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### New Porsche 928 GT

A new model - the 928 GT - has been added to the flagship 8-cylinder range of Porsche high performance road cars. Aimed at the more sporting orientated driver, who still requires the luxurious grand touring capability that the 928 series offers, the car features a more powerful 330 bhp V8 engine, a 5-speed manual gearbox with a shorter final drive ratio, a limited slip differential and 'Sport' suspension.

Launched as a direct result of the success of the Porsche 928S series 4 with Sport Equipment which was introduced in limited numbers in 1988, the 928 GT's uprated engine gives better mid-range and top end performance than the standard car, with the 0-62.5 mph acceleration time reduced from 5.9 seconds to 5.8 and top speed increased from 167 mph to over 170 mph.

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The more sporting character of the 5-litre, 32-valve, 330 bhp V8 engine has been achieved with the installation of a modified engine management system, special camshafts and a modified exhaust system with twin tailpipes. These modifications, coupled with the higher setting of the rev limiter, result in the more flexible engine response.

Available only with a 5-speed manual transmission, the new 928 GT has a shortened 'Sport' gear lever. The final drive ratio is 2.73:1 compared to 2.63:1 on the standard 5-speed transmission and a limited slip differential is included as standard equipment. Changes to the suspension include stiffened gas-filled 'Sport' shock absorbers and a rear track widened by 17mm.

The 'Sport' suspension is complemented by the fitment of wider, forged light alloy 'Sport disc design' 8J x 16 front and 9J x 16 rear wheels, fitted with 225/50 ZR 16 and 245/45 ZR 16 Bridgestone ultra-low profile tyres respectively.

The only change to the car's interior is the fitment of 'Sport' seats as standard. All other standard features on the 928 range are fitted,

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including ABS braking, the tyre pressure monitoring system and an ultrasonic burglar alarm.

The 928 GT will be offered at the same retail total price as the current 928S series 4 at £55,440.83 and deliveries of r.h.d. models are expected to commence in March 1989.

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Summary of main differences between the Porsche 928 GT and the standard manual Porsche 928S series 4:

Engine:

- power output uprated to 330 bhp/242 kW with increased top-end torque (standard 320 bhp/235 kW)
- special camshafts
- rev limiter set at 6,775 rpm (standard 6,600 rpm)
- modified engine management system
- modified exhaust system

Transmission:

- 5-speed manual only
- 20mm shorter 'Sport' gear lever
- Limited slip differential with 2.73:1 final drive (standard: 2.63:1)

Suspension

- 'Sport' shock absorbers
- 17mm spacers on rear axle

Wheels

- Weight reduced forged light alloy wheels
- Front: 8J x 16 with 225/50 ZR 16 tyres (standard: 7J x 16)  
Rear: 9J x 16 with 245/45 ZR 16 tyres (standard: 8J x 16)
- Offset front: 60 mm (standard 65 mm)  
rear : 60 mm (standard 52.3 mm)

Interior

- 'Sport' seats only (with electrical height adjustment only)

Exterior

- Inner wings modified to accommodate wider wheels and tyres
- 'GT' decal

Performance

- 0-62.5 mph: 5.8 seconds (standard: 5.9 seconds)
- Maximum speed: over 170 mph (standard: 167 mph)