

PORSCHE

928 GTS



Preface

The Porsche 928: Refined over and over to become the exceptional embodiment of the concept, "Gran Turismo automobile." Porsche has intentionally developed the 928 in a smaller quantity for those discriminating customers with the exacting expectation of combining fast, comfortable travel with a sporty driving style. The Porsche 928 has repeatedly been the automobile of choice for the Gran Turismo enthusiast – the best proof that it meets the highest expectations.

This success is a source of pride for Porsche. It motivates our people to continue improving this classically conceived sports car through the innovative application of future-oriented technology. The Porsche 928 GTS is the newest model in the acclaimed 928 Series. It claims its rightful place among today's finest sports cars with additional improvements in engineering and design. This thoroughly modern automobile is both inspiring and rationally conceived, an automobile as safe as it is comfortable. Above all, it is deeply satisfying to drive, as I invite you to experience for yourself.



F.A. Porsche

PORSCHE AND DESIGN

THE 928 GTS: FOR THE UNCOMPROMISING DRIVER WHO DEMANDS LUXURY, PERFORMANCE AND STYLE.

THE DEFINITIVE SPORTS CAR
Around the world, "Porsche" means the very essence of a sports car – race-bred, created uncompromisingly by a small, independent company.

What should a sports car be in today's world? Consider: by definition, a sports car should offer something beyond mere transportation. It should offer an entertaining driving experience. Freedom, an escape from the serious burdens of life, driving a highly responsive automobile down new roads in search of adventure. It should offer safety, comfort and environmental compatibility. And it should definitely say something positive about its owner. If that sports car is a Porsche 928 GTS, it says its owner insists upon indomitable performance, the highest quality, the finest engineering, the most tasteful classic design.

Because in our entire 40-plus-year history we have never built a sedan, we also have never had to make the compromises that sedan makers must who offer a "sporty car" derivative of a production sedan. By contrast, Porsche has always specialized in 2+2 sports cars. We have concentrated on this single vision uncompromisingly.

That's why Porsche remains today an independent company with a living heritage of handcrafting timeless race-bred German sports cars. Our customers are a limited number of drivers who demand the very best.

Surrounded by a full complement of comfort, luxury and convenience features, driving the superb new 928 GTS – with heightened power and elegant, performance-driven design elements – becomes an effortless, exhilarating adventure. Indeed, the 928 continues to be unique among luxury performance automobiles, being much quicker than anything else as luxurious, and much more comfortable than anything else as quick!

Today, as always, our handcrafted sports cars are developed by individual engineers and designers – never by committees. It is personal vision, not a majority vote, that is responsible for the undiluted brilliance of Porsches like the stunning 928 GTS.



Introduced to enthusiastic acclaim in 1977, the Porsche 928 became the new standard for high-speed personal transportation, in great style and comfort.

CLASSIC LINEAGE
The Porsche 928 enjoys a heritage of classic design and innovation directly traceable to the first Porsche, the 1948 Type 356.

Porsche's basic design philosophy never changes. The interpretation of that philosophy necessarily may change, but the solid design concepts in each Porsche are as timeless as the basic laws of physics. So it's understandable when the Porsche 356 owner of 25 years ago will appraise today's 928 GTS and say, "Yes, I see the design evolution here, too. It makes perfect sense." Perfect sense, because the Porsche 928 GTS, like the revered Porsche 356 and 911, follows proven design principles, not passing "styling fads." Our customers know that driving a classic Porsche is a personal statement, a purposeful decision founded in extraordinary taste.



The 1983 "S" version brought more power, front and rear spoilers for added stability at higher speeds.



The more powerful 1987 928 S4 brought further improved aerodynamic tuning; the more "fit" becomes a "wing."



The new GTS: even higher performance means wider body to accommodate bigger brakes, wider tires.



PORSCHE AND SAFETY

**SUPERBLY ENGINEERED
TO AVOID AN ACCIDENT,
BUILT TO SURVIVE THE
UNAVOIDABLE.**

**ACCIDENT
AVOIDABILITY**

**The Porsche 928's
responsiveness greatly
enhances the 928
driver's ability to avoid
an accident.**

The Porsche 928 GTS works with its driver to avoid an accident, through excellent visibility, responsive acceleration, balanced handling and exceptional braking. The Porsche 928 GTS optimizes all four like few other sports cars on the world market today.

Active safety is found even in the 928's transaxle layout designed for neutral handling from its nearly perfect 50/50 weight distribution. But Porsche has continued to expand the 928's active safety through many refinements in recent years. For example, the braking

system fitted to the 928 GTS almost refuses to fade, regardless of how long and how steep the downhill mountain road. The 928 GTS owner is further reassured by Porsche-developed, innovative safety technology that includes the sophisticated PSD limited-slip differential for added stability under virtually all conditions, a world class suspension and ergonomics, and highly responsive force-sensitive power assisted steering (still the standard in its class).

The PSD limited-slip differential is a case in point. First proven on the Porsche 959 limited-production supercar, this state-of-the-art electronically variable limited-slip differential provides impressive benefits at all speeds. Utilizing the 928's anti-lock brake sensors and an additional lateral acceleration sensor, it automatically varies the locking action from 0 to 100% to provide higher stability and a considerable improvement in traction under all conditions.

**ACCIDENT
SURVIVABILITY**

**Porsche engineering
provides the Porsche
928 driver with greatly
increased potential for
surviving the unavoidable
accident.**

At Porsche, the designed-in ability of the car's occupants to survive an

accident is called "passive safety." It means providing each Porsche owner with the maximum possibility of surviving the unavoidable accident.

Every Porsche features a three-zone body design having programmed, controlled crush zones and a rigid passenger structure. The front and rear sections of the car are designed to absorb impact, leaving the driver and passengers protected within a rigid passenger "cage." Naturally, protective door reinforcement, three-point seat belts and safety-conscious interior design are standard with every Porsche.

Since corrosion is the major weakening factor in body strength, the Porsche anti-corrosion perforation warranty ensures that each Porsche will remain "like new" strong for a period of at least 10 years. That the car's handling will not deteriorate from corrosion-weakened handling elements.

As a leader in airbag research, development and production implementation for more than 6 years, it is fitting that our entire U.S. model lineup again carries airbag supplemental restraint systems for both driver and front seat passenger.



Like every new Porsche, the 928 GTS is fitted with airbag restraint systems for driver and passenger.



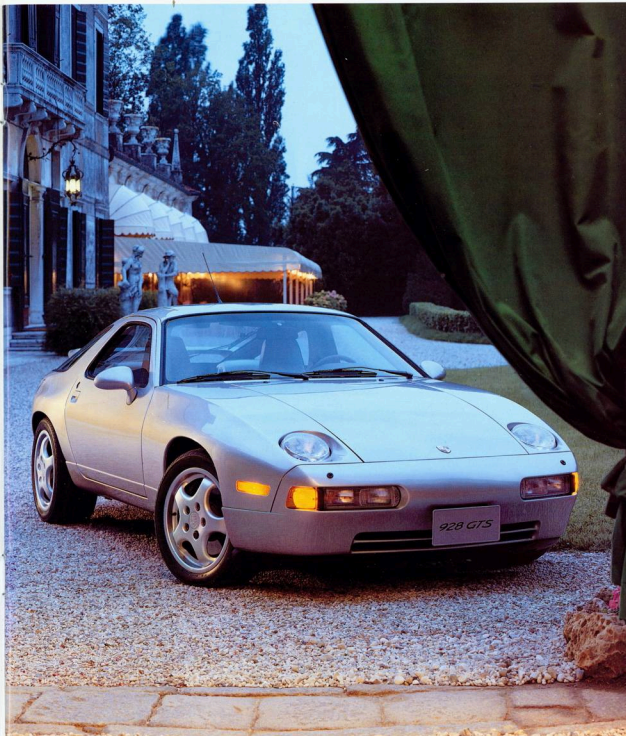
The tire pressure warning system is another convenient feature of the 928 GTS.



Porsche equipped the 928 with protective clear plastic covers before they were mandated by law.



High-pressure seals to close the 928's 100-watt headlights are as close as a button near the steering wheel.



**THE GTS:
REFINING THE 928
CLOSER TO ABSOLUTE
PERFECTION.**

**DESIGN GOAL:
THE FINEST**

Porsche's 928 design goal is simple: design the finest, without compromise – and design to performance, not cost, targets.

At our Weissach Development Center, a commonly heard expression is, "Yes, that's the Porsche way..." To our engineers, the goal is simple: build the finest in the industry, without compromise. And build it to higher and higher standards. Only through this approach will we meet the expectations of our customers: those uncompromising drivers who demand the finest.

It is only through continual refinement that classic sports cars such as the Porsche 911 and 928 are developed far beyond any normal standard. As a small, lean, independent company, Porsche is able to get refinements into production faster, more directly, with much lighter quality

tolerances than by going through tiers of management and committees.

For the 928 GTS, the project team has taken another firm step forward in its continuing redefinition of

"the finest." Now, the exquisitely designed and assembled 5-liter aluminum alloy V8 is enlarged to 5.4 liters. Power is up, to a supercar-like 335 bhp at 5,700 rpm (from 316 bhp in the former 928 S4), and torque is 12% greater, to 369 ft-lbs at 4,250 rpm. The car proudly displays new design "clues" in every curve: new 959-like aero mirrors, 17-inch Carrera Cup wheels, wider, more sensuous fenders, a distinctive reflector bar in the tail. And the driving experience – incomparable.

Refinements? Perhaps, but they dramatically transform both the appearance and performance of the remarkable automobile pictured on these pages. Few would deny that the 928 S4 already resoundingly set the standard in its class. And now, the 928 GTS...

Sitting in a courtyard in Italy, it looks wider, lower and more athletic than you remember the standard-setting S4. The door slam redefines "solid"; the interior feels richer, the carpets thicker. Twist the massive key to start the engine and the growl is deeper. Into the first curve the GTS feels more tightly controlled than

earlier 928s, even more agile. With this automobile, the standard has been moved higher and forward, again.

Simply, the finest.

FORM FOLLOWS FUNCTION

Everything on a Porsche 928 has a function, and the Porsche form is a direct and pure reflection of that function.

Every component, every system in a Porsche GTS are designed by people who love to drive, people using an exceptionally demanding discipline where every form is literally defined by its function.

The 928 Series' trans-axle layout is an ideal example. Porsche chose the trans-axle design for high performance, with great handling stability. The 928's front-mounted light-alloy engine is ingeniously counterbalanced by the transmission, differential, fuel tank and even the battery in the rear, to provide 50/50 weight distribution. Porsche is the only sports car manufacturer to offer a front engine/rear trans-axle.

The benefits for the Porsche 928 Series owner are many: responsive, predictable handling; high cornering forces; surefooted traction; and the safety advantages of a front-mounted engine connected to a rear trans-axle by a rigid torque tube "spine"



Evolved directly from the Porsche 959 supercar, the new aero mirrors emphasize the car's readiness.



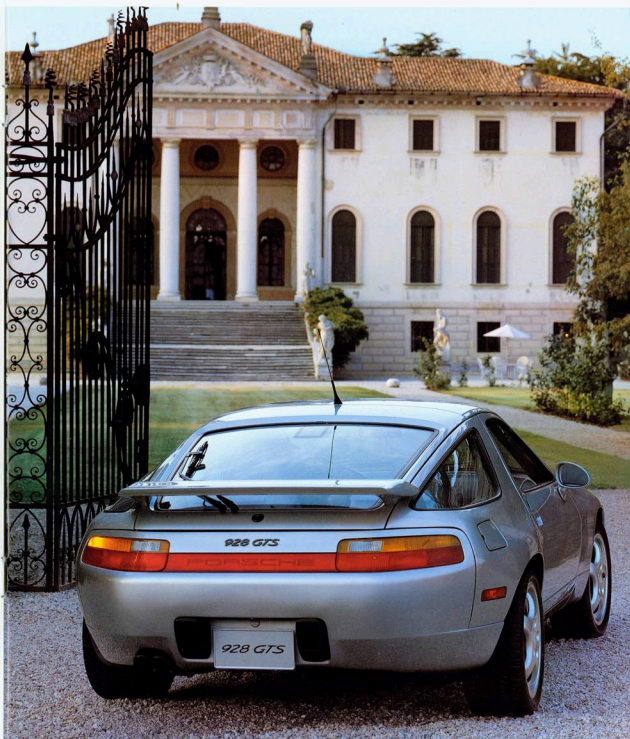
The elegantly aggressive fenders, Cup wheels and aero mirrors mark this most powerful-over-928.

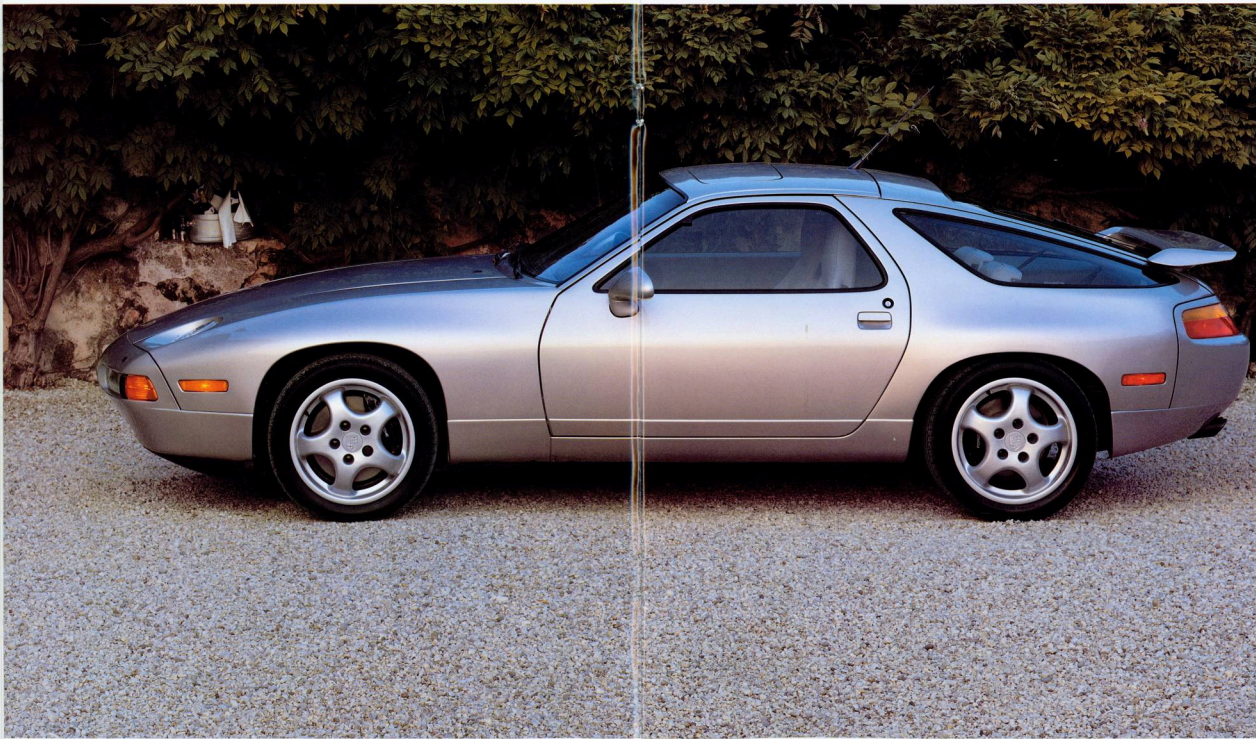


The new 17-inch "Carrera Cup" wheel adds braked cooling and aerodynamic Z-rated high performance lines.



Another distinctive clue to the GTS: the new reflector bar with Porsche family design lines.





AT PORSCHE, AERODYNAMICS IS ONE BRANCH OF A SCIENCE CALLED 'AIR MANAGEMENT.'

AIR MANAGEMENT

While others talk of aerodynamics, Porsche manages the flow of air over, under and through the 928 GTS to its maximum benefit.

At Porsche, air flow is treated as another force to be managed to perfection. Here, optimized "air management" systems begin with aerodynamics for less drag and better handling stability. And continue with managing precisely how air flows over, under and even through the car to meet a variety of design objectives.

Porsche engineers have learned from racing that "spoilers" are misnamed. Actually, they improve air

flow, rather than "spoil" it. Once again, as with many other technologies at Porsche, form follows function: the size and shape of aerodynamic aids are always performance-dependent. Spoiler size and location on the 928 are dependent upon the car's total air management needs, not just to lower the Cd factor.

Notice that the 928 GTS's rear wing is flat on top and curved on the bottom. This is exactly the opposite of an airplane's wing, because this wing is designed to defy lift. Notice, also, that it is mounted as far to the rear of the body as possible, so as not to disturb the flow of air around the body. And that now it is finished in the car's body color, to blend even more elegantly with the overall body design.

SYSTEMS

ENGINEERING

Everything on a Porsche 928 is designed and tested to work brilliantly with everything else — so that the whole is always greater than the sum of its parts.

The Porsche 928, like every Porsche, is a carefully designed series of optimized systems. The 928's engineers first optimize the concept — and then optimize how each component utilizes that concept. A not-inexpensive process that is

deservedly part of the Porsche mystique.

The 928 GTS's newly widened body was derived through systems engineering. Less this elegantly aggressive looking, wider body be considered merely "new styling," consider: the GTS's wide body is what resulted from Porsche's disciplined form-follows-function systems engineering.

(At Weissach our chassis engineers say, "Always have more chassis and brakes than top speed.") To most effectively apply the GTS's higher power to the road, Porsche fitted wider high performance tires at the rear — 255/40s, ZR-rated, on 17-inch alloy wheels a full 9 inches in width, and



The integrated bumpers are designed to absorb minor impacts without damage.



The swing-up headlights combine design with function, never flashers giving the 928 a distinctive personality.

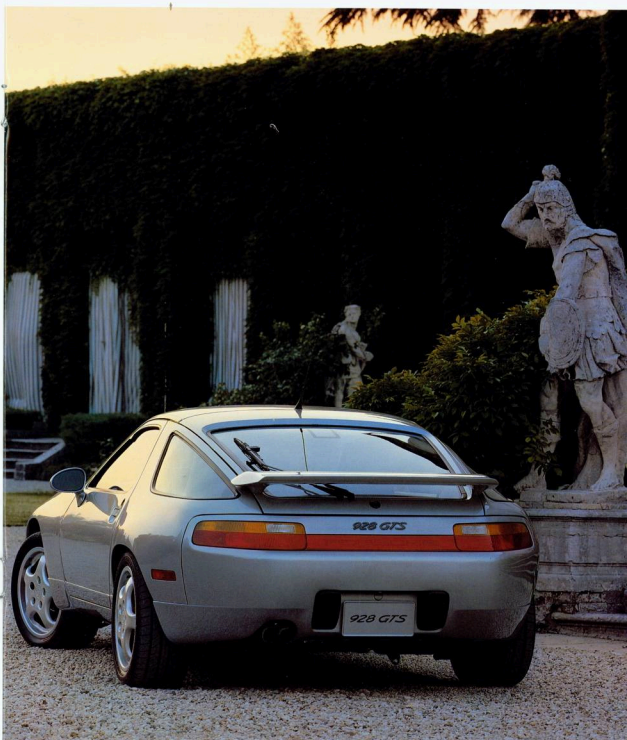


The 928 GTS's lift-actuated rear wing — now available in body color or black — is a symbol of Porsche's ultra-widebody air management.



Even the 928's rain guard is seamlessly integrated into the aerodynamically smooth body.

increased the rear track. For even greater stopping power, front brakes were upgraded to the same 12.68-inch discs fitted to the 911 Turbo. Thus, the chassis and brakes ultimately defined the new, wider body on the higher performance 928 GTS — through Porsche systems engineering disciplines.



PORSCHE AND QUALITY

**THE EXQUISITE 928 GTS:
PAINSTAKINGLY CRAFTED
TO ENDURE BEAUTIFULLY.**

HANDCRAFTED

Old World craftsmanship continues to be a big part of every Porsche 928.

The first Porsche 356 was built entirely by hand, piece by painstaking piece, in a converted sawmill in Austria. Today's Porsches are built with an assist from automation, thereby freeing specially skilled craftsmen to do what they do best: handcrafting. This will always play a major role in

bringing each new Porsche into the world. To do it any other way wouldn't be "Porsche-like."

Porsche's new production plant in Zuffenhausen is a mix of automation and traditional Porsche-like handwork. Bodywork measurements are made by automatic measuring equipment which can check hundreds of reference points in minutes. But workers initial a production log as they complete their assigned tasks, and each new 928 progresses on through the factory. Porsche's assembly line workers tend to remain with the company most of their working lives; craftsmanship is so crucial that new workers are teamed with at least three veteran craftspeople.

White gloves for checking manufacturing cleanliness are plentiful among the green-coated quality inspectors. Even Porsche's Board Member for Production is never without his!

Experienced hands and eyes select leather for Porsche 928 seats and interiors so carefully that thinner, more supple hides from younger cows are assigned to seats and curved surfaces; thicker hides from older cows will cover flatter surfaces such as door panels and roof liners.

LONG-LASTING QUALITY

Porsche continues to pioneer new technology and build cars in such a way as to make each new Porsche a truly "long life" investment.

Porsche has more than 40 years' experience building automobiles of superb quality. Porsche quality is legendary, its level of quality assurance in construction, painting and protection unparalleled. Rust and corrosion are avoided through the use of non-ferrous materials such as aluminum, stainless steel and polymers. To lighten the car, 928 "Projekt" engineers chose aluminum doors, hood and front fenders. When you examine a 928, you will notice that the quality is so high that it's impossible to see or feel where steel ends and aluminum begins.

It's also not surprising that, where quality is revered like this, the 928 assembly line only moves every 30 minutes. Then it remains stationary while workers with perhaps the highest handcrafting standards in Europe concentrate their unhurried attention to their tasks. Thirty minutes to do a flawless job, where the industry norm is a continually moving assembly line...



Aluminum parts of the highest quality minimize weight for higher performance.



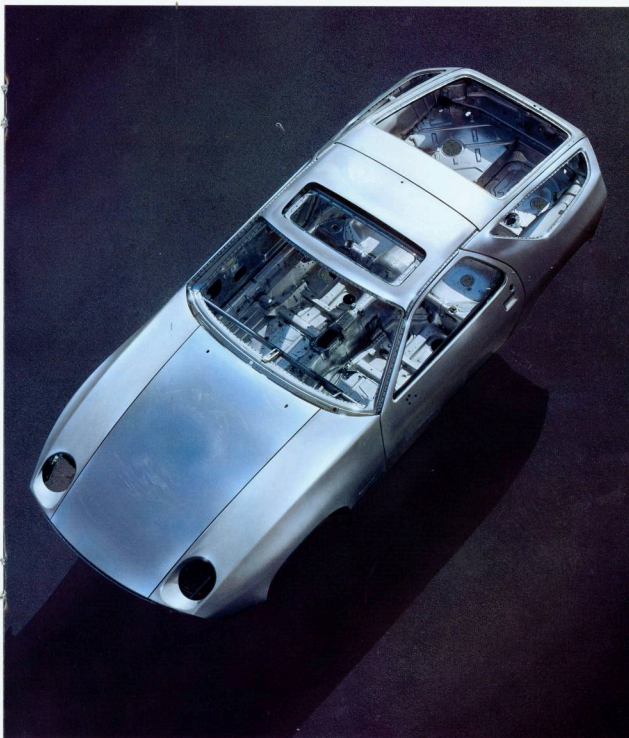
Precision is found in the 928 GTS even in the smallest details.



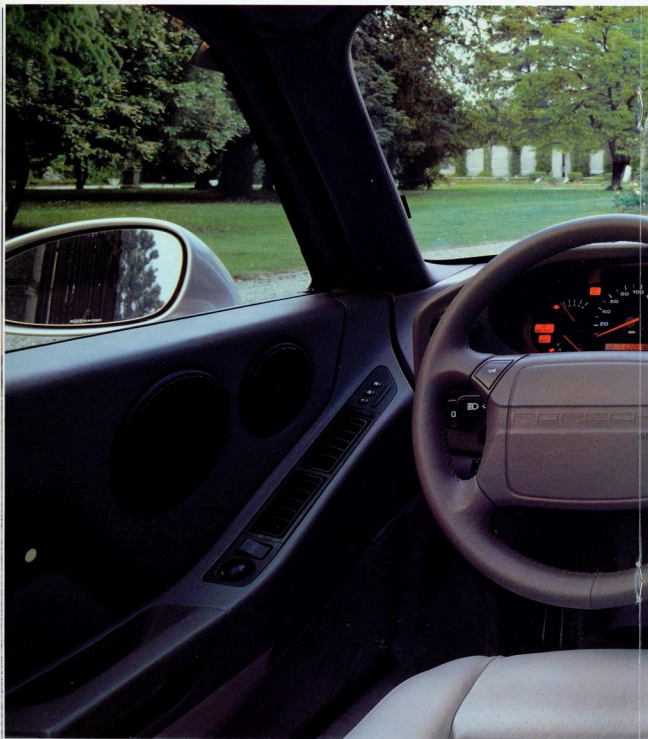
Unhurried 928 handwork in the plant, never the exception.



A fresh cotton glove will find imperfections that may escape even the trained eye.



PORSCHÉ AND ERGONOMICS



Fog and driving lights are neatly integrated into the 928's glare-resistant "soft" nose.

HUMAN ENGINEERED FOR FUNCTION- AND SAFETY.

ERGONOMICS FROM ENDURANCE RACING

What we've learned from endurance racing –



The Driver Information System monitors and prioritizes 22 functions; a flip of the column stalk activates a connected 10-function onboard computer.



Ergonomically shaped automatic cruise control reduces fatigue on long trips – or helps maintain target speeds.



Dual-mounted temperature sensor is clue to the 928 GTS's automatic climate control system.

driving Porsches fast and safely for long periods of time – we've applied to the design of our street car interiors such as the 928's.

Porsche's 928 engineers had specific design goals for the car's interior: above all, it had to be comfortable, so its owner could safely enjoy the 928's unique Porsche driving experience. And, its ergonomics – its human engineering – had to be flawless.

Porsche's ergonomic engineering experience is derived from endurance racing, where drivers must be able to drive comfortably for long periods of time at very high speeds. Their very lives depend on

their ability to locate all controls instinctively.

When you drive the 928, you will find evidence of Porsche's disciplined adherence to ergonomic design principles all around you. That all major controls are virtually at your fingertips. And that the steering wheel and instrument pod tilt as a unit – so that the angle of both steering wheel and the instruments may be optimized by the driver.

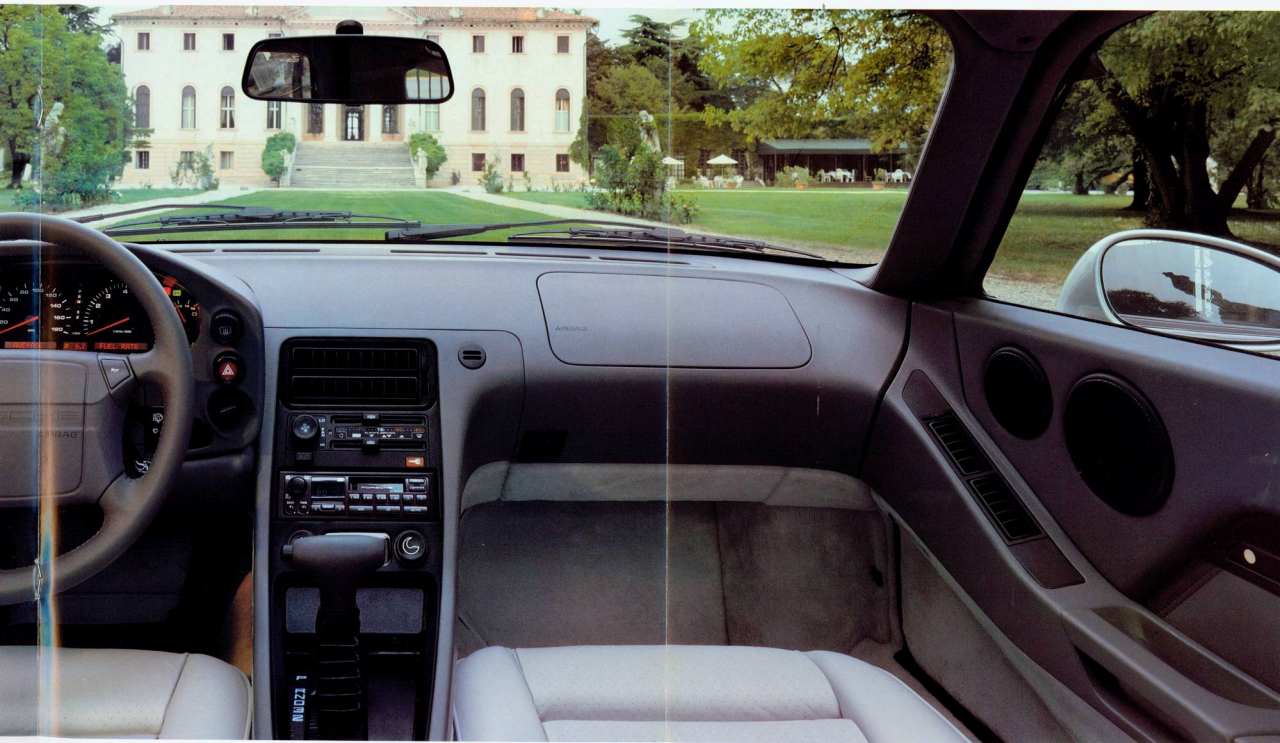
During your Porsche 928 test drive, you will discover many other clues that this car was designed for driving efficiently, without undue fatigue or stress ...

- The position of all pedals and controls
- The proximity, size, labeling and "feel" of all switches and controls
- How the shift lever falls ideally to hand, its optimum size and shape
- The linear precision of Porsche's accelerator and brake pedals
- The smooth clutch takeup
- The nonskid feel of the pedals
- The precise feeling of all controls in use.

Porsche's instrumentation exemplifies again how thoroughly these cars are engineered – how they are designed by people who are accustomed to combining the enjoyment of driving with concerns for safety. You will notice that all instruments are of the

easily read analog type.

The 928's backlit instruments and Driver Information Center also provide minimal distraction through optimized use of analog/digital ergonomics and human engineering. The Driver Information Center monitors and prioritizes 22 vehicle functions. Again, to avoid distracting the driver, Porsche developed this system on the "no news is good news" premise; the system asks for your attention only if something is amiss.



**A NEW STANDARD
IN DRIVER/MACHINE
COMMUNICATION.**

**SOPHISTICATED COM-
FORT ENGINEERING**
The GTS was scientifi-
cally engineered to make
comfort and safety as
compatible as possible.

We invite you to think of the 928 as our engineers do – as “a sporting driving experience with functional comfort.” All Porsches are designed with comfort as a “must,” but with safety through an optimum driving environment as a guiding criterion. The 928 designer’s checklist included all of the following, which are featured in the Porsche 928 GTS in the most refined form ever...

The 928 interior designer’s checklist:
(All standard on every Porsche 928 GTS unless otherwise noted)

- Full power operated controls where power is the most functional solution – windows, mirrors, door locks, seats, sunroof, hatch release
- Air conditioning (front and rear), heating and ventilation systems combining the best of manual and automatic operation (manual air distribution/fan speed, automatic temperature control)
- An adjustable steering column and instrument pod moving as a unit to allow any driver to find an optimum driving position
- A Posatrol memory system storing three seat and outside mirror settings, driver’s side (passenger side optional)
- Porsche CR1 digital display AM/FM/cassette stereo system with anti-theft coding
- Hi-Fi sound system with 10 speakers and 160 watt six-channel amplifier (CD player and changer optional)
- A one-key central/locking alarm system with LED warning lights in the door locking pins
- Optional sport seats
- Optional lumbar support, electrically adjustable for firmness and vertical position
- Optional heated seats
- Optional supple leather seats.

**PERFORMANCE
ENGINEERING**
The Porsche 928 is so completely engineered that one need not sacrifice durability, reliability, low maintenance, functional comfort or safety to enjoy high performance.

Porsche’s record of race-bred high reliability has brought us an often-envied reputation for “performance engineering” – high performance without sacrificing practicality, comfort or safety. Our customers find this performance engineering to be immediately obvious upon driving the Porsche 928. The effortless-ness with which one reaches 60 mph puts the 928 into a very small class of luxury performance automobiles.



Airbag-type steering wheel and instrument pod tilt as a unit to provide comfort for any driver.



The Posatrol memory system stores three seat and mirror settings... one per driver – or a change of class or driving mode!



Windows, sunroof and rear wiper controls are close by.



Flashing LEDs in door lock pins signal that the GTS’s doors are locked and the alarm set.



THE SURPRISING PRACTICALITY OF A TRUE 2+2 GRAND TOURING SPORTS CAR.

LONG-DISTANCE CRUISING RANGE
The exhilaration of driving a 928 is combined with the convenience of a great cruising range.

With so many comfort amenities aboard the Porsche 928, the car has another added plus: a gratifyingly long cruising range so you actually can travel farther, with fewer interruptions for refueling. While few people would choose one high performance sports car over another on the basis of fuel economy alone, this is another pleasant surprise accompanying Porsche ownership.

Because Porsche's superb engineering has produced exciting performance in company with good fuel economy.

And since time is money, the Porsche 928 owner can think about more useful tasks than stopping to refill as often as with other luxury cars. This kind of range also provides the freedom to be more carefree in using the car—for example, returning from that weekend trip late Sunday night without fear of gas stations being closed.

UNEXPECTED UTILITY
Each Porsche offers truly surprising utility for a sports car.

As always, Porsches inspire unparalleled pride of ownership, a true love affair with one's automobile. And yet, each Porsche is so practical, it could hardly be called a "toy" — unlike certain exotics where even a briefcase offers a packing challenge. The Porsche 928 GTS is designed to be driven — not left at home in the garage.

The Porsche 928 GTS's exceptionally large luggage capacity (up to 20.5 cu ft with the rear seat folded) is actually more than some full-size sedans! Its 2+2 seating gives room for chil-



Separate bass and high-frequency speakers are important elements of the 928's 10-speaker stereo system.



Summer comfort, assured: the GTS includes a separate rear air conditioning system as standard equipment.



One or both seats fold forward in the GTS, offering flexible carrying capacity. Fold both seats flat, and the 928 GTS accommodates nearly 23 cubic feet of cargo!

dren and occasional adult use — so the 928 can be enjoyed on more occasions. And individual fold-down rear seats offer convenient cargo/storage/seating options.



The rear windows offer added comfort to the occasional rear seat passenger.



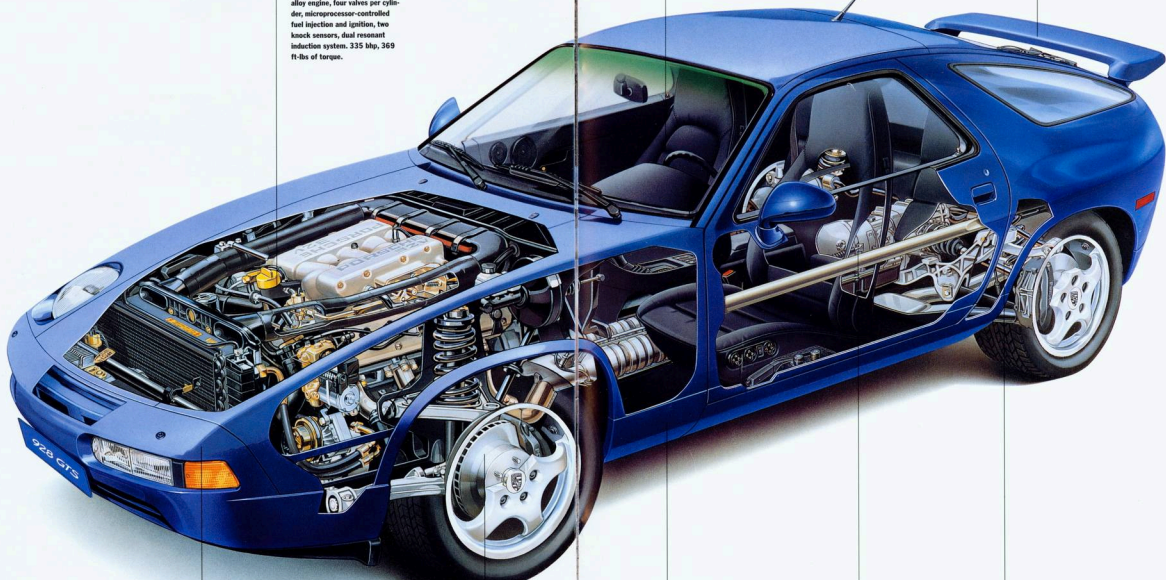
928 GTS

Exhilarating, razor-sharp throttle response from newly enlarged, hand-assembled 5.4-liter-V-8 alloy engine, four valves per cylinder, microprocessor-controlled fuel injection and ignition, two knock sensors, dual resonant induction system. 335 hp, 360 ft-lbs of torque.

Airbag supplemental restraint system for both driver and passenger sides. Adjustable tilting knob-instrument pod. Leather seats standard; front seats fully electrically adjustable. Padded seat mirrors memory standard for driver. Onboard computer providing instant readout of ten functions.

Porsche CR-1 digital display AM/FM/cassette stereo system with anti-theft coding. Hi-fi sound system with 10 speakers and 160 watt six-channel amplifier.

Rear spoiler of polyurethane reduces drag and rear end lift.



Excellent, dust-resistant polymer "soft" nose section; optimized air management over, under and through car begins here.

Excellent stopping power from huge 13.68 in. front, 11.77 in. rear power-assisted, internally vented disc brake system with 4-piston callipers, front/rear, anti-lock (ABS). New five-spoke "Carrera Cup" 17-inch cast alloy wheels, 25 in. front, 9 in. rear. High-performance tires: 225/45 ZR 17 front, 255/40 ZR 17 rear.

New wide-body design. Ten-year limited anti-corrosion perforation warranty from double-sided zinc galvanized unilized Coupe body. Twenty-six-step paint process includes total immersion pre-treatment, cathodic primer coating, hot wax cavity filler and PVC undercoating. Limited 3-year paint warranty.

Ideally balanced handling via transaxle design with 50/50 weight distribution. Front engine connected to rear transaxle via solid torque tube. Supor® road "feel" from power-assisted, force-sensitive rack and pinion steering.

Added traction and stability at all speeds from Porsche 550-like infinitely variable (0 to 100%) PSD limited-slip differential. Ultra-smooth shifts from electronically controlled four-speed automatic transmission. Five-speed manual transmission with race gate shift pattern.

IMMENSELY SATISFYING SHIFTING, WHETHER AUTOMATIC OR MANUAL.

**THE PORSCHÉ CREST
MEANS "WINNING"**
The Porsche crest is a universal symbol for success – both on the race-tracks of the world and among aficionados of excellence.

To a Porsche engineer, "winning" has far broader connotations than winning races. Meeting and beating formidable design goals is another kind of winning. The design goals for the 928 GTS transmissions were set – and met – by some of Europe's most highly regarded transmission engineers. The best and the brightest in their field, these Porsche engineers are driven to do nothing but develop and refine high-performance transmissions for Porsche, and for Weissach's confidential R&D clients.

The 928 has always been offered with the customer's choice of a 5-speed manual or 4-speed automatic transmission. It has always been Porsche's belief that the 928 should be a tremendously entertaining driving experience

with either transmission. Driving the GTS with either, it communicates its inspired design by engineers who love driving sports cars. The automatic receives its full measure of refinement – a subtle revision in gear ratios, retarding engine timing for the split second the transmission shifts, for added smoothness; little by little, the automatic approaches perfection as surely as the 5-speed manual. One measure of the totality with which Porsche's transmission design goals have been met: European Formula One racing drivers love driving the very fast, very smooth 928 "automatic" from race to race on the Continent.

Both the 5-speed manual and automatic transmission versions of the 928 GTS receive the same engine. Those who select the automatic will find their 928 is nearly a half second faster to 60 mph than before, its 5.6 second 0-60 time matching that of the former 928 GT, an acclaimed driver's car of the first rank. And the 5-speed manual version is even quicker!

An overriding impression is how well the new engine and either transmission combination work together. The torque converter automatic feels ideally matched to the 12% torque increase gained by the

larger GTS engine. And each upshift with the 5-speed feels like it lands exactly in the middle of the engine's broad torque band. Throttle response from the high torque 5.4-liter V8 is instantaneous. The 928's designed-in agility from its 50/50 weight distribution and careful chassis tuning is optimized precisely.

The 5-speed GTS follows in the tradition of the 1990 928 GT, with its superb responsiveness and exciting engine sounds. The 5-speed GTS puts the 928 more firmly than ever at the pinnacle of the world's supercar class. But without compromising any of the 928's durability, practicality, low maintenance and comfort.

At Porsche, the importance of winning has never faded. Porsche has long traditions of racing to learn before racing to win. To prove the rightness of our designs before including them in street Porsches. Porsche has always been determined that our Type 928 received the distilled essence of everything we've learned in over 40 years of racing. The Porsche 928 owner knows this means their Porsche is designed to go long distances effortlessly, virtually shrugging off potential mechanical stress, and still be reliable and perform as expected – whether it be "automatic" or "manual."



The automatic transmission selector has a rugged look to it, in keeping with the overall feel of the GTS.



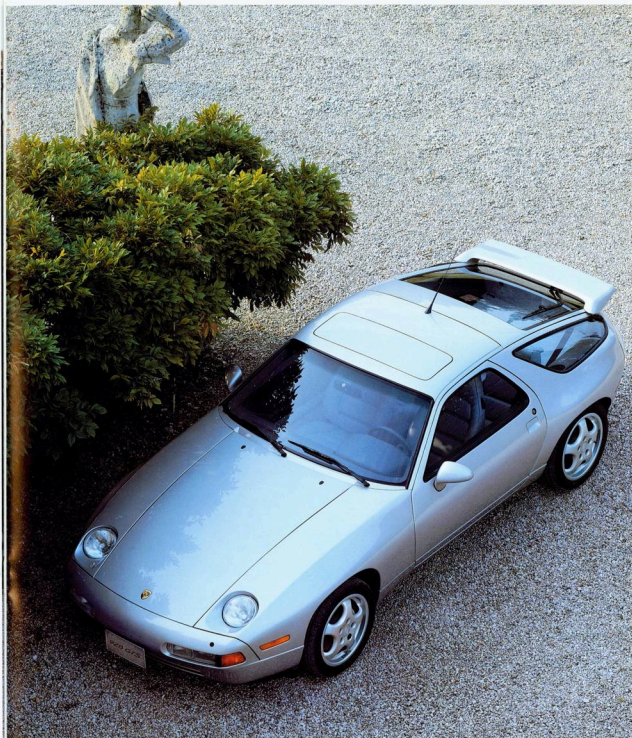
Diagram of a driver's automatic: for performance driving, 3rd gear is a brief pull back from "Drive."



The shift knob is ergonomically shaped for the driver's comfort, speed and precision.



Low gear is down and to the left, through a spring-loaded gate, as in many race cars.



**A MAGNIFICENT ALLOY
V-8, UNCOMPROMIS-
INGLY MANUFACTURED.**

**UNCOMPROMISING
MANUFACTURING**
Every Porsche 928 is built in an uncompromising manner: the best materials, meticulously handcrafted, thoroughly checked and rechecked for quality.

Porsche always has been synonymous with a level of manufacturing quality unique in the industry. "Uncompromised" is an apt description, where each 928 engine is hand-assembled in Zuffenhausen to precise, close tolerances. Nevertheless, each is bench tested, during which it receives final tuning and monitoring for at least 30 minutes to ensure its performance and initial break in.

All of this care is lavished on one of the finest engines to be placed in a production automobile, truly an engine designer's masterpiece. To produce an unmatched combination of power, smoothness, long-term reliability and fuel economy, Porsche has developed and refined this liquid-cooled, alloy V-8 even further: it is newly enlarged from 5 to 5.4 liters to produce 335 bhp and 369 ft-lbs of torque, respective increases of 6% and 12%.

Now the 928 in GTS form is even more agile, even more entertaining to drive than ever before.

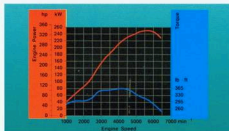
The engine, like the rest of the car, literally bristles with race-bred technology: Four-valve-per-cylinder design giving free-revving response and high output without sacrificing low-speed torque; engine knock regulation allowing higher compression for quicker throttle response and power; dual resonant induction system for an ultra-broad torque band; engine block, cylinder heads and pistons of identical aluminum alloy for identical thermal expansion for low wear characteristics and better engine cooling.

**HIGH DURABILITY/
RELIABILITY**
At Porsche, durability and reliability go hand in hand with high performance. Porsches are developed and tested in grueling long-distance runs around the world – and tested again on the world's race tracks.

Sometimes, 928 owners unknowingly help prove the car's durability – such as the German salesman who put 305,000 trouble-free miles on his 928 in just 3 years, offered to sell it to the Porsche Museum, and was tactfully told, "This kind of durability and reliability are normal for a 928. Keep your car and enjoy it!"

**LOW MAINTENANCE/
HIGH PERFORMANCE**
The 928 was developed to have the high performance of an exotic sports car, with the dependability of a sedan.

The 928's industry-leading 15,000-mile oil change interval is a direct result of Porsche's racing experience. The oil in Porsche engines



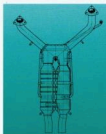
Performance portrait of a thoroughbred: high hp, very broad torque band are characteristic of 928 GTS.

doesn't break down from heat or get dirty as fast. Other routine maintenance is also infrequent: at 30,000 mile intervals, the air filter and spark plugs are changed, ignition timing checked and automatic transmission serviced. At 60,000 mile intervals, the manual transmission and differential are serviced.

And the 928, like all Porsches, contains many "adjustments" that are factory-set once, for the life of the car.



The resonant induction system extends the torque curve for race-sharp throttle response.



Costly rare-metal catalytic converter lasts longer and is less power-restrictive than ceramic types.



The heart of the rugged 928 engine: engine block of special aluminum alloy for low friction, excellent heat dissipation.



PORSCHÉ AND ROAD HANDLING

ARGUABLY THE BEST-BALANCED SPORTING AUTOMOBILE IN THE WORLD.

EXCEPTIONAL HANDLING CAPABILITY
Porsche handling continues a long tradition of being the industry standard through innovative, race-proven technology.

With its 50/50 weight distribution, the 928 remains one of the best balanced automobiles in the world today. Its precisely balanced handling and responsiveness belie its 3600-pound weight. It is balanced so well because of its transaxle design, its state of the art, precisely matched suspension systems, alloy wheels, wide Z-rated tires and variable limited-slip differential.

"WEISSACH ENGINEERED"
One of the world's pre-eminent R & D centers is behind the Porsche 928.

The technical credibility behind every Porsche begins at Weissach, near

Stuttgart. Here one finds a unique combination of gifted people and superb facilities for a small, independent company – all dedicated to keeping Porsche at the pinnacle of performance, quality and value. One of every four people at Porsche works in R & D.

In typical Porsche fashion, the 928's "Weissach" rear suspension is so named because it was developed through a competition among Porsche's best and brightest engineers... the resulting ingenious rear suspension system offers exceptional high speed cornering stability through tightly limiting "transition behavior" (power off/power on), and by controlling "toe-in" of the 928's rear wheels. It accomplishes through totally passive technology (meaning, an absence of electromechanical devices) a sophisticated level of handling still unsurpassed by more complex "active" devices.

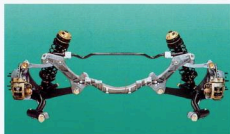
AFTER-MANUFACTURING QUALITY ASSURANCE
Porsche's quality assurance measures follow each new Porsche 928 all the way to its new owner.

Porsche's obsession with quality doesn't stop when each car is given the final stamp of approval at the factory. Many factory

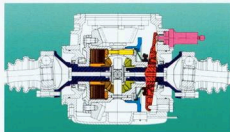
quality checks at the end of the assembly line ensure that each car is as flawless as possible. For example, each 928 GTS is driven over 20 miles, weather permitting, on a combination of city streets, country roads and the Autobahn by a specially trained Quality Control test driver. Once the cars are shipped to the U.S.,



928's 4-piston internally vented disk brakes are nearly identical to those fitted to Porsche race cars.



The ingenious Weissach rear suspension, designed in a competition among Porsche's R & D chassis engineers, increases stability while cornering – without the need for complex "active" electronics.



First proven on the awesome Porsche 955, the electrically variable limited slip differential automatically varies the locking action to provide higher stability and improved traction under all conditions.

each is scrutinized again in a 94-point quality check at Porsche Cars N.A.'s Pre-Delivery Inspection Center in Charleston, South Carolina and detailed for delivery.



Steel height front and rear may be adjusted for each car's intended use.



INVITATION

AN INVITATION TO SAMPLE "DRIVING IN ITS FINEST FORM".

AN INCOMPARABLE DRIVING EXPERIENCE The major difference that sets Porsche apart from any other automobile today lies in its incomparable driving experience.

In the preceding pages of this brochure, we have described an exquisitely crafted sports car, the new Porsche 928 GTS, along with some of the guiding philosophy that led to its creation by a unique entity in the world today... Dr. Ing. h. c. F. Porsche AG.

We trust that the excitement surrounding this remarkable automobile has proved to be contagious. And that you are ready for the next step: the hands-on experience of driving a 928 GTS.

Because it is only when you close the hand-fitted door... the aroma of hand-selected leathers... electrically adjust the multi-position "comfort" seats and outside mirrors... fasten your seatbelt as you find your own steering wheel/instrument pod position... and give the big key a twist, starting the aluminum alloy 5.4 liter V8 with its characteristic growl... Only now do you learn what truly sets the Porsche 928 apart

from anything else in its class.
Your 928 GTS test drive will provide you with the opportunity to appraise at least seven elusive qualities, qualities that clearly are blended more masterfully in



the 928 than in any other automobile today:

- Power... smooth, strong acceleration, great low-end torque
- Handling... competency, balance, sure-footedness
- Steering... superb road feel, effortless, responsive
- Braking... impressive capabilities, linear application, confidence
- Body and chassis quality... solid, satisfying, beautifully finished
- Controls... easy to use, substantial feeling, responsive
- Ergonomics... comfortable, quiet, many convenience features.

Your Porsche certified sales representative will be delighted to arrange your 928 GTS test drive. We invite you to make an appointment today. And experience firsthand the definitive sports car... the incomparable Porsche 928.

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Note: Some of the vehicles shown have optional features that are supplied at extra charge; others are shown with non-U.S. specification equipment. Porsche reserves the right to make changes in design, form and supply as well as variations in color.

See the brochure on 1992 Warranty Coverages and Roadside Assistance Program.

Porsche recommends seat belt usage and observance of all traffic laws at all times.

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VWV 8-91

PORSCHE

928 GTS

Technical Data and Specification
1992 Model Year

928 GTS

| ENGINE | |
|------------------------------------|--|
| Engine Type | 8-Cylinder, Water-Cooled, V8, Front Mounted |
| Displacement/Liters (Cubic Inches) | 5.4 (329) |
| Bore & Stroke (In.) | 3.94 x 3.38 |
| Horsepower @ RPM (SAE net) | 335 @ 5,700 |
| Torque @ RPM (SAE net) | 369 @ 4,250 |
| Fuel Supply | EZKLH Fuel/Ignition System |
| Valve Train | Double Overhead Cam per Bank, 32-Valve, Hydraulic Lifters, Spur Belt & Chain Drive |

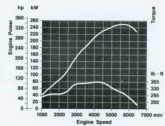
| ELECTRONIC SYSTEM | |
|-------------------|----------------------------|
| Battery | 12V/72 Amp/hr |
| Alternator | 115 Amp |
| Ignition System | Electronic, EZK Controlled |

| DRIVETRAIN | |
|---------------|--|
| Configuration | Front Engine, Rear Transaxle/Differential Connected by Solid Torque Tube |
| Transmission | 5-Speed Manual 4-Speed Automatic |

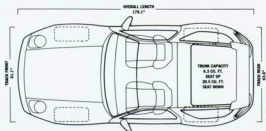
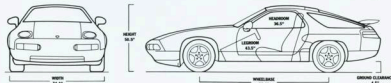
| GEAR RATIOS: 5-SPEED MANUAL | |
|-----------------------------|--------|
| 1st | 3.77:1 |
| 2nd | 2.52:1 |
| 3rd | 1.80:1 |
| 4th | 1.36:1 |
| 5th | 1.00:1 |
| Final Drive | 2.73:1 |

| GEAR RATIOS: AUTOMATIC | |
|------------------------|--------|
| 1st | 3.87:1 |
| 2nd | 2.25:1 |
| 3rd | 1.44:1 |
| 4th | 1.00:1 |
| Final Drive | 2.54:1 |

| HORSEPOWER & TORQUE | |
|--------------------------------------|--|
| Solid Line: Horsepower, SAE net (hp) | |
| Dotted Line: Torque, SAE net (lb-ft) | |



DIMENSIONS



928 GTS

| CHASSIS/SUSPENSION | |
|---------------------|---|
| Body | Unitized |
| Front Suspension | Independent Double A-Arms with Coil Springs |
| Rear Suspension | Independent Weissach Design |
| Stabilizer Bars | 28mm Front/22.5mm Rear |
| Shock Absorbers | Double Acting Hydraulic (Sport Shocks Optional) |
| Suspension Geometry | Negative Steering Scrub (Roll Radius) |

| BRAKES | |
|----------------------------|---|
| Type | Front and Rear Power-Assisted, Fixed Caliper, Internally Vented Discs w/ABS |
| Disc Size Front/Rear (In.) | 12.68/11.77 |

| STEERING | |
|----------------------|---------------------------------------|
| Type | Rack & Pinion, Hydraulically Assisted |
| Ratio | 17.75:1 |
| Turns (Lock-to-Lock) | 3.00 |
| Turning Circle (Ft.) | 38.4 |

| WHEELS & TIRES | |
|------------------|----------------------|
| Cast Alloy—Front | 7.5Jx17, 225/45ZR 17 |
| Cast Alloy—Rear | 9.0J17, 255/40ZR 17 |

| PERFORMANCE | |
|--|-----------------------|
| Top Track Speed ¹ (MPH) | 171 |
| 0-60 Acceleration ¹ (Seconds) | 5.5 (5.6 Automatic) |
| 1/4 Mile ¹ (Seconds) | 13.7 (14.1 Automatic) |
| Coefficient of Drag | 0.34 |
| Fuel Consumption (City/Hwy.) | N.A. |

| DIMENSIONS (Inches) | |
|--|-------------------------|
| Exterior | |
| Wheelbase | 98.4 |
| Overall Length | 178.1 |
| Width | 74.4 |
| Height | 50.5 |
| Track—Front/Rear | 61.1/63.6 |
| Ground Clearance | 4.5 |
| Curb Weight (lbs.)—Manual Transmission | 3,593 (3,638 Automatic) |
| Interior | |
| Front Headroom | 36.5 |
| Front Legroom | 43.5 |
| Seat Track Adjustment | 7.0 |

| CAPACITIES | |
|----------------------------|---------------------|
| Trunk (Cubic Feet)—Seat Up | 6.3 |
| —Seat Down | 20.5 |
| Fuel Tank (Gal.) | 22.7 |
| Engine Oil (Qts.) | 7.9 |
| Windshield Washer (Qts.) | 7.9 |
| Transmission (Qts.) | 5.1 (9.8 Automatic) |
| Engine Coolant (Qts.) | 16.9 |

¹ Performance figures are stated for comparison only. Porsche recommends obeying all traffic laws.

928 GTS STANDARD AND OPTIONAL EQUIPMENT

MODEL

928 GTS Coupe

Coupe

TECHNICAL FEATURES

Engine

- 5.4 liter fuel injected engine. ■
- Lightweight aluminum alloy cylinder block, head & pistons. ■
- Front engine/rear transmission & differential. ■
- 4-valves per cylinder head design. ■
- External engine oil cooler. ■

Transmission

- 5-speed manual. ■
- 4-speed automatic. ■

Chassis/Suspension

- Fully independent suspension. ■
- Force-sensitive, power-assisted rack & pinion steering. ■
- Four-wheel disc brakes with ABS. ■
- Tire pressure monitoring system. ■

EXTERIOR FEATURES

- 10-year limited anti-corrosion warranty. ■
- 26-step paint process with 3-year limited warranty. ■
- Aerodynamic, deformable polymer front and rear panels. ■
- Retractable halogen headlights. ■
- Integrated fog and driving lights. ■
- High-pressure headlight washing system. ■
- Rear wing-type spoiler. ■
- Rear window wiper. ■
- Electric sunroof with wind deflector. ■
- Electrically adjustable, heated outside mirrors. ■
- Tinted glass with graduated windshield tint. ■
- Roof antenna with interference suppression & signal amplifier. ■
- Heated windshield washer nozzles. ■
- 5-spoke Turbo design cast alloy wheels. ■
- Wheel anti-theft device. ■

INTERIOR FEATURES

- Seating and Trim**
- Orthopedically designed, reclining highback bucket seats. ■
- Leather seats. ■
- 2 + 2 seating. ■
- Fully electrically adjustable front seats. ■

Standard Equipment ■ Optional Equipment ■

928 GTS STANDARD AND OPTIONAL EQUIPMENT

MODEL

928 GTS Coupe

Coupe

- Positrol™ "memory" system for driver's seat and mirrors. ■
- Front center armrest with cassette holder. ■
- Leather covered four-spoke steering wheel & shift lever. ■
- Deep, cut-pile carpeting. ■
- Carpeted luggage area with security cover. ■

Safety

- Driver and front passenger air bag supplemental restraint system. ■
- Inertia reel front/rear 3-point seat belts. ■
- Energy absorbing steering column. ■

Comfort and Convenience

- One key central locking/alarm with LED warning lights. ■
- Automatic temperature control air conditioning. ■
- Power windows. ■
- Automatic speed control with resume feature. ■
- Electric rear window defogger and wiper. ■
- Electric rear hatch release. ■
- Variable intermittent wiper control. ■
- Porsche CRI digital display AM/FM cassette stereo system with anti-theft coding. ■
- HIFI sound system w/10 speakers and 160 Watt six channel amplifier/equalizer. ■
- Integrated door armrest storage compartments. ■
- Adjustable tilt instrument pod and steering wheel. ■
- On-board computer. ■
- Driver information and diagnostic system. ■
- Backlit transistorized tachometer speedometer, coolant temperature, voltmeter, oil pressure and fuel level gauges. ■
- Analog clock. ■
- Interior light with fade-out feature. ■

928 OPTIONAL EQUIPMENT

- Sport shocks. ■
- Tourist delivery preparation/modification. ■
- Porsche CD2 digital display AM/FM CD stereo system with anti-theft coding. ■
- CD changer. ■
- Sport front seats with electric height adjustment. ■
- Metallic paint! ■
- Adjustable front lumbar support. ■
- Positrol right seat. ■
- Heated front seats. ■
- Leather interior. ■

Standard Equipment ■ Optional Equipment ■

1 No additional charge for metallic paint.

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