



GTI



PEUGEOT RECOMMENDS **TOTAL**
www.peugeot.ps

AUTOzone
AUTOMOBILE TRADING COMPANY



308 GTi BY PEUGEOT SPORT



PEUGEOT

GTi DNA

BY **PEUGEOT SPORT**

In order to meet the very strict requirements of sports car enthusiasts, **PEUGEOT SPORT**'s expert engineers – who speak the same language and harbour the same passion for performance – were tasked with the development of the GTi version of 308, making the PEUGEOT 308 GTi by PEUGEOT SPORT the **ultimate in compact sports cars.**

The 308 GTi by PEUGEOT SPORT offers drivers a **high-performance, radically-designed car:** 1.6-litre THP S&S engine available in a 270hp or 250hp version, Torsen®* limited slip differential, adjustable chassis, bucket seats, PEUGEOT i-Cockpit®, Coupe Franche two-tone paintwork*...



PEUGEOT SPORT

A close-up of a bucket seat, showing the 'PEUGEOT SPORT' logo embroidered in white thread on a dark fabric. The seat has red stitching, and the background is blurred, suggesting motion.

*Available only on the 270hp version.





MUSCULAR

GTi DESIGN

308 GTi by PEUGEOT SPORT boasts pure, distinguished, sporty styling. The car adopts a radical stance, sitting **11mm lower to the ground** on **19-inch aluminium wheels**, dubbed Carbone 19*, combined with Michelin Pilot Super Sport tyres.

It features all the **sports attributes** you would expect to find: twin-exhaust pipe, 380mm front brake discs held in place by PEUGEOT SPORT**-branded red, four-calliper pistons, a chequered pattern on the radiator grille, GTi logos (on the front wings and the tailgate), wide air intakes for the charge air cooler, aerodynamic deflectors at the bottom of the bumpers. Sports car enthusiasts and GTi purists alike will be delighted.



*Available as an option on the 250hp version, provided as standard on the 270hp version.

**Available only on the 270hp version.





DESIGNED FOR **ENTHUSIASTS**

The cockpit is unashamedly sporty, with an **anthracite grey feel** right up to the roof. **Red top stitching** adorns the dashboard, upholstery, door panels, gearshift lever bellows and the high-end floor mats. The interior of the 308 GTi by PEUGEOT SPORT **breathes passion** with a soft full-grain leather steering wheel with the GTi logo and centring red marker, and the door sills - featuring the PEUGEOT SPORT and GTi signature - pedals, foot-rest and gear lever knob all finished with aluminium.

On the GTi 270hp version, the "PEUGEOT SPORT"-branded **bucket seats** - upholstered in TEP (plastic-coated fabric) and Alcantara - provide outstanding lateral support, ensuring the driver feels at one with the car at all times.





ULTIMATE SENSATIONS

The **compact steering wheel**, 351 mm x 329 mm, provides natural grip and flawless precision. It also leaves a clear view of the **head-up display**, the dials with their chequered flag backdrops and the "GTI" greeting message in the central console.

Perfectly integrated with the soft-feel dashboard, the **large 9.7-inch touch screen**, with its Redline theme, adds a final touch of flair to the **PEUGEOT i-Cockpit®**. The natural, ergonomic design of the cockpit promotes safe, instinctive driving, crucial for a car that packs such a punch.

Finally, the **Driver Sport Pack** offers drivers the chance to boost the sporty ambiance of the car. Pressing the **SPORT** button on the centre console switches the display colour from white to red, shows additional information on the central display (power, torque, boost, lateral and longitudinal acceleration), amplifies engine sound (via the audio system) and changes the accelerator pedal mapping.



FINELY-TUNED PERFORMANCE

In order to tap the full potential of its chassis, the PEUGEOT 308 GTi by PEUGEOT SPORT packs a **1.6-litre THP S&S (Stop and Start) petrol engine** with the state-of-the-art moving parts: forged aluminium pistons, segmentation and strengthened connecting rods, polymer-enhanced bearings and reinforced bolts. To ensure **consistent performance**, the pistons are cooled from below by a double oil spray system. Furthermore, the exhaust manifold is made of steel which can resist temperatures of up to 1,000°C.

Featuring **the wealth of expertise of our engineers**, its power (200 kW**) and torque (330Nm) are perfectly regulated, even at higher revs, due to the special 'wastegate' valve design.



1.6L THP S&S

POWER (hp)	250* / 270**
CAPACITY (cc)	1,598
GEARBOX	6SMT
MAXIMUM TORQUE (Nm)	330Nm from 1,900rpm
AVAILABILITY OF TORQUE (rpm)	From 1,900 to 6,000rpm
HIGH PRESSURE DIRECT INJECTION (bar)	200
WEIGHT TO POWER RATIO (kg/hp)	4.82* / 4.46**
0 to 100 kph (s)	6.2* / 6.0**
0 to 1,000m (s)	25.6* / 25.3**
URBAN CONSUMPTION (l/100km) ⁽¹⁾	8.1
EXTRA-URBAN CONSUMPTION (l/100km) ⁽¹⁾	4.9
COMBINED CONSUMPTION (l/100km) ⁽¹⁾	6.0
COMBINED CO ₂ EMISSIONS (g/km)	139

6SMT: Six-speed Manual Transmission.

S&S: Stop and Start.

⁽¹⁾ According to 99/100/EC directives.

*On 250hp version.

**On 270hp version.



GEARBOX

To manage the high level of torque generated, which can reach 330Nm, **the six-speed manual transmission has been strengthened**. Its two camshafts have now been shot blasted and its pinion gears have been treated by deep carbonitriding.

This thermo-chemical process increases the resistance of the parts both to wear and tear and fatigue by enhancing their carbon and nitrogen content. Finally, the rear drive axle has been shortened, thus improving acceleration.

PREPARED BY **PEUGEOT SPORT**

For powerful braking, the ventilated front brake discs have a diameter of 380mm*. Mounted on aluminium hubs, they are pinched by **four pistons** (38mm and 41mm in diameter) in a **red fixed calliper** with PEUGEOT SPORT** signature. The rear discs have a diameter of 268mm. Together, these components deliver endurance and remarkably consistent performance.

*On the 270hp version. Diameter of 330mm on the 250hp version.

**Available only on the 270hp version.





PEUGEOT SPORT developed the new 308 GTi driven by a simple design brief: create a compact, safe, incisive car with athletic allure for the ultimate in driving pleasure. This approach has been applied to every aspect of the vehicle, from the engine and running gear to the brake systems and electronics.

The entire **vertical suspension system at the front has been specifically-designed:**

- Bespoke spring stiffness
- Shock absorber calibration, hydraulic bump stop and rebound to limit noise
- Gradual, stiffened and extended bump stop that is activated as soon as compression begins when the driver is the only person in the car

The **anti-roll bar is more malleable** to ensure a better match with the rear axle. Cross-member and filtering stiffness has been improved, increased laterally from 30 to 500daN/mm and vertically from 170 to 490daN/mm.

OPTIMAL

ROADHOLDING





The 308 GTi by PEUGEOT SPORT has been **engineered to offer exceptional grip** with a wider track (1,570mm at the front and 1,554mm at the rear) and equipped with Michelin Super Sport 235/35 R19 tyres. These specially-designed tyres push the boundaries of lateral and longitudinal grip to the very limit. Each of the 19-inch Reverse wheels are actually 2kg lighter compared with the 19-inch Diamant alloy wheels.

Steering response is incisive when cornering, the tyres used to their full potential thanks to the work done on front axle deflection. Camber has therefore been improved to -1.67° compared with -0.6° on the 308. The stiffness of the wishbone rear joint has been increased from 110 to 1,800daN/mm.

The finely-balanced suspension system lets you drive the car dynamically with complete confidence. The pseudo-MacPherson front axle operates with precision, while the rear axle with its torsion-beam system ensures a seamless pairing. These components also help reduce the weight of the car, with a semi-hollow anti-roll bar and aluminium front wishbones.

HIGH PRECISION **MECHANICS**

Exclusive to the GTi 270 version is an **accomplished Torsen® limited-slip differential, incorporated into the gearbox** to improve cornering traction. By channelling the torque to the wheel with the most grip, it allows the car to accelerate faster as it exits bends than would normally be the case.





TORSEN® LIMITED-SLIP DIFFERENTIAL

The on-board electronics are very much in keeping with the GTi's athletic temperament. The power steering is designed specifically to work in conjunction with the Torsen® technology.

The Torsen® limited-slip differential also draws on **new Traction Control guidelines** to ensure optimal implementation. The sportier ESP (Electronic Stability Programme) design allows more latitude, with enhanced drift on bends. The ESP can also be fully disconnected.



The wider front bumper reflects the level of performance achieved. The nose features full LED headlamps, flanking a new black **radiator grille** with a horizontal chequered pattern – typical of a PEUGEOT GTi – and gloss-black finishing. The same motif is echoed on the air intake. The bumper is rounded off with two deflectors, contributing to the sense that this is a car with **exceptional road-holding** and **aerodynamic performance**, boasting a drag rating (SCx) of just 0.69.

Inside, the parts have been perfectly adjusted to attain a level of **outstanding quality**. The refined, high-quality materials – soft-feel dashboard, soft full-grain leather steering wheel – add to the pleasure of being in an **uncompromising sports car**.

QUALITY

SPORTS CAR



PEUGEOT AND THE ENVIRONMENT

For each of its vehicles, PEUGEOT uses its expertise to reduce consumption and pollutant emissions. Its commitment to the environment can be fully seen on the 308 GTi by PEUGEOT SPORT.

Weight, aerodynamics, tyres and PEUGEOT SPORT technological expertise – everything has been done to reduce impact on the environment and move forward in terms of eco-design. This version takes full advantage of efforts to reduce weight during the design of the 308: use of the EMP2 platform, composite material and high-strength steels on the tailgate.

Weighing in at just 1,205kg, the 308 GTi by PEUGEOT boasts genuinely impressive performance. Its combined cycle CO₂ emissions are only 139g/km and its fuel consumption is just 6.0l/100km in combined cycle, a best-in-class performance, 8.1l/100km in urban cycle and 4.9l/100km in extra-urban cycle (in accordance with Directive 99/100/EC).





TRIMS



1. TEP (plastic-coated fabric) and Mistral Black Alcantara with red top-stitching.



2. PEUGEOT SPORT bucket seats in Alcantara, TEP (plastic-coated fabric) and black cloth with red top-stitching

WHEELS



DIAMANT* 18-inch diamond-cut alloy wheels



CARBONE 19 19-inch alloy wheels

*Available only on the 250hp version.

COLOURS

Solid paint



Hurricane Grey

Pearlescent paint



Pearlescent White

Metallic paints



Magnetic Blue



Nera Black



Cumulus Grey

Coloured varnish paint



Ultimate Red

Coupe Franche**



Ultimate Red/Nera Black

**Available only on the 270hp version.