



PORSCHE



The 918 Spyder
Rocket. Science.

918_Spyder



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Nothing blows us away more than when a utopian vision becomes reality.

Milestones.

Can anything actually surprise us any more? We've been to the moon, we've made satellites that pin-point our location accurately to within one metre, we've harnessed alternative energy from the sun, wind and water, and we're only ever one click away from millions of answers. So here's the question again: Can anything actually surprise us any more? Yes. Well, we certainly can.

By seeing every day as a future that we can shape, a future that enables us to create things that change the thinking of the world. By creating moments in which something unprecedented revolutionises our entire approach.

More than 60 years ago, Ferry Porsche did much the same. What was it he said again? "At the beginning, I looked around but could not find the car I was dreaming of. So I decided to build it myself." The Porsche 356 became a classic, a milestone. Even then it was ahead of its time.

And today? Even now, we continue to go head to head with the future, because it changes, needs alternatives and demands radical new ideas for the super sports cars of tomorrow. It needs progress and new technologies for a milestone in performance and a milestone in efficiency. After all, the future should also be the gateway to pleasure: driving pleasure.

The 918 Spyder has arrived in the future, and it's left behind a new reality. Right now, that's a milestone in itself.





**Father from Weissach.
Mother from Le Mans.**

The 918 Spyder and the tradition of motorsport.

The 918 Spyder features all the attributes of a perfect racing car: performance, efficiency, light-weight construction and purism. Plus something else quite special: history. And that begins on a blank sheet of paper. The 918 Spyder was built from scratch. So to understand what direction the 918 Spyder is taking in the 21st century, it is worth taking a look at its sporting past.

Porsche is synonymous with motorsport. It has been since 1948 – and right from the very first second. A racing version of

the Porsche 356 achieved a class victory in the 24 Hours of Le Mans. This was one of the first of more than 30,000 race victories to date. The principle today is the same as it was back then: to produce small, nimble sports cars with comparatively low cylinder capacity – but with plenty of aggression and fight.

This strategy paved the way for sporting domination. In 1970 and 1971, the resounding overall victories of the Porsche 917 heralded the start of an era in Le Mans that is seared into the memory of

every fan. With the number '918', the 918 Spyder takes this heritage onto the road.

The 918 Spyder is also named after the RS Spyder. The V8 unit of this car was the basis for the high-revving engine in the performance hybrid. The carbon-fibre monocoque delivered key foundations for the current design and its lightweight chassis was the inspiration behind the chassis concept of the 918 Spyder. Out on the race-track, the RS Spyder claimed a series of victories: in the American Le Mans Series (ALMS) and in the European Le Mans Series (LMS).

The Weissach package for the 918 Spyder (see p. 56 onwards) shows our clear commitment to motorsport. With a choice of decorative wraps in the style of historic racing cars, it faithfully follows a glorious tradition but, as soon as the engines start, it interprets that tradition in its own unique way. Out on the road, and on the circuit, is where it shows its true colours.



Porsche 917



RS Spyder



**Performance enhanced. Resources spared.
As a principle, it couldn't be simpler.**

Porsche e-mobility.

The power of three propulsion units. Or the best of two worlds in terms of operating principle. The performance of a highly dynamic naturally aspirated V8 engine combined with the efficiency, responsiveness and torque of two electric machines. It's the ideal match. The electric machines alone serve up some extraordinarily impressive figures, offering a combined mechanical power output of 210 kW (286 hp). And, in view of an all-electric top speed of 150 km/h and a maximum torque of 475 Nm from a standing start, you will come to regard

electricity in a completely new light. Thanks in part to recuperation, e-boost and the electric all-wheel drive system, electricity will be your new guarantee of driving pleasure.

Delivering a fuel consumption of 3.3–3.0 litres per 100 km and with an all-electric range of 31 km (measured in the NEDC), the interaction of the three drive units in the 918 Spyder shows that performance is not always a question of brawn but brains too.

Whether the future becomes even more mobility-oriented than the present remains to be seen. But it does have a new driving force: electricity. Electricity can be generated efficiently and with CO₂-neutral impact if it comes from renewable sources, such as water, wind or solar power, and offers mobility the springboard into a clean future – for the sake of resources, and for the sake of performance.

The 918 Spyder is already an inspiration for generations of cars to come.

For that which we have given to the automotive high end and resolutely pursued throughout the entire phase of its emergence is a future model in terms of performance. Or quite simply a super sports car in the form of a plug-in hybrid. We call it the E-Hybrid.

For fuel consumption, CO₂ emissions, electricity consumption and efficiency class, please refer to page 83.



**Just what the old dream of the sports car needed:
an initial spark.**

918 Spyder.

Writing sports car history and simultaneously redefining the future of the sports car is not the easiest task. But our engineers would be unhappy with anything less.

So the objective was clear: a super sports car. The brief: to develop the most efficient drive system imaginable combined with an extremely high level of power output. The initial spark: a performance hybrid with a hugely emotive V8 racing engine supplemented by two electric machines (motors/generators). The crucial step.

The combination of three sources of propulsion is not only the platform for electric all-wheel drive, it also delivers a total output of 652 kW (887 hp) with an incredible torque of up to 1,280 Nm. Yet, they also head into the future well-equipped in terms of efficiency. Thanks to a series of measures, such as recuperation, the electric machines help to reduce fuel consumption to just 3.3-3.0 litres per 100 km when an efficient driving style is adopted. And then there's e-boost and an additional power output of 210 kW (286 hp).

The map switch controls four distinct drive modes plus a Hot Lap configuration. In this way, it influences the interaction between the electric machines and the combustion engine as appropriate to driving style and profile. Simply ground-breaking.

And our engineers have gone even further. The 918 Spyder follows the motorsport principle of lightweight construction. The monocoque and unit carrier architecture of the 918 Spyder as well as its outer skin are made from carbon-fibre

reinforced plastic. Combined with high-end technologies, including rear-axle steering, active aerodynamics, the first top pipes to appear on a production car and optional magnesium wheels, one thing is certain: futuristic performance has switched sides. From this day forth, it can be found in the present.

For fuel consumption, CO₂ emissions, electricity consumption and efficiency class, please refer to page 83.

The 918 Spyder inherits genes from both motorsport and e-mobility. It lines up alongside celebrated super sports cars and legendary cars like the 959 or the Carrera GT. And it is the first and only super sports car to date to have been purposefully conceived from the ground up as a plug-in hybrid. Everything is new. Every component, every nut and every bolt have been optimally selected for extremely high overall performance. And that which seemed to be a contradiction in the beginning has transformed over the course of its development into character-defining attributes.

Racing feel: Extremely high power and torque. For stability, controllability, agility and impressive lap times on the Northern Loop.

Roadster feel: An open-top super sports car with an extremely stiff architecture, generous safety margins and exclusive appeal for individual aspirations.

Pure inspiration: Spectacular sound of the high-revving V8 racing engine and a drive system with unprecedented power characteristics. Extremely responsive, exact, manageable. Thanks to the highly

powerful electric machines, instant torque availability.

Electrifying: Zero-emission driving with surprisingly high electric performance. Pioneer of a new breed of motion engineering.

The 918 Spyder is not merely a super sports car, it is the epitome of the future – and the quintessence of 65 years of Porsche sports car history.

Those are enough words for now. We'll let some figures do the talking.



210 kW
(286 hp)

The highest electric machine power output in a production hybrid

97 kW/l (132 hp/l) The highest power output per litre of any naturally aspirated engine

1.7

kW/kg Highest specific power output of a hybrid battery

230 kW

The most powerful hybrid traction battery

235

LEDs fitted in the car – zero bulbs

2.8

seconds
Acceleration to 100 km/h

960,000 km

Combined length of all carbon fibres in the unit carrier

652 kW
(887 hp)

Total system power

55

Control units
in the car

3.3–3.0 litres

Fuel consumption per 100 km

1,280 Nm

Maximum total system torque

100

Working hours

for the production of one car



**We could sit back in the slipstream of our own tradition.
Or prepare to overtake.**

Exterior design.

It could be said that no sports car blends tradition and innovation as consistently as the 918 Spyder. Borrowing historic features it takes us back to the past, and with trail-blazing design it heralds the start of a new era.

As far back as 2010, the 918 Spyder concept car unveiled at the Geneva Motor Show was met with acclaim by fans, the press and the public. The feedback was so breathtaking that we decided to carry over the design fundamentally for the 918 that went into production.

The front wings emulate the legendary Porsche 917, and the 918 Spyder has inherited the distinctive B-pillar from the RS Spyder. It has Porsche DNA, of that there is no doubt. Our designers use the past as a reference point – and as inspiration – but their aim is always to open a new door that leads to the future.

With the 918 Spyder, we do this with proportions emblematic of a race car, with concave-to-convex transitions and precise edges. The overarching front bonnet extends over the distinctive wings and emphasises the width of the vehicle.

It is flanked by the vertically aligned LED headlights. Underneath these are two large air intakes, which give the front a resolute appearance and help to provide sufficient cooling.

A functional feature is the two-part domed roof made from lightweight carbon, which can easily be stored away in the luggage compartment. The side air intakes extend up to the B-pillar, making the overarching rear of the car look even wider and even more imposing.

Power is transmitted to the road by super-sized 20-inch-wheels at the front and even larger 21-inch wheels at the rear. 918 Spyder magnesium wheels forged in one single piece are available on request – this exceptionally lightweight material from motorsport reduces mass even further.

The two top pipes from the world of motorsport cause a stir in three different ways: technically, visually and acoustically. This spectacular exhaust arrangement represents a first, even in the super sports car category.

The LED taillights are shaped three-dimensionally. Above them sits the extendable rear wing. Retracted, it reduces air resistance and also enhances the puristic impression that the 918 Spyder creates. Extended, it delivers sportiness and downforce on every level.

What does all this amount to? A low drag coefficient with a great amount of downforce, a high level of performance and low fuel consumption. That is what happens when form follows function – and emotion – and when innovation follows tradition.



918 Spyder design sketch



918 Spyder concept study



**The greatest luxury of our time:
being able to focus on what matters.**

Interior design.

The 918 Spyder was born somewhere between the design studio and the racetrack. You can sense this in every fibre of the interior. This is because the sporting maxims of drive, chassis and styling are also continued inside the car.

The car's close links to the racetrack are apparent as soon as you get in. This impression is particularly reinforced by the cut-away dashboard with three free-standing circular instruments. The principles employed here are lightness, elimination of excess ballast, outstanding ergonomics and quick readability. The pure spirit of motorsport.

The interior is characterised by a cockpit-style layout. The operating concept is in two parts – and is futuristic. Part 1: Just like in motorsport, the central driving settings can be controlled from the sports steering wheel. Part 2: All other functions, such as air conditioning, navigation or audio settings, are controlled via a brand new type of touchscreen in the ascending centre console featuring high quality black panel technology. The result is an architecture in clear and pure form.

The materials are lightweight and exquisite. Not only do they meet requirements for visual style, they all have a structural purpose in the interior. The open centre console edged with aluminium divides up the functional areas in the cockpit in a visually clear way. Equally important was the use of carbon, or to be more precise, a carbon-weave finish. It has been used generously in the 918 Spyder not only for weight reasons, but because it looks good too. The third primary material used is leather. It is functional, robust and feels good to the touch. Here, it is bordered by narrow piping in a contrasting colour.

Another principal characteristic of the 918 Spyder is its rarity. Production has been limited to just 918 vehicles worldwide. And the limited-edition plaques on the panel of the transmission tunnel and on the engine compartment cover indicate that every driver forms part of Porsche's sports car history – the history of tomorrow.



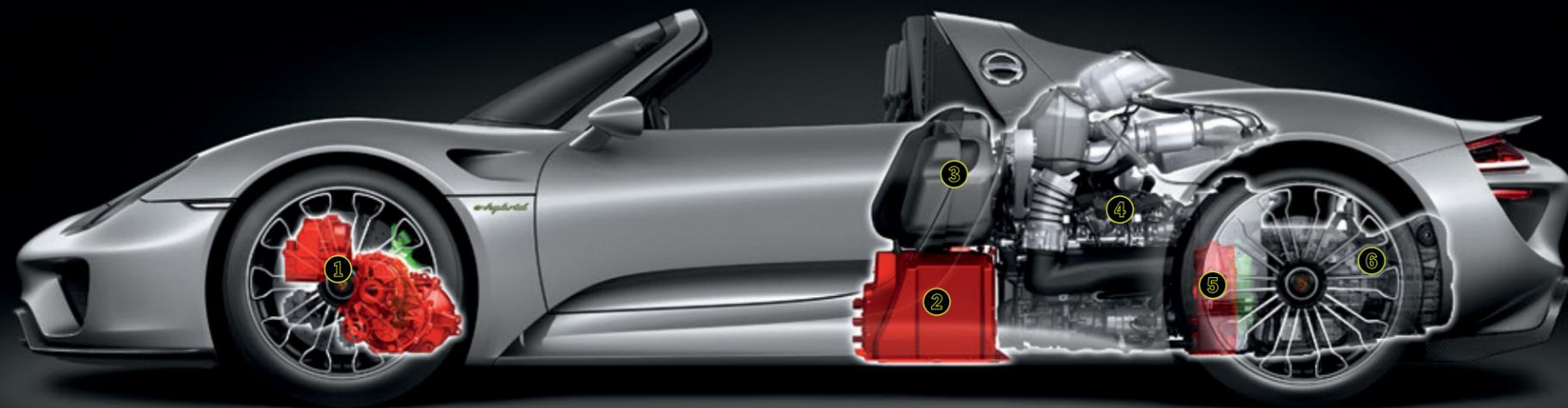
918 Spyder design sketch



918 Spyder concept study



- ① Electric machine, front axle
- ② High-performance lithium-ion battery
- ③ Fuel tank
- ④ V8 high-revving engine
- ⑤ Electric machine, rear axle
- ⑥ 7-speed PDK



One or the other? Or the best of both.

Drive concept.

An automotive manufacturer may produce high-performance sports cars or assemble an economical set of wheels. It can do one, but not the other. That's just how it is. But what if we were to look at things in an entirely different way? After all, it is precisely when an idea seems inconceivable that our hearts begin to beat that little bit faster.

We wanted to achieve both objectives. That's why everything has been designed around integrating plug-in technology into the drive dynamics. The vision was to combine superlative performance and

high efficiency with one harmonious concept.

That vision has now been realised as a new breed of vehicle that blends the advantages of a conventional drivetrain with the benefits of an all-electric concept in a way never before seen in a super sports car. In other words, the efficiency and torque of two electric machines combined with the performance feel of a highly dynamic naturally aspirated V8 engine.

In short, we have integrated the best of both worlds into a single super sports car.

The 918 Spyder as a performance hybrid.

Not all hybrids are alike. The way in which the drive units are arranged and how they interact make the 918 Spyder primarily a performance hybrid. This means that it can be driven at the rear axle by the combustion engine, by the rear electric machine alone or by both together. Depending on the selected drive strategy, an additional electric machine will be activated to drive the front axle. The distribution of power between the axles is automated and it is regulated by a new type of drive control system,

namely Electric Porsche Traction Management (ePTM).

The 918 Spyder attains exceptional overall performance values using three sources of drive: a total system power output of 652 kW (887 hp) and a total system torque of more than 800 Nm in the 800 to 5,000 rpm range. In 7th gear, the result is a maximum torque of over 1,280 Nm.

For you, that means exceptionally high torque even at low engine speeds, harmonious power development over the full engine speed range and a very high maximum engine speed of 9,150 rpm.

V8 high-revving engine.

Let's look at some facts: 4.6-litre displacement and the highest power-per-litre rating for any naturally aspirated engine in a Porsche: 97 kW (132 hp). And, yet, it is the lightest V8 engine we've ever put into production.

It was developed exclusively for the 918 Spyder – by the same engineers who brought the RS Spyder onto the racetrack. Its success was exceptional, as numerous victories in races have shown.

Thanks to a power output of more than 447 kW (608 hp), the high-performance unit attains the level of a racing engine. That's what we call motorsport DNA. Its low weight of only 135 kg and its low position provide the optimum prerequisites to extremely dynamic driving performance and ultra precise power delivery – on the racetrack and on the road.

The unit is also equipped with dry-sump lubrication with a separate oil tank, scavenge pumps in aluminium and connecting rods in titanium. Not to mention a flat, lightweight crankshaft. All of which means weight down, power up.

Electric machines.

In addition to the combustion engine, the 918 Spyder has two more power packs – electric machines that are truly ahead of their time. Located to the front of the rear axle and to the rear of the front axle, they impress with an exceptionally high power output for their weight and size. They offer a combined mechanical power output of over 210 kW (286 hp), with 95 kW (129 hp) produced at the front axle and 115 kW (156 hp) at the rear. As a result, the 918 Spyder boasts the highest electric machine power output of any production hybrid. And what with an all-electric top speed of up to 150 km/h and acceleration

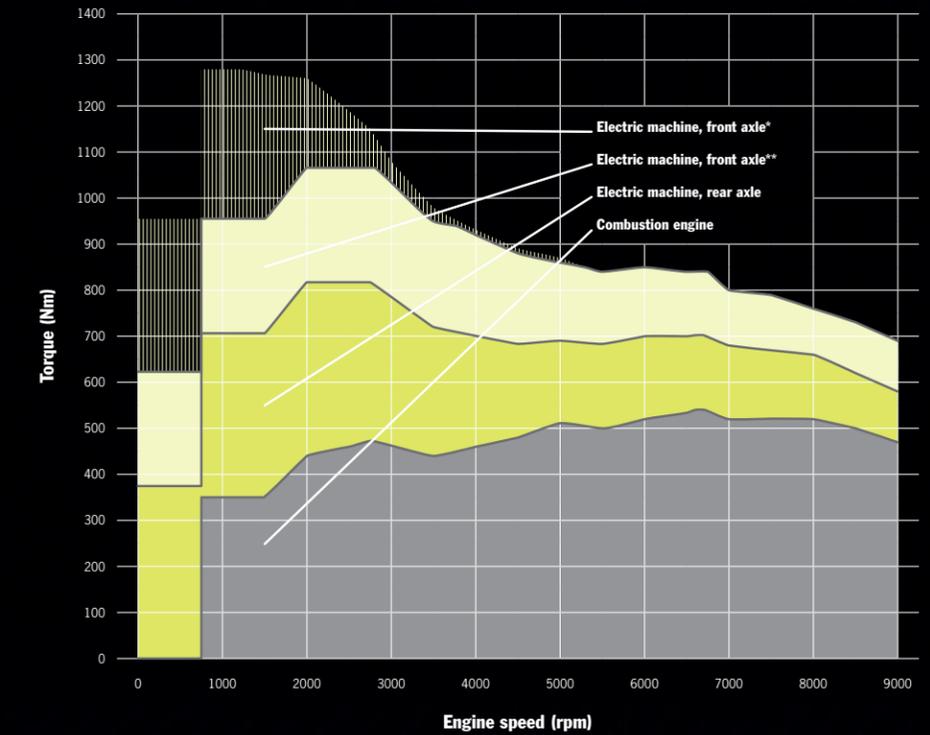
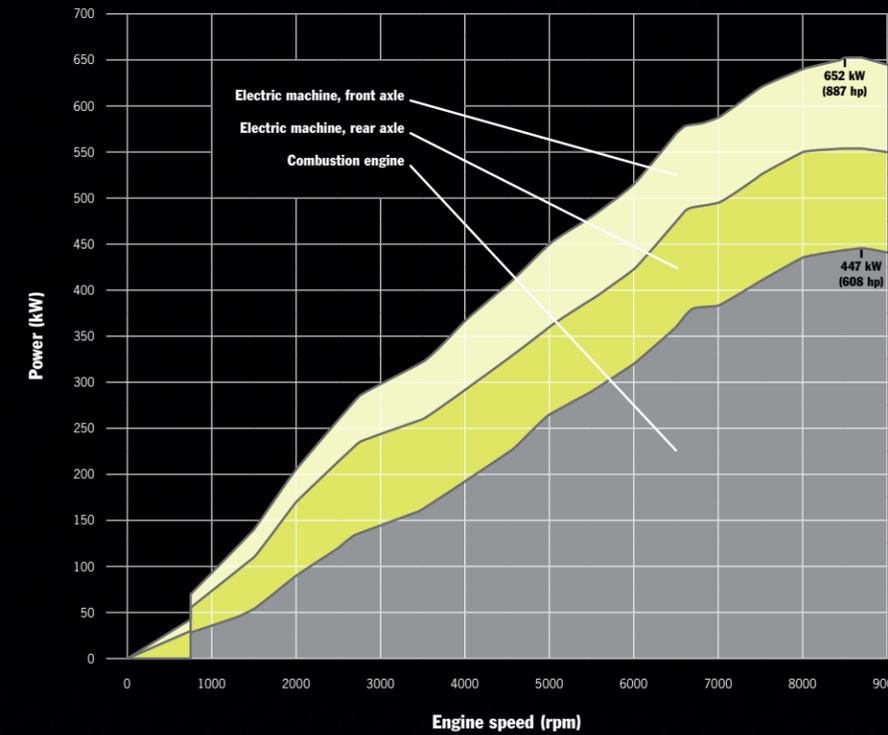
from 0 to 100 km/h in 6.9 seconds (918 Spyder with Weissach package 6.8 seconds) on electric power alone, they are worthy bearers of the Porsche name.

Another benefit of the electric drive is its incredibly fast response. The maximum torque of 475 Nm is available from the off – for extremely fast acceleration from a standing start. The high performance and quick response enable a fast-acting electric all-wheel-drive function. For weight reasons, the electric machine at the front axle has a constant gear ratio. The result is an enormous amount of tractive power at the wheels even while the V8 high-revving engine is still operating in the low speed range.

This effect is further amplified in the higher gears. This kind of arrangement means that the electric machine at the front axle reaches maximum rpm at 235 km/h and is then decoupled.

Another plus is that the electric drive is significantly more efficient than a combustion engine across the wide speed range – with an efficiency of approximately 90% in most load ranges.

Above all, however, electric machines can be used to recuperate energy, which can be used later to provide an additional e-boost. An advantage? Let's say it is the intelligent way of getting ahead.



* Calculated on the 7th gear.

** Calculated on the 3th gear.



High-performance traction battery

High-performance traction battery.

The highest specific output in a production car – what goes for the V8 racing engine also goes for the battery. With a rating of 1.7 kW/kg, it is quite simply ahead of its time. The liquid-cooled lithium-ion traction battery was developed specifically for the 918 Spyder – and refined for performance. The decisive factor was its power output. With 230 kW, it is currently the most powerful

hybrid battery. In its development, the focus was on light-weight construction, such as the use of carbon-fibre reinforced plastic (CFRP) for the casing. The result is an overall weight of only 135 kg with a capacity of 6.8 kWh. With this exceptionally high energy content, a very quick power output and the corresponding electric boost from the electric machines, the lithium-ion battery fulfils the energy demand that is expected of a super sports car designed for the 21st century.

Yet, in our opinion, a battery can only be called 'high-performance' if designed to last the entire lifetime of the vehicle. The long guarantee of seven years or up to 100,000 km is testament to our faith in its ability to perform and to our confidence in the future.

The traction battery can be recharged by the mains supply via the charging socket (plug-in) on the vehicle. The battery also recharges in different ways while the vehicle is in motion:

One is in recuperation mode, whereby a portion of the vehicle's kinetic energy is converted into electrical energy by the electric machines, for example under braking.

In a second scenario, where a particular driving situation demands increased efficiency, the combustion engine can drive the rear electric machine, which then operates as a generator and charges the traction battery in the process. The principle: load point displacement. The result: greater energy reserves for extremely fast lap times. Or for driving in purely electric mode.

High-performance hybrid braking system.

The 918 Spyder can use both electric machines for braking and, as a result, it is able to recover energy for the traction battery (recuperation). The high-performance hybrid braking system uniquely combines excellent recuperation performance with an authentic brake pedal feel.

Powerful recuperation coupled with the load point displacement of the combustion engine is a particularly effective way of ensuring the high availability of electric boost required for additional power output and acceleration.

The intelligent hydraulic system fades between the electric brakes and the hydraulic brakes of the PCCB brake system – a process imperceptible to the driver – and ensures constant feedback in the brake pedal in every driving situation as you would rightly expect from any Porsche.



Porsche Universal Charger (AC)



Charging Dock with Porsche Universal Charger (AC)



Porsche Speed Charging Station (DC)

Charging equipment.

As a performance hybrid with plug-in technology, the 918 Spyder can be recharged at home. For convenient home charging, we recommend the installation of an industrial electrical outlet and use of the Charging Dock, which has been specially styled by Porsche Design and comes as standard. Rated at 3.6 kW, the Porsche Universal Charger (AC) is also supplied as standard. It offers safety at the highest level and can be easily placed in the Charging Dock. Connected to an industrial electrical outlet, the vehicle can be charged with this unit in under two hours.

During AC charging, the alternating current of the mains supply is converted into direct current by the vehicle's on-board charger for charging the traction battery.

The especially powerful Porsche Speed Charging Station (DC) rated at 20 kW is available as an option. Offering safety at the highest level and featuring typical Porsche design, the Porsche Speed Charging Station (DC) is intended for permanent installation. During DC charging, alternating current is converted into direct current (DC) outside the vehicle. This reduces charging time to under half an hour. Charging to 80% of maximum charge is achievable within around 15 minutes.

For installation of all charging equipment, for example in your garage or at the racetrack, we can recommend a certified electrician to assist you on request. Our 'Porsche Car Connect' smartphone app, including a range of e-mobility services, is available to allow you to manage and monitor your vehicle remotely, for example during the charging process (see p. 51).



Exhaust system with top pipes.

Top pipes are not only new to the road, they are new for Porsche. The concept comes from the race-track and proves unequivocally where the 918 Spyder feels at home.

During the series production development process, our engineers were unhappy to accept that the particularly effective exhaust concept used in motorsport could not be transferred to a road vehicle, or at least to a super sports car.

So they adopted a completely new approach, resulting in a new type of thermodynamic air routing

concept that has enabled the use of extremely short exhaust gas channels: the gases are expelled from the car through the top pipes directly above the engine. The associated reduction in exhaust back-pressure has a positive impact on power output and fuel economy. The audible effect is heard in the resonant Porsche sound that reveals the motorsport genes of the 918 Spyder.

Another welcome advantage in terms of the technical requirements of a plug-in hybrid is that the heat of the combustion engine is dissipated more rapidly from the vehicle. Last, but not least, the top pipes on the 918 Spyder also serve to

emphasise its pure racing character. Let's just call it a pleasant side effect.

Porsche Doppelkupplung (PDK).

High-performance engines need high-performance gearboxes. In the 918 Spyder, the refined version of Porsche Doppelkupplung (PDK) is fitted as low as possible and priority was given to lightweight construction. Shift times and shift programmes have been further optimised. PDK changes gear automatically, but you can still take manual control using the gearshift paddles on the sports steering wheel.

Gear changes take place in milliseconds with no interruption in the flow of power. Just like in motorsport.



**Complex engineering, yes.
Complex controls, no.**

The 918 Spyder is no ordinary hybrid. It is a performance hybrid that plays intelligently to its strengths – as an E-Hybrid.

The result is four different driving modes plus a Hot Lap configuration. They regulate the interaction of the combustion engine and electric machines as appropriate to the driving situation and driving style. Other car configurations for lighting functions and aerodynamics are also set automatically. You can still intervene at any time, but you don't have to. The driving mode – and adrenaline level – of your choice is activated manually by means of the map switch on the sports steering wheel.



1. E-Power (E).

E-Power is the default operating mode at a standing start. Depending on the state of charge of the battery, the vehicle will cover up to 31 km on electric power alone and reach a speed of 150 km/h. The combustion engine is switched on only as required in response to driver input, i.e. kickdown. This is the ideal mode for all-electric driving.

2. Hybrid (H).

In Hybrid mode, the 918 Spyder is powered by the electric machine or the combustion engine in a way that achieves optimum fuel consumption. For a conservative, economy-oriented driving style, for example in city traffic, or efficiency-enhanced motoring on major roads.

3. Sport Hybrid (S).

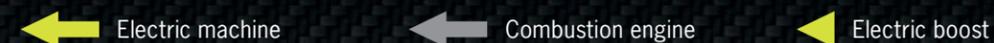
In Sport Hybrid mode, the combustion engine is always in operation. Support is provided by the electric machines and their e-boost capability, such as when the driver demands higher power output. For a sporty driving style.

4. Race Hybrid (R).

The combustion engine is always in operation. The electric machines are allowed to deliver their maximum available power, which further enhances the e-boost effect. A higher proportion of the power generated by the combustion engine goes into recharging the battery. Gearshifts are extremely fast and sporty and the torque potential of the engine is optimally exploited. This enables superlative performance for equally superlative lap times on the racetrack.

Hot Lap configuration (red button).

When you press the Hot Lap button in Race Hybrid mode, the maximum energy potential of the high-performance traction battery is harnessed to help you achieve the fastest possible lap time. On the Northern Loop of the Nürburgring it could mean shaving around four seconds off your best time.



For fuel consumption, CO₂ emissions, electricity consumption and efficiency class, please refer to page 83.

**The cradle for the 918 Spyder's heart.
The monocoque for its soul.**

Structure and chassis.

A high-end drive system meets a high-end lightweight construction. The chassis of the 918 Spyder is built in two parts, with a monocoque and unit carrier in carbon-fibre reinforced plastic (CFRP). As is conventional in motorsport, the vehicle structure remains drivable without an outer skin.

That is why it is known as a rolling chassis concept. It has the advantage that all components can be optimally designed separately from each other: the load-bearing parts in terms of stiffness and weight, and cladding parts in terms of aerodynamics and visual appeal.

The monocoque and the unit carrier are formed from a multitude of made-to-measure cuts of carbon-fibre cloth, the quantity and arrangement of which have been optimally matched. The result is very low weight but an extremely high degree of torsional strength, which creates the best prerequisites to outstanding driving dynamics, excellent performance and superior handling precision.

Even the outer skin is made almost completely of very lightweight carbon-fibre reinforced plastic (CFRP), providing the ideal basis for a very low weight-to-power ratio. In other words, it represents a fusing of form and function.

Chassis.

Having immense power is one thing. Mastering it is another. Especially at the limits of sporty performance. Here, it's about holding one's nerve when it really matters.

The 918 Spyder is well prepared for every situation. It sits low on the road with a centre of gravity only just above the centre of the wheels and has a front-to-rear axle load distribution optimised for dynamic performance (43% front, 57% rear). Consistent lightweight construction keeps the overall weight low.

Together, these characteristics help to provide extraordinary agility, a high level of driving safety and stable handling, especially when cornering.

A double-wishbone axle is installed at the front. At the rear is a multi-link axle designed in accordance with our refined version of the LSA concept (Lightweight, Stable, Agile) and equipped with electric rear-axle steering. Both axles incorporate a race-proven wheel bearing concept with a weight- and performance-oriented wheel location arrangement derived directly from the RS Spyder.

The connection established between chassis parts and the monocoque and unit carrier is particularly stiff thanks to the use of uniball joints from motorsport. In the 918 Spyder, these high-precision links are fitted to all steering arms on the front and rear axles to ensure a sensitive and direct response of chassis components, including the steering, and to deliver superior driving precision.

Rear-axle steering.

Exceptionally practical in daily life, spectacular on the racetrack: the new rear-axle steering system is integrated as standard. In the

918 Spyder, it reconciles the contradictory requirements of everyday practicality and performance, and of agility and driving stability. An electromechanical adjustment system at each rear wheel allows the wheels to turn a few degrees in either direction as a function of driving speed.

The advantage for day-to-day driving: during low-speed manoeuvres, the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase for perceptibly more dynamic steering into corners. The turning circle is reduced, which makes it easier to manoeuvre.

The advantage for sporty driving: during high-speed manoeuvres, the system steers the rear wheels in the same direction as that of the front wheels. This virtual extension of the wheelbase helps to increase driving stability.



Rear-axle steering



Monocoque and unit carrier

Lift system.

Kerbs, ramps, car park entrances or race car transporters. These hurdles no longer pose an insurmountable challenge. The optional lift system at the front axle raises the body by approximately 30 mm at the push of a button in the centre console. The function is available with the vehicle stationary or travelling at a speed of up to 50 km/h.

Wheels.

The 918 Spyder wheel was developed specifically for the super sports car. Its distinctiveness reveals itself instantly in both form and function. The car is equipped with 20-inch wheels at the front axle and 21-inch wheels at the rear. The black painted finish on the rims contrasts with the highly polished surfaces on the front to create a stunning three-dimensional effect. Thanks to their size, they offer benefits with respect to dynamic performance and rolling resistance.

Or you could opt for the 918 Spyder wheel painted in satin platinum.

The 918 Spyder magnesium wheel is available on request – and is fitted as standard to the 918 Spyder with Weissach package (p. 56). The racing character of the 918 Spyder is further intensified, not least because forged one-piece magnesium wheels are designed for supreme performance. The material used is especially light and yet extremely robust. In other words, it's tailor-made for the racetrack. The design, borrowed from the RS Spyder, permits optimum material usage.

By comparison with the standard wheels, they offer a weight advantage of 14.9 kg.

What do all three wheels have in common? Supreme performance, low rolling resistance thanks to the Michelin sports tyres, and the characteristic central locking device from motorsport – a crucial advantage when the timer on the racetrack is ticking.



918 Spyder wheel



918 Spyder wheel painted in satin platinum



918 Spyder magnesium wheel



Electric Porsche Traction Management (ePTM).

Power is one thing, transmitting it to the road optimally and efficiently at all times is another. To do this, we need all-wheel drive. Or, even better, Electric Porsche Traction Management (ePTM), which has been developed specifically for the 918 Spyder.

ePTM provides outstanding driving dynamics for excellent stability and sheer pleasure on sporty drives. Torque is distributed between the front and rear axles actively and extremely quickly by control of the electric machine at the front axle. Through continuous monitoring of driving conditions, the electronics are able to respond to a variety of situations. Sensors check, among

other variables, the rotation speeds of all four wheels, the longitudinal and lateral acceleration of the vehicle, and the steering angle. By evaluating all data, the system can quickly adjust the distribution of drive force between the front and rear axles in order to achieve optimum balance.

In this way, ePTM, in conjunction with Porsche Stability Management (PSM) and anti-slip regulation (ASR), ensures that forces are distributed appropriately in every driving situation to provide excellent acceleration.

The results are a high degree of safety and outstanding performance combined with exemplary balance.

Porsche Active Suspension Management (PASM).

This electronic damping control system actively and continuously regulates the optimum damping force for each wheel according to the road conditions and driving style.

At the press of a button, you can select between two different modes: 'Normal' and 'Sport'. 'Normal' mode is designed for sporty driving on public roads and on wet racetracks. 'Sport' mode is specially tuned for maximum lateral acceleration and offers the best possible traction on the track.

Porsche Torque Vectoring Plus (PTV Plus).

Attack the corners without losing your grip on the tarmac. In the 918 Spyder, this is no contradiction. Porsche Torque Vectoring Plus (PTV Plus) enhances driving dynamics and stability. The system works by intelligently braking the rear wheels and operates in conjunction with a fully variable and electronically regulated rear differential lock.

For the driver, this means remarkable lateral stability and outstanding traction as well as greater agility at every speed – attributes that are essential at the limits of sporty performance, not least because they are key to sustaining increased driving pleasure.

Porsche Active Aerodynamics (PAA).

Low aerodynamic drag and high downforce are essential at high speeds, preferably at the same time. Another contradiction? Not for our engineers. They've found the solution with the three-stage extendable rear wing, active diffusers in the front part of the underbody and active cooling air flaps in the front air intakes, which are controlled automatically in line with the operating mode and driving speed. It's a system that combines low drag with high downforce in the interests of even greater dynamic performance.

It's a system that we call Porsche Active Aerodynamics (PAA). At the front, this job is performed by the particularly wide double-profile carbon front spoiler and slat-like cooling air flaps, which open and close according to the driving situation and demand for cooling.

At the rear, aerodynamic performance is enhanced by the three-stage extendable rear wing. In Race mode, the already fully extended wing is lifted a little further to ensure maximum downforce at the rear axle.

At the same time, the front diffusers in the forward part of the underbody are fully opened. The negative pressure produced increases downforce at the front axle and thereby also acts to correct the balance of the vehicle on the racetrack.

All in all, these measures deliver a huge amount of downforce, a low drag coefficient and perhaps even a new personal best for you on the track.



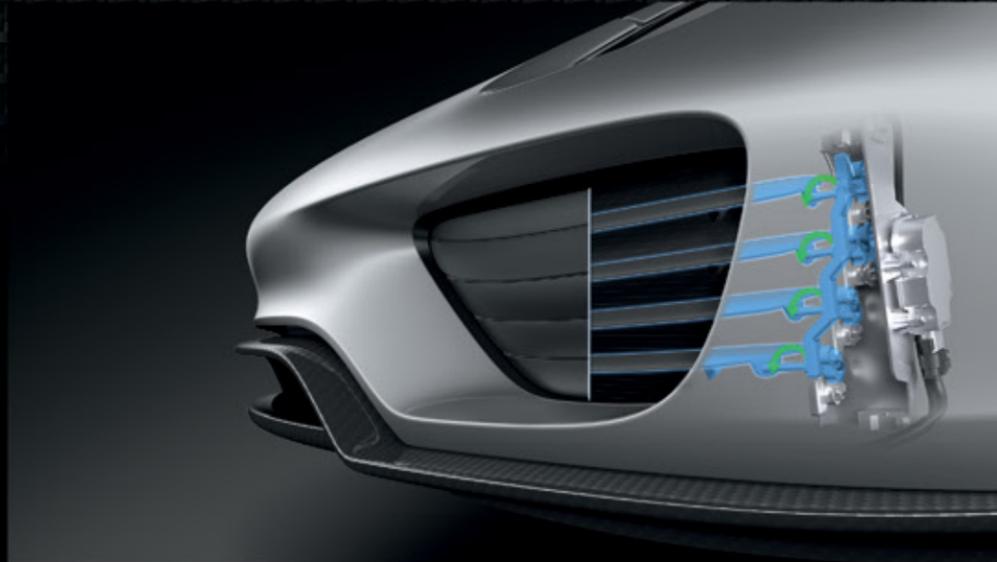
Rear wing position: Start



Rear wing position: Speed



Rear wing position: Performance



Active cooling air flaps



Active diffusers in the underbody



Extendable rear wing and spoiler



Underbody Aerodynamics

This revolution comes from within.

Cockpit.

The interface between man and machine is the cockpit. This is where all information flows together, and wants to be translated into driving manoeuvres directly and without detour.

In the 918 Spyder, this takes place with brand new ergonomics and with innovative controls that have been purposefully designed with performance in mind. And with all the possibilities that future-oriented interior technology and a progressive sports car design have to offer the driver.

Operating and display concept.

An important objective of the 918 Spyder is to provide the authentic racing feel, and the controls themselves play a valuable role thanks to their excellent functionality.

Controls are divided into two separate functional areas: one is the multifunction sports steering wheel and the instrument cluster's circular dials for operating and displaying central driving functions; the other is the ascending centre console with 7-inch touchscreen and the central 8-inch information display in the dashboard for accessing core functions such as audio, navigation and air conditioning.

Multifunction sports steering wheel including map switch and circular instruments.

The multifunction sports steering wheel of the 918 Spyder is based on a vital principle of motorsport: your hands must never leave the steering wheel, even when you're pushing the car to the sporty limit.

The map switch is at the heart of this philosophy. It enables you to select any one of four drive modes plus a Hot Lap configuration.

Gearshift paddles are indispensable to sporty driving and allow motorsport-style gear changes. Positions D, N and R are selected by means of a compact lever in the dash-

board. Two thumbwheels are conveniently placed for controlling the left and right displays in the instrument cluster.

The three circular instruments in the cut-away dashboard are not only ergonomic, they are style-defining too. As in any Porsche, the analogue rev counter is located centrally in the 'Power & Drive' circular instrument. It may exude classic appeal but it also looks to the digital future with an LED power metre display in the outer ring encircling the dial face. It displays the power being delivered by each type of drive.

A digital display informs you of the active gear, your current driving speed and the drive mode.

The 'Speed & Assist' circular instrument on the left combines speed and cruise control information.

To the right of the rev counter is the 'Car & Info' instrument with displays for fuel level, on-board computer, battery state of charge, range, boost and g-force.





Centre console with touchscreen and central information display.

Porsche engineers tend to refer to their work reservedly as 'technical evolution'. With the development of a brand new type of touchscreen featuring black panel technology, however, the term 'revolution' would be entirely appropriate.

A state-of-the-art control concept with smartphone-style touch and gesture recognition, character recognition (including Chinese) and three rotary pushbuttons provide intuitive operation of displays and control functions. Displayed content can be customised to your own preference. Embedded in the exquisite centre console,

the touch surfaces enable fast navigation and direct operation of functions relating to comfort and convenience, air conditioning, car settings and Porsche Communication Management (PCM), which is integrated as standard.

PCM information is shown in the central 8-inch information display. This is housed in the dashboard behind a panoramic shroud to minimise reflections for optimum readability even on the move.

With touchscreen operation and the information display, we have managed to optimise ergonomics and readability. Here, information is the focal point and there are no distractions. That means you

can concentrate on the most important aspect of sitting inside the 918 Spyder: driving.

Porsche Communication Management (PCM).

New technology – for new channels of communication. In the interests of weight saving, PCM dispenses with CD/DVD drives. At the same time, the 918 Spyder has reached the next stage of technical evolution in terms of communication. We've focused on connectivity, with two USB interfaces, WLAN and Bluetooth®.

What does this connectivity mean for you? Via WLAN or Bluetooth® on your smartphone, you can connect PCM directly to the Internet and display or use various online services, like weather forecasts or Internet radio, in PCM.

Of course, you can also access the media content of a portable device, such as an MP3 player, or the media library of your smartphone and have the Cover Flow interface appear in PCM.

A hands-free function enables direct access to your personal address book as well as SMS and e-mails. For e-mails, text-to-speech is additionally supported.

Thanks to the separation of touchscreen and information display, you can edit destination entries or route options and the active route will continue to be shown in the upper information display.

An intelligent navigation suggestions search function is sure to be of service. With an active Internet connection established via your smartphone, this will be updated constantly in background.



Porsche Car Connect.

Short, direct routes – this has been a Porsche principle since the very beginning. And it's the same in the digital age. Porsche Car Connect is the gateway between your 918 Spyder and the possibilities of the 21st century and it strengthens the bond between your 918 Spyder and you – just as you would expect of a sports car.

Porsche Car Connect is a smartphone app that enables you to access various data relating to your car and control certain functions remotely – any time, any place. Carfinder displays the shortest route from your current position to your car's parked location.

For the 918 Spyder, Porsche Car Connect is enhanced with a comprehensive range of e-mobility services tailored specifically to this vehicle concept. Features include an overview of the current battery charge state and available all-electric range as well as the ability to manage the charging process.

Thanks to Remote Vehicle Status, the most important data from your 918 Spyder are always available at a glance. For example, you can call up your odometer reading and fuel level or check whether the windows and doors are open or closed. Remote Services gives you fingertip access to a range of statistics recorded by your car, including distance covered, average speed

and fuel consumed during the last drive.

A particularly practical function of Porsche Car Connect is the ability to check the status of the alarm system and see whether the doors and windows are locked.

Porsche Car Connect also includes the Porsche Vehicle Tracking System (PVTS). It enables the remote location of a stolen vehicle across most of Europe.

Burmester® High-End Surround Sound System.

The sound of a Porsche is a unique characteristic, and we're not referring only to the engine. So when we had to consider which sound system should be integrated into the 918 Spyder as standard, we decided to collaborate with Burmester®, one of the most respected manufacturers of high-end audio equipment worldwide.

The result is a high-end surround sound system optimally tuned for the specific interior acoustics of the 918 Spyder.

The system features a total of 11 ideally positioned loudspeakers,

each one specially developed for the lightweight construction requirements of a super sports car. A total output of 500 watts ensures an unequalled, absolutely natural and richly textured spatial sound, even at top volume. Given the total weight of just 4,1 kg for all components, the result is all the more stunning. Cue the applause.

Digital radio.

Fitted as standard, the digital radio is capable of receiving digital radio broadcasts, offering a far superior sound. Automatic changeover between digital and analogue signals ensures optimum reception of the selected station.



Ergonomics.

The seating position in the 918 Spyder is around another 4 cm lower than in the Carrera GT. That lowers the car's centre of gravity but what does it have to do with comfort? A great deal in fact because the driver has more space, particularly at head level. As a result, even tall drivers can adopt their optimum seat position. The steering wheel also improves posture comfort with a comparatively generous fore/aft adjustment of 60 mm. Now that should be ergonomic and comfortable enough for you.

Lightweight bucket seats.

Offering support without constraint. This ideal basis of any relationship similarly applies to the lightweight bucket seats in carbon-fibre reinforced plastic (CFRP). These specially developed seats feature electric height adjustment (optional for passenger seat) and complement the modern architecture of the interior: a design stripped down to the essentials and an extraordinarily low seating position for any super sports car.

Extremely lightweight and displaying a modern use of form, the bucket seats emulate the design of legendary Porsche racing cars.

The contouring of the side bolsters and reinforced shoulder support are especially characteristic and serve a functional purpose.

Lightweight bucket seats with firmer padding.

Lightweight CFRP bucket seats with firmer padding are available as an alternative at no extra cost. These are even tighter to provide even better lateral support.

Domed roof and luggage compartment.

With its two-piece and extremely lightweight roof in place, the 918 Spyder takes on a different guise, transforming from an open-top super sports car into a closed-top high-performance racer. It is made from carbon and can easily be removed and stored away in the luggage compartment underneath the front lid.

There has been an evolution in space right at the front, too. The luggage compartment of the 918 Spyder has a capacity of 107 litres. Even when both roof halves are stowed inside, there is still room for items of luggage.

Luggage set.

Going on holiday in a super sports car? The 918 Spyder shows how it can be done. A five-piece luggage set matched precisely to the storage spaces in the 918 Spyder and made from exquisite materials, such as carbon, authentic leather and Alcantara, is available as an option. This set comprises an expandable trolley case, which fits nicely into the luggage compartment even with the roof halves stowed, a bag for the space below the ascending and free-standing centre console, two garment carriers for the space behind the seats and a bag for the glove compartment.



For all the forward thrust, reserves are needed in both directions.

Safety.

Experienced engineers know that, when it comes down to a few decisive seconds, you can leave nothing to chance. In addition to its enormous performance potential, the 918 Spyder offers commensurately high safety margins, whether it's under braking or in terms of passive safety.

Driver and passenger airbags.

The 918 Spyder is equipped with driver and passenger airbags as standard. The two full-size airbags are inflated in two stages, depending on the severity of impact.

Porsche Side Impact Protection System (POSIP).

Fitted as standard, POSIP comprises side impact protection elements and a head airbag in each door as well as a thorax airbag in both seats. The generous airbag volume offers protection throughout the entire seat adjustment range. Padded elements integrated in the door trims also afford extra protection to occupants.

Additional safety features include the headrests which form an integral part of each seat, an energy-absorbing steering column, three-point seat belts with pretensioners and force limiters and energy-absorbing elements in the dashboard.

Porsche Ceramic Composite Brake (PCCB).

Over 30,000 racing victories since 1948 have taught us that it is not acceleration alone that matters, but also the ability to decelerate effectively. This is why the brake system of the 918 Spyder had to be a proven racetrack performer of the kind fitted to cars participating in the Porsche Mobil 1 Supercup, for example. The brake discs have a diameter of 410 and 390 mm at the front and rear, respectively. The six-piston monobloc aluminium fixed brake calipers at the front axle and four-piston units at the rear, all painted in Acid Green, ensure a powerful and, above all, constant braking effect.

The key advantage of PCCB is its extremely low weight, with ceramic brake discs that are approximately 50% lighter than standard discs of a similar design. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses.

On the racetrack, that saves valuable seconds. It's almost as if we were driving the 918 Spyder with Weissach package.







**How close can you really get to motorsport?
Really close.**

918 Spyder with Weissach package.

Life is not a spectator sport, as you well know. It's about intense experiences that make the hairs on your neck stand on end. Experiences enjoyed not from the stands, but on the racetrack. In the cockpit of your 918 Spyder with Weissach package.

The technical platform is lightweight construction, vigorously pursued down to the smallest detail. Our engineers have yet again scrutinised every single nut and bolt, and have pushed the limits of possibility even further with measurable success: the additional weight reduction of 41 kg has helped to boost performance and save crucial seconds on the track.

On the road, it's one of a kind. In motorsport, it's the rule: instead of conventional paintwork, the car is given a full-body film wrap (matt black) applied directly to its carbon-fibre (CFRP) structure.

This racing suit saves the 918 Spyder 2.3 kg in weight. The basis for its visual impact is a matt black film, or a selection of historic motorsport designs that ooze sensational motorsport appeal in every square centimetre. Like the timeless classic MARTINI RACING decorative wrap or the decorative wrap in Salzburg Racing design. Alternatively, you can have the 918 Spyder finished in a solid paint colour of your choice. Some things that will always be the hallmark of the 918 Spyder with Weissach pack-

age: motorsport-derived contrasting elements with a carbon-weave finish. Purposeful lightweight construction delivers purposeful performance, as epitomised by the roof, rear wing, exterior mirrors and windscreen surround. To improve aerodynamics, the 918 Spyder with Weissach package is equipped with additional carbon attachment parts, such as aeroblades on the rear end and aeroflaps in the air outlets behind the front wheels.

With the 918 Spyder magnesium wheel, you needn't hide away in the pit. Derived from the RS Spyder, it delivers a weight advantage of 14.9 kg per vehicle compared with the standard wheel. The central locking device with opposite thread directions on each side of the car

is a characteristic feature of motorsport. Here's another: with 918 Spyder magnesium wheels, the wheel bolts are blue on the right of the car and red on the left. A fine difference, but one that shows how close to the racetrack the 918 Spyder really is.

Every gram really does matter, and this is proven by the series of additional technical measures taken by our race engineers to make the 918 Spyder with Weissach package even lighter. These include a weight-optimised brake system with titanium components, wheel bearings with ceramic balls, a CFRP anti-roll bar at the rear axle and a CFRP prop on the luggage compartment lid in place of a gas-charged strut. There are also some variations on the standard specification, such as the deletion of the audio system or air conditioning. Both features are still available on request at no extra cost.

The requirement for the interior was clear: materials must be practical – and absolutely exquisite. The fact that they feel as if they were made for motorsport is no coincidence either. Carbon is the dominant material here. It demonstrates how the 918 Spyder with Weissach package follows the purist approach of our designers and their belief that fundamental materials should also be visible in the interior. And they should save weight. That's why the centre section of the dashboard, the centre console surround, the centre console and the gearshift paddles on the sports steering wheel have been given a carbon-weave finish.

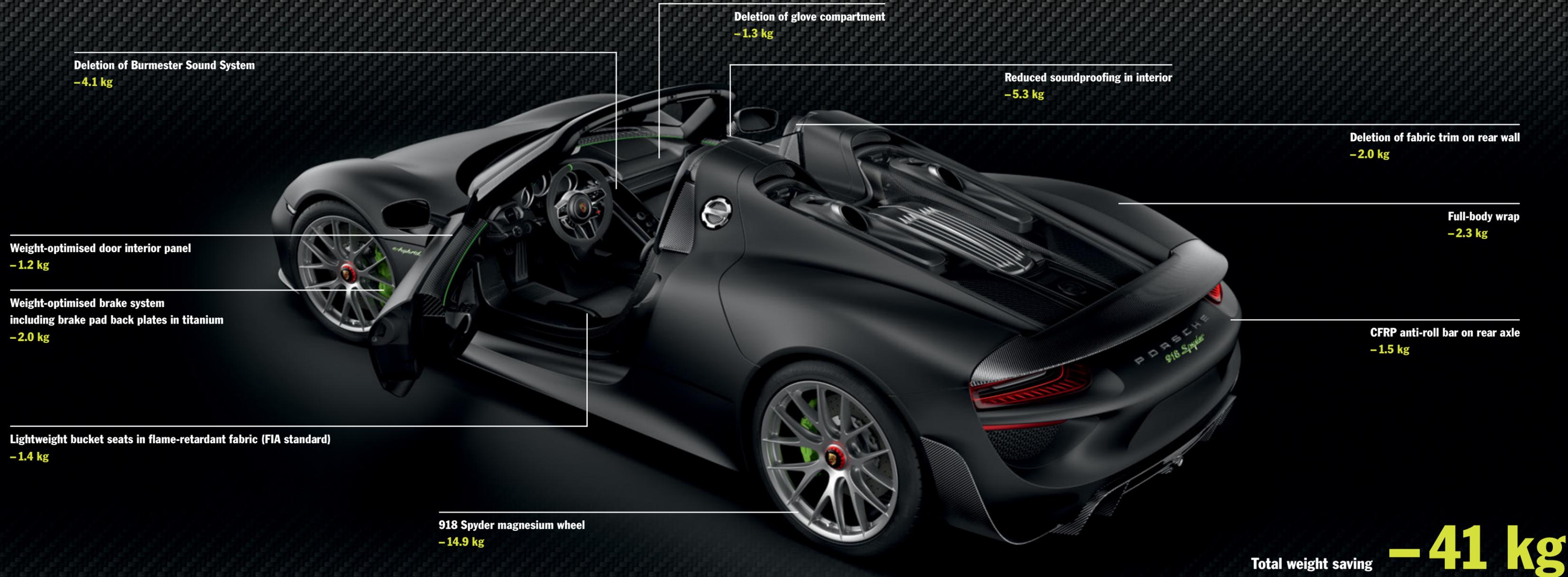
Alcantara is a frequently used material in motorsport, not least because it is easy to grip and extremely hard-wearing. In the 918 Spyder with Weissach package, it adorns the steering wheel rim, armrest in the centre console and, if so desired, the seat centres.

Other interior features of the 918 Spyder with Weissach package include seat upholstery in flame-retardant fabric, door opening loops in black and, also in black, six-point racing harnesses supplied ready to install for driver and passenger.

Combined, all these measures deliver a considerable weight advantage. This in turn further enhances performance as well as efficiency. On the Northern Loop of the Nürburgring, it saves further critical seconds. On the road, it opens up even more potential for achieving comparatively low fuel consumption. In the 918 Spyder with Weissach package, you can turn this advantage into driving pleasure. One to one and one on one.

The graphic on the double spread overleaf shows how much weight has been saved and where.





Extremely lightweight construction is hidden in the detail. And reveals itself in even better performance.

- Deletion of evaporator of two-zone automatic climate control **-0.9 kg**
- Titanium screws in chassis **-0.8 kg**
- Shorter floor linings in footwell **-0.8 kg**
- Wheel bearings with ceramic balls **-0.7 kg**
- Interior features in carbon-fibre reinforced plastic (CFRP) with carbon-weave finish **-0.6 kg**
- Front lid prop in CFRP **-0.5 kg**
- Deletion of preparation for rapid charging **-0.4 kg**
- Deletion of luggage compartment trim **-0.3 kg**
- Deletion of centre console main storage compartment, centre console armrest in Alcantara **-0.3 kg**
- Lightweight rear screen in thin glass **-0.2 kg**
- Gearshift paddles in carbon-fibre reinforced plastic (CFRP) with carbon-weave finish **-0.2 kg**
- Door opening loop **-0.2 kg**
- Deletion of USB cable **-0.2 kg**
- Aeroflaps on wheel arch **+0.1 kg**
- Aeroblades at rear **+1.0 kg**

Total weight saving -41 kg

**It has always turned heads.
Why shouldn't it do so now?**

MARTINI RACING design.

Porsche racing cars have been winning the hearts of countless fans ever since 1948, and that's been thanks in no small measure to their incomparable exterior designs. The racing cars of Porsche MARTINI RACING have been written into motorsport history since 1970 and established themselves as design icons.

With their characteristic MARTINI RACING stripes, racing models like the 908, 917, 935, 911 Carrera RSR and 936 Spyder are recognised by car enthusiasts all over the world. The major victories of MARTINI RACING Porsches are still remembered today. Like that of the 917 in 1971, which held the distance record at 24 Hours of

Le Mans for almost 40 years, or the one at the Targa Florio in 1973.

The distinctive MARTINI RACING design evokes memories of an era in which virtually every child wanted to become a racing driver. In the 918 Spyder with Weissach package, this dream can come true in the here and now.

For details of the MARTINI RACING design package, please refer to the notes on page 71.





**How long does it take to write motorsport history?
24 hours.**

Salzburg Racing design.

356, 550 and 911 are all number combinations that have made Porsche famous. The 917 enjoys particularly legendary status as the most powerful and fastest Porsche racing car of its time – reined in only by the rules, not by its rivals.

The 917 of 1969 produced an impressive 412 kW (560 hp) at 8,300 rpm with an air-cooled 4.5-litre 12-cylinder engine, which was even upped to 441 kW (600 hp) the following year thanks to an increase in capacity. The 917s sponsored by Martini and Porsche Salzburg, among others, won the International Championship for Manufacturers in 1970 with overall

victories in Daytona, Brands Hatch, Monza, Spa-Francorchamps and Le Mans.

One of the most famous 917 colour combinations is red and white. With the optional Salzburg Racing design, your 918 Spyder with Weissach package wears its colours with pride.





Treat the road to something really different for a change.

Exterior colours of the 918 Spyder.

There will only be 918 of them and that alone makes the 918 Spyder an extraordinary sports car, but a huge range of personalisation options means that your own 918 Spyder will almost certainly be one of a kind.

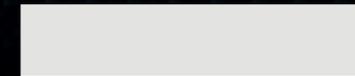
For the exterior, there is a choice between four solid colours and six metallic colours.

On request, you can make the appearance of your 918 Spyder even more spectacular with the colours Liquid Metal Silver and Liquid Metal Chrome Blue. The 918 Spyder will be the first to have this new and particularly exquisite paint finish applied directly to its

carbon-fibre reinforced plastic (CFRP) structure.

Nine coats applied with high precision, three manual processing stages and three final clear coats achieve an impressive reflective finish and an extraordinary feeling of depth. The contours and styling lines of the 918 Spyder are accentuated by every reflection on its surface. The illusion of liquid metal is a vivid and stunning visual effect. We'd even go so far as to say that rarely has a concept been realised so tangibly.

Solid exterior paintwork.



White



Black



Racing Yellow



Guards Red



Special exterior paintwork.



Liquid Metal Silver



Liquid Metal Chrome Blue



Metallic exterior paintwork.



Rhodium Silver Metallic



Basalt Black Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Meteor Grey Metallic



GT Silver Metallic



¹⁾ For legal reasons, the MARTINI RACING design package is not available in some countries. We would also like to point out that importing a vehicle with MARTINI RACING design or moving a vehicle with MARTINI RACING design on public roads in these countries could have legal consequences. For further information, please consult your Porsche Centre.

Exterior colours of the 918 Spyder with Weissach package.

The spirit of over 30,000 racing victories is embodied in two historic motorsport designs available on request. With the MARTINI RACING design and the red and white Salzburg Racing design of the 917, racing sensations are included as standard.

As an alternative to these two classic designs, a full-body film wrap is available in matt black with contrasting elements with a carbon-weave finish.

Exterior wrap.



Decorative wrap MARTINI RACING design¹⁾



Decorative wrap Salzburg Racing design



Full-body wrap in matt black

Interior.

Leather interior.

Leather is standard for the interior of the 918 Spyder. There is a choice between three colour schemes: Onyx Black with piping in Acid Green or Silver and a combination of Garnet Red with silver-coloured piping.

Authentic leather interior package.

Another opportunity to emphasise the truly individual character of your 918 Spyder is the optional authentic leather interior package available in four colours. Leather features retain their original matt finish to preserve their natural structure, grain and irregularities.

Made in Germany, the leather is exquisitely crafted and environmentally friendly thanks to the use of renewable tanning agents and

organic pigments. The material is also particularly thick, which enhances seat comfort. The authentic leather interior package creates a purposeful contrast set against the innovative materials and futuristic control layout in the interior. Over time, the leather will take on a look and feel of its own, developing a patina that will make each and every 918 Spyder unique. Authentic indeed, and true to the spirit of motorsport.

Carbon interior package.

On request, a carbon interior package is available in which interior features are finished in carbon instead of brushed aluminium in order to give further emphasis to the car's sporty nature. (Standard in 918 Spyder with Weissach package.)

It's a sure thing that whoever sets eyes on the 918 Spyder will never forget it. That's because, and not despite the fact, it is so rare, and is as individual as its future driver.

Interior package with enhanced anti-reflection properties.

To reduce reflections in the windscreen, the piping on the dashboard is finished in black instead of a contrasting colour. In addition, the windscreen defroster panel and the upper section of door panels have a matt carbon finish. The smoked chrome features of the instrument cluster are painted in matt black.

Colour combinations: leather interior.



Onyx Black and Acid Green



Onyx Black and Silver



Garnet Red and Silver

Colour combinations: authentic leather interior package.



Onyx Black and Acid Green



Onyx Black and Silver



Mocha Brown and Orange



Mocha Brown and Silver

Interior colours and materials of the 918 Spyder with Weissach package.

The interior of the 918 Spyder with Weissach package is just as spectacular as the exterior. Many of its surfaces feature a carbon-weave finish, while Alcantara adorns the steering wheel rim, centre console and, if so desired, the seat centres. Added to this are the minimalist door trims with opening loops but no armrest or storage compartment. Looks like a racing car (see p. 61), feels like a racing car. It is a racing car.

Options.

Exterior.	918 Spyder	918 Spyder with Weissach package	I no.
Solid/metallic paint finish	●	○ ¹⁾	Code
Paint finish in Liquid Metal special colour	○	○	Code
Paint finish in colour to sample	○		Code
918 Spyder wheels (20-/21-inch)	●		
918 Spyder magnesium wheels (20-/21-inch)	○	●	443
918 Spyder wheels 9 painted in platinum (semi-gloss)	○		XRF
Front axle lift system	○	○	474
Stone guard film	□	□	527
Porsche Universal Charger (AC)	●	●	see note
Porsche Speed Charging Station (DC)	○	○	see note

¹⁾ Available at no extra cost if no wrap selected.

Note: for detailed information on the ordering process, please consult your Porsche Centre.

Interior.	918 Spyder	918 Spyder with Weissach package	I no.
918 Spyder leather interior package		□	Code
Leather interior package in standard colour	●	□	Code
Authentic leather interior package	○	○	
Leather interior package in colour to sample	○	○	
Lightweight bucket seats with firmer padding	□	□	P10
Lightweight bucket seats with seat padding	□	□	871
Electric seat height adjustment on passenger side	□	□	543
Six-point racing harnesses	○	●	P14
Seat belts with accent stripes			
In Acid Green	○	○	XGX
In Orange	○	○	XGY
In Silver	○	○	XGZ
Electric comfort heating	○	○	649
HomeLink® (programmable garage door opener)	□	□	608
Porsche Car Connect including Porsche Vehicle Tracking System Plus (PVTs+)	□	□	712
Cupholders	□	□	585
Fire extinguisher	□	□	509
Vehicle key painted with key pouch in leather	○	○	CGS

Interior.	918 Spyder	918 Spyder with Weissach package	I no.
Carbon floor mats with piping			
In Acid Green	○		CHX
In Orange	○		CHY
In silver colour	○		CHZ
Carbon interior package	○	●	508
Interior package with enhanced anti-reflection properties	□	□	506
918 Spyder luggage set	○	○	see note
918 Spyder travel set	○	○	see note
918 Spyder driver's set	○	○	see note

¹⁾ By comparison with painted surfaces, wrapped surfaces may show machined edges and rebates under close inspection and are less resistant to environmental influences.

● standard equipment ○ extra-cost option □ available at no extra cost

918 Spyder with Weissach package.	918 Spyder	918 Spyder with Weissach package	I no.
Full-body film wrap ¹⁾		●	892
Decorative film wrap ¹⁾		□	901/902
Deletion of film wrap		□	889
'Weissach package' leather interior with lightweight bucket seats in leather and seat centres in Alcantara		□	73/74
Sports steering wheel with rim in leather		● □	846
Preparation for rapid charging		● □	661
Burmester® High-End Surround Sound System and storage compartments		● □	P16
Automatic climate control		● □	573

**It may be a limited edition,
but only you can make your 918 Spyder unique.**

918 Spyder Manufaktur.

The 918 Spyder Manufaktur in Zuffenhausen combines the best of both worlds: loving craftsmanship focusing on the minutest details and series production competence with high-end quality assurance. That's why one and the same person works on one and the same engine, from start to finish. There's no conveyor-belt assembly line

here, and even robots are used only where they are indispensable to the task, such as bodywork painting. For us, an uncompromising standard of craftsmanship for a genuine super sports car is the best it can get. The fact that the production setup we've created in Zuffenhausen is not only functional but also sustainable pleases us all the more.

918 Spyder concierge service.

918 available worldwide. Even being limited in number makes the 918 Spyder something quite special, but it's down to you to turn it into something unique. And our 918 Spyder concierge will be delighted to assist. As part of a one-to-one consultation in our exclusive 918 Spyder lounge, we will give you personalised advice

in a relaxed atmosphere. On a virtual image of the car, the 918 Spyder concierge will illustrate the various styling touches and optional features available to you.

With extensive colour and material samples and a 1:1 model, we will show you how we turn individual wishes into reality. If required, your Porsche Centre can help to arrange a personal consultation with the

918 Spyder concierge at the customer centre at Porsche AG in Stuttgart-Zuffenhausen.



918 Spyder factory collection in Zuffenhausen.

Come and collect your 918 Spyder from its birthplace in Stuttgart-Zuffenhausen. Be there the very instant the car of your dreams leaves the factory. Learn all about the production facility in which your new car was made and take a look behind the scenes.

Your personal customer service representative will plan with you a personalised itinerary for your collection day in Stuttgart-Zuffenhausen. Choose from a comprehensive list of recommended activities, including a tour of the museum and an exclusive look around the 918 Spyder Manufaktur.

Dine in style and enjoy the fine cuisine on our special menu at Restaurant Christophorus. Of course, we will also be happy to assist you with your travel and accommodation arrangements. The experience of a lifetime culminates in the hand-over of your new 918 Spyder. We will take time to explain everything you want to know about your new car in as much detail as you wish.

918 Spyder factory collection with exclusive track time in Leipzig.

You and your 918 Spyder. As part of the factory collection in Leipzig, we let you take control – on our FIA-certified racetrack with one of our experienced motorsport driving instructors by your side. Your personal instructor will greet you in our exclusive 918 Spyder lounge and explain the technical details of the car.

With the theory covered, it's time for the practice. You'll have three hours on our circuit exclusively at your disposal. Under professional supervision, this intensive induction to the car allows you to gain experience at the wheel of a

918 Spyder that we've provided. In specific sections of the course, we will guide you through the steps required to master sporty driving of the vehicle. Your instructor will then introduce some Hot Laps to demonstrate how you can control the high-performance hybrid safely at the limits of performance.

From the seat of a 918 Spyder to behind the wheel of your 918 Spyder. As your track time nears an end, you can drive your own super sports car onto our racetrack – whether it's with or without your instructor is up to you.

As for the rest of your visit, the choice is yours. Enjoy a first-class menu in our restaurant overlooking the circuit, glimpse behind the scenes of the Cayenne, Panamera and Macan production processes, visit our car exhibition or take a ride in a Cayenne on our off-road track. So that you can relax from the very start of your factory collection, we will handle all transfers between the airport in Leipzig and your hotel, and from there to Porsche Leipzig.





**Some stories end when you close the book.
This story is only just beginning.**

Summary.

Our challenge is to move forward with confidence and strike out in a new direction. We may not know yet where this will lead, but we do know that it's the only way to find new impetus.

It began with a hybrid – but had to be distinctively Porsche. It began with intelligent technology, combined with the experience of over 30,000 victories on the racetrack, and has been completed by the passion of our engineers who see it as a duty and a challenge to uphold the company's engineering heritage.

This has produced a super sports car that reconciles the contradictory notions of economy and extreme performance and will puzzle those who think only in black and white. Above all, however, the 918 Spyder will revive the fascination with the sports car, whether on the Nürburgring or on the way to work.

What do we need to achieve this? 918 drivers. 918 pioneers. To provide the initial spark and to reignite the old sports car dream. To begin a new era, and you can be there at the start.

The 918 Spyder.

Technical data.

Drive

Combined system	Maximum system power over 652 kW (887 hp) at 8,500 rpm Maximum system torque of 1,280 Nm (7th gear) Maximum system torque over 800 Nm from 800 rpm to 5,000 rpm
Combustion engine	V8 high-revving engine with a displacement of 4,593 cm ³ Maximum power output over 447 kW (608 hp) at 8,700 rpm Maximum torque over 540 Nm at 6,700 rpm Maximum engine speed 9,150 rpm Exhaust system with top pipes Euro 5 emission standard
Electric drive	Two permanently excited synchronous machines Maximum combined (mechanical) power output over 210 kW (286 hp)
Front	Maximum power output over 95 kW (129 hp) Maximum torque over 210 Nm
Rear	Maximum power output over 115 kW (156 hp) Maximum torque over 375 Nm
Battery	Liquid-cooled high-performance lithium-ion traction battery Energy content 6.8 kWh with maximum power output of over 230 kW On-board charger (3.6 kW) Porsche Universal Charger (AC)

Transmission

Gearbox	7-speed Porsche Doppelkupplung (PDK) Electric Porsche Traction Management (ePTM)
Rear axle drive	Combustion engine and electric machine Porsche Torque Vectoring Plus (PTV Plus) including electronically regulated rear differential lock
Front axle drive	Electric machine for electric all-wheel-drive function

Chassis

Front axle	Double-wishbone front axle
Rear axle	Multi-link rear axle with electric rear-axle steering
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	12.7 m
Brake system	High-performance hybrid brake system with integrated recuperation. Regulates the combined braking effect of electric braking by the electric machines (recuperation) and hydraulic braking by Porsche Ceramic Composite Brake (PCCB) to provide the customary Porsche brake pedal feel
Hydraulic brake system	Porsche Ceramic Composite Brake (PCCB) with six-piston closed-type aluminium monobloc fixed brake calipers at front axle and four-piston units at rear, brake discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: 9.5 x 20, Rear: 12.5 x 21
Standard tyres	Front: 265/35 ZR 20, Rear: 325/30 ZR 21

Tyre identification

Tyre type	Size	Fuel efficiency class/rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer	265/35 ZR 20	E	C		71
Summer	325/30 ZR 21	C	C		73

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.

Performance

Top speed	Combined 343 km/h (918 Spyder with Weissach package: 345 km/h) Electric-only 150 km/h
Acceleration	0–100 km/h in 2.8 secs 0–200 km/h in 7.8 secs (918 Spyder with Weissach package: 7.7 secs) 0–300 km/h in 23.0 secs (918 Spyder with Weissach package: 22.0 secs)
Overtaking acceleration	80–120 km/h in 1.4 secs 100–200 km/h in 5.0 secs (918 Spyder with Weissach package: 4.9 secs)
Electric-only acceleration	0–60 km/h in 3.3 secs (918 Spyder with Weissach package: 3.2 secs) 0–100 km/h in 6.9 secs (918 Spyder with Weissach package: 6.8 secs)

Fuel consumption¹⁾/range/efficiency class

Fuel consumption (combined)	3.3–3.0 l/100 km
CO ₂ emissions (combined)	79–70 g/km
Electricity consumption	12.5–13.0 kWh/100 km
All-electric range	16–31 km
Efficiency class (Germany/Switzerland)	A+/A+

Weight

DIN	1,675 kg (918 Spyder with Weissach package: 1,634 kg)
In accordance with EC directive ²⁾	1,750 kg (918 Spyder with Weissach package: 1,709 kg)
Permissible gross weight	1,900 kg
Payload	225 kg (918 Spyder with Weissach package: 266 kg)

Dimensions

Length	4,645 mm
Width (including exterior mirrors)	1,940 mm (2,053 mm)
Height	1,167 mm
Wheelbase	2,730 mm
Ground clearance	93 mm
Rear track	1,664 mm
Front track	1,612 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	approx. 107 litres
Tank capacity (refill volume)	approx. 70 litres

¹⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. A vehicle's fuel consumption and emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. Actual consumption and performance may vary with items of optional equipment.

²⁾ 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 68 kg for the driver and 7 kg for luggage.



The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (08/2013). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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