an approximate 50% weight saving over conventional metal equivalents. Since all of that weight is entirely 'unsprung' – i.e., not supported by the car's suspension – the PCCB system delivers immediate benefits in terms of handling, agility and fuel economy.

Each disc is gripped by a powerful six-piston caliper with specially formulated composite pads. The resulting brake action provides breathtaking deceleration as well as unparalleled consistency and consistently high friction levels across a wide range of operating temperatures.

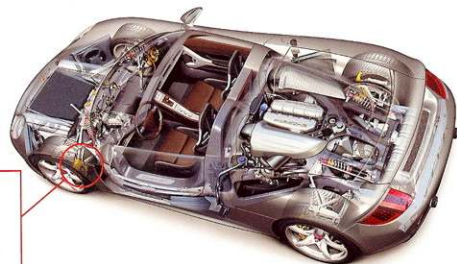
Thanks to its enhanced stability in all conditions, PCCB helps minimize braking distances in even the most



Porsche Ceramic Composite Brake (PCCB)

extreme road and track scenarios. Inherent fade resistance makes for safer deceleration from even the highest speeds, while the system's prodigious response requires only moderate pedal inputs from the driver.

Another key benefit of the PCCB system is the remarkable durability of both pads and discs. Thanks to the exceptional surface hardness of the ceramic disc, the rate of wear is remarkably low compared



with conventional braking systems. Ceramic discs are also completely immune to the effects of road salt in winter.

For added security under braking and acceleration, the Carrera GT is equipped with a combined anti-lock braking and traction control system (ABS/ASR 5.7), including engine drag torque control, offering optimum assistance in varying all weather conditions. The traction control or 'anti-slip regulation' system (ASR) provides direct coordination of all four wheels to smooth out any variances in traction. This selective regulation of each individ-

ual wheel enables the car to maximize the available grip and achieve balanced acceleration and braking. For added driver involvement, the traction control system can be manually disabled at the wheel.

# Comfort

## All the hallmarks of endurance race technology. Inside the cockpit and out.

The Carrera GT is instantly recognizable as the epitome of Porsche engineering. Not only when you approach it for the very first time, but also when you open the door.

As you step across the logo on the door entry guard, you'll discover a new and elegantly integrated cockpit with a blend of simplicity and high-tech refinement. A harmony of line and pure functionality that reflects the race origins of the car.

To minimize weight, the cockpit is free of all extraneous detail. Despite its obvious links with the more minimalist aesthetics of race-car design, the Carrera GT offers exceptional interior comfort. Elegantly crafted from a palette of exclusive materials, the distinctive interior includes a number of race-bred features. One of the most important is the carbon-fiber monocoque, which is partially visible in some areas of the cockpit, and

embellished with a leather or paint finish in others. Other key features include a range of details in light-weight magnesium or aluminium.

As you take your place behind the wheel, you'll find an ergonomically designed cockpit in which all information sources and driving controls are easily accessible at all times.

The hierarchical layout enables optimum focus on the road ahead and thus maximum driving pleasure.

The rest of the cockpit is sculpted around the driver to create a more intuitive connection with the car. The distinctive center console, for example, arches up from the floor to the center of the dashboard to place the short throw gearshift within easy reach of the steering wheel.



The carbon-fiber console structure, with its deep-drawn magnesium trim, provides added stiffness to the chassis structure for even better handling and safety.

All information is clearly presented in a classic Porsche instrument cluster. The information display in the lower half of the central tachometer provides a useful overview of all key data. Featuring dot-matrix technology for an extremely high resolution, the display can be used to view the total mileage and trip odometer as well as a range of

driver-selectable data from the on-board computer.

The green tinted windscreen is made from laminated safety glass and offers exceptional forward visibility. The windows in each door are also tinted and made from single-sheet safety glass with a hydrophobic coating. This simple solution helps accelerate the dispersal of water from the surface of the glass to provide an unrestricted view of the exterior mirrors.

The rear screen is divided into three separate sections and made of lightweight polycarbonate.

The lightweight seats combine elegant leather upholstery with a single-piece carbon fiber and Kevlar shell. Both are available in a choice of two widths with optimum lateral support and manual fore/aft adjustment.

Clearly inspired by the car's racing specification, the Carrera GT interior offers a subtle combination of comfort and elegance that is ideally suited to everyday road use.

## The beauty of truly uncompromising engineering is there's no need to compromise on comfort.

The Carrera GT represents a major milestone in the development of road-going technology. Not only throughout the engine and chassis, but also in the passenger compartment.

Among the no-cost options available on the car is a highly sophisticated navigation and audio system. As well as guiding you safely to your destination, this versatile new system provides a powerful accompaniment to the V10 engine in the form of an integrated BOSE® Sound System. Like the Carrera GT, this high-end audio platform combines lightweight construction with uncompromising technology to achieve exceptional all-round performance. One of the most striking features of the system is the powerful bass output from the 25-liter enclosures in each of the door-sill sections.

Sound is delivered through a pair of 100-Watt amps and six high-performance speakers. This two-channel system uses a range of BOSE technologies, including Active Equalization, to create a virtual panorama of lifelike sound that's custom-engineered to the car.

The passenger compartment features an elegant arrangement of high-tech materials, ranging from lightweight magnesium on the door release handles and center console trim, to aluminium pedals in the footwell. The dashboard is moulded in genuine carbon fiber with a cool titanium paint finish.



At the head of the center console is an aluminium gearshift with natural wood inlay in homage to the 917. The first racing Porsche to claim outright victory at Le Mans, the 917 received a balsa-wood gearknob as a last-minute measure aimed at further reducing the weight of the car. On the Carrera GT, the gearshift is located within easy reach of the three-spoke leather steering wheel, which features a full-color Porsche Crest plus 40 mm of manual reach adjustment.

Despite its pure racing origins, the Carrera GT has all the subtle refinements you'd expect of a Porsche. From electric windows with one-touch operation and door seal protection to remote central locking, power release lids, and electrically



adjustable mirrors with internal heating and aspheric glass on the driver's side. Other standard equipment includes driver and passenger sun visors and a lockable glove compartment.

The luggage compartment is located at the front of the car and comes with a tailored travel bag as standard equipment along with a garment bag, briefcase, shoulder bag and center console bag. Each of these accessories is finished in genuine Porsche leather matched to the interior of your car.

For added comfort, the Carrera GT is available with automatic air conditioning as another no-cost option. Standard equipment includes a heating and ventilation system with step-



lessly adjustable blower, interior filter and recirculation control. A particle and pollen filter are also included to ensure optimum air quality at all times.

As on all Porsche racing cars, the ignition is located to the left of the steering wheel for easier access on entering the car. Turn the key and you'll experience a level of performance that exceeds all expectations. Squeeze the throttle and you can finally appreciate the quality of the interior and the purpose for which it is intended.

# Environment

Pure performance.

In every respect.

One of the most effective means of protecting natural resources is to create quality products that last. At Porsche, that's a principle we've consistently applied throughout more than 50 years of production.

On the Carrera GT, we've combined the obvious objectives of performance, practicality and vehicle safety with a comprehensive range of environmental considerations, including fuel economy, maintenance and durability.

Exhaust emissions have been reduced to a minimum through a combination of advanced engine technology, on-board diagnostics (OBD) and, of course, a dual exhaust system with catalytic converters and stereo lambda control.

The on-board diagnostics system provides continuous monitoring of engine and exhaust, issuing a warning to the driver via the instrument panel if a fault is detected on board.

As a result, the car offers full compliance with the stringent Euro 4 standard as well as LEV regulations in the United States. Noise emissions are eliminated at source – without the need for engine encapsulation. The resulting sound complies with all existing noise legislation while delivering the distinctive acoustics of a thoroughbred Porsche.

All materials have been carefully selected for optimum environmental compatibility. As a result, the car is totally free of asbestos, cadmium and CFCs, as well as components manufactured using CFCs.



This considered approach to natural resources is reflected in the service intervals: engine oil and air filter every 12,000 miles (20,000 km), oil filter every 24,000 miles (40,000 km) and spark plugs every 24,000 miles (40,000 km) or four years. Most

remarkably of all, the original fuel filter and engine coolant never need replacing at all.

Finally, we come to one of the most important factors as regards the environmental compatibility of your Porsche: its exceptional durability.

This legendary quality is confirmed by the fact that approximately two out of every three cars we've ever built are still on the road today.

# Summary

**Direct from the racetrack to the road.**

The Carrera GT was originally conceived at the 24 Hours of Le Mans. As Porsche secured its sixteenth outright victory in June 1998, the idea was proposed of a road-going sports car based exclusively on racing technology. Two years later, in the autumn of 2000, that concept began to take shape.

As a pure encapsulation of Porsche engineering, the Carrera GT is a natural evolution based on more than 23,000 race victories. A road-going supercar built for uncompromising performance and unlimited driving pleasure.

That pleasure begins as you unlock the door with a squeeze of the key remote. Step inside and you'll find an elegant composition of interior materials, including carbon fiber, leather and magnesium. Turn the key and the powerful V10 eagerly springs into life.

The vigorous acoustics are an exhilarating prelude to what is an unforgettable driving experience. Blip the throttle, and the engine resonates with the rush of incoming air. The resulting sound is straight from the racetrack, only this time you can drive it on the road.

Power is delivered with explosive prowess, yielding equal measures of agility and precision with effortless energy and control.



Acceleration through corners is accomplished with ease and barely a trace of body roll. The lightweight chassis combines with a low center of gravity and balanced weight distribution to achieve unprecedented cornering speeds.

With such uncompromising performance, the Carrera GT is a genuine racing machine. With its cultured refinement and all-round versatility, it's a truly powerful presence on the road.

# Technical specifications

## Engine

No. of cylinders	10
Displacement	5.7 liters
Maximum power (DIN)	605 hp (SAE) (612 bhp) at 8,000 rpm
Maximum torque	435 lb ft (590 Nm) at 5,750 rpm
Maximum engine speed (revs)	8,400 rpm
Compression ratio	12.0 : 1

## Transmission

Layout	Rear-wheel drive
Gearbox	Six-speed manual
Clutch	Two-plate ceramic dry clutch (Porsche Ceramic Composite Clutch)
Limited-slip differential	Multi-plate with locking under power and on overrun

## Running gear

Front suspension	Double wishbones with inboard spring-and-damper units
Rear suspension	Double wishbones with inboard spring-and-damper units
Steering	Power-assisted rack-and-pinion steering
Brake	Porsche Ceramic Composite Brake (PCCB) with 14.96 in (380-mm) ceramic discs internally vented and cross-drilled, six-piston monobloc aluminium fixed calipers front and rear

## Traction control/ABS

Wheels	Traction control with ABD and ASR; ABS 5.7 (four-channel system) Front: 9.5 J x 19 Rear: 12.5 J x 20
Tires	Front: 265/35 ZR 19 Rear: 335/30 ZR 20

## Weights

Unladen weight (DIN)	3,042 lbs (1,380 kg)
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## Performance

Top track speed	205 mph (330 km/h)
0-60 mph	3.8 secs
0-62 mph	3.9 secs
0-124 mph	9.9 secs
50-75 mph	4.0 secs (in fifth gear)
Quarter mile	11.4 secs

## Fuel economy

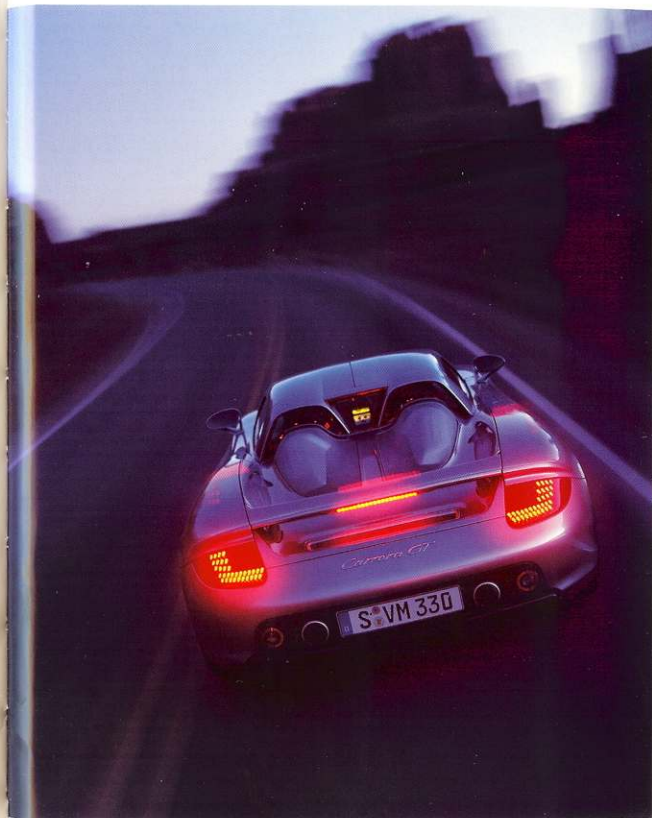
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## Dimensions

Length	181.61 in (4,613 mm)
Width	75.63 in (1,921 mm)
Height	45.91 in (1,166 mm)
Wheelbase	107.48 in (2,730 mm)
Luggage compartment volume (VDA)	2.2 cu ft (63 liters)
	72 liters non US markets
Tank capacity (refill volume)	24 US gallons (92 liters)

First filled with

**Mobil** 



**Engine**

- Water-cooled, naturally-aspirated V10 with 68-degree angle and four valve heads; engine mid-mounted with longitudinal layout
- Specific output: 105.5 hp (SAE) per liter (78.5 kW per liter)
- Dry-sump lubrication with nine-fold oil pickup for optimum performance under all load conditions
- Titanium connecting rods for smoother and more immediate engine response
- VarioCam<sup>®</sup> variable valve control on intake camshafts
- Electronic engine management (2x Motronic ME7.1.1)
- Aluminium twin-flow resonance intake manifold
- On-board diagnostics for monitoring the emission control system
- Stereo lambda control

**Transmission**

- Rear-wheel drive
- Six-speed manual gearbox; transverse layout with transmission oil cooler
- Limited-slip differential with locking under power and on overrun
- Two-plate ceramic dry clutch: Porsche Ceramic Composite Clutch (PCCCl)

**Chassis**

- Double wishbones with pushrod actuated spring-and-damper units on front and rear axle
- Power-assisted rack-and-pinion steering
- Forged magnesium wheels with high-speed Michelin tires (front: 9.5 J x 19 with 265/35 ZR 19, rear: 12.5 J x 20 with 335/30 ZR 20), central locking system and tire pressure monitoring

**Body**

- Open-top two-seater layout with two-piece detachable hardtop in carbon fiber
- Carbon-fiber chassis (consisting of monocoque, windscreen surround and supplemental safety system)
- Carbon-fiber carrier for engine, gearbox and rear suspension with a honeycomb core

- Engine carrier bolted to rear of monocoque as second fully stressed member
- Frameless doors in carbon fiber with integrated side-impact protection
- Front/rear lids, rear side panels and sill panels in carbon fiber
- Front and rear aprons in plastic
- Automatically extending rear wing
- Underbody panelling with rear diffuser

**Electrical systems**

- Remote central locking
- Electric windows with door-seal protection
- Power release lids
- Electrically adjusted mirrors with internal heating
- Single-blade windscreen wiper

**Safety**

- Porsche Ceramic Composite Brake (PCCB) with 14.96 inches (380-mm) ceramic discs internally vented and cross-drilled, six-piston monobloc aluminium fixed calipers front and rear
- Traction control with ABD and ASR; ABS 5.7 (four-channel system)
- Driver and passenger airbags, side airbags
- Bi-xenon lighting system with halogen auxiliary lights and integrated headlight cleaning system
- LED tail-light technology
- Anti-theft protection system with infrared interior surveillance
- Electronic engine immobilizer

**Comfort**

- Bucket seats in leather with a carbon fiber and Kevlar shell
- Center console with magnesium surround and raised gear lever
- Aluminium gear lever with laminated wood gearshift knob
- Five-piece travel set

