



Das Auto.

# GOLF GTI

PERFORMANCE



## Golf GTI Performance Image Portfolio



Golf\_GTI\_Performance\_01



Golf\_GTI\_Performance\_02



Golf\_GTI\_Performance\_03



Golf\_GTI\_Performance\_04



Golf\_GTI\_Performance\_05



Golf\_GTI\_Performance\_06



Golf\_GTI\_Performance\_07



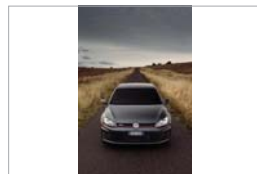
Golf\_GTI\_Performance\_08



Golf\_GTI\_Performance\_09



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## Golf GTI Performance Image Portfolio

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Golf\_GTI\_Performance\_21



Golf\_GTI\_Performance\_22



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## **The new Golf GTI Performance –**

Australian Media Launch, Victoria, April 2014

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#### Important:

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## GTI Performance arrives in Australia

Golf GTI Performance launches with new front differential lock, upgraded brakes and additional standard features

**Victoria, April 2014.** The Golf GTI lineup in Australia is now complemented by a new, heightened performance model. Adding to the seventh generation Golf GTI's impressive list of performance and comfort-based features, the Golf GTI Performance comes standard with unique visual and technical equipment, setting it apart from the standard version.

**Extended performance features.** On its exterior, the Golf GTI Performance differs from the standard GTI by its GTI logo on the front brake calipers. The brake package for the GTI Performance has been upgraded along with the increased engine output (169kW), the ventilated brakes discs are 28mm larger at 340mm, while the rear discs are now also ventilated and 10mm larger at 310mm in diameter. Technical features of the Golf GTI Performance also include a newly developed front differential lock.

**Front differential lock.** A newly engineered electronically controlled mechanical front differential lock is being used exclusively in the Golf GTI Performance. To date, Volkswagen is the only carmaker to utilize an electronically controlled differential lock in a front-wheel drive production model. Compared to purely mechanical locks, the front differential lock integrated in the Golf GTI Performance has a variable degree of locking and comprehensive interfaces to ESP, EDL and XDL functions. This makes it possible to avoid negative effects on steering handling or steering precision that otherwise occurs with mechanical locks. As a result, the system realises the full potential and maximum performance of a differential lock with regard to vehicle dynamics, ensuring comfort is not impaired.

**Additional standard features.** Adding a higher level of specification above the standard Golf GTI, the GTI Performance comes exclusively with a six-speed DSG transmission, and is instantly recognizable with a range of luxury and convenience features as standard. Bi-Xenon headlights, dark tinted LED tail lights, tinted glass and 19-inch “Santiago” alloy wheels give the GTI Performance’s exterior a sporty look, while the GTI Performance’s interior receives sports seats featuring the newly designed “Clark” tartan, with the addition of race-style Alcantara trim on the head rest and side bolsters, completing the nod to over 35 years of GTI history.



## Power and Performance

A heightened GTI experience: Golf GTI Performance comes with 7kW of extra power and is 10km/h faster over the standard Golf GTI

**More power.** The engine of the first Golf GTI produced exactly 81 kW/110 PS. Now, the seventh generation Golf GTI sends at least 162 kW to the front wheels – which is exactly double the power of the first Golf GTI. In addition, Volkswagen is offering a factory installed power enhanced engine that produces an additional 7kW (169 kW) on-board the Golf GTI Performance.

**2.0-litre turbocharged direct injection engine.** The turbocharged engine of the GTI is from the third generation of the EA888 engine series and has a completely newly developed cylinder head. A unique feature in this power class is the water-cooled exhaust gas circulation loop to the turbocharger that is fully integrated in the cylinder head. This type of exhaust gas cooling makes a crucial contribution towards improving fuel consumption at full load in the new Golf GTI. In addition, the 1,984cc TSI features variable valve timing with dual camshaft adjustment. In addition, the valve lift on the exhaust side is adjustable over two stages. This enables optimal control of the charge exchange process for better performance, fuel economy and low emissions.

**10 km/h faster.** The low fuel consumption and emission values of the Golf GTI contrast with the car's simply dominating driving performance data. The 169kW Performance version completes the 0-100km/h sprint in 6.4 seconds and reaches a top speed of 248 km/h; the top version is therefore 10 km/h faster than the previous model. Based on its handling properties, the new Golf GTI Performance penetrates the market segment of high-class and considerably more expensive sports cars more than ever before. This is especially true with its front differential lock that was exclusively developed for this version. In addition to a power boost and the differential lock, there is a braking system with larger dimensions and internally-ventilated discs at all four wheels.





## Running Gear

Exclusive, newly engineered electronically-controlled mechanical front differential lock a technology highlight - standard on Golf GTI Performance

**High-tech GTI.** The seventh generation of the sporty icon is the first Golf GTI to launch with standard technology highlights such as progressive steering, the Driver Fatigue Detection System, Multi-Collision Braking System, the further advanced XDL vehicle dynamics function and driver profile selection. Also new are optional systems that further enhance driving with the new GTI. They include Adaptive Cruise Control (ACC), the surroundings monitoring system Front Assist with City Emergency Braking.

**Vehicle dynamics.** The running gear layout of the new Golf GTI Performance has been tuned for maximum driving fun combined with a high level of vehicle stability. Drivers will notice that steering response is even more agile thanks to more direct steering gear ratios. Maximum attainable speeds through bends were also increased, because of more neutral running gear tuning and optimisations of the XDL system. The transverse acceleration potential was further increased by the front differential lock; this is especially true of the car's acceleration out of bends. Neutral handling in bends goes hand in hand with very good vehicle stability right up to the maximum speed range, thanks to an innovative and careful layout of all running gear components. This exceptionally high vehicle stability is especially noticeable during lane changes and during engine load changes. The development team also made a special effort to tune the new Golf GTI for harmonious and predictable reactions of the running gear. The results: drivers will be able to quickly and intuitively master handling of the GTI after a very short time.

### Front differential lock

A newly engineered electronically controlled mechanical front differential lock is being used exclusively in the Golf GTI Performance. To date, Volkswagen is the only carmaker to utilise an electronically controlled mechanical differential lock in a front-wheel drive production model.

Compared to purely mechanical locks, the front differential lock integrated in the Golf GTI Performance offers advantages such as a variable degree of locking and comprehensive interfaces to the ESP, EDL and XDL functions. This makes it possible to completely avoid negative effects on steering response and steering precision that otherwise occur with mechanical locks. As a result, the system realises the full potential and maximum performance of a differential lock with regard to vehicle dynamics, because comfort is not impaired.

**Functionality of the front differential lock.** The front differential lock operates without any power losses, so that the power produced by the engine is transferred 100 per cent to the road and is fully available to propel the GTI Performance.

The electronically controlled mechanical front differential lock utilises a multi-plate unit located between the right side driveshaft and the differential case. The hydraulic pressure needed to actuate the plates is generated by an electric motor driven piston pump. The locking moment that is generated here is proportional to the hydraulic pressure. The hydraulic pressure is controlled by the pump speed that is prescribed by a control module. This control module takes numerous parameter inputs – such as wheel speed, vehicle speed, yaw rate and transverse acceleration – and computes the ideal locking moment.

**1,600 Nm maximum locking moment.** If the control module detects wheel slip at one of the front wheels, the plates are actuated to redistribute the drive torque from the wheel with the lower grip level to the wheel with the higher level. The maximum locking moment is 1,600 Nm, so that if necessary all of the drive torque can be directed to just one front wheel; that corresponds to a locking value of 100 per cent. This produces maximum traction for a front-wheel drive vehicle, even under difficult roadway conditions and in turning situations.

**Torque vectoring effect.** When accelerating out of a bend, the drive torque is increased at the wheel on the outside of the bend. This produces an asymmetrical drive torque distribution that matches the dynamic wheel load distribution.

This is known as a “torque vectoring effect” which reduces acceleration-related understeer. As a result, the Golf GTI Performance handles neutrally and precisely tracks along the ideal line. The existing grip level is optimally exploited. This lets the driver apply much greater force to the accelerator pedal at the apex of a bend, which in turn results in significantly higher exit speeds of the Golf GTI Performance out of bends.

**ESP intervenes more gently and with delay.** In highly dynamic situations, such as in fast driving through alternating curves, unexpected avoidance manoeuvres or load changes, the front differential lock is used to dampen yaw movements. When oversteer occurs, the front differential lock generates a stabilising yaw moment; this means that ESP interventions can be made gentler and later or might even be avoided altogether. So, the controlled front differential lock stands for even more driving fun and better performance.



## Interior and Exterior Design

Unique features exclusive to GTI Performance model including GTI lettering on red brake calipers and Alcantara seat trim accents

Along with boasting more power and enhanced driving technology over the standard GTI, the GTI Performance also receives a raft of exterior and interior features unique to the vehicle, setting it apart from other Golfs in the range and adding new levels of premium standard equipment.

**GTI Performance interior.** The typical GTI insignia are indispensable in the interior as well. The seat cover fabric known as “Jacky” in the previous model was redesigned and is now known as “Clark”, as debuted in the standard Golf GTI VII; naturally, it was kept in the classic tartan pattern. The standard fabric design of the sport seats in GTI Performance is now offered for the first time with side panels and head restraints in Alcantara. In addition, the seats and door trim panels can also be ordered with “Vienna” leather upholstery. The top sport seats offer exceptionally good ergonomic properties. The front seats also offer height adjustment and a manually adjustable lumbar support. Red decorative seams in the area of the seats and the gear shift trim provide a sporty contrast, and the black roofliner that is always part of the GTI emphasises the sporty layout of the interior.

In keeping with the design cues of the seventh generation GTI, the instrument cluster in the GTI Performance also makes a strong statement with a colour display and unique instrument graphics. The GTI-specific look in the interior is rounded out by such features as an independent leather sport steering wheel (with multifunction keys), red ambience lighting (in front, in the trim strips of the doors and the stainless steel door sill guards) and pedals made of brushed stainless steel.

**GTI Performance exterior.** The new Golf GTI Performance is distinguished from the standard Golf GTI by numerous additional exterior visual features. These include GTI lettering on the red painted brake calipers and larger internally-ventilated brake discs (front: 340 mm, rear: 310 mm), and newly designed 19-inch “Santiago” alloy wheels with size 225/35 R19 tyres.

Adding to the unique visual cues of the GTI Performance, the high-spec Golf also receives Bi-Xenon headlights with daytime running lights and cornering function which incorporates the continuation of the GTI’s iconic red grille strip through the headlight design.

Completing the GTI Performance’s dynamic exterior aesthetic, the rear of the GTI Performance also receives dark tinted LED tail lights and a LED registration plate light, and dark tinted rear side and rear windows, which absorb 65 per cent of all light.





## The new Golf GTI Performance

### Pricing

#### Model

Golf GTI Performance 6 Speed DSG	\$48,490
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#### Options

Metallic / Pearl Effect paint	\$500
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Vienna leather appointed upholstery	\$3,150
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Driver assistance package	\$1,300
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*Prices quoted are Manufacturer List Prices excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state.*

