



PEUGEOT



# Peugeot 308 GTi

## Media kit - 2016

## TWO GTi MODELS SPEARHEAD PEUGEOT'S REFRESHED 308 RANGE IN AUSTRALIA

Peugeot Australia has launched two 308 GTi models after a 15 year absence of the GTi badge from the model in Australia.

The GTi models have been launched as the high-performance flagships for the 308 range, winner of the prestigious 2014 European Car of the Year.

More than just a badge and alloy wheels, the 308 GTi has been extensively developed by Peugeot Sport who are Peugeot's in-house motorsport division that boasts a wealth of expertise developing high-performance road and race cars.

The 308 GTi is the fourth road car project in three years following the acclaimed RCZ R, 208 GTi 30<sup>th</sup> and 208 GTi by Peugeot Sport.

Underpinning the two model attack is Peugeot's proven high-output 1.6-litre THP petrol engine, with two power outputs depending on the model, with 184kW (250hp) in the GTi 250 and 200kW (270hp) in the GTi 270, both paired exclusively to a six-speed manual transmission.

Peugeot's latest hot hatch is encased in a modern exterior style that takes the marque's now-familiar design philosophy and adds a touch of aggression.

Inside, the Peugeot i-Cockpit cabin has been enhanced to reflect the sporting nature of the car, with additional detailing to signify this performance flagship.

The two variants, 308 GTi 250 and GTi 270, cater for two distinct customers – daily drivers will be drawn to the GTi 250, while enthusiasts will gravitate to the 308 GTi 270.

GTi 250 customers will enjoy the accessible power and enjoyable driving dynamics of the 308 on the road, with specific suspension and chassis modifications carried out by Peugeot Sport.

Enthusiasts will be instantly drawn to the 308 GTi 270 and its additional mechanical upgrades give the vehicle an extra edge when put to use on track.

These upgrades include; enhanced engine, upgraded front braking package, co-developed with Alcon, a Torsen Limited-Slip Differential and lightweight 19-inch alloy wheels, all of which are complimented by styling differentiation from the GTi 250.

Both models will come to market under \$50,000, with the 184kW 308 GTi 250 carrying a recommended retail price (RRP) of \$44,990\*, while the 200kW 308 GTi 270 will carry an RRP of \$49,990\*.

National Marketing Manager for Peugeot Australia, Dimitri Andreatidis says the arrival of the 308 GTi ends a 15 year wait for Peugeot performance fans.

"The 308 GTi comes to market with strong credentials and racing pedigree and we are certain that it will resonate with Australians," said Andreatidis.

"For too long Australian's have been unable to purchase a performance vehicle from Peugeot in this segment and arguably it's the one that we should have always been present in – the good news is that we have made up for it by offering two vehicles in two distinct flavours; road and track.



“The 308 GTi, no matter in 250 or 270 spec, delivers a performance hatch that draws upon decades of Peugeot Sport experience and combines it with proven technologies and drivetrains that push the boundaries of engineering expertise,” says Andreatidis.

The 308 GTi 270 sets a new record for power-to-weight ratio in its segment, at just 4.46kg per horsepower (or 6kg per kilowatt), achieving a 0-100km/h dash time of 6 seconds, covering 1000 metres in 25.3 seconds from a standing start.

The 308 GTi 270 is equipped with Torsen® limited-slip differential technology and 19” ‘Carbone’ alloy wheels shod with Michelin Super Sport tyres. It has 380mm discs at the front with red Peugeot Sport brake calipers and 268mm counterparts at the rear.

The 308 GTi 250 goes from 0 to 100km/h in 6.2 seconds and covers 1000 metres in 25.6 seconds from a standing start, with a power-to-weight ratio of just 6.5kg/kW.

The 308 GTi boasts purposeful styling: it sits 11 millimetres lower to the ground with a new front and rear design, and the interior has an equally sports themed environment.

The Coupe Franche separation-line design exclusive to the 308 GTi 270 contrasts the new, explosive Ultimate Red with Pearlescent Nera Black.

The letters GTi only ever feature on Peugeot products with the highest performance. An acronym of Grand Tourer Injection, it’s a badge which has become shorthand for the hot hatch segment; a sector in which Peugeot has more than played its part.

Products such as the 205 GTi and 309 GTi have acquired near-classic status in the decades since launch, and remain hugely popular with owners who appreciate their exceptional dynamic performance.

**ENDS**



## PEUGEOT 308 GTi BY NUMBERS

- 1.6** – The capacity of the 308 GTi's four-cylinder engine in litres
- 2** – The number of GTi models on offer in Australia
- 6** – The number of seconds needed to accelerate to 100km/h in the GTi 270 (6.2sec for GTi 250)
- 6** – The kilos per kilowatt of the 308 GTi 207
- 11** – The number of millimetres lower a GTi is over a standard 308
- 15** – The number of years since a Peugeot '3 series' vehicle has worn a GTi badge
- 35** – The percentage of traction remaining before the Torsen Limited Slip Differential begins to work
- 36** – The pressure in PSi of the turbo charger
- 70** – The percentage of total orders for the 308 GTi 270
- 125** – The specific output of the 308 GTi 270
- 139** – Grams of CO<sup>2</sup> per kilometre emitted from both powerplants
- 184** – Power output of the 308 GTi 250 in kilowatts
- 200** – The pressure of the fuel injection system on 308 GTi models in bar
- 200** – The power output in kilowatts of the 308 GTi 270
- 250** – Maximum speed in kilometres an hour for both GTi models
- 330** – The torque figure for both drivetrain tunes
- 380** – Diameter of upgraded front braking package on 308 GTi 270 models
- 500** – The weight saving in grams from each of the 308 GTi 270s 19 inch alloy wheels
- 1205** – Total weight in kilos of the 308 GTi
- 1900** – Start of peak torque in Revolutions Per Minute (RPM)

**ENDS**



## 308 GTi MODEL LINE-UP AT A GLANCE

Peugeot 308 GTi will be available as a five door hatch with two drivetrain options and a high level of standard equipment, including:

### 308 GTi 250

- 1.6L, in-line four-cylinder, turbocharged petrol engine developing 184kW and 330Nm (between 1,900-4,000rpm)
- Strengthened six-speed manual gearbox
- Peugeot Sport-tuned suspension with 11mm drop in ride height, with bespoke suspension geometry
- 330mm brake discs front and 268mm at the rear
- 18" Diamant alloy wheels
- Driver Sport Pack (via button on the centre console)
  - Amplified, sportier engine note
  - Red illuminated instrument display
  - Readouts for power and torque delivery, turbo boost, and longitudinal and transverse acceleration
  - Firmer and more responsive power steering
  - More responsive electronic accelerator pedal mapping
- Unique GTi front and rear bumpers, with equaliser grille and red highlights (chrome highlight on Ultimate Red and Coupe Franche)
- Dual-circular chrome exhaust
- GTi badges (rear, sides, steering wheel and door sills)
- Red stitching highlights on dashboard, door panels, gear leaver gaiter, and seats
- GTi head-up instrument display, with colour LCD screen
- Satellite navigation
- 9.7-inch touchscreen with "Redline" red and black theme
- Rear-view camera with front parking sensors
- Jukebox music storage, and CD player
- Two USB ports
- Rear privacy glass
- Sport seats in TEP and Alcantara with contrasting red stitching
- Open & Go keyless entry and push-button start
- Alloy pedals and GTi emblazoned door sills and GTi floor mats with red stitching
- Full LED headlights with integrated Daytime Running Lights
- Sequential indicators above air scoops
- Black lacquered mirror shells and rear diffuser
- Automatic 'Follow Me Home' lighting function
- Electric folding mirrors with puddle lamps
- Programmable cruise control with speed-limiter
- Electric parking brake surrounded by brushed aluminium centre console
- Interior mood lighting, LED front and rear courtesy lamps

### 308 GTi 270:

- Upgraded drivetrain developing an extra 16kW (200kW total), peak torque extended to between 19-5500rpm
- Torsen® limited-slip differential (LSD)
- Upgraded 380mm, four piston front braking package
- 19-inch 'Carbone' light-weight alloy wheels with Michelin Super Sport 235/35 R19 91Y tyres
- Peugeot Sport high-back sport seats front with electric lumbar support and massage function

## PRICE, POWER AND PERFORMANCE: THE PEUGEOT Ps

Peugeot Australia has launched not one but two variations of its highly anticipated 308 GTi by Peugeot Sport for under \$50,000\*, significantly below earlier expectations.

The 308 GTi will be available in two specifications and with two states of tune; the 184kW 308 GTi 250 will carry a recommended retail price (RRP) of \$44,990\*, while the 200kW 308 GTi 270 will carry an RRP of \$49,990\*.

While price is lower than expected performance is amongst the best in its segment, with the 308 GTi boasting the best power-to-weight ratio of any performance hatch available in Australia at 6kg per kilowatt.

Peugeot Australia's Product and Pricing Manager, Pavel Meck says Australian pricing is amongst the sharpest anywhere globally.

"We were delighted when the final 308 GTi pricing was revealed and so were customers who pre-ordered the vehicle, with some bumping their pre-order from the GTi 250 to the GTi 270," says Meck.

"Pricing is critical in a market as competitive as Australia and we believe that, when you combine the work undertaken by Peugeot Sport with European build quality and the accolades the all-new 308 range has already amassed, the 308 GTi really stacks up against the competition.

"The pricing comes after some significant work between our local team and our counterparts in France, with the winners being Australian customers," says Meck.

Complimenting the 308 GTi will be a range of optional features including:

### 308 GTi 250

- Lightweight 19 inch alloys with Michelin Pilot SuperSport tyres – \$1600
- Metallic paint - \$990

### 308 GTi 270

- Celio Panoramic Glass Roof - \$1200
- Metallic Paint - \$990
- Ultimate Red (specialised paint finish) - \$1700
- Coupe Franche (red/black) paint - \$4700

All vehicles carry a 5 year roadside assist, 5 year capped price servicing and 3 year, 100,000km warranty.

### 308 GTi RANGE PRICING

Model	Recommended Vehicle Price (Incl. GST & LCT)
308 5Dr Hatch GTi 250 MT	\$44,990
308 5Dr Hatch GTi 270 MT	\$49,990

ENDS



## LIGHT, LITHE CHASSIS MAKES FOR VIVACIOUS DRIVE

The 308 GTi benefits from Peugeot's relentless quest for weight savings right from the start of the 308 project.

The strong and light foundation allowed Peugeot Sport to deliver one of the best power-to-weight ratios of any vehicle in the class at an astounding 6kg per kilowatt for the GTi 270 and 6.55kg per kilowatt for the GTi 250.

This outstanding power-to-weight ratio results from the use of PSA's versatile and accomplished 'EMP2' platform incorporating a composite tailgate, boot floor and substantial use of high-tensile steel.

Weight distribution is 63/37 front to rear.

The strong, light and scalable second-generation platform has a wealth of advantages over PF1, including advanced modularity, weight savings of 140 kilograms, and high-performance technologies enabling a 22 percent reduction in CO<sup>2</sup> emissions.

With a total weight of just 1205kg both 308 GTi models are only 5kg heavier than 308 GT manual and 65kg heavier than manual 308 Access models fitted with PSA's award winning 1.2L, PureTech engines.

Weight savings were also gained via the adoption of lighter suspension components, including aluminium wishbones and semi-hollow anti-roll bars.

**ENDS**



## PEUGEOT SPORT SUSPENSION TUNE UPHOLDS PEUGEOT GTi TRADITION

With a wider track of 1570mm at the front (+11mm) and 1554mm (+21mm) at the rear the 308 GTi has been engineered to offer exceptional grip.

Peugeot Sport and its partner KYB have finely tuned the running gear to deliver dynamic driving that inspires confidence.

The 'pseudo' MacPherson strut front suspension operates with precision while the rear axle with its twist-beam system ensures a seamless pairing.

The front anti-roll bar, 21mm in diameter, is hollow and tuned to achieve a balance with the rear axle.

Cornering is precise, with tyre performance optimised by the front-end suspension geometry set with -1,67° camber, compared with -0.6° on the front of other 308 models.

The entire vertical suspension system in the front is specific to the new GTi, including:

- spring stiffness
- calibration of the shock absorber, which includes a hydraulic rebound stop to reduce noise
- cushion shock absorber, stiffened and lengthened to kick in at the start of the compression when the driver is the only vehicle occupant.
- The anti-roll bar is also more malleable to ensure a better match with the rear axle.

At the rear, stiffness of the wishbone has been increased 1600% from 110 to 1800 daN/mm while GTi-specific camber measurement of -1.75 degrees is applied versus the standard measurement of -1.7 degrees.

The stiffness of the rear beam has been increased from 30 to 500 daN/mm lateral and 170 to 490 daN/mm vertical.

The vertical suspension is also specific to the rear, featuring stiffer springs, improved calibration and stiffer cushioning.

These elements bring two benefits. First, they make the vehicle more incisive during change of direction while maintaining upright stance of the wheel and tyre while cornering.

The attention to detail is also evident in the stiffer bushings.

The benefits are immediately apparent. When cornering, the car turns as one with zero latency or unwanted movement.

**ENDS**



## FRESH TREADS ON TWO WHEEL OPTIONS FOR 308 GTi

To ensure maximum driver enjoyment on road or track, two wheel and tyre packages have been developed.

308 GTi 250 models are fitted with 18-inch Diamant wheels, shod with Michelin Pilot Sport 3 tyres. Their fluted spokes and engraved motif are shared with 308 GT models and provide a balance between grip, noise, wear and ride comfort.

Optional on GTi 250 and standard on 308 GTi 270 are lightweight 19-inch Carbone alloys.

Specifically developed by Peugeot Sport for the GTi, new 19-inch 'Carbone' light-weight alloy wheels and are equipped with Michelin Super Sport 235/35 R19 91Y tyres, which showcase the 380mm front discs, complete with solid red four-piston calipers and Peugeot Sport signature.

The 19 inch wheel and tyre package has been developed to fully exploit the 308 GTi 270's dynamic prowess both on and off road.

**ENDS**



## STOPPING POWER IS SECOND TO NONE

The enhanced performance of the 308 GTi 250 is complimented by an uprated braking system providing greater brake modulation and excellent thermal resistance.

At the heart of brake management is a Bosch 9CE central unit distributing the braking effort between the four discs.

At the front, the 330mm by 30mm-thick disc brakes are gripped by floating calipers equipped with 60mm pistons, 47mm larger than Access 308 models. At the rear, the discs are 268mm diameter.

308 GTi 270 models feature further upgrades to the braking system, befitting the track capabilities of the vehicle.

At the front, rotors and callipers grow to 380mm slotted and ventilated carbon discs in the front mounted on aluminium hubs featuring four pistons (38mm and 41mm) in a fixed brake caliper have been developed by UK racing and high performance brake manufacturer Alcon.

The rear discs remain the same as 250hp variants.

The setup has proven staying power, continuously notching up one impressive performance after another.

The GTi 270 version has everything required to rein in the power, with race-developed 380mm ventilated discs mounted on aluminium hubs at the front.

Braking force is applied via four pistons (38mm and 41mm) in a fixed calliper and the rear discs have a diameter of 268mm.

Both drivetrains have switchable Electronic Stability Programming (ESP) as standard.

**ENDS**

## TURN AND GRIP – TORSEN® LSD

Exclusive to the GTi 270 is a Torsen® limited-slip differential (LSD) that has been developed in conjunction with the steering, transmission and stability control system to improve cornering grip.

This system has been revised and improved over several generations, starting with the RCZ-R performance coupe and later the 208 GTi 30<sup>th</sup> Anniversary.

By channelling the torque to the wheel with the highest traction, the Torsen® LSD also makes it possible to accelerate faster out of bends than would normally be the case.

Under spirited driving, particularly when cornering and with mass transfer, the outside wheel of the vehicle offloads and loses grip – impacting corner trajectory, drive and engine power delivery.

To eliminate this phenomenon 308 GTi is equipped with a limited-slip differential Torsen® rated with a 35% lock-up rate.

This means that, in case of a loss of traction, the system diverts up to 35% of available torque to the supporting wheel.

The benefit is that drivers can accelerate earlier and harder in a turn without overloading traction of the front-end.

The Torsen® limited-slip differential also draws on new Traction Control guidelines to ensure optimal implementation.

The sportier ESP design allows more latitude, with more drift on bends. The ESP can also be fully disconnected.

Power steering is also designed specifically to work in conjunction with Torsen® technology. There is also precision feedback from each wheel to let the driver know exactly how the car is performing.

The same system faithfully monitors driver input via the compact steering wheel.

**ENDS**





## 308 GTi TO PUT DRIVER AT CENTRE OF EXPERIENCE

Peugeot 308 GTi drivers will feel connected to the heart of every 308 GTi. This is thanks in part to its GTi emblazoned go-kart-like steering wheel, and head-up instrument display, plus a range of sports-oriented GTi features, including:

- amplified sporty engine note
- red-illuminated instruments
- readouts of power and torque being delivered, the turbo boost pressure, and longitudinal and transverse acceleration
- firmer and more responsive power steering
- more responsive accelerator pedal mapping

The driver can choose to turn off the Driver Sport Pack setting for a more comfort-orientated drive, using a button mounted in the centre console.

**ENDS**



## 308 GTi DRIVETRAINS TUNED FOR EACH POWER OUTPUT

The 308 GTi launches with two high-output turbocharged 1.6L drivetrains specifically developed and tuned by Peugeot Sport, and producing 125kW per litre (115kW/L for the GTi 250); the highest specific output of any vehicle in the segment.

The drivetrains are derived from the proven EP family of engines and are a generational improvement over the previous RCZ-R and 208 GTi 30th Anniversary Peugeot Sport drivetrains.

GTi 250 and 270 models develop outputs of 184kW and 200kW respectively, enough to see the vehicle accelerate to 100km/h in as little as six-seconds (6.2 for the 184kW drivetrain).

Both versions develop peak torque of 330Nm from just 1900rpm with a peak of 4000rpm for the 184kW drivetrain and 5500rpm for the 200kW GTi 270, with power and torque perfectly regulated, even at higher RPM, due to the special wastegate design on the turbocharger.

Specifically developed by BorgWarner the twin scroll turbo has a maximum pressure of 2.5 bar or 35psi – one of the highest in the segment.

The Euro6-compliant EP6 FDTR engine offers a compression ratio of 9.2:1 with state-of-the-art competition-style reciprocating parts: forged aluminium pistons, strengthened connecting rods, polymer-enhanced bearings and reinforced fasteners.

In fact, the pistons are specifically engineered for the GTi and forged by Mahle Motorsport of North America; an industry-leading company that produces high-performance engine components for all manner of vehicles, from Formula One racing cars to off-shore powerboats producing over 1000hp.

Connecting rods are forged from a specialised automotive steel developed by Ascometal dubbed Splitasco HC. The material offers high strength, light weight and durability beyond that of standard metals used in con rods.

To ensure consistent performance the pistons and con rods are cooled from below by a double oil spray system and the exhaust manifold is made of steel, which can resist temperatures of up to 1000°C.

Ensuring friction and wear are minimised a specialised polymeric (polymer) coating is applied between the connecting rods and the crankshaft – while specific machining is carried out before assembly to enhance robustness and strength, particularly during over revving.

To keep all of these components spinning, is a specially engineered engine block.

The engine block is produced by cast aluminium. On leaving the mould a water spray is applied on the crankshaft bearing housings.

This rapid cooling, commonly called quenching, enhances the strength of the area. Then the block is placed in an oven for a controlled annealing.

While power delivery is high, emissions are segment-leading with the Euro-6 compliant drivetrain emitting just 139grams of CO<sup>2</sup> per kilometre for both variants.

The engine runs on 95RON or 98RON fuel and injection pressure is 200bar.



To tap the full potential of the engine, the team focused on minimising pressure drop, targeting both intake and exhaust.

Allowing sufficient volumes of air into the engine isn't the only consideration for the 308 GTi as keeping the charge-air cool is also paramount for consistent engine performance. The 308 GTi by Peugeot Sport is equipped with a supercharged air cooling system, specially developed and installed below the bumper.

At the engine outlet, exhaust gases are expelled more effectively by an entirely revamped system, from the catalytic converter to the two tailpipes.

Both drivetrains are paired with a specifically engineered six-speed manual transmission.

The six-speed manual transmission, previously used in the RCZ-R by Peugeot Sport has been enhanced to absorb the torque of up to 330Nm.

The main shafts have been shot-blasted and the gears treated by carbonitriding.

This thermochemical process improves the parts' ability to withstand wear and tear by increasing their carbon and nitrogen content. The axle has also been shortened to improve acceleration.

## ENDS





## 308 GTi DESIGN OFFERS RESTRAINED AGGRESSION

### EXTERIOR

The Peugeot 308 is inherently sleek and clean, and the high-end version needs no artifice to show its pedigree.

The restrained aggression of the vehicles styling hides true hot-hatch performance, with the first hint being the 11 millimetres lower stance.

Across the upper section, Full LED headlamps flank an exclusive black radiator grille with a horizontal chequered pattern and gloss-black finishing.

For optimum vision in all circumstances, the 308 GTi has been fitted with top-of-the-range headlights made up of 62 LEDs.

They are placed above functional air scoops, which supply the engine with additional cooling.

This same motif is echoed on the grille of the ample air intake, which flows into the supercharging air cooler and is surrounded by dynamic-display LED indicators and a strip in red, or chrome with Ultimate Red.

There are also two front lip spoilers below the bumper, which not only enhance the impression of a car that really sticks to the road but also add to aerodynamic performance, with the vehicle setting a low co-efficient of drag of just 0.31Cd.

The GTi 270 version has all four wheels specified with Michelin Super Sport rubber and lightweight alloy wheels that showcase the 380mm discs at the front with their solid red four-piston calipers, complete with Peugeot Sport signature.

Further inspection naturally draws the eye along the door sill extenders and expressive flanks of the 308 GTi to its powerful rear design, where the car's ground-hugging qualities are underscored by the gloss-black extractor incorporating two ample exhaust pipes.

The GTi signature is clearly visible on the front wings and the tailgate.

The body comes in six colours: the new, specially developed Ultimate Red, Pearlescent White, Magnetic Blue, Pearlescent Nera Black, Cumulus (Metallic grey) and Hurricane Grey.

The 270hp version of the 308 GTi features the exclusive Coupe Franche livery with its combination of Ultimate Red and Perla Nera Black.

Taking in the order of 15 hours to hand apply, the combination of Ultimate Red and Perla Nera Black seem to have been divided by a surgeon's scalpel, such is the contrast between the two parts.

The Coupe Franche version raises the bar even further with its matt black window trim in place of chrome.

Whatever the chosen colour, the finishing reveals outstanding attention to detail echoing the finely tuned body design.

### INTERIOR

The interior styling of the 308 GTi by Peugeot Sport is in keeping with its performance-oriented exterior, and outstanding attention to detail is everywhere.

Red stitching is used on the upholstery, door panels, gear lever and luxury floor mats.

The door sill carries the GTi and Peugeot Sport signature and is finished in aluminium. The same material is used on the pedals, foot rest and gear knob.

In the top-spec GTi 270 version, Peugeot Sport 'bucket' seats are upholstered in Alcantara with red stitching providing cossetting lateral support to ensure the driver feels at one with the car at all times.

The compact steering wheel (351mm x 329mm) offers strong grip and precision, with a full-grain leather design featuring the GTi logo at the bottom and a red centring mark at the top.

It also leaves plenty of room to see the head-up display over it, housing the instrument panel read-outs with chequered backdrops, and the GTi greeting at its centre.

The Peugeot i-Cockpit instrument concept has been an integral aspect of the 308's appeal with a centrally-mounted, driver-facing touch-screen offers ergonomic convenience and state-of-the-art functionality, with the Redline theme adding a final touch of flair.

Adding to the performance experience is the standard fitment of the Driver Sport Pack.

Pressing the Sport button on the centre console changes the display from white to red, shows additional information on the central read-out (power, torque, boost, lateral and longitudinal acceleration), enhances the engine's throaty growl and changes accelerator pedal mapping for a more engaging driving experience.

All of these features combine to capture the quintessential nature of Peugeot Sport development.

**ENDS**



## SPECIFICATIONS

308 GTi SPECIFICATIONS				
Model	308 GTi 250		308 GTi 270	
Engine	1.6 e-THP 250		1.6 e-THP 270	
Capacity	1598cc		1598cc	
Engine type				
Type	Turbo-charged, all-alloy, inline 4 cylinder, with strengthened internals, direct injection and stop-start.			
Fuel	95 RON (PULP) or higher (recommended)			
Bore x stroke (mm)	77 x 85.8			
Compression ratio	9.2:1			
Max power				
Petrol engine	184kW @ 6000rpm		200kW @ 6000rpm	
Max. torque	330Nm @ 19-4000rpm		330Nm @ 19-5500rpm	
Transmission				
Type	Six-speed manual			
Gear Ratios				
1st	13/46			
2nd	25/48			
3rd	30/43			
4th	39/43			
5th	42/37			
6th	47/35			
Final Drive	17/71			
Suspension				
Type	Front	Psuedo MacPherson Strut, coil springs with hydraulic dampers		
	Rear	Deformable crossmember		
Driveline				
Driven wheels	FWD (Torsen LSD for 270 models)			
Brakes				
Front	330mm x 30mm ventilated disc, with twin piston callipers		380 x 32mm ventilated discs, Alcon four piston callipers	
Rear	268mm x 12mm solid disc			
Additional features	ABS			
	Electronic Brake-force Distribution			
	Brake Assist			
	Active Traction Control			
	Hill Hold			
Electronically Controlled Brake system				

Model	308 GTi 250		308 GTi 270	
Steering				
Type	Variable electric power-assisted steering			
Turns lock-to-lock	3			
Minimum turning diameter - tyre (m)	10.4			
Wheels and tyres				
Rims	18 x 8J		19 x 9J	
Tyres	Michellin Pilot Sport 3225/40 R18		Michellin Pilot Supersport 235/35 R19 91Y	
Body/exterior dimensions				
Overall length	4253			
Overall width (mm)	1804			
Overall height	1447			
Wheelbase (mm)	2620			
Front track (mm)	1570			
Rear track (mm)	1554			
Cd	0.31			
Weights/loads				
Kerb weight (kg)	1205			
Weight distribution	63/37 (F/R)			
Capacities				
Fuel tank (L)	53			
Seating	Five			
Boot Space (L)	435 (820 rear seats folded - below window line)			
Towing	N/A			
Performance				
Max. speed (km/h)	235			
0-100 km/h (sec)	6.2		6	
Fuel consumption (L/100 km)*				
Combined	6			
Urban	8.2			
Extra urban	4.6			
CO <sub>2</sub> emissions (g/km)*				
Combined	139g/km			

\*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/02 combined cycle. Figures quoted for 18/19" tyre package.