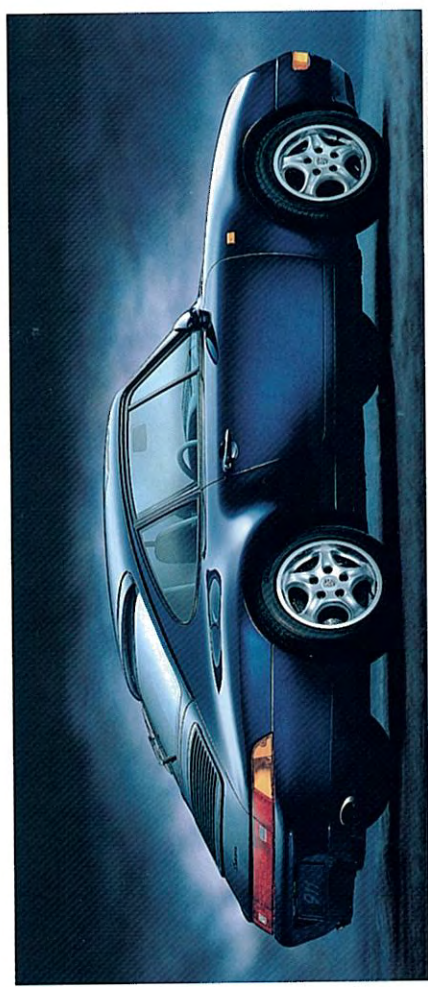
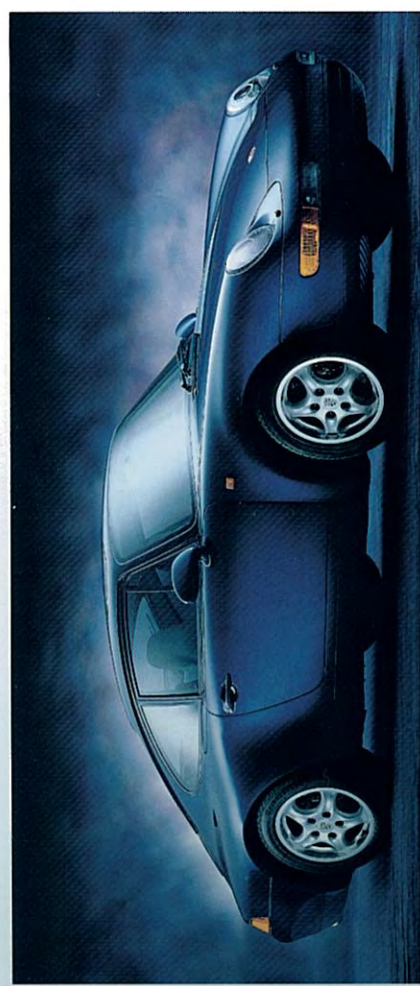
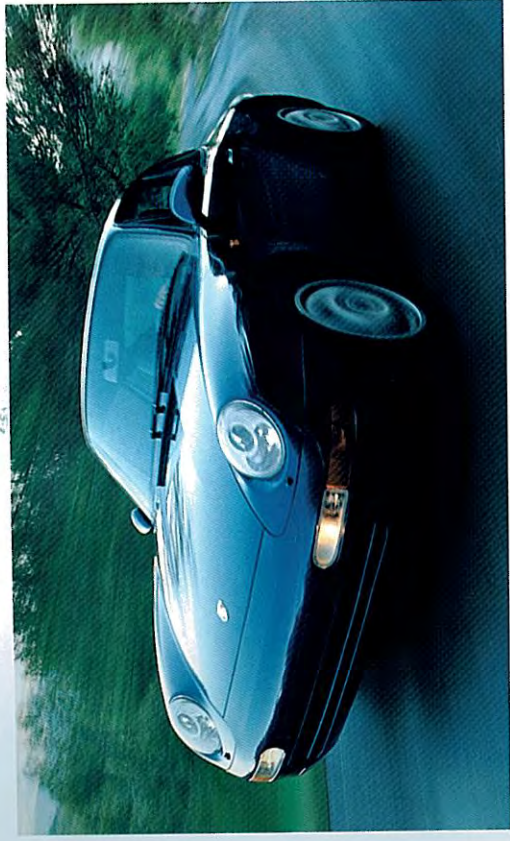


The 911 idea

The 911 idea





The Porsche 911 is more than just a car, it's an idea crafted in metal. The idea was to take an out and out sports car, refined and perfected over 30 years of development, and turn it into a comfortable, safe car suited to everyday use on today's roads. But one which at the same time remains faithful to its sporting pedigree.

The 911 is built to withstand extremes of stress which are rarely if ever encountered on public roads. Many of its components were originally developed for the racetrack. In developing the 911, we decided never to make compromises, in recognition of the fact that you won't want to make compromises when driving the car.

The 911 idea



What does this idea mean?

Everything is designed around the driver. The 911 driver becomes one with the car, revelling in the speed and precision of its responses. Enjoying the feeling that a uniquely competent piece of machinery will translate every

decision effortlessly into action. The aim was to make the 911 the ultimate expression of personal freedom for every driver, unsurpassed for individuality, performance, and the sheer joy of driving.

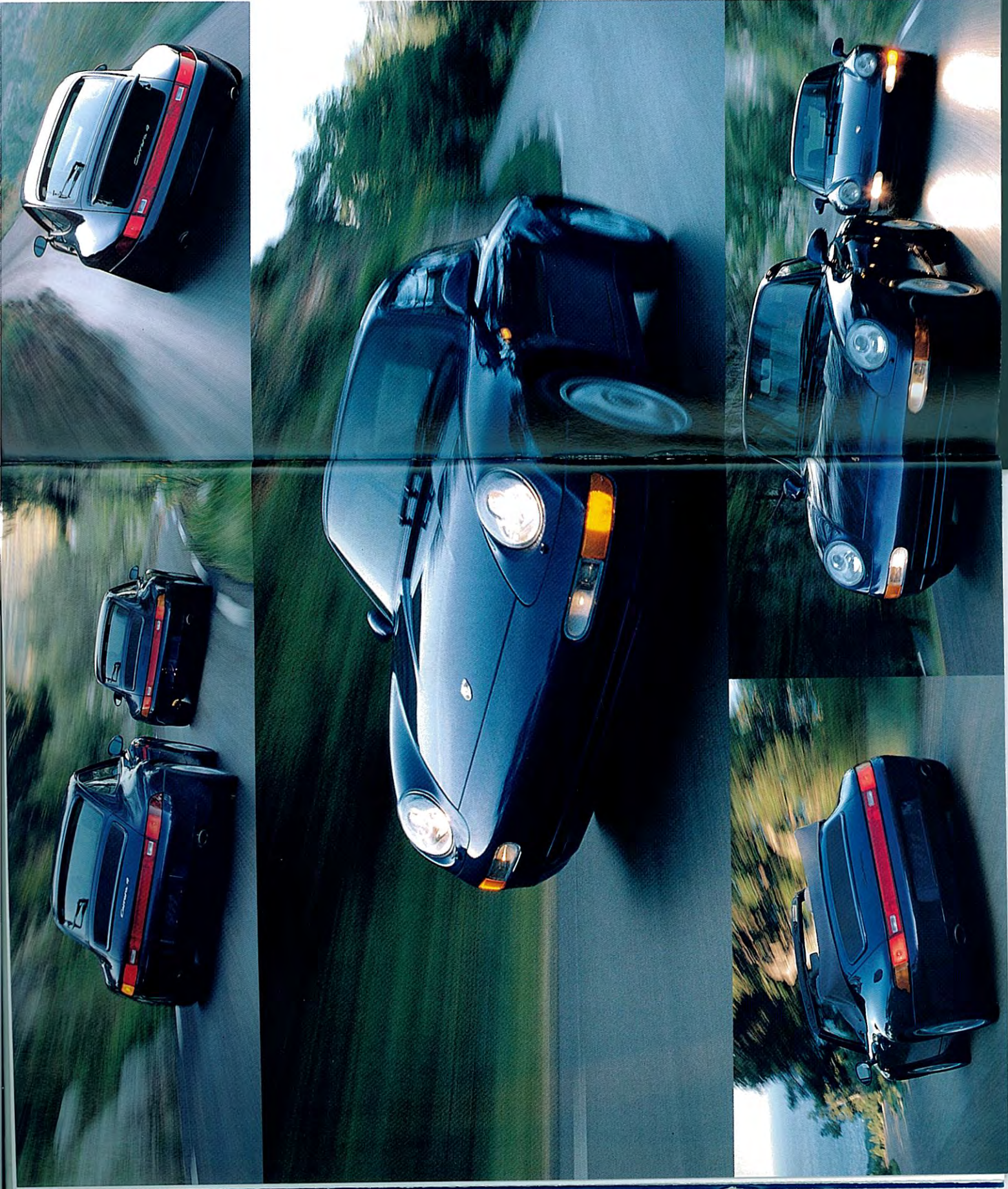
The sporting spirit – a way of life.

Sport is the opportunity to discover yourself, offering a personal challenge and a personal reward. It is a means of escaping from everyday routine, and from stifling norms of behaviour.

There's no need to go into horsepower figures or displacement here. The 911 has it all, producing seemingly unlimited power with consummate ease. But the 911 always stays firmly in control of this power.

The 911 is an expression of assured self-confidence.

At the wheel of the 911, you realise that it is in a class of its own. Suddenly, all thought of competition vanishes. Leaving you free to concentrate on that unique Porsche feeling: the pure joy of driving.



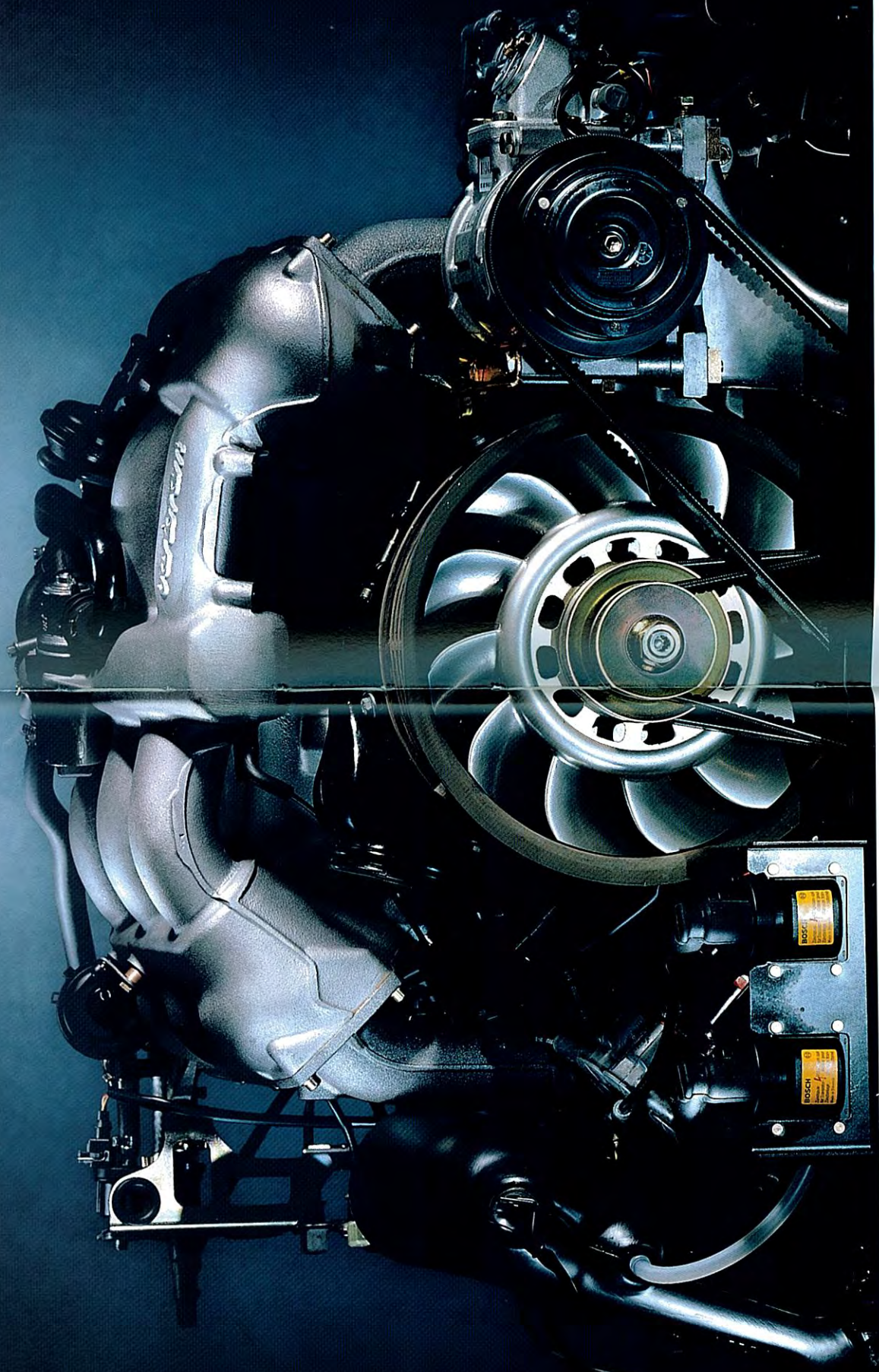


The 911's response to even the slightest pressure on the accelerator is uniquely instantaneous. There's no hesitation.

You will frequently find yourself driving one or two gears higher than in other cars, thanks to the engine's wide power band.

The extremely flexible engine makes overtaking a swift and authoritative matter, contributing significantly to active road safety.

Performance

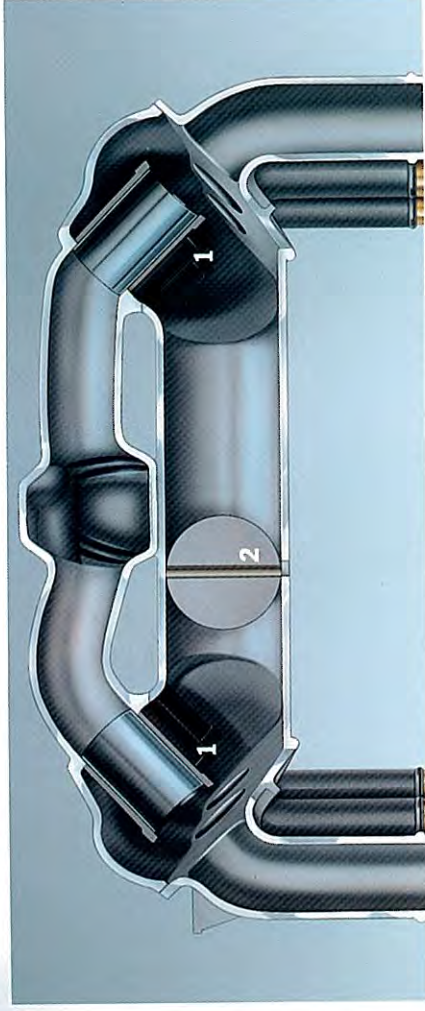


The 3,600 cm³, horizontally-opposed 6-cylinder engine delivers the right amount of power for every situation. It now produces 210 kW

(285 HP) at 6,100 rpm. The impressive smoothness is comparable with that of an 8-cylinder engine.



Varioram. Single-chamber induction system: Shift-tube extension (1) and resonance flaps (2) shut. Optimization of torque at low and medium revolutions.



Varioram. Resonance induction system: Shift-tube extension (1) and resonance flaps (2) open. Optimization of power at high revolutions.

The engine.

Race-proven.

Hand-made.

The 911's horizontally-opposed

6-cylinder engine is located at

the rear, just like in a racing car.

That's where a Porsche engine

has always been, and that is

where it's going to stay, with the

weight of the engine on the

driven wheels providing in-

creased traction.

We have fitted the engine with

hydraulic tappets, thereby

keeping clearances constant and

reducing engine noise and

emissions when the engine is

warming up. Since there is no

longer any need to adjust valve

clearances, you save time and

benefit from reduced mainte-

nance costs.

Another feature adopted from

racing is dry-sump lubrication.

This guarantees an adequate oil supply to all lubricated parts, under all conditions. Even under hard acceleration and during fast cornering, i. e. when exploiting the 911's performance.

High performance, low profile.

To retain the classic lines of the 911, the engine must not only deliver maximum power, but also fit into a restricted space. The answer is horizontally-opposed banks of cylinders, combined with air cooling. Weight reduction was also an objective during engine design, with the all-aluminum engine block playing a major role.

Dual ignition further enhances

engine efficiency, while also

improving idling and pickup when the engine is cold.

All engine functions are controlled by a Motronic digital engine management system which optimizes fuel economy, emissions, power and torque in every situation. Knocking is monitored, and the ignition is retarded for individ-

ual cylinders as required to prevent uncontrolled combustion. This allows maximum power and greater efficiency without knocking.

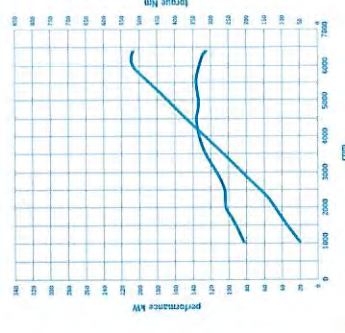
More power via faster cylinder charging.

To achieve maximum performance and plentiful torque, we have further optimized cylinder charging by adding variable length inlet tracts to the two-stage tuned intake system. This new system, known as Varioram, boosts torque at low and medium engine speeds, making torque more progressive, while at the same time ensuring maximum performance at peak revs.

Despite this abundance of technical refinements, we have remained aware of the need to keep overall weight down. Every material has been selected according to weight, but without any sacrifices in strength or longevity. Just like in the racing world.

Every engine is assembled by hand with meticulous care. To take one example, the connect-

ing rods are balanced individually by hand to ensure that permissible tolerances are not exceeded. Then the engine is run on a test bed, and put through a carefully defined test cycle to ensure that it performs properly. After only about 10 minutes, it's turning at over 5,000 rpm. If there is any deviation from specification, the engine is not fitted to a 911.



The chassis – from racetrack to road.

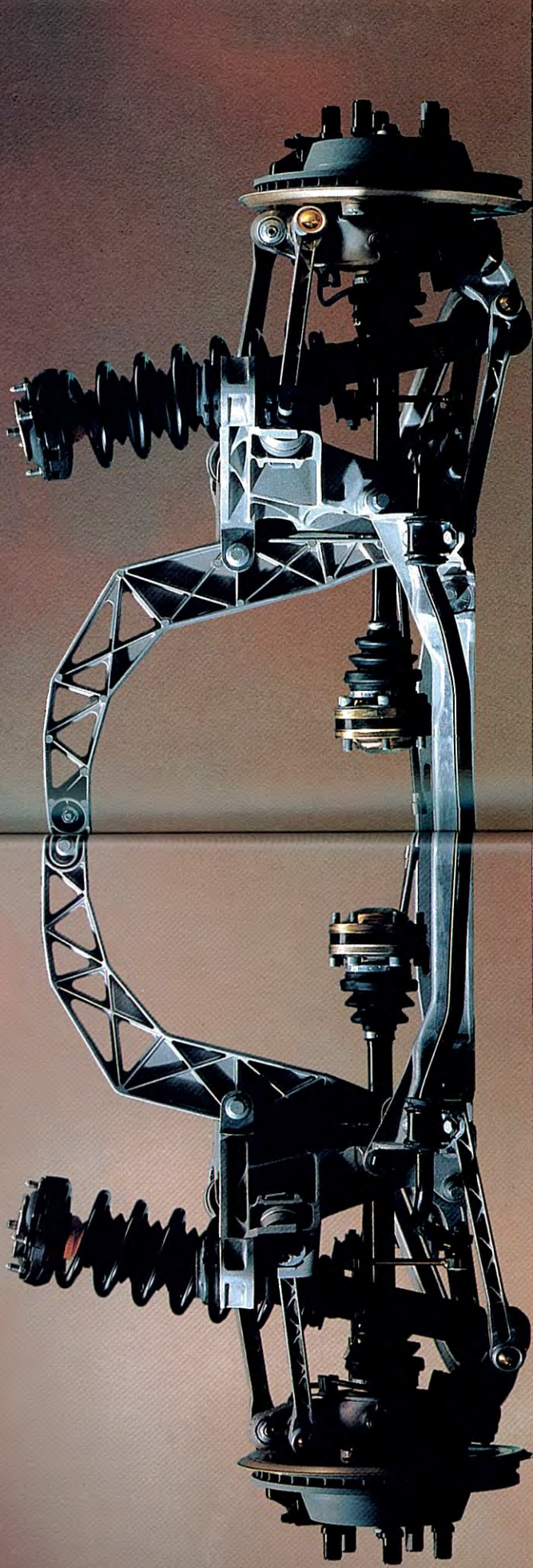
Every 911 features an LSA rear axle, designed to combine light weight with stability and agility. And that's what it delivers. The LSA system opens up entirely new dimensions of roadholding and handling for the 911.

The LSA system incorporates a race-proven multi-link rear axle with subframe. Maximum lateral load exceeds 1 g, and during fast cornering there is now hardly any need to apply more lock to compensate for understeer. The LSA system also reduces road and

chassis noise. The effect of weight transfer during cornering and when setting off and braking is reduced, cutting down on roll and pitch.

The 911 chassis is the perfect synthesis of safety and everyday usability with motorsport capabilities. Production models can be used for racing without modification.

In addition to the standard lightweight Cup Design alloy wheels, special equipment options for the 911 Carrera Coupé and 911 Carrera 4 Coupé include the new Advanced 18-inch Turbo-wheel. Innovative manufacturing technology has allowed us to produce hollow spokes, reducing weight by approximately 25 %, without altering the design of the rims. This reduction in unsprung weight significantly increases stability on the road.



Sure-footed traction with four-wheel drive.

To achieve still better roadholding and safe, predictable handling, coupled with maximum traction, we now offer four-wheel drive for the 911.

Under normal road conditions, as well as in extreme situations such as wet roads, sudden weight transfer when cornering on tight bends, changes in road surfaces, etc., power distribution to the individual wheels is constantly varied as required.

Power is directed to the wheels that need it most. Automatically, without you even knowing it's happening. And by the time you notice it, power distribution has changed again. The four-wheel drive system ensures optimum power distribution between front and rear wheels for the greatest possible safety.

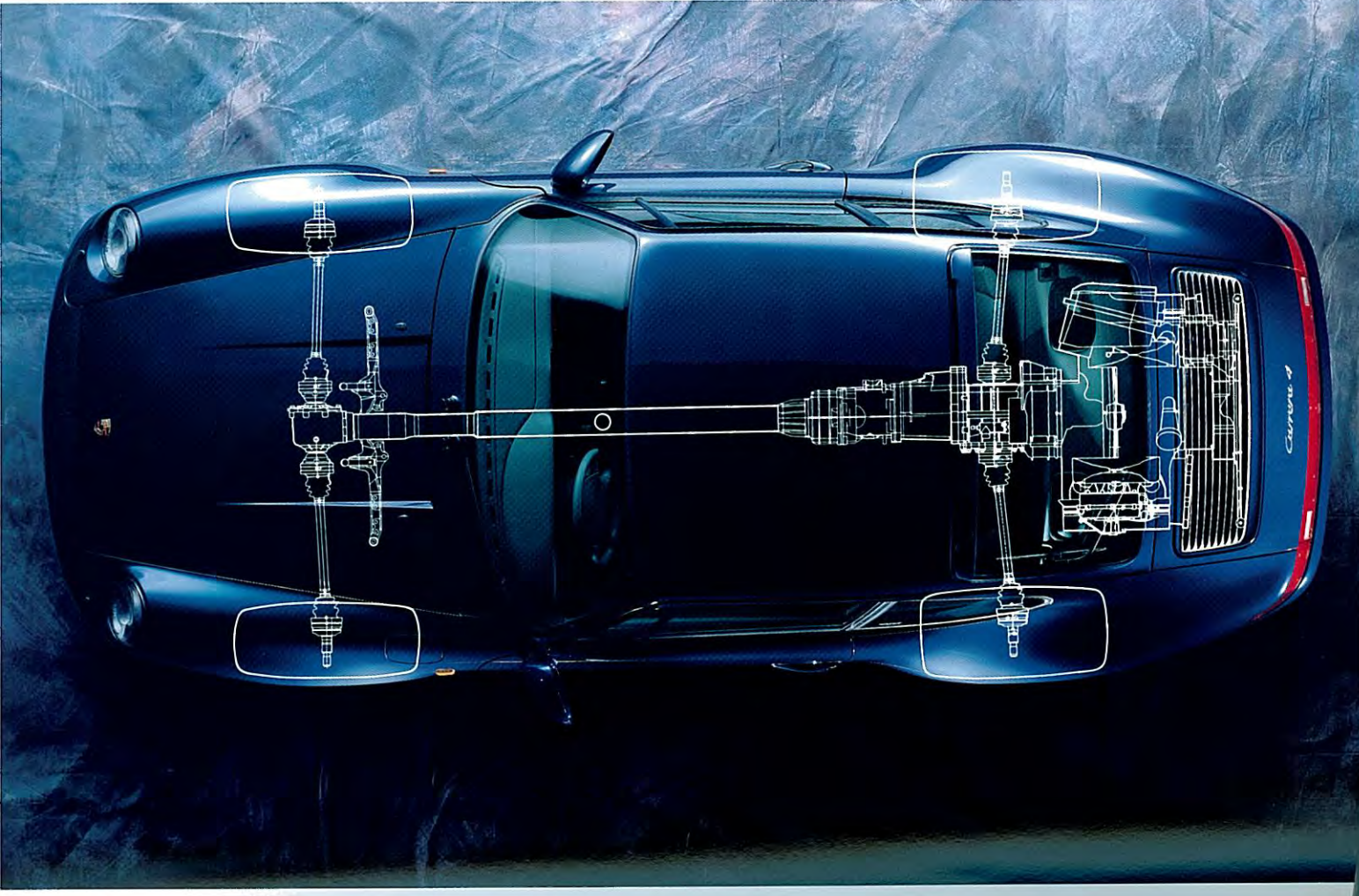
But the new four-wheel drive doesn't involve sacrificing agility. On the contrary, it merely leaves the driver free to concentrate on the road, especially in tricky situations.

Impossible? No, Porsche.

A viscous coupling in the gearbox housing handles power distribution to the front and rear wheels. The outer plates are attached to the gearbox housing, and the inner plates to the propeller shaft. The plates are separated by silicon fluid. As soon as the front and rear axles begin to turn at different speeds, the fluid's friction properties act to redirect drive torque from the faster to the slower side of the unit. At least 5 % of engine power is permanently applied to the front wheels, this ratio increasing to roughly 35 % in normal driving conditions. At most, the front wheels receive approximately 40 % of the power.

A dynamic differential locking system on the rear axle, consisting of an Automatic Brake Differential (ABD) and a mechanical limited slip differential, prevents wheelspin and reduces the effect of weight transfer when cornering.

The sensitive response of the viscous coupling in conjunction with the dynamic differential system delivers outstanding handling and exceptional stability.



Improved aerodynamics.

Better grip.

Improved design.

The 911 body.

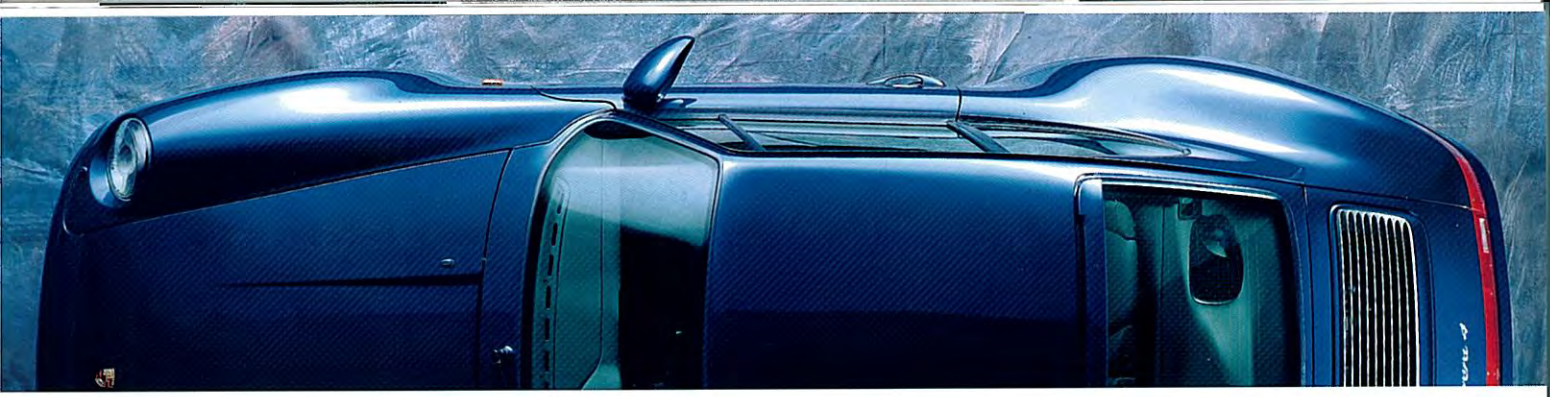
The shell consists of an integral steel body, zinc-galvanized on both sides, with welded cage and bolt-on front wings. Large air intakes on the front wings provide adequate cooling for the engine's oil supply. Luggage capacity is 123 litres. The new integral bonded windows improve appearance and aerodynamics, while reducing wind noise. In conjunction with the design of the body, they also further enhance torsional rigidity.

Another feature adopted directly from racing is the special underbody shape of the 911, which provides a ground effect. The air flow between the underside of the car and the road is used to reduce lift and provide enhanced grip.

On the 911, the spoiler is not just for decoration.

The rear spoiler is only raised when it is really needed, at speeds above about 80 km/h. Its function is to reduce lift and supply the engine with the additional cooling air required at higher speeds. At lower speeds, and when the car is stationary, the spoiler retracts almost completely into the bodywork.

Another little detail shows that Porsche is ahead of its time: for your safety, and to comply with anticipated regulations, provision has been made for installation of a third brake light in the roof panel as a special option. In countries where this is already a legal requirement, the brake light is standard equipment.





We know that some people don't approve of the 911's high performance, but they overlook the fact that it handles this power in a totally civilized way. They also overlook the fact that it has probably the best braking system ever built into a production car.

This stopping power, which brings the car to rest in a superbly controlled and stable fashion (and without giving the driver palpitations or damp palms), probably beats anything you will ever experience in any other road-going car.

Safety



The 911's brakes – 4 times more powerful than the engine.

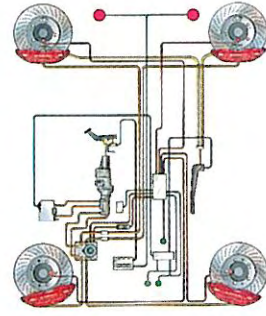
A braking system has to meet many different criteria. For us, one is paramount: suitability for race use. Even under racetrack conditions, zero fading must be

assured, every time.

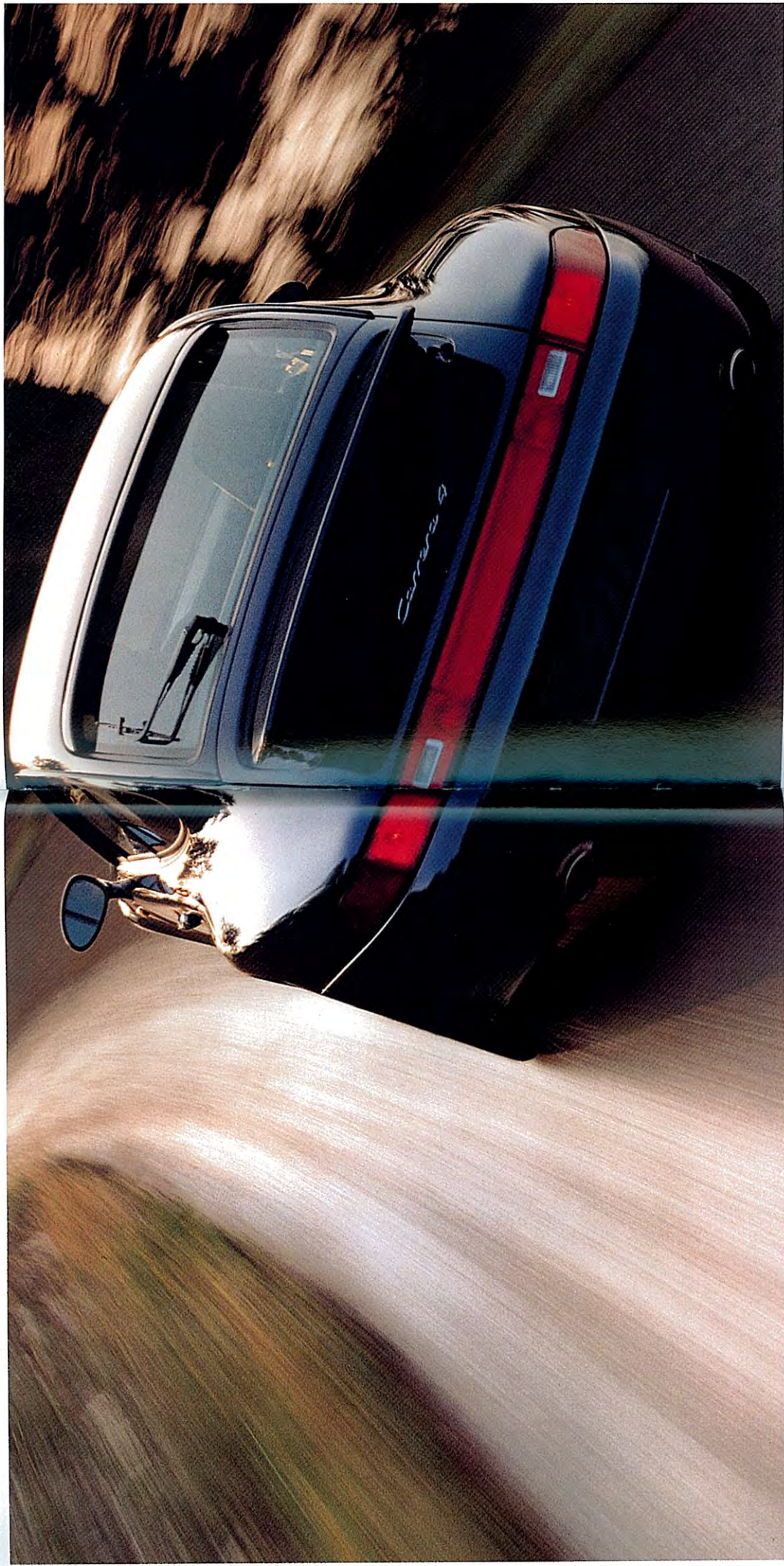
The 911 has a hydraulic dual circuit braking system with 4-piston aluminum fixed calipers. The brake discs are internally vented, and special ducts in the body direct cooling air to where it is needed. Heat dissipation is improved through the vacuum

effect of the specially designed wheels. All brake discs are cross-drilled, ensuring optimal braking even in wet conditions. And because the steam pressure which builds up during braking can escape quicker, there is less of a lag in braking response. For improved brake performance,

the 911 features fifth-generation ABS (ABS 5). The result is reduced braking distances, especially on poor surfaces. Braking is steadier and more controlled, and pulsing of the brake pedal is virtually eliminated. The brakes provide more feedback and work more effectively.



The bottom line is that the 911's braking system is a top performer when it comes to stopping power, stability, and pulling the car up straight.



The dynamic differential locking system – a contribution to active safety.

We didn't stop at offering a braking system capable of withstanding racing conditions. We want going to be as safe and predictable as stopping. That's why you have the option of a dy-

namic differential locking system. It consists of an Automatic Brake Differential (ABD) and a mechanical limited slip differential on the rear axle. At speeds of up to about 70 km/h it improves

traction, especially on wet or icy surfaces. As soon as one rear wheel finds lower traction than the other – due to different road surfaces, for example, wheel spin is prevented by selective

speed reduction. This enables the other wheel to put more torque on the road. The limited slip differential reduces the effect of weight transfer when cornering. The locking effect

on the rear axle of the Carrera 4, for example, is 25 % during acceleration, increasing to 40 % when easing off the accelerator.

Engine power – a safety factor.

The power of the 911 is its key active safety feature. The impressive flexibility of the engine and its generous torque give you ample reserves of power. In some situations, that can be decisive. And we are confident that it will make you calmer and more relaxed at the wheel.

Chassis tuning also contributes to active safety. The 911 provides you with outstanding safety in every situation, no matter how extreme, and independent of load. When changing lanes you will notice how sure-footed the car is, even at high speeds. The 911 is easy to control at all times, with good all-round visibility. If you look behind you when

sitting in a 911, you'll find that we have virtually eliminated blind spots.

There are two schools of thought when it comes to the question whether a sports car should be fitted with power steering. We have decided in favour of power steering. The system on the 911 boasts a precise, sensitive feel,

and doesn't make heavy work of parking. The driver is provided with plenty of feedback from the road, and we believe that power steering doesn't detract in any way from the 911's sporting character.

Let there be light.

On the 911, a new light module separates dipped beam from main beam. Dipped beam is produced by polyellipsoid headlamps with halogen bulbs, main beam by a VF (variable focus) reflector. The result is the best possible illumination of the road



even on dipped beam. And the fact that the lights are housed in a separate module makes it easier to remove them.



Passive safety in the 911.

A car with so much power needs to provide passive safety to match, for both the car and the occupants.

Since as far back as 1985, all Porsches have been fitted with an impact barrier in the doors made of high-grade steel, to offer greater protection from side impact.

The entire body shell affords maximum protection in a collision and is designed for the best possible energy absorption. The crumple zones at the front and the rigid passenger compartment today already surpass all known requirements for passenger

protection and fuel tank integrity. The fuel tank is well protected behind the front crumple zone.

The bumpers utilise polyurethane moulded parts and survive collisions of up to 5 km/h without damage.

We give the entire body unequalled surface protection. Porsche was the world's first carmaker to make its bodies of hot zinc dipped, fully galvanised sheet metal.

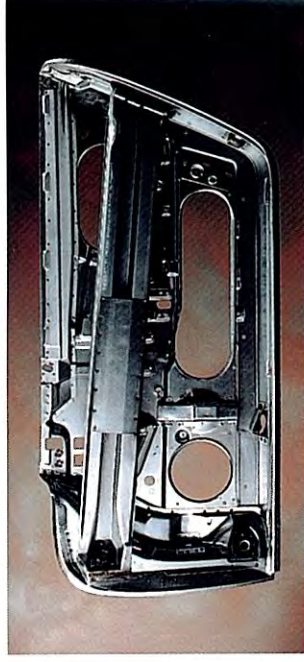
That was nearly 20 years ago. Today, this method ensures the legendary longevity of the 911. Since the material is resistant to corrosion, it continues to provide the necessary crash protection years later.

The location of the engine at the back of the car is a further contribution to safety. In a front-end collision there is no danger of

precisely after 100,000 km is not a Porsche.

That is why we are able to offer you a 10-year warranty against rust perforation, 3 years on the paintwork, and a 2-year, unlimited-mileage warranty on the entire vehicle.

It goes without saying that full-size airbags for both driver and



the engine being pushed back into the passenger compartment.

passenger are fitted as standard. Porsche was the first production car manufacturer to offer this

as standard equipment. You also get a safety steering column, integrated head restraints, and three-point seat belts. The interior features rounded edges and flame-resistant materials throughout.

Durability – a Porsche philosophy.

Durability is one of Porsche's most important objectives. All parts are engineered to withstand extremes of stress which you are unlikely to encounter in everyday driving. A sports car that doesn't function just as





40 years of racing experience have had a direct influence on the design of the interior. Everything has been designed to meet the driver's needs.

Our aim was to carry as little ballast as possible. The 911 has many refinements, but nothing that is not of real value, and nothing that would distract you from doing what you really want to do, namely driving a Porsche.

Equipment

Not only the engine is music to your ears.

The door handle and release mechanism form a single visual unit with the newly-developed sound system (available as an option), which has been specially designed to match the 911 interior. It comprises woofers in the doors, a tweeter on each side below the front knee bolster, two 2-way speakers on the parcel shelf and a 150 Watt amplifier. You can choose your own radio. The sound system can be upgraded with "Digital Sound Processing" DSP. Music and speech are digitized, with tone and volume being automatically adjusted to the car's interior, the speed of the car, and your listening preferences. Six different listening environments, ranging from theatre to recording studio, can be simulated at the touch of a button in the door shelf.

An integrated central locking/alarm system and additional engine immobiliser are standard equipment, and meet the most rigorous insurance

requirements. The doors are opened using an infra-red remote control incorporated in the key. The remote control also overrides the immobiliser. Flashing LEDs in the door panels indicate the status of the alarm system. As an option, we offer a new infra-red interior monitoring system, which also includes halogen lamps for the interior lights.

Naturally you can purchase the 911 with any additional equipment you may desire. For instance a car telephone.



All such equipment is fitted works. Your Porsche dealer or importer will be pleased to give details on the appropriate car telephone.





The 911 comes completely equipped, of course. And of course we will provide any extras you desire.

Whatever special equipment you would like for your 911, we will be happy to oblige. Either as part of our range of optional equipment, or made especially for you. By Porsche Exclusive. We can't possibly list all the options here, but the most

important include: all-leather interior, including dashboard, door panels, and seats. Every piece is handcrafted in the leather of your choice, and in the colour of your choice; colour options: you can choose from 5 solid and 7 metallic

colours. Should your favourite colour not be among them, just bring us a sample and we will mix it especially for you. We want your 911 to look just the way you want it. Further special equipment: air conditioning, now with a

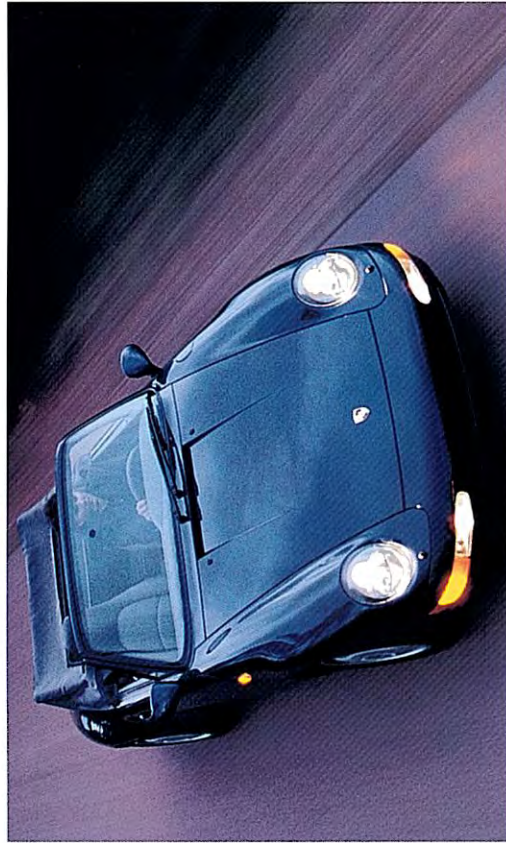
"max.cool" feature to provide really efficient cooling, electric sliding sunroof, trip computer, cruise control, integrated wind deflector for the cabriolets, and the popular 17-inch wheels. As you can see, you can drive a sports car without having to

forgo the little luxuries of motor-ing life.

The 911's equipment is obviously designed for comfort. Yet there are many little details not seen at first glance that you'll appreciate when you once get behind the wheel.

From central door locking, power steering, electric windows, heated door mirrors and headlamp power wash system to heated jets for the windscreen washers and an amplified screen aerial, every 911 features these details. As standard equipment.

The instrumentation of the 911 is comprehensive, and always has been. Information on rpm, road speed, oil level, oil temperature, oil pressure and fuel level is clearly displayed.



Comfort

You won't find anything mundane in the 911.

Anyone who has ever sat in our hand-sewn seats knows the truth of that. Over the years we have improved and refined the seats to give the driver the best-possible feel for the car and the road. Electric height and tilt adjustment comes as standard.

As optional equipment, we also offer new leather sports seats

Another example of craftsmanship.

Porsche is the only production car maker to cover the entire dashboard in leather, with every stitch being hand-sewn. While this is expensive, it also underlines the exclusive nature of the 911. The dashboard layout is clear and uncluttered, with the tachometer in the middle. The

switches are positioned for maximum visibility and ergonomic

The 911's electronically controlled ventilation and heating system, the only one of its kind in the world, rapidly gets the interior to a comfortable temperature. It is equipped with two pollen filters to keep out unpleasant air pollution.



with unrivalled lateral support.

They are comfortable enough to take the strain out of even long journeys. Unlike conventional fixed bucket seats, they feature an adjustable backrest and shoulder support.

efficiency, with functions that belong together located next to each other. An optional trip computer display in the tachometer provides information on distance travelled, remaining range, average fuel consumption and speed, as well as outside temperature.





Labour-saving at the flick of a thumb.

Automatic or manual transmission? Up to now, the decision on how you want to drive for the next 150,000 km had to be made at the time of purchase. In town, it's convenient to have an automatic. Out of town, you want to do the gear changing yourself. Now you no longer make this decision when buying the car, but whenever you take the wheel. With Tiptronic S.

You can choose between automatic mode, manual mode, and two rocker switches on the steering wheel activated by your thumbs. There's no need for the clutch, just press upwards to change up, and down to change down (this is not unlike the system used in Formula 1 racing cars). The gearbox reacts instantly, with traction being interrupted for the barest fraction of a second. A gear change takes about 0.2 s (a manual change takes around twice as long), and it's impossible to miss a gear. With Tiptronic S, driving the 911 becomes even more effortless.



At first glance, a conventional automatic. At second glance, the system which sets the standard to beat.

Tiptronic S differs from a conventional automatic gearbox not only in providing a choice of three operating modes, but also with regard to the gearchange patterns it offers. Electronic control of hydraulically operated gearchange operations has become the norm for automatics, typically with a limited choice between "Economy" and "Sport" driving styles.

In its automatic mode, Tiptronic S offers five programs with differing gearchange patterns. Depending on your individual driving style and road conditions, it selects the pattern that is best attuned to you, and then changes gear just as you probably would at that moment. Within a short space of time, you will develop a feel for the system and use the accelerator to influence gearchanges.





The 911 is an experience, but not one that makes unreasonable demands on the environment. Despite its power, fuel consumption and exhaust emission figures resemble those of a midrange car.

It fulfils all current and anticipated exhaust emission standards worldwide. The dual metallic catalytic converters give a faster response rate, higher conversion rate, longer service life, and lower power loss than conventional ceramic versions. In just 10 seconds after a cold start, 98 % of the exhaust emissions are being filtered. The 911 likewise meets all noise abatement standards currently in force, without resorting to engine encapsulation.

Porsche's legendary longevity also contributes to environmental protection. Over 60 % of all Porsches ever built are still on the road today. Service intervals tell their own story: oil change every 20.000 km; spark plugs, fuel filter, oil filter every 40.000 km; transmission oil and fuel filter every 80.000 km.

Environment



Built-in environmental protection.

We always choose the latest and most environmentally friendly components. The 911 is CFC- and asbestos-free. All materials are also carefully selected, as the two following examples show: the air filter cartridge is covered with nonwoven material, not the customary polyurethane

foam, and the exhaust system is made exclusively of stainless steel. Stainless steel does not rust, and will last the lifetime of the car. Steel, aluminum and magnesium are easily recycled, and all plastic parts weighing more than 50 g are marked for future recycling. A reduction in the number of different plastics used will facilitate later recycling. The

high metal content of 75 % by weight, nearly 20 % of which is aluminum, is already being recycled. The majority of paints used are water-based, and solvents contained in other paints are recovered.

Built-in emission monitoring.

Normally a vehicle has to pass emission tests every 2 to 3

years, so any problems or defects in the exhaust and fuel system could go unnoticed for months. The new "On-board Diagnostic System" OBD II fitted to the new 911 Turbo detects such problems as soon as they arise, and a warning light immediately notifies you. The OBD II thus effectively avoids hit-and-miss troubleshooting, expensive and time-consuming repair work,

and increased emissions or excess fuel consumption. The OBD II system includes sophisticated electronic control units, as well as additional lambda probes and sensors. They continuously monitor every aspect of the exhaust system.

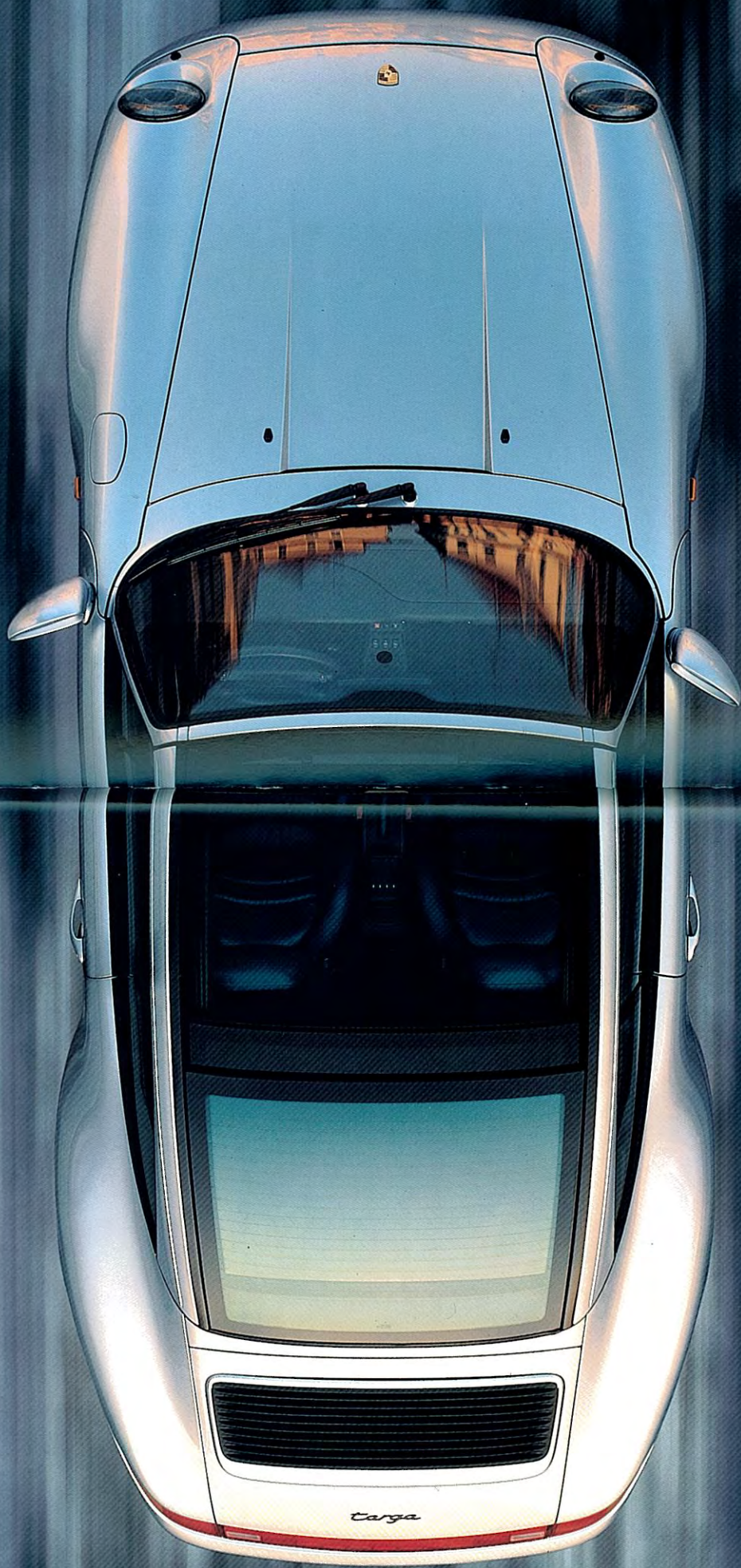


Models

On the preceding pages, you have seen the different facets of the 911 idea.

On the following pages you will find how you can create your own version of this idea.





The idea of freedom.

For some drivers a coupé is too closed, a cabriolet too open. Some drivers only want the open-top experience once in a while, making even the drive to work feel like a holiday. The new 911 Targa.



The new 911 Targa has a fixed glass roof with an electrically powered section in the middle which slides out of the way below the rear window at the touch of a button.

Even with the roof closed, you get an outdoor feeling. A sunblind, likewise electric, protects you from too much sun.

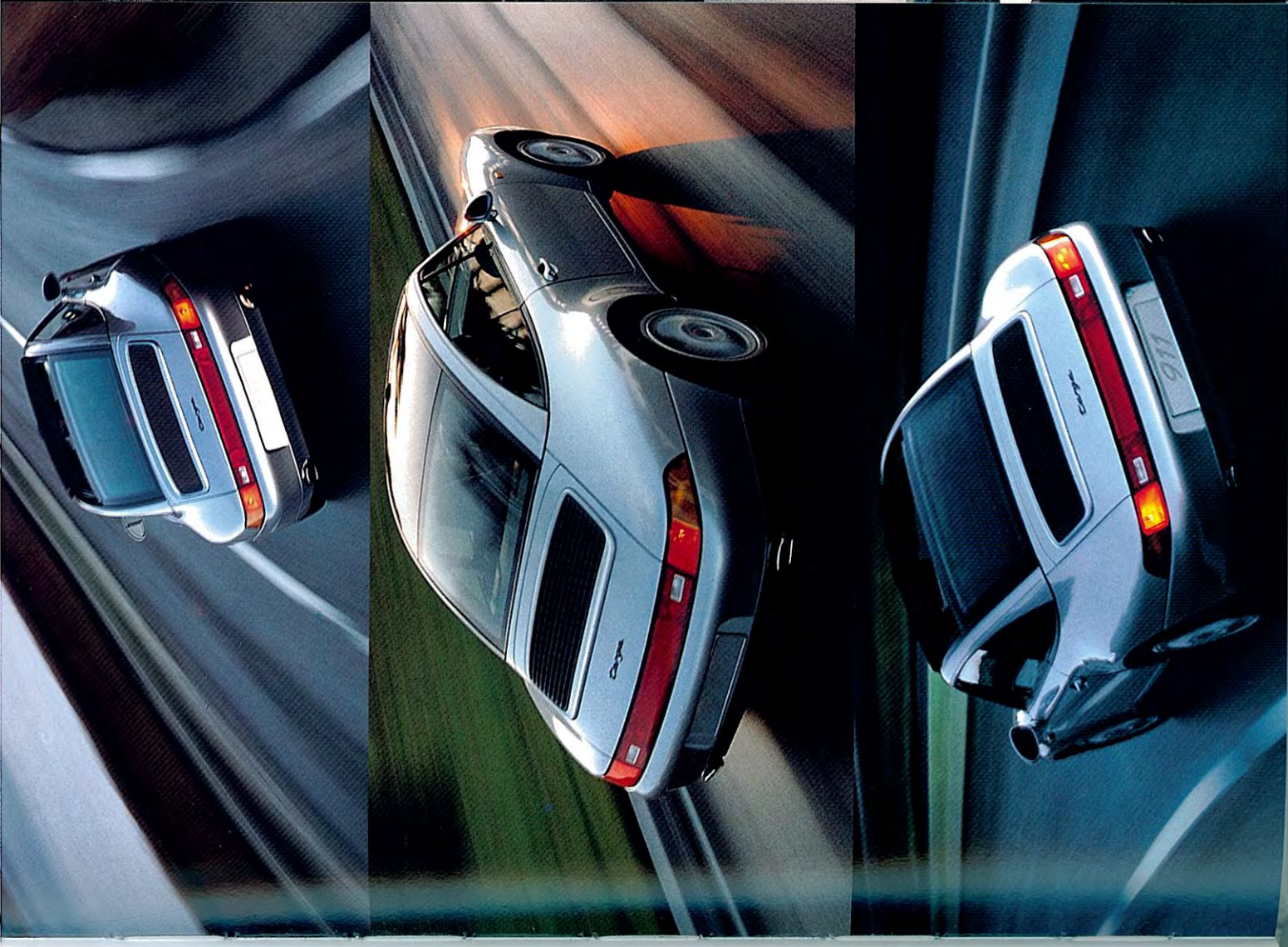
The glass roof is integrated into the body. The classic lines of the 911 are retained, which is just the way we wanted it.

The all-new roof system developed for the 911 Targa gives you complete freedom of choice. You decide how much fresh air you want, and how you experience the scenery around you.

Driving a Porsche has always been associated with an open mind. The reward is now a whole new form of openness.



Standard equipment on the new 911 Targa includes air conditioning, as well as newly-designed 17-inch wheels.





The idea of dynamics.

First: four-wheel drive.

Second: Turbo brakes and
visual enhancements.

Third: Turbo interior.

The new 911 Carrera 4S.



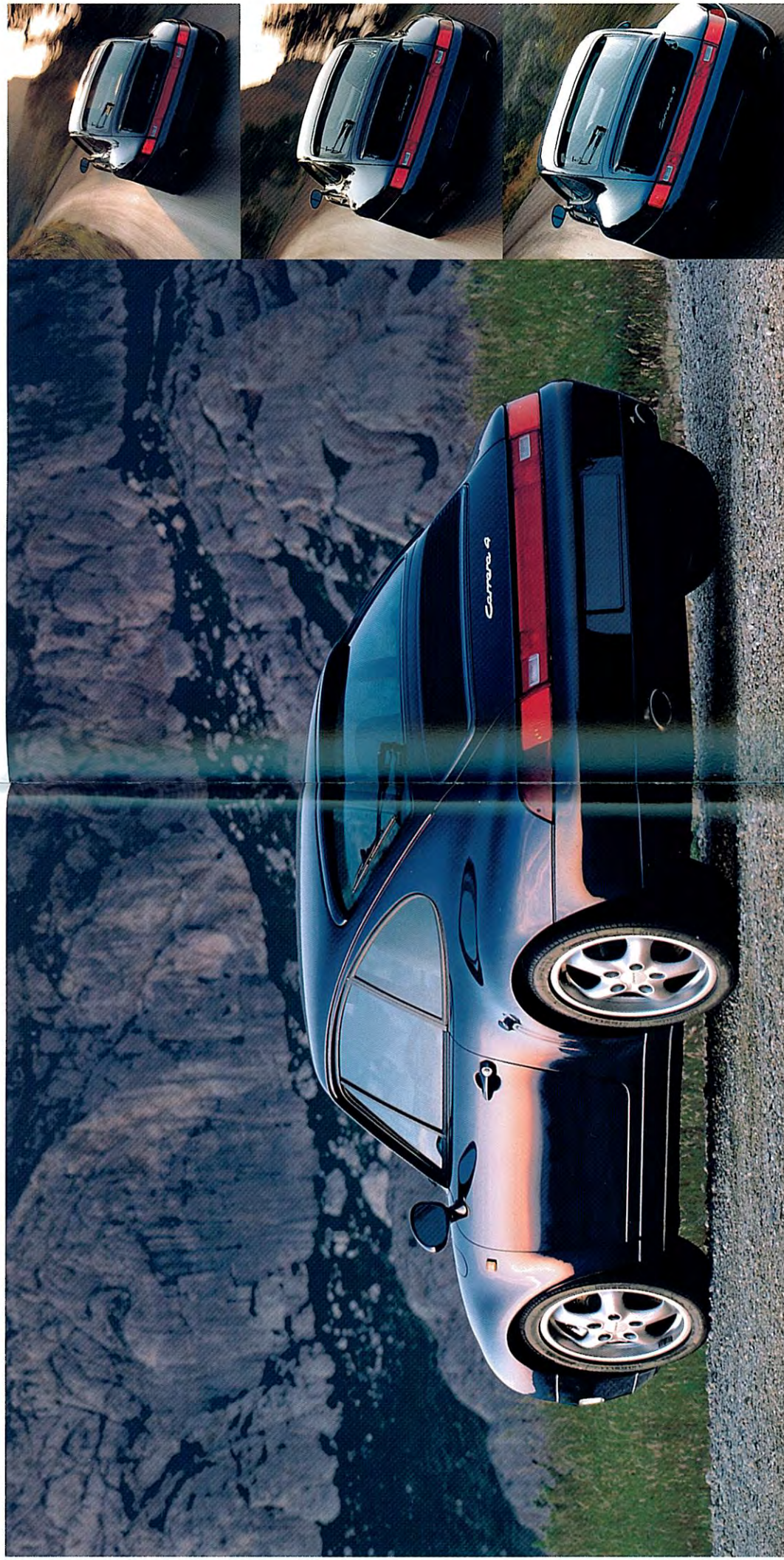
The result is a feast for the eye.

It has the four-wheel drive of the Carrera 4, suspension which has been lowered 10 mm at the front and 20 mm at the back. It has the nose section and incredibly powerful braking system of the 911 Turbo, with red brake calipers. It also comes with the flared sills and rear body, 18-inch wheels and dynamic differential system of the 911 Turbo as standard. As well as air conditioning, trip computer, all-leather interior, electric seat adjustment, rear windscreen wiper, roof panel with integrated brake light, and the radio/cassette stereo sound system. Sports seats are available at no extra charge.

Otherwise, like on the Carrera 4, the indicator covers are white at the front and red at the back, the wheel decals feature the new logo, and the gear lever inlay is silver coloured.

The new 911 Carrera 4S thus offers you not only visual enhancements, but impressive engineering benefits too.





The idea of safety.

With the 911 Carrera 4, like on the 911 Turbo and 911 Carrera 4S, we take the liberty of intervening in what goes on between the driver and the car, when necessary. With four-wheel drive, en-

suring increased safety. But you won't feel any difference behind the wheel of the 911 Carrera 4 compared to the rear-wheel drive 911 Carrera. In every situation and at all speeds, its

agility and handling give you the confidence inspired by perfection. Incidentally, you will recognize the Carrera 4, at first glance: the indicator covers are white at

the front, red at the back. The brake calipers are titanium coloured, as are the Carrera 4 logo on the tail and the gear lever inlay.



The open skies idea.

Some people with independent minds also have uncompromising views on headroom. The Carrera and Carrera 4 Cabriolets are the cars for them.

All it takes is a touch of a button to lower the hood and let the sun in. Fully automatically. Then the sky's the limit as you drive off. Looking at the engineering side

of things, half of the roof consists of moulded steel-sheet sections. That means it keeps its shape even at high speed, cutting down on wind noise.

The hood is made of specially treated cotton for outstanding weather-resistance. The three-ply construction effectively shuts out the weather (cloth, rubber,

cloth). An optional wind deflector automatically goes up when the top goes down, reducing air turbulence in the interior, minimising noise, and providing protection for luggage on the rear seat.





The essence of the idea.

The 911 Carrera is the purest embodiment of the 911 idea. Good ideas are timeless. Today's Carrera doesn't have a single

component in common with the first 911, which had its debut in 1963. Except for the Porsche crest. Take engine performance

as a recent example: it now produces 210 kW (285 HP) at 6,100 rpm, and 340 Nm at 5,250 rpm.



The idea of performance.

The new 911 Turbo incorporates advanced technology, and demonstrates the potential of the 911 design, with performance

being the key consideration in every aspect. It is intended for drivers who demand top performance, and are in turn prepared to

give top performance. The new 911 Turbo is also amazingly at ease in everyday driving conditions.

In fact, the 911 Turbo is far better at being civilised than its competitors will ever be at providing sports car performance.

We have turbocharged the performance concept.

The 911 Turbo was conceived, designed and built by motorsport enthusiasts, and we are proud of the result. Proud of its power-to-weight ratio of approximately 5.0 kg/kW, and of its staggering 540 Nm of maximum torque at 4,500 rpm.

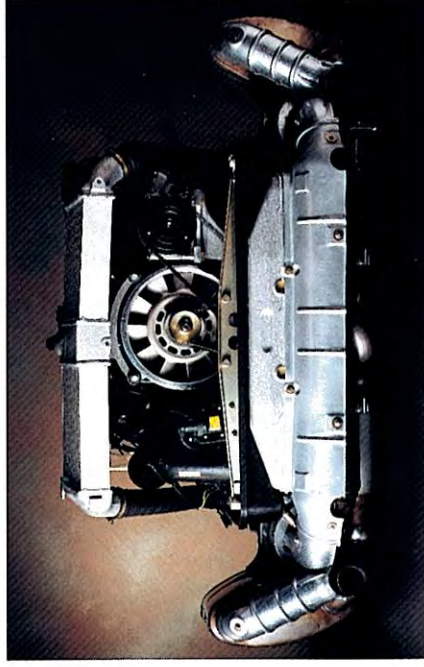
Its horizontally opposed 6-cylinder engine has 2 exhaust-driven turbochargers, 2 intercoolers, 2 bypass valves, 2 catalytic converters, and the OBD II system.

This equates to 300 kW (408 HP), instantaneous response to the throttle, and a maximum boost pressure of 0.8 bar.

And it takes the same amount of time to pin down the 911 Turbo from 200 km/h to a standstill as it does to accelerate from 0 to 100 km/h: 4.5 seconds flat.

We are certain of one thing, that the enormous superiority of this car will encourage the driver to be more relaxed behind the wheel.

(For further information, see the separate "911 Turbo" brochure.)



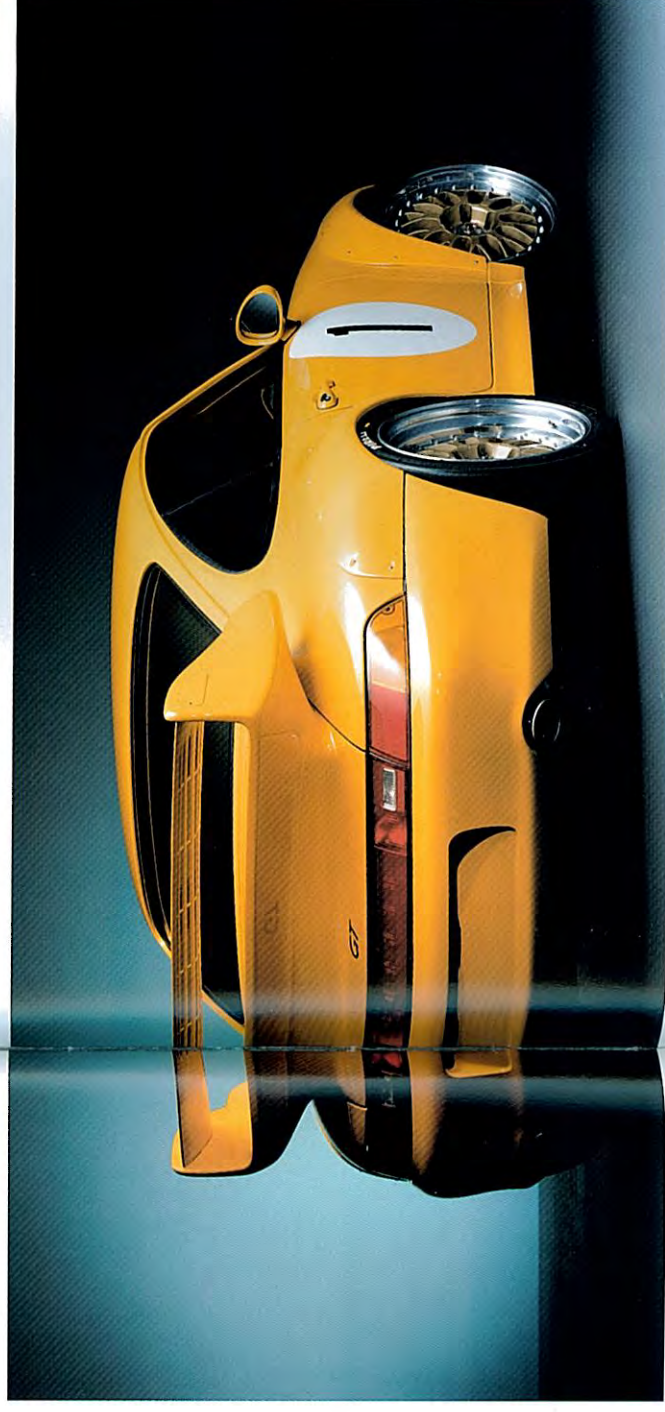
The sporting idea.

Porsche is one of the very few carmakers whose commitment to motorsport is not prompted by marketing or commercial reasons. With us, it's passion pure and simple.

Here is the latest product of this passion, the 911 GT2. In its racing version it fully meets the requirements of GT2 class racing. The cars driven in these events bear a strong similarity to production models. The only thing that counts in this class is the quality of the engineering derived from the roadgoing versions, and the driver's enthusiasm.

The GT2 comes with two exhaust-driven turbochargers with intercoolers, a displacement of 3,600 cm³, 316 kW (430 HP), and rear-wheel drive. The GT2 is a thoroughgoing racing car in engineering terms, but remains a not so distant cousin of the 911 Turbo.

The 911 GT2 is not available in all countries. Further information can be obtained from your Porsche dealer or import merchant.





911 Carrera
Coupé/Cabriolet

911 Carrera 4
Coupé/Cabriolet

911 Targa

911 Carrera 4S

911 Turbo

Technical Specifications

	911 Carrera Coupe/Cabriolet	911 Targa	911 Carrera 4 Coupe/Cabriolet	911 Carrera 4S	911 Turbo
Engine					
Number of cylinders	6	6	6	6	6
Capacity	3,600 cm ³	3,600 cm ³	3,600 cm ³	3,600 cm ³	3,600 cm ³
Power	210 kW (285 HP)	210 kW (285 HP)	210 kW (285 HP)	210 kW (285 HP)	300 kW (408 HP)
at rpm	6,100	6,100	6,100	6,100	5,750
Max. torque	340 Nm	340 Nm	340 Nm	340 Nm	540 Nm
at rpm	5,250	5,250	5,250	5,250	4,500
Compression ratio	11.3 : 1	11.3 : 1	11.3 : 1	11.3 : 1	8.0 : 1
Transmission					
Drive	rear wheel	rear wheel	4-wheel with viscous coupling slip-sensitive power distribution	4-wheel with viscous coupling slip-sensitive power distribution	4-wheel with viscous coupling slip-sensitive power distribution
Gearbox	6-gear	6-gear	6-gear	6-gear	6-gear
Tiptronic S available	yes	yes	no	no	no
Chassis					
Front suspension	McPherson	McPherson	McPherson	McPherson	McPherson
Rear suspension	multi-link	multi-link	multi-link	multi-link	multi-link
Steering	power-assisted	power-assisted	power-assisted	power-assisted	power-assisted
Brakes	4-piston fixed brake calipers front and rear, internally ven- tilated and perforated discs	4-piston fixed brake calipers front and rear, internally ven- tilated and perforated discs	4-piston fixed brake calipers front and rear, internally ven- tilated and perforated discs	4-piston fixed brake calipers front and rear, internally ven- tilated and perforated discs	4-piston fixed brake calipers front and rear, internally ven- tilated and perforated discs
ABS	Bosch ABS 5	Bosch ABS 5	Bosch ABS 5	Bosch ABS 5	Bosch ABS 5
Wheels	front: 7 J x 16 rear: 9 J x 16	front: 7 J x 16 rear: 9 J x 16	front: 7 J x 16 rear: 9 J x 16	front: 8 J x 18 rear: 10 J x 18	front: 8 J x 18 rear: 10 J x 18
Tyres	front: 205/55 ZR 16 rear: 245/45 ZR 16	front: 205/55 ZR 16 rear: 245/45 ZR 16	front: 205/55 ZR 16 rear: 245/45 ZR 16	front: 225/40 ZR 18 rear: 285/30 ZR 18	front: 225/40 ZR 18 rear: 285/30 ZR 18
Weights					
Unladen weight (DIN)	1,370 kg, 1,395 kg Tiptronic	1,400 kg, 1,425 kg Tiptronic	1,420 kg	1,450 kg	1,500 kg



cal Sport

911 Carrera Coupé/Cabriolet

911 Targa

Performance

Top speed	275 km/h	275 km/h
Acceleration 0-100 km/h	5.4 s	5.4 s
Flexibility (80-120 km/h)	7.0 s (5th gear)	7.0 s (5th gear)

Dimensions

Length	4,245 mm	4,245 mm
Width	1,735 mm	1,735 mm
Height	1,300 mm	1,300 mm
Wheelbase	2,272 mm	2,272 mm
Trunk capacity (VDA)	123 l	123 l

Fuel consumption

to EC standard 80/1268*	6-gear/Tiptronic	6-gear/Tiptronic
Version 89/491 EEC in l/100 km		
At 90 km/h	7.6 l/8.2 l	7.6 l/8.2 l
At 120 km/h	9.3 l/9.8 l	9.3 l/9.8 l
Urban exhaust cycle	16.3 l/16.6 l	16.7 l/15.8 l

Version 93/116 EC in l/100 km

Non-urban	8.9 l/8.7 l	9.1 l/8.9 l
Urban	17.9 l/18.2 l	18.2 l/18.3 l
Total	12.2 l/12.2 l	12.4 l/12.4 l
Vehicle weight**	1,445 kg/1,470 kg	1,475 kg/1,500 kg
CO ₂ g/km	289 g/289 g	289 g/289 g

*From 1996 onwards the fuel consumption published in the sales literature will be determined according to a new measuring system. At the same time the vehicle weight used in the determination of fuel consumption will be published as will the carbon dioxide emissions (CO₂) in grammes per km (g/km). Porsche is already publishing these figures together with the figures determined in accordance with the previous measuring system.

911 Carrera 4 Coupé/Cabriolet

911 Carrera 4S

911 Turbo

275 km/h	270 km/h	290 km/h
5.3 s	5.3 s	4.5 s
7.2 s (5th gear)	7.2 s (5th gear)	5.3 s (5th gear)

4,245 mm	4,245 mm	4,245 mm
1,735 mm	1,795 mm	1,795 mm
1,300 mm	1,285 mm	1,285 mm
2,272 mm	2,272 mm	2,272 mm
123 l	123 l	123 l/93 l (depending on tank volume)

6-gear	6-gear	6-gear
7.8 l	8.0 l	8.2 l
9.3 l	9.6 l	10.3 l
16.9 l	16.9 l	21.0 l

9.2 l	9.5 l	11.2 l
18.4 l	18.4 l	23.5 l
12.6 l	12.8 l	15.7 l
1,495 kg	1,525 kg	1,575 kg
289 g	298 g	376 g

** In the determination of fuel consumption the vehicle weight is determined according to the following key: Weight of the vehicle in its operative condition with 90 % tank contents and a driver weight of 75 kg.

Buying a Porsche entitles you to a full range of support services which complement the pleasure of driving. Your Porsche dealer will be pleased to offer assistance and advice on any of the following: insurance, leasing and financing, original spare parts, accessories, approved used cars, and much, much more.

Uncomplicated, quick and reliable. Everything is available and with the quality you expect from Porsche.

Comprehensive customer support naturally includes not only financial services, but many other attractive services for Porsche drivers:

Porsche Club

The world's largest one-make club, with more than 120,000 members worldwide. The club organizes rallies and meetings to which you are cordially invited.

Porsche Classic

When it comes to customer service, we go that extra mile: all Porsches older than 20 years are supported by Porsche Classic, providing assistance and advice for all classic Porsches.

Porsche Dealer

In addition to new and used Porsches, your Porsche dealer will provide everything required to complete the Porsche ownership experience: service, advice, genuine replacement parts, accessories, and much, much more. All from Porsche, and with the quality you expect from such a name.

Service



Porsche Selection

An exclusive collection of personal accessories and clothing designed with you and your Porsche in mind. The individual items have been chosen because they are timeless, exclusive, and innovative. Even when it comes to little things, we believe that we should take the same care in making our selection.



Porsche Tequipment

Porsche Tequipment offers you a range of accessories to equip your Porsche the way you want it. These products are designed to fit your car to perfection, and do not affect your warranty in any way. Just in case the standard equipment of your Porsche is a bit too standard for your taste.



Porsche Exclusive

Porsche Exclusive provides a number of suggestions on how you can have your Porsche customized while it is being built and make it a truly unique car. In looks, technical specification, or both. Whatever your choice, it will be a handbuilt car. And there's virtually nothing we can't do.

(Your copies of the new Selection, Tequipment and Exclusive catalogues are waiting at your Porsche Centre).



The 911 idea is a challenge.

For us, the challenge is to offer you engineering perfection on wheels.

For you, the challenge is to accept your need for individuality.

The Porsche idea – the ultimate in sporting spirit.

Translated into unparalleled engineering excellence.

Summary

The models shown in this catalogue feature specifications which are standard for the German market. In some cases they include special equipment which is not part of standard specifications and is available only as an extra-cost option. Availability of models may vary from country to country due to local restrictions and regulations. Please consult your nearest Porsche Centre or Porsche importer for information on models available and exact equipment specifications. Porsche reserves the right to alter design, specifications, delivery package and colour shades without prior notification.

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