



Media Information

The new Golf GTI and Golf GTI Clubsport

Media workshop

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Note

1. Golf GTI Clubsport 24h – race car. The model will not be available for sale.
2. Golf GTI Clubsport – combined energy consumption 7.8-7.5 l/100 km; combined CO₂ emissions 178-171 g/km; CO₂ class: G-F. Information on consumption, CO₂ emissions and CO₂ classes in ranges depending on the selected vehicle equipment.
3. Golf GTI – combined energy consumption 7.3-7.1 l/100 km; combined CO₂ emissions 167-162 g/km; CO₂ class: F. Information on consumption, CO₂ emissions and CO₂ classes in ranges depending on the selected vehicle equipment.
4. Optional equipment



In brief

World premiere at the 24-hour race: Volkswagen to unveil new Golf GTI Clubsport at the Nürburgring

- GTI³ with 265 PS: the classic version of the iconic compact sports car accelerates to 100 km/h in just 5.9 seconds with an additional 20 PS of power
- GTI Clubsport² with 300 PS: the new and improved Clubsport can reach speeds of up to 267 km/h and is launching with a sharper design, enhanced running gear and new Infotainment system
- GTI Clubsport 24h¹ with 348 PS: a racing car based on the Golf GTI Clubsport will take part in the 24-hour race at the Nürburgring to celebrate the Golf's 50th birthday
- New GTI wheel designs: the 19-inch Queenstown⁴ alloy wheel has been designed exclusively for GTI models. The GTI Clubsport is also available with the 19-inch Warmenau⁴ forged wheel

GTI – the next chapter. It has the world's largest fan base of all compact sports cars and is regarded as the original in its class: the Golf GTI is the ultimate icon, with well over 2.3 million units sold. A new evolutionary stage of this vehicle is now being launched. The output of the Golf GTI¹ has increased from 180 kW (245 PS) to 195 kW (265 PS). Pre-sales will get underway in Europe on 14 May. The next GTI highlight will follow just a few days later with the world premiere of the new Golf GTI Clubsport at the Nürburgring – as part of the legendary 24-hour race. This represents the start of a true GTI weekend: on 1 June, Volkswagen will unveil the 221 kW (300 PS) Golf GTI Clubsport¹ in front of thousands of visitors, who will then be able to take a closer look at the top-of-the-range GTI model on the 'Nürburgring Boulevard'. The world premiere is taking place to coincide with the celebration of the Golf's 50th birthday (launched in 1974). To help mark the occasion, three classic Golf vehicles will be taking part in the ADAC 24h Classic (3-hour race) on 2 June just before the main race. And that's not all. A truly unique Golf will then take part in the 24-hour race: the Golf GTI Clubsport 24h, which boasts an output of 256 kW (348 PS). This race car was originally designed by Volkswagen Motorsport and has now been taken to the next level. As a tribute to half a century of Golf, the race organisers have given it the start number 50. Volkswagen says thank you!

Perfection in every detail. Specific details of the Golf GTI and the Golf GTI Clubsport have been enhanced. Volkswagen has sharpened the iconic exterior. The LED headlights and LED taillight clusters have been redesigned. Customers can also opt for the latest generation of the IQ.LIGHT LED matrix headlights – they offer high-performance high beam with 15 per cent more range than on the predecessor. The developers in Wolfsburg have additionally completely revamped the infotainment systems and thus the central operating hub of both compact sports cars – it is now more intuitive, simpler and better. The computing power of the infotainment unit is now just as fast as the way in which the two Golf GTIs accelerate and decelerate. A core characteristic of all Golf GTI models is the outstanding performance of the running gear with standard features such as the electronic front-axle differential lock and progressive steering; Volkswagen was additionally able to further refine the running gear setup of both models. The GTI models are powered by the latest version

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of the 2.0-litre turbocharged petrol engine (TSI), known within Volkswagen as EA888 LK3 evo4. The potential of this four-cylinder engine is demonstrated by its transfer to the world of motorsport. Here, the EA888 LK3 evo4 in the 348 PS version lends the Golf GTI Clubsport 24h the power that will make it one of the fastest cars in its class in the 24-hour race on the Nordschleife in the hands of racing drivers such as Benny Leuchter (Germany) and Johan Kristoffersson (Sweden). Incidentally, the GTI will be powered during the race by a newly developed fuel from Shell: E20. This has twice as much bioethanol (derived from plant waste) as E10.

GTI meeting in Wolfsburg. The party just keeps going: after the 24-hour race and the world premiere of the new Golf GTI Clubsport, the celebrations to mark half a century of the Golf continue with another highlight, the GTI Fan Festival 2024 from 26 to 28 July. It is the first international GTI meeting of its kind not to take place at Lake Wörthersee but in Wolfsburg, the birthplace of the Golf. Here too, the spotlight will be on the new Golf GTI, new Golf GTI Clubsport and the Golf GTI Clubsport 24h. All the news about the enhanced Golf GTI and Golf GTI Clubsport follows here.



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Key aspects

THE SHARPER GTI EXTERIOR

Front with new lighting design. The exteriors of new Golf GTI and Golf GTI Clubsport differ from each other due to their independently designed front bumpers and roof spoilers. Both models are now equipped with newly developed and designed LED Plus headlights. Their design has been made more linear and visually more striking; the headlight housings now merge visually with the radiator grille towards the inside. A horizontal LED strip in the radiator grille is used as standard; above this, there is the red line characteristic for the Golf GTI – a GTI feature that dates back to the radiator grille surround of the first Golf GTI from 1976. For the first time, the Volkswagen logo at the front is also illuminated. The V and W as well as the circle around the letters are framed by fine light contours on the outside and inside. The illuminated Volkswagen logo and the new LED headlights create an unmistakable Golf light design. Another lighting highlight is the latest version of the IQ.LIGHT LED matrix headlights, which is available as an option. As a first, these are equipped with a high-performance main beam that has a range of around half a kilometre – which is significantly further than a conventional main beam headlight.

Front aprons as a differentiating feature. Below the headlights, the Golf GTI and Golf GTI Clubsport each have their own unique look. The 265 PS GTI is characterised by painted air deflectors (wings) in the outer area of the bumper – these are flat towards the inside and rise outwards. Also painted in the vehicle colour is the front spoiler between the wings, which is designed as a splitter in motorsport style. In the outer area of the honeycomb radiator grille (matt black) integrated into the bumper, the Golf GTI has optional x-shaped front fog lights on the left and right. These comprise five LEDs in the honeycomb design characteristic for GTI models. The entire air intake, including wings and front splitter, is surrounded by a matt black application. The Golf GTI Clubsport differs from the Golf GTI here in that it has larger wings that are shaped as arrows towards the inside. The front spoiler, radiator grille in the bumper and surrounding applications are finished in high-gloss black.

Rear end with new LED taillight clusters. At the rear, the newly developed LED taillight clusters are the new common interface of both Golf GTI versions. In conjunction with the IQ.LIGHT LED matrix headlights, new 3D LED taillight clusters with a dynamic indicating function are also optionally available. Their welcome and goodbye scenarios can be customised using the vehicle settings (on the infotainment system). There are a choice of three different settings. The Golf GTI is characterised by a completely closed roof spoiler with the top side painted in the vehicle colour and a black underside. The Golf GTI Clubsport has a significantly larger spoiler – this is open towards the roof apart from a narrow rib so that air flows through it. Here, the outer area is finished in high-gloss black. The downforce values of both spoilers have been adapted to the respective performance of the two GTI models. The tailpipes of the exhaust system are a distinctive feature in the lower area. The Golf GTI and the Golf GTI Clubsport are equipped with a twin-pipe system, with a tailpipe located on the left and right sides of the rear diffuser. An Akrapovič sports exhaust system will be available for the Golf GTI Clubsport as part of the Race package (optional). The trim below the painted surfaces



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at the rear and the diffuser is finished in matt black on the Golf GTI and in high-gloss black on the Golf GTI Clubsport.

Side view with new 19-inch wheels. When seen as a silhouette, the new GTI models can be recognised by the three individual red-on-chrome letters GTI in the area of the A-pillars. The predecessors had a narrow badge here. There are differences in the configurations of the two Golf GTI's wheels: the Golf GTI is equipped as standard with the 17-inch version of the Richmond alloy wheel, while the Golf GTI Clubsport leaves the Wolfsburg plant with a visually distinctive and diamond-cut 18-inch version of the Richmond wheel rim. Various other 19-inch wheels are optionally available for both GTI versions. A completely new development is the Queenstown alloy wheel available for both models. With its striking design of five oval semi-circles, this evokes the classic Detroit wheel, which was introduced for the fifth-generation Golf GTI. The new wheel rim features high-gloss polished surfaces on black inner surfaces. The Golf GTI Clubsport can also be configured with the completely newly developed 19-inch Warmenau forged wheel. With a weight of only eight kilogrammes per rim, the forged wheels are around 20 per cent lighter than comparable alloy wheels – this reduces the unsprung masses. Between the wheels of both models are black side member extensions. These are finished in matt black in the Golf GTI and in high-gloss black in the Golf GTI Clubsport, matching the front and rear trim design. In addition, the Clubsport is individualised by means of wrap applications above the side members.

THE GTI INTERIOR WITH COMPLETELY NEW INFOTAINMENT SYSTEM

New infotainment systems. Volkswagen has completely redesigned the hardware and software of the Golf GTI's infotainment systems. They are now based on the fourth-generation modular infotainment system (MIB4). Operation has been significantly improved and simplified thanks to brand-new graphics and a new menu structure for the touch display. The infotainment system will be available in two different versions for both GTI models: Ready 2 Discover (installed as standard; navigation system available as an upgrade) and Discover⁴ (with navigation function as standard). Both systems are equipped with a 32.8-cm (12.9-inch) touchscreen. The new tablet-style displays are designed to be visually free-standing. The screens are divided into two touch bars at the top and bottom and the large home screen in the middle. The driver can assign favourite direct access functions to large areas of the top bar and home screen. The big advantage: the individually configured top bar and static bottom bar remain continuously displayed when the driver opens various functions in the form of apps on the home screen. This makes the system easier to use. The touch sliders for the temperature and volume control have been newly developed; they are now more ergonomic to use and are illuminated. Another new feature is the IDA voice assistant⁴, which can be operated by natural language. The optional system enables many vehicle functions to be controlled and answers questions on all conceivable topics. To do this, the system accesses online databases and ChatGPT (AI). As an option, Volkswagen will offer a 480-watt sound system⁴ from Harman Kardon for both Golf GTI models.

Customisable Digital Cockpit Pro. The Golf GTI and Golf GTI Clubsport have the latest generation of digital instruments on board: the standard-equipment Digital Cockpit



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Pro (display diagonal: 26 cm/10.2 inches). The driver can choose between three different basic graphic configurations (information profiles) using the View button on the likewise new version of the multifunction sports steering wheel: Classic with round instruments, Progressive with display tiles, and GTI. The GTI information profile has a large round instrument in the middle in the form of a classic rev counter (up to 8,000 rpm), in which the letters GTI and the current speed are shown in the middle in red. There are smaller round instruments on the left and right next to it; these can be used to display the current turbocharger boost pressure in bar and the currently requested torque in newton-metres, for example. A windscreen head-up display will also be available as an option for the new GTI models, showing current data such as speed, navigation symbols and information from the assist systems.

Characteristic GTI insignia. The interior of the Golf GTI features standard-equipment premium sport seats with integrated head restraints and a Scalepaper check pattern characteristic for GTI models with red stitching in the grey-black checks. Red decorative stitching on the seats, centre armrest, floor mats and multifunction steering wheel emphasises the fact that the interior belongs to a Golf GTI. The sports steering wheel of both GTI versions is finished in perforated leather at nine and three o'clock, offering comfortable grip; the steering wheel trim at six o'clock is customised by GTI lettering and red accents. Paddles on the steering wheel facilitate manual interventions in the otherwise automatic gear changes of the 7-speed direct shift gearbox (DSG). The background lighting on board as standard immerses the displays and all other illuminated interior areas (dash panel, door trims, mobile phone interface and footwell) in a spectrum of 30 configurable colours – naturally also including the red colour that is a perfect match for a Golf GTI. An exclusive GTI feature is the function of the standard Engine/Start/Stop button: after the doors are opened, it pulses red until the turbocharged engine is started. Also equipped as standard are pedal caps in brushed stainless steel and a black headliner. The interior of the new Golf GTI Clubsport differs from the 265 PS GTI in that it has premium sports seats in ArtVelours as the standard cover fabric; the door inserts are also finished in this elegant and robust material. A leather package and seat air conditioning (heating and ventilation) will be optionally available for both Golf GTI models. Genuine carbon interior trim will be available once again as an optional extra.

THE LEGENDARY GTI TURBOCHARGED ENGINE IN TWO OUTPUT LEVELS

265 PS in the Golf GTI. The latest evolutionary stage of the EA888 turbocharged engine is used in the Golf GTI and the Golf GTI Clubsport: the evo4 generation. The EA888 evo4 is a four-cylinder petrol engine with direct injection (TSI). The fourth generation of this iconic engine is characterised by state-of-the-art fuel injectors, which inject the petrol-air mixture into the combustion chambers at a pressure of 350 bar. The Golf GTI has an output of 195 kW (265 PS). The maximum torque of the 1,984 cm³ engine in the Golf GTI is 370 Nm.

300 PS in the Golf GTI Clubsport. Parameters such as engine control, boost pressure and other internal engine measures increase the output of the turbocharged engine in the Golf GTI Clubsport to 221 kW (300 PS). The maximum torque is 400 Nm.



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2.0 TSI plus 7-speed DSG. Both GTI versions of the EA888 evo4 are coupled to an extremely fast-shifting 7-speed direct shift gearbox (DSG) with gear steps that are perfectly matched to the acceleration characteristics. The new Golf GTI goes from 0 to 100 km/h in 5.9 seconds; the new Golf GTI Clubsport races past the 100 km/h mark after just 5.6 seconds. The top speed of both models is electronically limited to 250 km/h. The Race package (optional) offered exclusively for the Golf GTI Clubsport removes this cap on the top speed, taking it up to 267 km/h.

THE INTELLIGENTLY NETWORKED GTI SPORTS RUNNING GEAR

Offering motorsport-level performance. A MacPherson front axle and a four-link rear axle form the basic layout of the GTI sports running gear. Both GTI models also offer individual ESC control to adapt corresponding system interventions to use on racetracks. Both models offer superior braking performance: the 265 PS GTI is equipped with a 17-inch brake system, while the 300 PS GTI is decelerated by an 18-inch system. Four of the main features of both GTI running gear versions are progressive steering, the Vehicle Dynamics Manager, a front-axle differential lock and the optional Dynamic Chassis Control (DCC) system. All four components have been further developed and adapted to the respective GTI model.

Progressive steering. Progressive steering is installed as standard in the Golf GTI and Golf GTI Clubsport. Conventional steering systems operate on the basis of a fixed ratio. In contrast, the GTI steering uses a progressive ratio. This noticeably reduces steering effort when manoeuvring and parking. On winding country roads and when cornering, on the other hand, the more direct configuration of the progressive steering enables a noticeable increase in dynamic response. In terms of technology, progressive steering is essentially differentiated from the basic steering system by variable steering rack and pinion gearing as well as a more powerful electric motor. The progressive steering has been further perfected in the new Golf GTI and Golf GTI Clubsport. This time, the development team included the chassis engineer Sven Bohnhorst, who was previously a senior test driver at Bugatti. With his assistance, it has been possible to transfer some particularly positive characteristics of the steering setup of the Bugatti Pur Sport to the progressive steering. The starting point of the new setup was the introduction of new steering software to meet the statutory UNECE requirements (cyber security). The new software was also used in parallel to comprehensively refine the properties of the GTI steering. The steering linearity and steering precision characteristic of the GTI DNA as well as the spontaneous response to steering commands have been noticeably improved.

Front-axle differential lock. The Golf GTI and Golf GTI Clubsport have an electronically controlled front-axle differential lock on board as standard. Compared with fully mechanically operated differential locks, the system in the GTI offers benefits including a variable locking level depending on the ESC (Electronic Stability Control) and XDS+ (electronic differential lock) functions. This makes it possible to completely avoid the kind of negative influences on steering precision that occur with mechanical locks. Thanks to a multi-plate clutch, the differential lock optimises grip and handling



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in fast corners, thus enhancing the performance and ultimately providing additional driving pleasure. The front-axle differential lock additionally eliminates the traction disadvantages of front-wheel-drive vehicles. In the Golf GTI Clubsport with 300 PS, performance-oriented control of the lock is implemented by means of the Vehicle Dynamics Manager. This has now also been adapted for the 265 PS GTI.

Vehicle Dynamics Manager. The intelligent control centre of the GTI running gears is the modular Vehicle Dynamics Manager. The Vehicle Dynamics Manager coordinates the functions of the front-axle differential lock, the electronic differential locks (XDS), and the lateral dynamics components of the optionally also electronically controlled DCC shock absorbers during every driving manoeuvre. As outlined above, an especially performance-oriented application is used in the Vehicle Dynamics Manager of the Golf GTI Clubsport. The associated operation of the controlled front-axle differential lock by the modular Vehicle Dynamics Manager has now also been transferred to the 265 PS GTI. Thanks to the new application, the front-axle differential lock can be used even more specifically to influence the steering response, linearity and superior high-speed performance. At the same time, the function modules for driving condition monitoring and friction coefficient estimation have been revamped to enable more sensitive control.

Dynamic Chassis Control (DCC). The Dynamic Chassis Control (DCC) continuously reacts to the road surface and driving situation while taking into account steering, braking and acceleration manoeuvres, for example. In the Golf GTI and Golf GTI Clubsport, the lateral dynamics components of the DCC running gear are coordinated and further optimised by the Vehicle Dynamics Manager. The driver can influence the body motion according to individual preferences by means of the set driving profile. The required damping is calculated for each wheel and adjusted at the four shock absorbers within fractions of a second. This ensures that the Dynamic Chassis Control (DCC) system always provides the highest level of driving comfort and ideal driving dynamics in conjunction with the Vehicle Dynamics Manager. For even more harmonious integration of the DCC into the modified environment of the steering system and the modular Vehicle Dynamics Manager, the application of the controlled shock absorbers in the new GTI models has been comprehensively revamped. The focus was on the implementation of a more spontaneous vehicle response to steering commands and even greater agility. Both these things are clearly noticeable on board the new Golf GTI and Golf GTI Clubsport.

The driving profiles. The Eco, Comfort, Sport and Individual driving profiles are available in the Golf GTI and Golf GTI Clubsport. The Golf GTI Clubsport is also equipped with the Special mode as an additional map of the Sport driving profile. The running gear is also included in driving profile control by means of the optional DCC. Comfort mode offers a high level of comfort for day-to-day driving, while still providing good steering precision. In the Sport profile, the DCC running gear is even firmer and the roll tendency of the body is further reduced; the GTI models become more agile and manoeuvrable and remain neutral right up to the limit range. The further improved traction and even lower understeer during acceleration are noticeable in the Sport profile. In the Individual profile, the driver can precisely adjust and save their own setup using a digital slider. Below Comfort level, the body is

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decoupled as much as possible for even better comfort; above Sport, the tuning is even more dynamic and very direct. In this case, the roll tendency is minimised in combination with maximum agility. In the Special profile of the Golf GTI Clubsport, systems relevant to driving dynamics are matched to the specific track characteristics of the Nürburgring Nordschleife – maximum performance to compensate for the undulation typical of the Nordschleife is achieved by means of a special vertical setup of the Dynamic Chassis Control (DCC) and a modified lateral dynamics setup of the Vehicle Dynamics Manager.