

Summary

The Porsche 718 T: Highly concentrated driving pleasure

The Porsche 718 T models make an appeal to driving enthusiasts by combining a significant level of standard performance equipment with the 300-horsepower, turbocharged 2.0-liter boxer four-cylinder engine of the 718 Boxster / Cayman siblings. The performance equipment seen as standard on the 718 T models would typically not appear as standard within the 718 model line hierarchy until the GTS models.

Powertrain	The Porsche 718 Boxster T and 718 Cayman T features a 2.0-liter turbocharged four-cylinder boxer engine generating 300 horsepower at 6,500 rpm and 280 lb.-ft. of torque between 1,950 and 4,500 rpm. As on all 718 models with turbocharged engines, Dynamic Boost provides responsiveness you would normally expect from a naturally aspirated engine. Supplied as standard with a 6-speed manual transmission; a 7-speed Porsche Doppelkupplung (PDK) dual-clutch transmission is available as an option.
Performance	If equipped with the optional PDK, the 718 T is capable of reaching 60 mph in as little as 4.5 seconds. The same sprint is possible in 4.9 seconds with the six-speed manual transmission. Top track speed in all configurations and body styles is 170 mph.
Chassis	The 718 T models offer outstanding lateral dynamics thanks to a range of performance equipment included as standard and in some cases offered for the first time with the 2.0-liter boxer engine. PASM Sport Suspension with a 0.78 inch (20 mm) lower ride height, PADM adaptive drivetrain mounts, Porsche Torque Vectoring (PTV) including mechanical rear differential lock and 20-inch wheels are fitted as standard.

Design

The 718 T models feature 20-inch Carrera S wheels in Titanium Grey and Agate Grey mirror caps, model-specific decals on the doors, and a Sport Exhaust system with Sport Tailpipes in Black. The interior also has several special features that differentiate from the standard 718 Boxster and 718 Cayman models. These include a GT Sport steering wheel, door opening loops in the door panels, and seats with centers in Sport-Tex. Four 718 T interior packages – offered in Guards Red, Racing Yellow, GT Silver or Lizard Green – are available for further personalization. These packages add deviated stitching in the corresponding color on the seats arm rests and center console lid as well as color matching door pull loops and integrated stitching in the Sport-Tex seat center upholstery.

A high-precision master of the curve

The Porsche 718 T offers dynamic capability that surpasses the standard 718 models by including a range of standard equipment that is either optional or unavailable on drive that is in a league of its own. The model includes as standard several performance components that have not previously been available for the Cayman or the Boxster with 2.0-liter four-cylinder boxer engine, from the PASM Sport suspension Porsche Active Suspension Management that offers a 0.78 inch (20 mm) lower ride height than standard 718 Boxster and Cayman models and Sport Chrono package including Porsche Stability Management (PSM) with PSM Sport, to Porsche Active Drivetrain Mounts (PADM) and Porsche Torque Vectoring (PTV), which also includes mechanical rear limited slip differential. In combination with the streamlined chassis layout and high-performance braking system of the 718, these features ensure even greater precision and lateral stability in the T model, not to mention a remarkable balance of long-distance driving comfort and a sportier tautness.

PASM Sport suspension with ride height lowered 0.78 inches (20 mm)

By lowering the ride height by 0.78 inches (20 mm), the lateral dynamics potential of the Porsche 718 T is significantly improved over the standard models, an impression that is underlined by the 20-inch 911 Carrera S design wheels that come as standard, and are painted Titanium Grey with a monochrome Porsche crest. Like the other 718 models, the 718 T also benefits from an electromechanical steering system featuring a ratio that is 10 percent quicker than the previous generation of Cayman and Boxster models.

Sport Chrono package

The Sport Chrono package, which is included as standard, includes three precalibrated driving modes: "Normal", "Sport" and "Sport Plus." It also offers an "Individual" mode, which allows drivers to create a personalized configuration for PASM, the Sport Exhaust system, the Auto Start/Stop function and the rear spoiler. In combination with the Sport Chrono package, Porsche Stability Management (PSM) offers an additional

mode called PSM Sport that can be activated separately to allow ambitious drivers to get even closer to the limit of their car in a safe environment.

With optional PDK dual-clutch transmission, the Sport Chrono package is enhanced by the Launch Control function and the Sport Response Button, located in the center of the drive mode selector. If Sport Response is activated, the engine and dual-clutch transmission respond even more directly for a maximum of 20 seconds. At the same time, the PDK downshifts and holds gears longer than in Sport Plus mode.

Porsche Torque Vectoring (PTV)

Porsche Torque Vectoring (PTV) with mechanical limited-slip differential also makes up part of the standard equipment included with the 718 T. The mechanical LSD can improve traction when rapidly accelerating out of tight corners by directing torque to the outside rear wheel. The system also uses a brake impulse on the inside rear wheel to improve steering precision and agility.

Porsche Active Drivetrain Mounts (PADM)

The PADM system consists of dynamic drivetrain mounts fitted as standard in the Porsche 718 T models as a result of the Sport Chrono package being included as standard equipment. The system minimizes vibrations in the engine/gearbox area, and reduces movements in the drivetrain that could affect vehicle dynamics. This combines the advantages of hard and soft gearbox mounts to offer more precise and stable handling while preserving driving comfort on uneven roads.

Strong braking system

As standard, the 718 T uses four-piston fixed calipers and 330 x 28 millimeter brake discs in front and 299 x 20 millimeter brake discs in the rear. Optional Porsche Ceramic Composite Brakes (PCCB) have yellow six-piston fixed calipers in front atop 350 x 34 millimeter discs and four-piston fixed calipers on 350 x 28 mm discs at the rear.

Both T models come with 20-inch Carrera S wheels in Titanium Grey as standard, wrapped in 235/35 ZR 20 tires at the front and 265/35 ZR 20 tires at the rear.

Engine and transmission

High revs and plentiful torque

The 718 T exclusively uses the two-liter turbocharged boxer four-cylinder engine. Its output is 300 hp at 6,500 rpm. Peak torque of 280 lb.-ft. is available from 1,950 rpm to 4,500 rpm. The highly responsive, four-cylinder boxer engine is capable of up to 7,500 rpm. The output only drops by 5 percent between the end of peak power and redline; a significant accomplishment in a turbocharged engine. This means there's plenty of thrust in practically all situations, which reduces the frequency of shifting required, even during sporty driving.

The performance values of the Porsche 718 T are correspondingly dynamic. If equipped with the optional PDK, the 718 T models are capable of a 0-60 mph sprint in only 4.5 seconds. With the manual transmission the same sprint is possible in 4.9 seconds. In either case, the top track speed is 170 mph.

Dynamic Boost function: The responsiveness of a naturally aspirated engine

When it came to tuning the exhaust gas turbocharger, Porsche engineers placed particular importance on ensuring that the responsiveness of the turbocharged 718 engines was comparable to that of a naturally aspirated engine. This is achieved in several ways, including pre-spooling of the turbocharger at partial load. With Sport and Sport Plus modes activated, the bypass valve is closed, the ignition angle is retracted and the throttle is slightly opened. While the current drive torque is unchanged, air flow through the engine increases, elevating boost pressure. If the driver demands maximum acceleration, the higher boost pressure results in increased torque.

The Dynamic Boost function is activated when the driver briefly takes their foot off the accelerator while accelerating at full speed: despite change in load, the throttle remains largely open, and only the fuel injection stops. When this happens, the boost pressure does not drop completely and the engine responds quickly when the driver accelerates again, creating a level of responsiveness normally associated with a naturally aspirated engine. This Dynamic Boost function also improves responsiveness in Normal mode, albeit to a slightly lesser extent.

The turbocharger reacts similarly when the driver presses the Sport Response button, which is located in the center of the drive mode selector on the steering wheel. It primes the engine and transmission to respond more spontaneously for up to 20 seconds. When the driver presses the Sport Response button the PDK also downshifts and shifts more quickly than Sport Plus mode.

6-speed manual transmission as standard, optional 7-speed PDK

As with all other 718 models, a six-speed manual transmission is standard. In Sport or Sport Plus mode of the Sport Chrono package, the car rev matches for smoother downshifting. The seven-speed PDK dual-clutch is available as an extra-cost option. It features an Auto Start/Stop function that turns off the engine when coasting in order to make fuel efficient driving easier.

Design and interior equipment

Focused on maximum driving pleasure

The new Porsche 718 T models are characterized by its pure design, which is also reflected in the interior where sporty accents and minimalistic features characterize the cabin. These include black door opening loops in the door panels and two-way Sport Seats Plus with black Sport-Tex center sections and “718” embroidered on the headrests. Adaptive Sport Seats Plus with 18-way adjustment and full-bucket seats are also optionally available.

The GT Sport steering wheel has a 360 millimeter diameter, which is 10 mm smaller than the standard steering wheel found in the 718 Boxster and 718 Cayman. The smaller diameter creates a sportier in-hand feel that complements the short throw shifter. The black instrument dials feature “Boxster T” or “Cayman T” logos in white, while the instrument panel and central console are finished with gloss black trim. The door entry strips also bear model-specific logos.

Customers may also specify the 718 T Interior Package, which includes contrast colors in the upholstery stitching and door pulls and armrests. The package also adds leather-upholstery on the door panels, and the top section of the instrument panel. The contrasting color is further used for the Sport-Tex stripe center sections of the seats, the loops for opening the doors, the seatbelts and the “718” embroidered on the headrests. Black mats bearing the PORSCHE script add a finishing touch.

Distinctive exterior design

The Porsche 718 T models are easily recognizable thanks to 20-inch Carrera S wheels finished in Titanium Grey, the sportier look of the lower ride height, Agate Grey mirror caps and “718 Boxster T” or “718 Cayman T” logos on the sides indicate the model variant. In terms of exterior colors, buyers can choose from Black, Guards Red, Racing Yellow and White as well as Carrara White, Jet Black Metallic and GT Silver Metallic colors. Porsche is also offering Lava Orange, Python Green and Miami Blue as special colors.