



50 years of the Golf GTI – the anniversary model

The new Golf GTI EDITION 50

INTERNATIONAL MEDIA DRIVE
Barcelona, January 2026

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1. Golf GTI EDITION 50 – Combined fuel consumption: 7.9–7.6 l/100 km; combined CO₂ emissions: 179–173 g/km; CO₂ class: G–F
2. Optional equipment
3. Golf R – Combined fuel consumption: 8.4–8.1 l/100 km; combined CO₂ emissions: 192–183 g/km; CO₂ class: G
4. Golf GTI – Combined fuel consumption: 7.3–7.0 l/100 km; combined CO₂ emissions: 166–160 g/km; CO₂ class: F
5. Golf GTI Clubsport – Combined fuel consumption: 7.6–7.3 l/100 km; combined CO₂ emissions: 174–166 g/km; CO₂ class: F
6. All equipment information applies to the model range offered in Germany.
There may be differences for other countries



The original turns 50 – Volkswagen celebrates the icon's anniversary with the new Golf GTI EDITION 50

KEY ASPECTS

- **Stronger** – technically and visually individualised Golf GTI EDITION 50¹ is the most powerful series-produced GTI to date with 239 kW (325 PS)
- **Faster** – the new Golf GTI EDITION 50 accelerates from a standstill to 100 km/h in just 5.3 seconds and has a top speed of 270 km/h
- **More exclusive** – anniversary GTI comes standard with DCC adaptive chassis control, 19-inch wheels with exclusive paint finish, LED matrix light and new seat cover pattern
- **More dynamic** – new GTI Performance package² with chassis upgrade, 19-inch forged wheels and titanium tailpipes reduces weight by approx. 25 kg

IN BRIEF

GTI anniversary. A tribute to the first Golf GTI of 1976: the new Golf GTI EDITION 50.

The anniversary model marks another milestone in the 50-year history of the successful compact sports car. In fact, with an output of 239 kW (325 PS), the Golf GTI EDITION 50 is the most powerful of all the Golf GTI models from series production to date. A maximum speed of 270 km/h also makes it the fastest production model of the Volkswagen brand. Only the Golf R³ also achieves this speed with an optional R-Performance package. Pre-sales for the Golf GTI EDITION 50 have already started. The anniversary GTI is available alongside the classic Golf GTI with 195 kW (265 PS)⁴ and the Golf GTI Clubsport with 221 kW (300 PS)⁵.

GTI dynamics. It is in the GTI's DNA to effortlessly transfer maximum power to the road.

This was also the case with the Golf GTI EDITION 50: its dynamically tuned DCC sports chassis, the electronically controlled front differential lock and the agile and precise progressive steering deliver dynamic performance in its purest form, even in the standard base configuration of the Golf GTI EDITION 50. Like the Golf GTI Clubsport, it also offers an additional driving profile as



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standard: Special mode. The drive, steering and the DCC sports chassis, which is standard in the EDITION 50, are consistently tuned to the special features of the Nürburgring Nordschleife. Volkswagen test and development driver Benny Leuchter (D) highlighted the Golf GTI's outstanding potential on the Nürburgring Nordschleife track in a production-ready test vehicle equipped with the GTI Performance Package EDITION 50 optionally available for the anniversary model: Leuchter completed the Nordschleife in 07:46:125 minutes – never before had a road-legal Volkswagen been faster at the Nürburgring.

GTI Performance package. The exclusive GTI Performance Package EDITION 50, which is only available for the anniversary model, reduces the Golf GTI's weight by approx. 25 kg and offers an additional boost to driving dynamics with its upgraded chassis. The Performance package was developed for dedicated drivers who want to drive their Golf GTI EDITION 50 on a racetrack as part of a track day, for example. The GTI Performance Package EDITION 50 includes a particularly lightweight Volkswagen R exhaust system with titanium tailpipes, also lighter 19-inch Warmenau forged wheels (20 per cent lower unsprung masses), modified swivel bearings on the front axle with adapted camber (for more direct steering response and even better tracking), further lowering by 5 mm due to stiffer springs (less body movements when steering) and adapted suspension bearings (optimised response). Overall, the anniversary model with the GTI Performance Package EDITION 50 is 20 mm lower than the base configuration of the Golf. The standard⁶ 235/35 semi-slick tyres in this case are always paired with the package. In Germany, the semi-slick tyres can also be purchased separately without the GTI Performance Package EDITION 50 as special equipment.

GTI engine. The engine of the first Golf GTI in 1976 was already a lightweight four-cylinder unit that powered the front axle. Both of these things are still true today. And yet the 81 kW (110 PS) naturally aspirated engine in the original GTI and the 239 kW (325 PS) powerful turbocharged engine in the Golf GTI EDITION 50 no longer have anything else in common technically except for the number of cylinders. The state-of-the-art and efficient engine of the anniversary model – the legendary, powerful four-cylinder engine from the EA888 LK3 evo4 engine family – is an enhancement of the drive system from the Golf GTI Clubsport (221 kW/300 PS). Thanks to internal engine measures, the engine specialists increased the output of the Golf GTI EDITION 50 by a further 25 PS. Compared to the traditional Golf GTI in the basic



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configuration (195 kW/265 PS), this is an additional 60 PS. The maximum torque has also been increased: It rose to 420 Nm (Golf GTI Clubsport: 400 Nm; Golf GTI: 370 Nm). The drive power is transmitted by means of the seven-speed direct shift gearbox and the electronically controlled front differential lock. When the driver requests full power, the Golf GTI EDITION 50 accelerates from a standstill to 100 km/h in just 5.3 seconds. The top speed is 270 km/h.

GTI exterior. Various refinements characterise the exterior of the GTI anniversary model. Distinctive: Clubsport-look bumpers and black 19-inch Queenstown GTI alloy wheels, whose diamond-cut upper side is finished in a contrasting red glaze varnish. The black wheels are optionally available with diamond-cut light surfaces. The visually frozen red GTI logo in the centre of the wheel is also legible when the wheels are rotating, as the centre wheel trim does not rotate with them. 'GTI 50' lettering on the exterior of the two-piece roof spoiler and on the insides of the exterior mirrors, darkened VW logos, a special decor of the door sills, privacy glazing in the rear and black tailpipes complete the exterior individualisation. Standard on board the Golf GTI EDITION 50: the IQ.LIGHT LED matrix headlights and 3D LED tail light clusters with dynamic turn signal.

GTI colours. Black has been a typical colour for the compact sports car since the first Golf GTI. On the Golf GTI EDITION 50, the side members, front grille and front spoiler, outer areas of the two-piece roof spoiler, rear diffuser and the exterior mirror caps are finished in high-gloss black. The five exterior colours of the Golf GTI EDITION 50 are visually coordinated with the add-on parts and individualised GTI wheels. Exclusively for the anniversary model, the two paint finishes Tornado Red and Dark Moss Green metallic are each offered with a black roof. The colour Tornado Red is reminiscent of the Golf II GTI, in which this rich red replaced the early Mars Red of the first GTI generations and became one of the GTI's classic colours for many years. In addition, the standard Pure White and the optional Moonstone Grey (both with black roof) as well as Grenadilla Black metallic (optional) are available. As always in red: the crossbar in the radiator grille and above the headlights. Illuminated in white: the light strip below and the VW logo.



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GTI interior. Like the Golf GTI and Golf GTI Clubsport, the Golf GTI EDITION 50 is equipped with sports seats. And they have also been customised. Elegant: the new distinctive Clark GTI 50 seat design. The upper area, including the head restraints integrated into the front seats, is finished in grey ArtVelours Eco with red GTI lettering. The classic check pattern is used on the seat centre panels. However, this has been completely modified: the checks are significantly larger and reduced to an asymmetrically positioned cross. The sides of the seat padding, on the other hand, have a fine and very subtle check pattern. Even the loop for the rear centre armrest comes with this check fabric. One of the many other subtle refinement details: new green stripe in the check pattern, which precisely matches the new exterior colour Dark Moss Green metallic. The topstitching on the seats is red. The interplay of all the elements makes a high-quality, iconic and sporty impression. Other customised GTI insignia in the interior include the centre bar of the multifunction leather sports steering wheel featuring the GTI 50 logo. The steering wheel clips sport a new design in Dark Anodised (dark aluminium). The topstitching of the steering wheel is similarly finished in black. As a contrast, the exclusive seat belts are completely in red. Also in red for the first time are the rubber pads of the accelerator and brake pedal. In addition, the interior door handles, which normally have a chrome look, have a Dark Anodised finish. The sill panel mouldings are customised with the GTI 50 logo. The vehicle key also features the GTI 50 logo.

GTI collectors' items. They enjoy cult status: the Golf GTI anniversary models. No. 1 of these in 1996 was the special edition 20 Years of the GTI based on the Golf III GTI. Another collector's item has followed every five years since: in 2001, the now legendary 25 years of the GTI (Generation IV) made its debut – legendary because this absolutely puristically styled anniversary model anchored the turbocharged engine in the current heritage of the Golf GTI. The distinctive Edition 30 (Generation V) followed in 2006, Edition 35 (Generation VI) in 2011, Clubsport and Clubsport S (Generation VII) in 2016 and Edition 45 (Generation VIII) in 2021. They have all long been collectors' items, as they are always highly customised and only produced for a limited time.



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THE GTI DRIVE IN DETAIL

Performance-enhanced Clubsport engine. It is the most powerful engine Volkswagen has ever installed in a standard Golf GTI: the 1,984 cm³ TSI is a four-cylinder turbo direct injection engine from the EA888 LK3 evo4 engine series. evo4 stands for the latest evolutionary stage of the responsive petrol engine model. With an output of 239 kW (325 PS), it outperforms the engine of the current Golf GTI Clubsport (221 kW/300 PS) by a further 18 kW (25 PS). The increase in power compared to the Golf GTI Clubsport, on which the engine of the Golf GTI EDITION 50 is based, was achieved by implementing measures within the engine. The engine provides its maximum torque of 420 Nm between a low 2,000 rpm and a high 5,400 rpm – and thus over a very wide engine speed plateau. Compared to the Golf GTI Clubsport, it increased by 20 Nm and compared to the classic Golf GTI by 50 Nm. As the maximum torque in the Golf GTI EDITION 50 is available in many engine speed ranges, the compact sports car is extremely agile. However, not in an excessive manner but – typical of the GTI – a remarkably confident one. The drive power is transferred to the front axle via a seven-speed direct shift gearbox and a front differential lock configured specifically for the Golf GTI EDITION 50.

High dynamics, low consumption. From a standstill, the new Golf GTI EDITION 50 only takes 5.3 seconds to accelerate to 100 km/h. For comparison: the Golf GTI with 195 kW (265 PS) accelerates to 100 km/h in 5.9 seconds, the 221 kW (300 PS) Golf GTI Clubsport in 5.6 seconds. The maximum speed is 270 km/h (electronically limited). Compared to the two other Golf GTI versions, the anniversary model stands out with 20 km/h more. The high levels of dynamism are offset by a combined WLTP consumption of 7.9 to 7.6 l/100 km. The efficiency of the direct injection system is increased by innovative technical details such as a water-cooled exhaust gas recirculation to the turbocharger integrated in the cylinder head. Thanks to a fully electronic coolant regulator unit, the GTI features very effective thermal management with a short warm-up phase. The resultant reduction in friction losses could reduce fuel consumption.



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THE GTI CHASSIS IN DETAIL

High-tech sports chassis. The chassis of the 239 kW Golf GTI EDITION 50 – similar to the Golf GTI (195 kW) and Golf GTI Clubsport (221 kW) – consists of a MacPherson front axle and four-link rear axle. The anniversary model is furthermore the only GTI to be equipped with DCC adaptive chassis control as standard.

More dynamic thanks to the Performance package. The GTI Performance Package EDITION 50 is optionally and exclusively available for the most powerful GTI. In this combination, the anniversary model not only boasts the most powerful GTI drive system, it also has the best-performing chassis. The new GTI Performance Package EDITION 50 includes the following modifications and details:

- Lightweight 19-inch Warmenau forged wheels Semi-slick tyres in size 235/35 R 19 at no extra cost
- Weight-reduced sports exhaust system with Volkswagen R titanium tailpipes
- Lowered by another 5 mm compared with the Golf GTI Clubsport with stiffer body suspension (20 mm compared with the Golf base model)
- Stiffer suspension strut mountings, stiffer control arm mountings in the transverse link, modified wheel carriers for increasing the camber on the front axle
- Stiffer shock absorber mountings and a wheel carrier with modified tie rod connection on the rear axle
- Completely independent data records for DCC adaptive chassis control, vehicle dynamics manager, progressive steering and the ESC

More agile and neutral. The aim of chassis tuning for the Golf GTI EDITION 50 with the new Performance package was to achieve even greater power transmission between the tyres and the road while at the same time realising the best possible neutral handling characteristics and an agile response to steering commands. This was achieved by optimising the body suspension and the elastokinematic properties. In detail, the spring rates on the front and rear axles have been increased. This in turn leads to an increase in the so-called natural frequencies. Thanks to the stiffer body suspension, it was possible to lower the chassis of the Golf GTI EDITION 50 by a



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further 5 mm. These measures help to reduce the rolling tendency of the body, improving body control and thus achieving more spontaneous vehicle reactions. Although the performance of the Golf GTI EDITION 50 has been significantly increased, this GTI also offers a high degree of everyday usability.

Perfection in every detail. In technical terms, the chassis of the Golf GTI EDITION 50 with the Performance package features a stiffer rear transverse link mount on the front axle, among other things. In combination with the electronically controlled front differential lock and semi-slick tyres, this significantly reduces the acceleration understeer typical of front-wheel drive vehicles to such an extent that drivers of the Golf GTI EDITION 50 may forget they are in a front-wheel drive vehicle when accelerating out of corners. The neutral handling characteristics are reinforced by a modified wheel carrier on the rear axle, which ensures more precise guidance of the tie rod. The result is a significant reduction in lateral force understeer and therefore the outlined more neutral vehicle behaviour.

New wheel/tyre combination. The tyres play a key role in optimising vehicle dynamics and overall performance. The crucial factor here is optimal contact between the tyres and road. On the Golf GTI EDITION 50 with the Performance package, the contact area of the driven front wheels was maximised by increasing the static camber to -2 degrees and the tyre width of the 235/35 semi-slicks. The tyres were developed with partner Bridgestone for the Golf GTI EDITION 50. Compared with the predecessor of this semi-slick tyre, the weight per tyre was reduced by 1.2 kg; rolling resistance was also reduced at the same time. In parallel to this, the performance characteristics on dry and wet roads have been improved. In addition, the Warmenau forged wheel reduces the unsprung masses by around 3.0 kg per wheel compared with comparable alloy wheels. The aerodynamic properties of the forged wheel also optimise the heat dissipation of the GTI brakes. The Volkswagen R exhaust system with titanium tailpipes is particularly lightweight. The measures here reduce the weight by around 25 kg.



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High-tech DCC adaptive chassis control. The DCC adaptive chassis control of the Golf GTI EDITION 50 continuously responds to the road surface and the driving situation. The chassis can be individually configured by the driver via the respectively set driving profile – Eco, Comfort, Sport (+Special) and Individual. The spectrum here ranges from a comfort-oriented to a very dynamic setup. In each of the driving profiles, the required damping is calculated for each wheel in fractions of a second and set to the GTI shock absorbers. In this process, adapting the individual wheel damping (approx. 200 times a second) guarantees particularly agile and accurate handling. The lateral dynamics components of the DCC chassis are coordinated and optimised with the help of the vehicle dynamics manager. The chassis of the Golf GTI EDITION 50 thus combines everyday ride comfort with maximum driving dynamics – typical of a GTI.

Front differential lock. Like all current-generation Golf GTI models, the Golf GTI EDITION 50 features the electronically controlled front differential lock as standard. Compared with fully mechanically operated differential locks, the system in the GTI offers benefits including a variable locking level – depending on the Electronic Stability Control (ESC) and the electronic differential lock (XDS) functions. This makes it possible to avoid the kind of negative influences on steering precision that occur with mechanical locks. The lock uses a multiplate clutch to optimise traction and handling in fast corners. The main effect of the differential lock is that it can distribute the drive torque asymmetrically to both front wheels as soon as the front wheel on the inside of the bend reaches the speed level of the outer wheel under drive load. The front axle differential lock and its torque vectoring effect maximise traction, optimise performance and create even more neutral handling.

Vehicle dynamics manager. The intelligent control centre of the GTI chassis is the vehicle dynamics manager. The vehicle dynamics manager coordinates the functions of the front differential lock, the electronic differential locks, and the lateral dynamics components of the controlled DCC shock absorbers during every driving manoeuvre. An adjustment of the locking effect of the front differential lock leads to greater linearity and stability, for example. In parallel to this, targeted braking interventions on the vehicle side on the inside of a bend further reduces understeer in the transition and limit ranges. In addition, thanks to the vehicle dynamics manager, the dynamic roll tendency is reduced by means of DCC intervention.



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THE GTI SPECIAL DRIVING PROFILE IN DETAIL

The Special driving profile. Drivers of all GTI models can adjust the response of the engine and steering using the standard driving profiles. If the DCC adaptive chassis control is on board, its control is also included in the setup. Depending on the profile, the air conditioning and the automatic Adaptive Cruise Control are also adapted. As outlined, there are four profiles: Eco, Comfort, Sport and Individual. As an additional driving profile, the Golf GTI Clubsport and the new Golf GTI EDITION 50 also have a fifth driving profile: Special. It is a sub-menu of the Sport profile. When activated, the 'Nürburgring' lettering appears in the background of the Infotainment system – for good reason: the Special driving profile is a performance mode in which all driving dynamics-relevant systems, including the standard DCC in the Golf GTI EDITION 50, are uncompromisingly tuned to the conditions of the Nordschleife. As soon as the driver activates the Special profile, they can feel this through the increase in engine speed. At the same time, the GTI now shifts up later: the seven-speed direct shift gearbox keeps the gear just as a professional driver would on the race track to accelerate the Golf with maximum power at the apex of the next turn.

THE ADDITIONAL STANDARD EQUIPMENT FEATURES AT A GLANCE

(Differentiating features compared to GTI and GTI Clubsport)

Performance

- Adaptive DCC sports chassis
- Top speed increased to 270 km/h
- Special driving profile configurable

Exterior

- Exterior mirror housings in black
- Automatic headlight range control
- Dynamic main-beam control Dynamic Light Assist
- Dynamic cornering light
- IQ.LIGHT LED matrix headlights with main beam Plus



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- 19-inch Queenstown alloy wheels, diamond-cut finish, with red glaze varnish (optionally in light silver)
- Rain sensor
- Tyres size 235/35 R 19
- 3D LED tail light clusters
- Tinted side windows in the passenger compartment
- Bumper in Clubsport design. Air intake in honeycomb structure
- VW logo at front, crossbar between headlights and door handle recesses illuminated
- Two-tone paintwork with roof in black

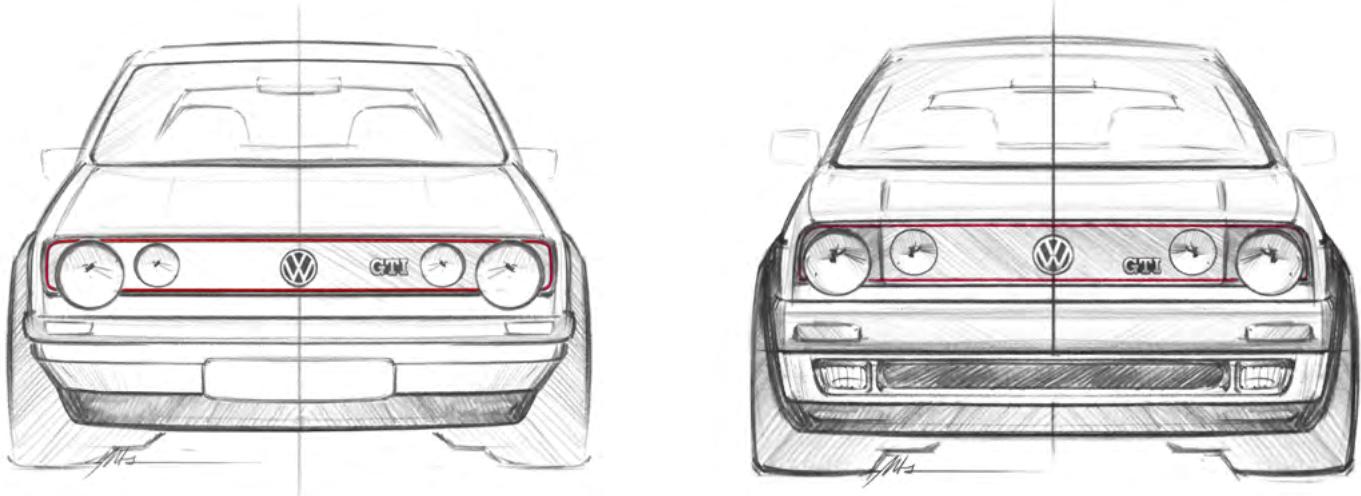
Interior

- Decorative trim on the dash panel and front door trim in Velvet Dark
- Leather multifunction steering wheel with topstitching in black
- Rubber pedal caps in red
- Seat belts in red
- Premium sports seats at the front and sports seats at the rear in their own Clark GTI 50 design

THE ADDITIONAL OPTIONAL EQUIPMENT AT A GLANCE

(Differentiating features compared to GTI and GTI Clubsport)

- GTI Performance Package EDITION 50 with 19-inch Warmenau forged wheels, Performance chassis, lowered body and R-Performance exhaust system with rear silencers in titanium
- Semi-slick tyres in size 235/35 R 19
- Special colour Dark Moss Green metallic with black roof
- Special colour Tornado red solid with black roof



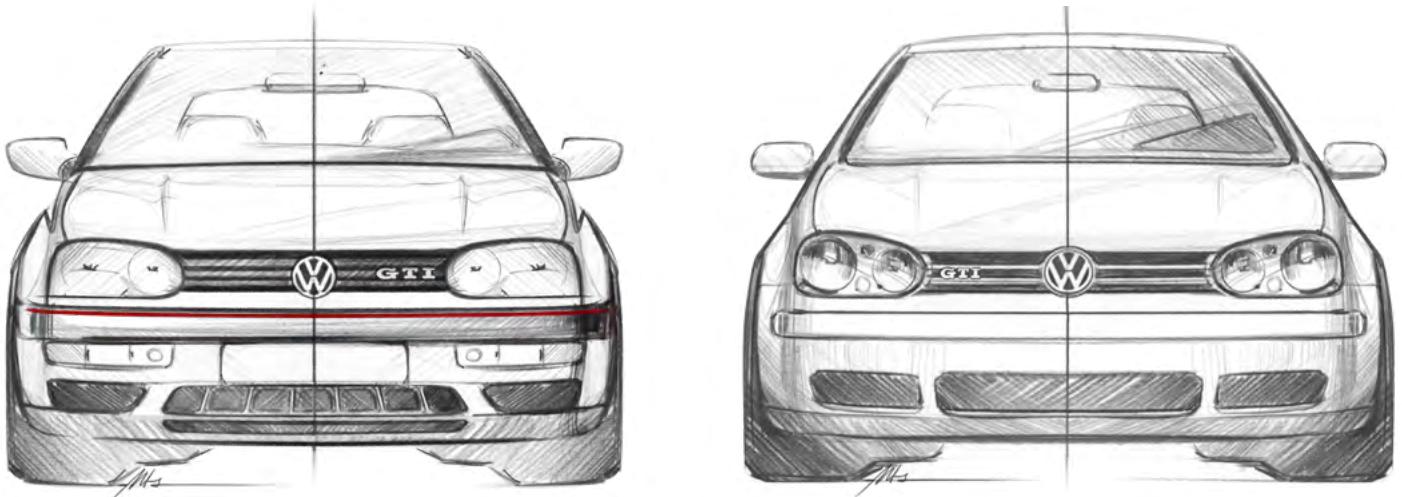
THE HISTORY OF THE GOLF GTI IN DETAIL

GOLF I GTI – 1976 TO 1983

The original. The history of the Golf GTI begins at the Nürburgring. There, in the summer of 1975, a prototype of the sports car was used as a pace car, and the spectators were taken aback at how this Volkswagen could be so incredibly fast. GOLF lettering was on the doors, but the name GTI was still a secret. But the later characteristic black stripes above the side members were already there. A few weeks later, Volkswagen revealed the secret behind the model and unveiled a concept vehicle of the Golf GTI with a top speed of 182 km/h in a world premiere at the International Motor Show (IAA) in Frankfurt. Demand was enormous – everyone wanted this compact sports car. As early as June 1976, the 110 PS Golf GTI made its debut first in Germany, then around the globe. 5,000 units of the special series were initially planned. But things turned out quite differently: the 5,000 units of the first Golf GTI series eventually ended up being 461,690 – and the product line was crowned by the 'Golf GTI special model' with 112 PS, which became known as the 'Pirelli GTI'.

GOLF II GTI – 1984 TO 1991

First evolutionary stage. From 1984, the second Golf GTI seamlessly continued the philosophy of the sporty compact car. In the eighth year of GTI history, the typical insignia of the sports car already enjoyed cult status: black wheel arch extensions, black front spoiler, black-framed rear window, black headliner and red frame in the radiator grille. A perfect match: the Mars Red and later Tornado Red GTI paintwork. With 112 PS, the new GTI was initially as powerful as the predecessor. Those who opted for a version with one of the first catalytic converters from 1985 had five PS less at their disposal. However, already in 1986, Volkswagen added more GTI power with a technical innovation: a new 16V engine. In the version without regulated catalytic converter, the four-valve engine developed 139 PS and achieved a top speed of 208 km/h. And even the Golf GTI 16V with regulated catalytic converter, and in this case with 129 PS, travelled at 200 km/h on German motorways from 1987. ABS was available as an option for the first time. In 1990, a 'G-Lader' scroll-type supercharger boosted the output in the Golf GTI G60 to 160 PS and the top speed to 216 km/h. In November 1990, the GTI broke the barrier of one million units built and became the most successful compact sports car in the world.



GOLF III GTI – 1991 TO 1997

Pure understatement. It was characterised by visually restrained dynamics: the Golf III GTI presented in 1991. Only the black wheel arch and side member trims, black spoilers, the Le Mans or Monte Carlo alloy wheels and a twin-pipe exhaust system made it recognisable as a GTI. The sports chassis lowered the body by a modest amount. The headlights were a stylistically distinctive feature. They were a new interpretation of the twin headlights of the first and second Golf GTI generations. This time, however, all light functions were located in a common headlight housing – one of numerous aerodynamic measures that made the third GTI more efficient and faster. These measures also included the roof spoiler, which reduced air turbulence in the rear area. In terms of power, the Golf III GTI started out with 115 PS, which its 2.0-litre two-valve four-cylinder engine again sent towards the front axle. Thanks to the sophisticated aerodynamics, this output made it possible to achieve a top speed of 196 km/h. The new Golf GTI 16V with 150 PS made its debut in 1993. Top speed: 215 km/h. It accelerated from 0 to 100 km/h in just 8.7 seconds and was therefore just as fast as the earlier Golf II GTI G60 with 10 PS more. In 1996, a turbodiesel with 110 PS enriched the GTI range. The Golf '20 Years of GTI' was also launched in 1996 – the first anniversary model in GTI history.

GOLF IV GTI – 1998 TO 2003

A style icon. The Golf IV is quite rightly still considered a style icon to this day. Hartmut Warkuß, the long-standing Head of Design of the Volkswagen Group, shaped the precise and puristic design DNA that led Volkswagen models into the future in terms of style. At the same time, the fourth Golf and, with it, the fourth GTI took a huge technical leap forward. This was also reflected in the exceptional quality of the body and interior. High-tech was also present in the area of the new GTI engines: The customer could choose between a 1.8-litre turbocharged petrol engine with 150 PS and a 2.3-litre five-cylinder engine, also with 150 PS. With both engines, the Golf IV GTI had a top speed of 218 km/h. In 2000, the output of the V5 engine increased to 170 PS and the top speed thus to 224 km/h. In addition, a turbodiesel was available again, which initially developed 110 PS, then 115, 130 and 150 PS. However, the crowning glory of the Golf IV GTI in 2001 was the 180 PS turbocharged petrol engine in the '25 Years of the GTI' special model – a turning point in the history of the GTI.



GOLF V GTI – 2004 TO 2008

Pure GTI. In September 2004, Volkswagen presented the fifth Golf GTI at the Paris Motor Show, a car that once again realised the GTI idea in a significantly sportier way. Characteristics: a sharper look with distinctive radiator grille in a new black honeycomb look with red GTI surround, black front spoiler, also black side members, a roof spoiler in the vehicle colour, chrome-plated twin tailpipes, new sports seats, high-end chassis and a new 200 PS turbocharged engine. This delivered a real punch: the 2.0-litre four-cylinder engine accelerated the GTI with manual gearbox to 100 km/h in 7.2 seconds; with the direct shift gearbox (DSG), the time was just 6.9 seconds. The GTI reached its top speed only at 235 km/h. In 2006, Volkswagen launched the 230 PS Golf GTI Edition 30 on the market to mark the 30th birthday of the cult athlete. Its 230 PS are quickly explained: there was one more PS for each GTI year compared with the 200 PS version. Visually striking: matt black 18-inch Detroit alloy wheels. Light-coloured 18-inch aluminium wheels in a cross-spoke design (Rockingham) were available as an alternative. The front spoiler, rear apron and side members were painted in the vehicle colour, while the tail light clusters were darkened. Exclusive partial leather sports seats with centre panels in the classic Interlagos check pattern enhanced the interior. The equipment also included a manual or DSG gear knob in the form of a golf ball. The fastest GTI to date reached 245 km/h and accelerated to 100 km/h in just 6.8 seconds.

GOLF VI GTI – 2009 TO 2012

Perfected spirit. The sixth generation of the Golf GTI made its debut in 2009. None other than racing legend Hans-Joachim Stuck was in charge of honing the vehicle's setup. With the new generation, a GTI with a top speed of 240 km/h followed, offering plenty of fun with its 210 PS turbocharged engine, which also allowed it to complete the sprint from standstill to 100 km/h in 6.9 seconds. This GTI featured a sound generator and a new exhaust system concept (with one tailpipe each on the left and right), delivering audible dynamic performance. For the first time, the new GTI also featured the XDS electronic differential lock as standard. Thanks to XDS, the handling was much more precise and neutral. In 2011, the most powerful GTI to date with 235 PS followed as the 'Edition 35'. The Golf GTI was also available for the first time as a Cabriolet model from 2012.



GOLF VII GTI – 2013 TO 2020

Record-breaking GTI. In 2013, Volkswagen launched the seventh Golf GTI in two variants: a 220 PS version and a GTI Performance version with 230 PS. On this basis, the Golf GTI Clubsport – a special model for the 40th anniversary of the Golf GTI – followed at the beginning of 2016 with an output of 265 PS, and temporarily even 290 PS with the boost function. It was also the first Golf GTI to break the six-second mark at 5.9 seconds and had top speed of 250 km/h. In the same year, the new Golf GTI Clubsport S with its 310 PS broke down the boundaries to motorsport: in the spring, Volkswagen works driver Benjamin Leuchter broke the record at the time for front-wheel drive vehicles around the Nürburgring Nordschleife at the wheel of the Clubsport S with a top speed of 265 km/h, posting a lap time of 07:49:21 minutes – what a way to celebrate the Golf GTI's 40th anniversary. In 2017, the 'normal' Golf GTI and Golf GTI Performance also received more power: the new standard version now produced 230 PS, and the new Golf GTI Performance 245 PS. In 2019, a further highlight of the seventh GTI generation followed: the 290 PS Golf GTI TCR – a tribute to the successful 350 PS car from the international TCR racing series.

GOLF VIII GTI – SINCE 2020

High-performance GTI. The eighth generation of the Golf GTI made its debut in 2020. Its 2.0-litre turbocharged engine develops an output of 180 kW (245 PS) and a torque of up to 370 Nm. For the first time, a newly developed vehicle dynamics manager is used in the Golf GTI, which has a top speed of 250 km/h and is always shifted by means of a seven-speed DSG. It coordinates the XDS+ enhanced electronic differential lock and the lateral dynamics components of the optional DCC electronic damping control and the front axle differential lock. The sharpened driving dynamics properties guarantee a completely new and pure driving experience. To mark the 45th anniversary of the GTI, the 221 kW (300 PS) Clubsport 45 was launched in 2021. In 2024, Volkswagen enhanced the Golf GTI with a hardware and software update, including new lighting, Infotainment and operating systems. The output of the Golf GTI increased from 180 kW (245 PS) to 195 kW (265 PS). The power of the Golf GTI Clubsport remained the same at 221 kW (300 PS). The performance of the further refined chassis with standard details such as an electronically controlled front differential lock is outstanding in all models. As a new milestone in 50 years of GTI history, Volkswagen then presented the new Golf GTI EDITION 50 at the 24-hour race at the Nürburgring in 2025. In the anniversary year 2026, this is now followed by the official market launch of the most powerful Golf GTI to date, delivering 239 kW (325 PS).