

Performance and engines – new intake duct provides more power

The beating heart of every Porsche sports car has always been the flat engine. The mid-engine 718 GTS is powered by a 2.5-litre, four-cylinder turbo flat engine with 269 kW (365 hp). The maximum torque of 430 Nm in conjunction with PDK is achieved between 1,900 and 5,000 rpm. As a result, it is available much earlier than in the previous GTS with a six-cylinder flat engine. In combination with the six-speed manual transmission, a maximum torque of 420 Nm is available between 1,900 and 5,500 rpm. With these improvements, the turbo engine delivers 11 kW (15 hp) more power than the 718 S models and up to 26 kW (35 hp) more power than its GTS predecessor with naturally aspirated engine.

The increase in performance is made possible thanks to a redeveloped intake duct with greater volume as well as an optimised turbocharger with variable turbine geometry (VTG) and increased boost pressure. Instead of a maximum boost pressure of 1.1 bar as seen in the 718 S, the optimised single turbocharger with VTG and a larger compressor pushes the air into the combustion chambers with a pressure of up to 1.3 bar. This means that the high torque plateau begins even at a low engine speed of 1,900 rpm and remains at the maximum value all the way to 5,000 or 5,500 rpm.

This results in improved torque characteristics and faster acceleration. The two 718 GTS variants with the standard Sport Chrono Package and optional Porsche Doppelkupplung (PDK) sprint from zero to 100 km/h 0.1 seconds faster than the current 718 S models, reaching 100 km/h in just 4.1 seconds. In combination with the manual six-speed transmission, they hit 100 km/h in just 4.6 seconds. The top speed of the two GTS models is 290 km/h.

However, the GTS models are not only fast on the straights. As mid-engine sports cars, they combine impressive acceleration and sprint qualities with excellent lateral dynamics. The 718 GTS completed the 73 corners and 20.83 kilometres of the Nürburgring Nordschleife in just 7:40 minutes on standard tyres. Compared to its predecessors, this makes it 16 seconds faster than the Boxster GTS, 13 seconds faster than the Cayman GTS, and two seconds faster than the current 718 Cayman S (7:42 minutes).

The standard sports exhaust system with centrally positioned black sports tailpipes lends the flat engine an inimitable sonorous tone. The specially aligned interplay of the engine and exhaust flap control and the automatic intermediate acceleration function give the GTS models their distinctive emotional and sporty sound, which further accentuates the sports car's character.

As standard, the GTS models feature a six-speed manual transmission for power transmission to the rear axle; alternatively, the Porsche Doppelkupplung (PDK) is available as an option. The PDK combines the high mechanical efficiency of a manual transmission with the shifting and driving convenience of an automatic transmission. Rapid gear changes with uninterrupted traction, combined with a slight torque enhancement in the Sport programmes, results in improved acceleration values and enables even faster lap times. The optimal transmission-ratio spread and shifting strategy of the PDK also provide increased efficiency.

Sport mode at the push of a button as standard: The mode button integrated on the small 360-millimetre sports steering wheel with the Sport Chrono Package allows the driver to choose between the Normal, Sport, Sport Plus and Individual driving programmes. In Sport mode, the engine responds even more directly, while the PDK is set up for shorter response times and optimum shifting points to provide maximum acceleration. The transmission shifts down earlier and holds the revs to maximize performance. When downshifting throttle blip is automatically activated. In Sport Plus mode, these characteristics are even more pronounced and tailored to maximum performance. This mode also features Launch Control for a racing start. For vehicles equipped with PDK, the button can also be used to activate the "Sport Response" function. This primes the engine and transmission for the fastest possible unleashing of power, and the turbocharger builds up the pressure faster. This guarantees maximum responsiveness for a period of around 20 seconds.