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How to: Launch a 2009 Porsche 911 Carrera S Manual and PD...

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How to: Launch a 2009 Porsche 911 Carrera S Manual and PDK - Feature

Learn how to get from a standstill to 60 mph in less than four seconds.

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Getting the best zero-to-60 acceleration time out of a **Porsche 911** with a manual transmission requires a bit of a sadistic streak. Dropping the clutch in the rear-heavy coupe for a wheelspin-induced launch creates a violent bucking—known as axle hop—that resonates throughout the entire car and feels certain to dislodge a few expensive components. Surprisingly, we've found that Porsches survive this punishment unscathed—at least for a few runs. Do it correctly in a Carrera S via the following steps, and you will go from a standstill to 60 mph in less than four seconds. Porsche now offers a launch-control function for its *doppelkupplungsgetriebe* (German for dual-clutch gearbox), a clutch-pedal-free setup that's better known by the letters PDK, so now it's easier to get the best numbers out of a 911. But the affair still requires a penchant for mechanical cruelty.

Disclaimer: Most owners won't likely subject their cars to this abuse, which is why we created the 5-to-60-mph statistic. In that instance, hard acceleration begins with the car already rolling at 5 mph in first gear and with the clutch engaged. The driver then simply floors the gas pedal, and the clock starts. That test gives a good idea of a vehicle's real-world acceleration ability. So, when it comes to an all-out maximum acceleration run, it might be best to leave a launch this severe to the experts, and by experts we mean the parking valets at your country club.

MANUAL TRANSMISSION:	PDK AUTOMATED MANUAL:
STEP 1: Deactivate the stability control by pressing the PSM button on the dash.	STEP 1: Deactivate the stability control by pressing the PSM button on the dash.
STEP 2: Stop. Shift into first gear. With the clutch pedal pressed to the floor, increase throttle to a steady 5500 rpm.	STEP 2: Engage "sport plus" mode by pressing the dash-mounted button indicating such.
STEP 3: Familiarize yourself with the clutch's engagement point in advance. With the clutch pedal very near that point, release the pedal sharply while simultaneously flooring the accelerator.	STEP 3: Push the brake pedal with your left foot and hold.
STEP 4: A split second of wheelspin ensues, and then three or four shuddering wheel hops follow as the huge rear tires scramble for traction. Keep the throttle pinned.	STEP 4: Floor the accelerator with your right foot. Even though the pedal is floored, the engine's computer will not let the engine hit the redline. Instead, the computer selects the ideal engine speed for the swiftest launch—in this case, it will settle around 6600 rpm. Get it right, and "Launch control active" will appear in the onboard computer display.
STEP 5: At this point, the engine is likely to be hitting about 6500 rpm. Get ready to shift because power builds quickly and it is easy to trigger the rev limiter at 7400 rpm.	STEP 5: Release the brake and hang on. Upshifts happen automatically as long as the pedal is to the floor.
STEP 6: Shift into second gear and watch the speedo blow past 60 mph.	

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