



The models depicted in this catalogue are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and optional equipment may vary from market to market due to local restrictions and regulations.

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Model Range

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Model Range

From dream to reality.

And back again.

Few things in life are quite so compelling as the successful realisation of a dream. As the manifestation of an original creative impulse, the result can challenge our perception of things. At Porsche, it's a phenomenon we've experienced many

times, from the original 911 in 1963 to the Boxster, Cayenne and Carrera GT.

Among the latest additions to our growing model range are Cabriolet versions of the 911 Turbo and 911 Carrera 4S. Each is a blend of powerful engineering and open-top driving pleasure. The Cayenne range has also been extended with the arrival of a new V6 variant.



Most remarkable of all, however, is our latest benchmark model: the new Carrera GT. The product of literally thousands of race victories on virtually every circuit in the world, this radical supercar is a superlative achievement that redefines the possibilities of contemporary engineering.

As diverse as these models may at first appear, they all share one thing in common: the distinctive quality of the Porsche driving experience. Since every car is conceived on our terms, it's an experience that's both timeless and totally unique.

Step inside the cockpit of any Porsche model and you will begin to appreciate why. Each one is the expression of a dream in the reality of Porsche engineering. Which means each one is the perfect vehicle in which to experience that dream first hand.



911, Boxster, Cayenne, Carrera GT.

Continually surprising.

In 1948, Professor Dr.-Ing. h.c. Ferdinand Porsche established a simple creative principle: "I couldn't find the car I'd been dreaming of, so I decided to build it myself."

More than 50 years later, this positive approach remains key to our engineering philosophy. As a result, each new Porsche is the realisation of a dream in which emotion and innovation are combined.

Performance and agility blend with safety and practicality without compromising on comfort or the environment. It's a driving phenomenon that has to be experienced to be appreciated. All you have to do is choose.



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Conceived in Weissach. Genetics by Porsche.

The Cayenne Turbo.

At Porsche, we've never been bound by convention in our pursuit of technical innovation. Instead, we've applied our own distinctive engineering philosophy to create some of the most remarkable, and successful, high-performance vehicles to emerge in the last 50 years.

Much of that success has been fought for and won in the world of international motorsport. Not only on circuits such as Daytona and Le Mans, but also in off-road terrain. In 1986, for example, the legendary 959 supercar combined all-wheel drive with turbocharged power to



record a famous one-two victory in the Paris-Dakar Rally.

This and many other endurance rally victories are the inspiration behind the Cayenne Turbo. A new type of vehicle that transforms the tradition of Porsche four-wheel drive.

Like every Porsche before it, the Cayenne is driven by a desire for excellence and a new type of driving experience. It is a car that few could ever envisage. And only Porsche could build.

Its presence on the road is emphatically backed by the turbocharged V8 engine. This 4.5-litre unit develops 331 kW (450 bhp) at 6,000 rpm, and 620 Nm of torque from as low as 2,250 rpm. The sprint from 0 to 100 km/h (62 mph) takes just 5.6 seconds en route to a maximum of 266 km/h (165 mph).

Power is delivered through a six-speed Tiptronic S transmission, which is operated via gearshift controls on the steering wheel and a gear selector lever on the centre

console. The wheels are located using a double-wishbone arrangement at the front of the car and a multi-link geometry at the rear. Standard equipment includes self-leveling air suspension with a choice of six height settings. This advanced technology works in conjunction with Porsche Active Suspension Management (PASM) to provide continuous adaptation to any type of topography or driving style.

Off-road performance is considerably enhanced with the aid of Porsche

Traction Management (PTM). Key components include permanent all-wheel drive with electronically variable centre differential lock (basic split: 38% front/62% rear), a two-speed transfer gearbox, anti-slip regulation (ASR) and an automatic brake differential (ABD). Porsche Stability Management (PSM) offers additional dynamic control, while the 18-inch Cayenne Turbo wheels provide strength and agility on every type of surface you may encounter.

The journey continues.

The Cayenne S.

With the Cayenne S, we've used Porsche engineering to explore a whole new realm of driving pleasure and genuine off-road capability.

The 4.5-litre V8 engine is naturally aspirated and develops 250 kW (340 bhp) at 6,000 rpm. With 420 Nm of torque available from 2,500 rpm, the sprint from 0 to 100 km/h (62 mph) requires just 7.2 seconds. Take it on the race-track, and you can stay on the power all the way to 242 km/h (150 mph). Drive is delivered with

immediacy and precision through the optional six-speed Tiptronic S transmission.

Downstream from the gearbox, the torque is distributed with the aid of Porsche Traction Management (PTM). This intelligent technology combines permanent all-wheel drive (with electronically variable centre differential), a two-speed transfer gearbox, anti-slip regulation (ASR) and an automatic brake differential (ABD). The electronic differential is designed to vary the front/rear

torque ratio – 38:62 under normal conditions – to achieve optimum traction in all terrain.

Each of these drivetrain systems – including the low-range gearing and manual lock function on the centre differential – can be simultaneously engaged using a single cockpit control.

Combined with double-wishbone suspension at the front and multi-link geometry at the rear, the results are dynamic performance and precision handling with exceptional active safety and comfort. Optional equipment includes self-leveling air suspension with PASM active damping control.

Since powerful performance requires powerful brakes, all Cayenne models come with six-piston monobloc aluminium fixed calipers at the front and four-piston units at the rear.

Look beneath the power and presence of the car, and you'll find quality and innovation throughout. The low-weight galvanised bodyshell, for example, features high-tensile steel intrusion beams in all four doors, backed by a comprehensive system of front and side airbags.

Inside the cabin, both the Turbo and Cayenne S provide luxurious leather seating for five adults. The generous rear loadspace on both these models amounts to approximately 540 litres (almost 1,800 litres with the rear seats folded). Combine it with a trailer using the optional tow-bar and the Cayenne can pull up to 3.5 tonnes.

Consider this capability alongside its on-track performance and you have one of the most versatile vehicles on the road.



Heart and mind in harmony.

The Cayenne.

In essence, the Cayenne is based on a very simple concept: unparalleled balance in every respect. With its intelligent four-wheel drive, it has the versatility required for every type of tarmac or off-road terrain.

Every facet – from the engine and chassis to the passenger compartment – is designed for a more enjoyable and rewarding drive.

Key to that experience are all the exclusive characteristics you'd expect from a genuine Porsche. The new V6 engine, for example, develops 184 kW (250 bhp) at 6,000 rpm. A maximum 310 Nm of torque is available at 2,500 rpm, lending a more dynamic edge to the car's smooth performance and exemplary long-distance comfort. Take it off-road, and traction is assured with

the aid of manually selectable low-range gearing.

The sophisticated transmission and chassis control systems – Porsche Traction Management (PTM) and Porsche Stability Management (PSM) – ensure optimum power delivery regardless of terrain. PTM combines permanent four-wheel drive with a range of intelligent functions,



including an electronically variable centre differential. In extreme off-road terrain, the differential can be locked using a single cockpit control.

Wherever your journey takes you, you can travel in comfort thanks to the quality of interior you'd expect from Porsche – plus the loadspace that perhaps you might not.

That comfort is enhanced by the added peace of mind afforded by our comprehensive safety concept. On the new Cayenne, the occupant

protection system comprises full-size front airbags, integral side airbags in each of the front seats, and curtain-type airbags along each side of the cabin.

The bodyshell itself combines multi-phase steel construction with energy-absorbent crash structures and side intrusion beams in each of the doors. The braking system reflects the overall theme of balance, delivering a resolute response to the car's considerable power and momentum.



Past meets future.

The Boxster.



The first car to bear the Porsche name was a lightweight two-seater with mid-mounted engine: the legendary 356/1. Almost 50 years later, that concept was revived in one of the most successful cars we've ever built: the Boxster. In its form, it evokes all the purity and emotion of the original Porsche sports car; in its function, it demonstrates the technical prowess of Porsche engineering today.



At the heart of the Boxster is a 2.7-litre water-cooled 'flat-six', developing 168 kW (228 bhp) at 6,300 rpm. Maximum torque output is 260 Nm from 4,700 rpm. Thanks to VarioCam valve timing, the engine is particularly responsive at low-to-medium revs, yet delivers smoother running at higher rpm as well as greater power and economy.



Equipped with the standard five-speed manual gearbox, the Boxster is capable of reaching 100 km/h (62 mph) in as little as 6.4 seconds.



Under appropriate conditions, you can stay on the throttle up to 253 km/h (157 mph).

The front and rear suspension combine coil-over springs and dampers with a system of transverse links. Lightweight materials are used throughout the axles, particularly on the unsprung masses. Working in conjunction with the mid-engined layout, the suspension is designed to minimise the tendency to pitch and roll under acceleration, braking and cornering. Mid-corner handling is smooth and assured, as is high-speed straight-line stability.

All exterior features contribute to the performance of the car – as well as its distinctive appearance. Key elements include the aerodynamically enhanced front and rear aprons, the retractable rear spoiler, the engine intakes on the rear quarter panels, and the elegant lines of the hood.

As you'd expect, the car's performance and design are matched by a comprehensive safety concept. One of the most important features

is a special open-top version of the Porsche Side Impact Protection (POSIP) system. Braking is assured thanks to four-piston monobloc aluminium fixed calipers with pad wear sensors and internally vented discs. The heated glass rear screen is extremely resilient and provides optimum visibility in all conditions.

Inside the cockpit, you'll find a wealth of design features, including a matching leather finish on the wheel rim, gear lever, handbrake lever and door handles. Practicality is enhanced by the lockable glove

compartment on the passenger's side and the double cupholder in the dashboard.

For the finishing touch, there's a wide range of options, including the five-speed Tiptronic S transmission.

Power meets agility.

The Boxster S.

The Boxster S is a compelling interpretation of the Porsche roadster concept. The 3.2-litre water-cooled 'flat-six' develops 191 kW (260 bhp) at 6,200 rpm as well as 310 Nm of torque from 4,600 rpm. Equipped with the standard six-speed manual gearbox, the car requires just 5.7 seconds to reach 100 km/h (62 mph) en route to a

maximum of 264 km/h (164 mph). Although hard on the competition, the car is easy on the environment thanks to the latest emissions technologies.

As you would expect, this formidable performance is matched by the car's powerful brakes. With four-piston monobloc aluminium



fixed calipers all round, even the lightest pedal input is emphatic and direct. Each of the calipers features a red paint finish as one of the key distinguishing features on the Boxster S.

All four discs are vented and cross-drilled to ensure optimum wet-weather performance. For added peace of mind, each caliper is equipped with its own set of pad wear sensors.

Special safety features include Porsche Side Impact Protection (POSIP) plus the added security of Porsche Stability Management (PSM). Available as optional equipment on both Boxster models, PSM helps to maintain traction and straight-line stability under acceleration, while improving mid-corner control. As well as protecting the driver and passenger, the Boxster S is designed to look after itself: anti-theft features include a Porsche alarm system with interior surveillance function.

The front and rear aprons combine with the retractable rear spoiler to create an elegant blend of athleticism and style. The arc of the hood has been carefully designed to match the lines of the body. Standard features unique to this model include 17-inch Boxster S II wheels, twin exhaust tailpipes, an additional air intake in the centre of the front apron, and white instrument dials with aluminium-coloured rings.

Step inside, and you'll find a standard interior that is expertly finished in the finest handcrafted materials. Every surface exudes quality and elegance to enhance your enjoyment of the car. Press the hood button, and 12 seconds later there's a whole new dimension to your driving experience.

The result is a car designed for one thing only: pure driving pleasure.

Enduring evolution.

The 911 Carrera Coupé.



No other car can look back on a tradition quite like the Porsche 911. Unveiled to the world in 1963, this unique sporting icon has consistently inspired throughout 40 years of continuous evolution. Honed and refined across successive generations, today's 911 combines elegance, practicality, comfort and safety with all the dynamic athleticism of a genuine racing Porsche.

Throughout its history, the 911 has been powered by a rear-mounted, six-cylinder 'boxer' engine. On today's evolution, it's a 3.6-litre, water-cooled unit developing 235 kW (320 bhp) at 6,800 rpm and 370 Nm of torque from 4,250 rpm. Throttle response is eager and precise – even at low engine speeds.

One of the secrets of that response is VarioCam Plus, a patented Porsche technology which offers variable timing and lift on each of the intake valves. Principal benefits include greater power and torque across

the entire engine range, as well as better fuel economy.

Drive is transmitted through a perfectly ratioed six-speed manual gearbox or optional Tiptronic S transmission.

Standard equipment includes the 17-inch Carrera II wheel, with a range of 18-inch designs available as options.

The braking system features internally vented and cross-drilled discs for optimum performance under heavy use and exceptional response in the wet.

Other major benefits include lower exhaust emissions, better fuel economy, and lower levels of noise. In addition to its natural refinement, today's 911 engine offers exceptional durability as well as generous reserves of power and torque.

The front of the car combines modified air intakes with a distinctive headlight design. The result is a fresh and more characteristic front end which conveys power, purpose and presence on the road. The flowing lines culminate at the rear of the car with the elegantly curved tail section.

All exterior surfaces are designed as a whole to enhance the car's aerodynamic efficiency. By maximising downforce while minimising drag, the 911 Carrera remains smooth and secure at every speed and on every type of corner and straight.

The interior of the 911 has been refined over the years to create the perfect driving environment. The seats, for example, provide comfort and support while delivering optimum feedback from the road. The instruments and controls are logically arranged for a more intuitive and comfortable drive.

One thing that may come as a pleasant surprise is just how much room there is in the car. Apart from the comfortable passenger compartment, you'll find 130 litres of loadspace in the luggage compartment at the front. Fold down the rear seats and the total capacity is increased to around 330 litres.



Instant heaven.

The 911 Carrera Cabriolet.

The 911 Carrera Cabriolet is instantly recognisable as an icon of Porsche engineering. With its roofline flowing gracefully into the purposeful tail section, there's all the elegance, athleticism and dynamic appeal of the 911 Carrera Coupé.

Boasting the same drag and lift coefficients as the standard 911, the Cabriolet is one of the most aerodynamically efficient convertibles in the world today.

Practical benefits include excellent all-round performance, lower fuel



consumption, inherent stability – particularly at high speed – as well as lower interior noise.

Equally impressive are the class-leading standards of active and passive safety. Key features include a reinforced windscreen frame and a standard roll-over protection system that is automatically deployed if the car overturns. Bodyshell rigidity is remarkable for an open-top sports car, while a total of four driver and passenger airbags combine with Porsche Side Impact Protection (POSIP) to ensure maximum occupant safety.

But it's when the temperatures start to rise that the 911 Carrera Cabriolet really comes into its own – all at the push of a button on the centre console. As the side windows descend, the hood compartment opens to receive the folding hood. The entire process is completely automatic and takes just 20 seconds to complete. For added convenience the hood can be raised or lowered at speeds of up to 50 km/h (30 mph).

The concertina action means the outer surface of the hood is always stowed uppermost, providing maximum protection for the interior lining.

A heated rear screen ensures optimum visibility, particularly in winter conditions. The screen is made of toughened glass, offering greater long-term durability.

The interior hood mechanism is entirely concealed behind a sound-absorbent fabric rooflining. As well

as improving thermal insulation, the lining is designed to minimise noise, thereby enhancing your enjoyment of the Porsche flat-six.

Standard equipment includes a tough yet lightweight aluminium hardtop that can be easily fitted by two people. This valuable accessory provides even greater insulation against external noise and cold.

Best of both worlds.

The 911 Targa.

One of the many innovations associated with the 911, the Targa concept combines the freedom of a convertible with the security of a conventional coupé.

On this latest evolution, the innovative glass roof can be steplessly adjusted to any position you require. It's easy to operate, using a button on the centre console, and can be adjusted while the car is in motion.

Even when the roof is closed, the 911 Targa offers a greater sense of involvement with the world outside. Press the button to open, and an integrated wind deflector is automatically deployed to protect you and your passengers from turbulence and noise. The roof is equipped with an electrically operated roll-up screen providing added privacy and UV protection as well as greater insulation in winter. Since the moving glass panel remains within the contours



of the roof, the car's unique visual signature retains the familiar flowing lines of the standard 911 Coupé.

Another feature unique to the 911 Targa is the hatchback-style rear screen. This practical solution offers convenient access to the loadspace behind the rear seats. The rear screen is operated using a switch in the cockpit or a button on the key remote.

For reasons of safety, the rear screen can be opened only when the roof is fully closed. Similarly, the rear screen must be closed before operating the roof.

Visually, the car is dominated and defined by the elegant sweep of glass from front to rear. The effect is enhanced by the high-gloss black finish on the windscreen and roof surrounds.

The resulting design is an aesthetic tour de force and an inspired interpretation of the 911 concept.

Gripping performance.

The 911 Carrera 4.



For Porsche engineers, it was a natural progression to combine the energy and athleticism of the 911 Carrera with the stability of all-wheel drive.

With its precision steering and neutral handling, the 911 Carrera 4 delivers a manageable ride in virtually all road conditions. Traction under power is smooth and secure, enabling optimum car control.

Squeeze the throttle, and immediately there's a sense of total, inherent stability. Grip is assured through every type of bend, even in the wet.

Handling is agile, fluid and precise, with all the immediacy and involvement you'd expect from a Porsche.

The all-wheel-drive system compensates for differing levels of grip by delivering the required amount of torque to each of the wheels. This results in improved handling on wet



or icy surfaces as well as maximum mid-control grip.

For added safety, the 911 Carrera 4 comes with Porsche Stability Management (PSM) as standard. This advanced driver aid improves all-round stability through a combination of selective wheel braking and temporary intervention in the engine management system.

Optional equipment includes five-speed Tiptronic S with a choice of manual or automatic shifts. In automatic mode, the system can select one of five gearshift patterns based on individual driving style and the prevailing terrain. Switch over to manual, and you can change gear by hand using the gearshift controls on the steering wheel.

Viewed from outside, the car is clearly recognisable thanks to a number of distinctive features. All four brake calipers and the engine-lid logo, for example, share a discreet titanium paint finish. The 'Carrera 4' logo can also be found on the 17-inch Carrera II wheels, as well as on each of the door entry guards.

Freedom and control.

The 911 Carrera 4 Cabriolet.

This particular model combines the elegant exterior of the 911 Carrera Cabriolet with the intelligent engineering of the 911 Carrera 4 Coupé. With its automatic hood and permanent all-wheel drive, the 911 Carrera 4

Cabriolet is not only a pleasure in summer, it's also utterly dependable on cold winter nights.



For maximum control in potentially critical situations, we've included Porsche Stability Management (PSM) as standard. This exclusive driver aid enhances safety and comfort by immediately compensating for any loss of stability. To do that, PSM applies selective braking on individual wheels and can even modify power output via the engine management system. Other standard features include an elegant hardtop in robust aluminium with rooflining matched to the interior of your car.

The result is a car that blends power and composure with all the pleasure of an open-top Porsche.



Bending the laws of physics.

The 911 Carrera 4S.



Now in its second generation, the 911 Carrera 4S combines the naturally aspirated power of the 911 Carrera with the body of the 911 Turbo.

The resulting capability is clearly reflected in both the width of the car – 60 mm greater than the 911 Carrera – and the powerful tail section with automatically extending spoiler. A red wideband reflector links the taillight clusters as one of the key distinguishing features of the 911 Carrera 4S.

With its exceptional active safety, performance and traction, the 911 Carrera 4S is one of the purest and most immediate examples of the 911 concept.

Standard equipment includes all-wheel drive, lowered sports suspension (10 mm lower than the 911 Coupé), and Porsche Stability Management (PSM). Together they temper the car's agility and athleticism with exceptional poise and control.

The streamlined aerodynamics are derived from the 911 Turbo, blending equal measures of straight-line stability and consistent mid-corner balance. As on the 911 Turbo, the drag and lift coefficients are among the best on the road today.

The braking system is also derived from the 911 Turbo and features internally vented and cross-drilled discs. Other standard equipment includes a distinctive red paint finish

on all four brake calipers, 18-inch Turbo Look II wheels with anti-theft protection, metallic paint, electrically adjustable seats, the Porsche Sound Package and, of course, a full leather interior.

The chassis is configured for a positive balance between optimum performance and optimum driver comfort.

A new dimension in driving pleasure.

The new 911 Carrera 4S Cabriolet.

At Porsche, our cars are designed and built for people who value performance. And for those who appreciate our willingness to take an idea and develop its logical potential.

One such idea is the 911 Carrera 4S, which is now available in Cabriolet form. The result is a car which blends the dynamic potential of its Coupé inspiration with all the sensory appeal of an open-top Porsche.

With a 10 mm lower ride height and 60 mm wider than the standard 911 Carrera Cabriolet, this new 911 convertible is a study in power and agility. Like the Coupé, it has a comprehensive specification designed for optimum handling and traction. Key features include permanent all-wheel drive, Porsche Stability Management (PSM) and lowered sports suspension.

The automatic hood – which features a heated glass screen – can be opened or closed in just 20 seconds at speeds of up to 50 km/h (30 mph). The car's exceptional aerodynamics are designed to protect the open cockpit against unpleasant turbulence, even when travelling at high speed. One of the secrets of that capability is the lightweight wind deflector which can be stowed in the luggage compartment when not in use. For more robust protection against the elements, the standard specification includes a high-strength aluminium hardtop.

The overall result is an exciting new dimension in Porsche open-top driving. A car designed for unlimited driving pleasure – even when the hood is closed.



From racetrack to road.

The 911 GT3.

Over the past 50 years, Porsche has recorded more than 23,000 race victories worldwide. Not only in virtually every class of motor racing, but also on every type of circuit and terrain. Since the earliest days of the company, our race-winning technology has passed directly into our road-car production.

The new 911 GT3 is a typical example and one of the most accomplished expressions of this expertise; a unique and unmistakable driving experience that captures the exhilaration of the track.

For serious competition racing, the 911 GT3 is available with 'Clubsport'

specification as a special no-cost option. One of the key items in this package is the bolt-in roll-over bar which is easily upgradable to a full racing roll-cage using additional components supplied. Other Clubsport features include lightweight bucket seats in flame-retardant fabric, a six-point racing harness for



the driver, a fire extinguisher and a preparation for a battery master switch.

The six-cylinder 'boxer' engine is a race-evolved unit featuring titanium con rods and dry sump lubrication. Maximum power output of 280 kW (381 bhp) is reached at 7,400 rpm. Depending on gear selection, the engine revs are limited at a maximum of 8,200 rpm. The result is an engine that not only sounds good on paper, it sounds even better from the cockpit.

One of the most important engine technologies in the new 911 GT3 is

the VarioCam valve control system. Working in conjunction with the engine management system, VarioCam responds to changing power requirements by modifying the timing on the intake valves. Apart from improving power and torque, the system offers smoother performance, improved fuel economy and lower emissions across virtually the entire rev range.

Power is transmitted through a six-speed, short-throw, close-ratio gearbox designed for optimum road and track performance. To make the most of that capability, the 911 GT3 is equipped with a limited-slip differential

as standard. This robust technology delivers maximum propulsion and exceptional driving dynamics.

Equally uncompromising is the stiffened sports suspension, riding approximately 30 mm lower than the standard 911 Carrera. Key characteristics include superior handling, exceptional active safety and optimum mid-corner stability in even the most extreme scenarios.

Together with the engine, these qualities amount to a uniquely uncompromising driving experience hitherto reserved for the professional racing elite.

Take a deeper breath.

The 911 Turbo.

Thirty years ago, Porsche unveiled a powerful new concept in sports engineering. Conceived as nothing less than perfection on four wheels, the 911 Turbo combined stunning performance with a loathing for compromise to become one of the most desirable cars in the world. Throughout its evolution, each

generation of Turbo has been a masterpiece of technical innovation. A compelling statement of just how versatile the 911 concept can be. For many, it represents the ultimate sports car, blending power and presence with remarkable everyday practicality.



Today's Turbo engine is based on the water-cooled 'flat-six' used in the Le Mans-winning 911 GT1. Aided by twin-turbo induction, this 3.6-litre unit develops a phenomenal 309 kW (420 bhp), with 560 Nm of torque available from 2,700 to 4,600 rpm. The results, of course, are instantaneous and enthralling, mixing effortless acceleration with all the cultured performance that is normally associated with much larger eight or 12-cylinder engines. Despite this enormous capability, however, the emissions are comparable with those of a typical small car.

To hold all that power in check, the 911 Turbo is equipped with four-piston monobloc aluminium fixed caliper brakes. The robust monobloc design is much stronger and lighter than conventional calipers, and more effective under heavy use. For the driver, the benefits are more immediate grip and release, as well as shorter pedal travel and easier modulation. The cross-drilled discs improve braking in the wet by enabling water vapour to be released more efficiently. Overall, the system

is one of the most powerful and durable that is currently available on a standard road car.

For added peace of mind, we've included all-wheel drive and Porsche Stability Management (PSM) as standard. In critical situations, PSM can help to stabilise the car using a combination of selective wheel braking and temporary intervention in the engine management system. For maximum involvement, the system can be disabled using a single cockpit control.

The overall result is a thoroughbred sports car whose power and versatility are remarkable. A car designed for both everyday use – and serious performance on the track.

The only genuine rival to the 911 Turbo.

The new 911 Turbo Cabriolet.

When a car is as accomplished as the 911 Turbo, there are few things left to improve. As so many times before, however, we've looked to our past to find renewed inspiration for the future. As a result of that process, we've arrived at a car which, for many, is the fulfilment of a dream.

Identical in performance to the standard Coupé, the new 911 Turbo Cabriolet is one of the most powerful convertibles in the world. A car which combines the pleasure of open-top driving with all the power and presence of the 911 Turbo Coupé.

In addition to its legendary performance potential, the new 911 Turbo Cabriolet has a wide range of practical features. The fully automatic hood, for example, has a heated glass screen and takes just 20 seconds to open or close. Better still, the hood can be operated at speeds of up to 50 km/h (30 mph).



Standard equipment includes a detachable wind deflector designed to minimise turbulence at high speed. This lightweight item is easy to fit and can be stowed neatly away in the luggage compartment when not in use.

For maximum protection against the cold and rain, the Cabriolet is supplied with a robust aluminium hard-top. Although remarkably lightweight, it offers exceptional flexural strength as well as more effective insulation in winter. The interior lining enhances the comfort of the car and is matched to your chosen interior colour.

Like the 911 Turbo Coupé, the 911 Turbo Cabriolet features the Porsche Communication Management (PCM) system as standard. Key features on this powerful audio and navigation package include a 5.8-inch colour display (with 16:9 aspect ratio), an integrated CD drive for audio and navigation CDs, and a powerful GPS navigation module.

When a car is as capable as the new 911 Turbo Cabriolet, it requires a balanced blend of stable handling and a comprehensive safety concept.

Despite its lightweight construction, the car offers exceptional rigidity for a two-plus-two convertible,

allowing only minimal flexing on uneven surfaces. If the car overturns, the occupants are protected by a combination of reinforced A-pillars, front and side airbags, and an automatically deployed roll-over protection system. Together, these features offer a standard of safety that is one of the essential hallmarks of Porsche engineering.

Viewed as a whole, the new 911 Turbo Cabriolet represents the ultimate conjunction of power and independence. A car free from the dictates of convention. And dedicated to the pursuit of unlimited performance.

The ultimate road-going 911.

The 911 GT2.

At the Porsche Motorsport division in Weissach, we're used to attempting the impossible. And setting new benchmarks in the process. Over the years, our total commitment to performance engineering has resulted in some of the most uncompromising cars ever built. Cars like

the 911 GT2, currently the most powerful 911 on the road.

The GT2 engine is derived from the GT1 unit used in the historic 50th anniversary one-two victory at Le Mans. Equipped with twin-turbo induction, this water-cooled

flat-six delivers 355 kW (483 bhp) from a displacement of 3.6 litres. Maximum torque of 640 Nm is available from 3,500 to 4,500 rpm.

Key characteristics include optimised cylinder charging as well as exceptional balance and refinement.

One of the secrets of that performance is VarioCam Plus, the latest evolution of our variable valve control system. Using a combination of variable valve timing and two-stage lift, the system is designed to maximise performance at all engine speeds, while minimising fuel consumption. Dry-sump lubrication ensures a consistent supply of oil, even under the extreme gravitational forces encountered on the racetrack. The engine management system is also configured to enhance the car's all-round performance.

The GT2 chassis is one of the most agile and athletic on a production Porsche, yet remarkably



comfortable on the road. The dynamic response and exemplary handling are matched by exceptional active safety in even the most extreme situations. Equipped with stiffer springs and dampers, the car has a centre of gravity that is approximately 20 mm lower than that of the 911 Turbo. Unsprung weight has been reduced to a minimum with the aid of lightweight 18-inch one-piece wheels.

Power is transmitted through a six-speed manual gearbox that is specifically ratioed for seamless acceleration through the gears. The race-proven cable linkage is

effortlessly precise and helps eliminate vibration from the engine and gearbox.

The 911 GT2 is equipped with the ultimate in active safety. The innovative Porsche Ceramic Composite Brake (PCCB), for example, features a specially treated carbon-fibre disc that is both stronger and lighter than metal equivalents. Cross-drilled and vented for optimum performance, the PCCB disc offers unprecedented durability under normal road use. With its literally breathtaking deceleration, it is also ideal for genuine racing use.

For optimum competitiveness on the racetrack, the 911 GT2 is available as a special 'Clubsport' version. The most obvious distinguishing features include a fixed rear wing in exposed carbon fibre as well as carbon-look trim on the exterior mirrors and the air vent ahead of the front lid. This distinctive Carbon package is also available as a no-cost option for the standard 911 GT2.

Whichever one you choose, today's 911 GT2 is simply the most uncompromising 911 ever created for the road.



Conceived for Le Mans. Refined for the road.

The new Carrera GT.

The Carrera GT is the ultimate encapsulation of Porsche race engineering.

Not just a race car adapted for the road, but a road car that's perfect on the track.

With its sculpted body, partially exposed engine and automatically extending rear wing, the Carrera GT is a high-performance supercar that surpasses everything before it. And with production limited to just 1,500 examples, it is one of the most exclusive cars in the world.



Every aspect of the Carrera GT concept is derived from our racing programme. The carbon-fibre chassis, for example, features pushrod-actuated inboard suspension, while the four-valve, 68-degree V10 engine was originally developed for Le Mans. The total displacement of 5.7 litres delivers 450 kW (612 bhp) at 8,000 rpm. A maximum 590 Nm of torque is available at 5,750 rpm, while the revs are limited at 8,400 rpm. From a standing start, you arrive at 200 km/h (124 mph) in an awe-inspiring 9.9 seconds.

The six-speed manual gearbox is combined with a radical new clutch technology offering unprecedented power density which has never before been featured on a standard production car: the Porsche Ceramic Composite Clutch (PCC).

Another innovation in standard road-car production is the use of a lightweight, high-strength carbon-fibre subframe for the engine and gearbox unit. The subframe is bolted directly to the monocoque to form the main chassis structure. As the primary stressed members, the monocoque and subframe



provide the mounting points for the drivetrain and suspension as well as the underlying structure for all external bodywork and cockpit trim.

The race technology extends to the wheels with the all-new five-spoke Carrera GT design. Measuring 19 inches at the front and 20 inches at the rear, these ultra-lightweight forged magnesium alloys are fitted using a quick-release central locking system.

Equally uncompromising are the car's active safety features, which include the Porsche Ceramic Composite Brake (PCCB). This innovative technology combines a

carbon fibre-based ceramic disc with specially developed composite pads and powerful six-piston calipers to achieve rapid and consistent deceleration.

For added stability at the limit, the Carrera GT is equipped with a traction control system comprising anti-slip regulation (ASR) and an automatic brake differential (ABD).

In short, this car represents the ultimate synthesis of agility, power and precision. From driving dynamics to acceleration and braking, it is the consummate road and track performer. Precision steering is combined with natural

balance to offer steadfast control in virtually every performance scenario.

To enhance that experience, we've also developed the ultimate audio accompaniment. Simply stow the two-piece hardtop in the luggage compartment and savour the V10 sound.



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Your Porsche dealer is there to assist you with every aspect of purchasing and owning your Porsche, offering a wide range of services, genuine Porsche parts and accessories.

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In addition to breakdown and accident assistance, transport and recovery, the package includes a range of other insurance services. Membership is automatic when you purchase a Porsche.

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We've developed a range of innovative financial services, carefully tailored to the needs of Porsche owners, including competitive finance and leasing schemes, insurance and the Porsche Card.

Porsche Exclusive

With our factory-fitted personalisation programme, you can now create your perfect Porsche. In terms of styling, specification or both. All modifications are uniquely handcrafted for your car.

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This select range of aftermarket accessories is available from your Porsche dealer. Specially developed and approved for your Porsche, Equipment products do not affect your vehicle's warranty.

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This exclusive collection of accessories, practical clothing, sports equipment and ingenious luggage solutions combines timeless elegance and unmistakable quality to complement the Porsche model range.

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able from your Porsche dealer.

The latest Exclusive, Equipment, Selection and Porsche Driving Experience brochures are now avail-

	Cayenne Turbo	Cayenne S
No. of cylinders	8	8
Displacement	4,511 cm³	4,511 cm³
Power	331 kW (450 bhp)	250 kW (340 bhp)
at rpm	6,000	6,000
Max. torque	620 Nm	420 Nm
Transmission	Six-speed Tiptronic S	Six-speed manual gearbox*/ Six-speed Tiptronic S
Top speed	266 km/h (165 mph)	242 km/h / 242 km/h (150 mph)
0–100 km/h (0–62 mph)	5.6 secs	6.8 secs/7.2 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox		9.3 secs in 5th gear
Tiptronic S	6.1 secs in 5th gear	9.1 secs in 5th gear
Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:		
Urban		
Manual gearbox		22.8**
Tiptronic S	21.9	20.9
Extra urban		
Manual gearbox		11.8**
Tiptronic S	11.9	11.2
Combined		
Manual gearbox		15.8**
Tiptronic S	15.7	14.9
CO ₂ emissions		
Manual gearbox		380 g/km**
Tiptronic S	378 g/km	361 g/km

	Cayenne
No. of cylinders	6
Displacement	3,189 cm³
Power	184 kW (250 bhp)
at rpm	6,000
Max. torque	310 Nm
Transmission	Six-speed manual gearbox*/ Six-speed Tiptronic S
Top speed	214 km/h / 214 km/h (133 mph)
0–100 km/h (0–62 mph)	9.1 secs/9.7 secs
Flexibility (80–100 km/h / 50–75 mph)	
Manual gearbox	11.4 secs in 5th gear
Tiptronic S	12.2 secs in 5th gear
Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:	
Urban	
Manual gearbox	17.8**
Tiptronic S	18.4
Extra urban	
Manual gearbox	10.6**
Tiptronic S	10.7
Combined	
Manual gearbox	13.2**
Tiptronic S	13.5
CO ₂ emissions	
Manual gearbox	317 g/km**
Tiptronic S	324 g/km

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* Planned for Model Year 2004.

**Provisional data only (approved data unavailable at time of going to press).

	Boxster	Boxster S
No. of cylinders	6	6
Displacement	2,687 cm³	3,179 cm³
Power	168 kW (228 bhp)	191 kW (260 bhp)
at rpm	6,300	6,200
Max. torque	260 Nm	310 Nm
Transmission	Five-speed manual gearbox/ Five-speed Tiptronic S	Six-speed manual gearbox/ Five-speed Tiptronic S
Top speed	253 km/h (157 mph) / 248 km/h (154 mph)	264 km/h (164 mph) / 258 km/h (160 mph)
0–100 km/h (0–62 mph)	6.4 secs / 7.3 secs	5.7 secs / 6.4 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox	6.9 secs in 4th gear	7.4 secs in 5th gear
Tiptronic S	7.7 secs in 4th gear	7.5 secs in 4th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

Urban		
Manual gearbox	14.2	15.3
Tiptronic S	15.3	16.4
Extra urban		
Manual gearbox	7.1	7.8
Tiptronic S	7.9	8.0
Combined		
Manual gearbox	9.7	10.5
Tiptronic S	10.7	11.1
CO ₂ emissions		
Manual gearbox	233 g/km	255 g/km
Tiptronic S	259 g/km	268 g/km

	911 Carrera Coupé	911 Carrera Cabriolet
No. of cylinders	6	6
Displacement	3,596 cm³	3,596 cm³
Power	235 kW (320 bhp)	235 kW (320 bhp)
at rpm	6,800	6,800
Max. torque	370 Nm	370 Nm
Transmission	Six-speed manual gearbox/ Five-speed Tiptronic S	Six-speed manual gearbox/ Five-speed Tiptronic S
Top speed	285 km/h (177 mph) / 280 km/h (174 mph)	285 km/h (177 mph) / 280 km/h (174 mph)
0–100 km/h (0–62 mph)	5.0 secs / 5.5 secs	5.2 secs / 5.7 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox	6.5 secs in 5th gear	6.7 secs in 5th gear
Tiptronic S	7.2 secs in 4th gear	7.4 secs in 4th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

Urban		
Manual gearbox	16.1	16.1
Tiptronic S	16.9	16.9
Extra urban		
Manual gearbox	8.1	8.1
Tiptronic S	8.1	8.1
Combined		
Manual gearbox	11.1	11.1
Tiptronic S	11.3	11.3
CO ₂ emissions		
Manual gearbox	269 g/km	269 g/km
Tiptronic S	274 g/km	274 g/km

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	911 Targa	911 Carrera 4
No. of cylinders	6	6
Displacement	3,596 cm³	3,596 cm³
Power	235 kW (320 bhp)	235 kW (320 bhp)
at rpm	6,800	6,800
Max. torque	370 Nm	370 Nm
Transmission	Six-speed manual gearbox/ Five-speed Tiptronic S	Six-speed manual gearbox/ Five-speed Tiptronic S
Top speed	285 km/h (177 mph) / 280 km/h (174 mph)	285 km/h (177 mph) / 280 km/h (174 mph)
0–100 km/h (0–62 mph)	5.2 secs / 5.7 secs	5.0 secs / 5.5 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox	6.7 secs in 5th gear	6.5 secs in 5th gear
Tiptronic S	7.4 secs in 4th gear	7.2 secs in 4th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

Urban		
Manual gearbox	16.1	16.3
Tiptronic S	16.9	18.1
Extra urban		
Manual gearbox	8.1	8.3
Tiptronic S	8.1	8.7
Combined		
Manual gearbox	11.1	11.3
Tiptronic S	11.3	11.9
CO ₂ emissions		
Manual gearbox	269 g/km	274 g/km
Tiptronic S	274 g/km	289 g/km

	911 Carrera 4 Cabriolet
No. of cylinders	6
Displacement	3,596 cm³
Power	235 kW (320 bhp)
at rpm	6,800
Max. torque	370 Nm
Transmission	Six-speed manual gearbox/ Five-speed Tiptronic S
Top speed	285 km/h (177 mph) / 280 km/h (174 mph)
0–100 km/h (0–62 mph)	5.2 secs / 5.7 secs
Flexibility (80–100 km/h / 50–75 mph)	
Manual gearbox	6.7 secs in 5th gear
Tiptronic S	7.4 secs in 4th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

Urban	
Manual gearbox	16.3
Tiptronic S	18.1
Extra urban	
Manual gearbox	8.3
Tiptronic S	8.7
Combined	
Manual gearbox	11.3
Tiptronic S	11.9
CO ₂ emissions	
Manual gearbox	274 g/km
Tiptronic S	289 g/km

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	911 Carrera 4S	911 Carrera 4S Cabriolet
No. of cylinders	6	6
Displacement	3,596 cm³	3,596 cm³
Power	235 kW (320 bhp)	235 kW (320 bhp)
at rpm	6,800	6,800
Max. torque	370 Nm	370 Nm
Transmission	Six-speed manual gearbox/ Five-speed Tiptronic S	Six-speed manual gearbox/ Five-speed Tiptronic S
Top speed	280 km/h (174 mph) / 275 km/h (171 mph)	280 km/h (174 mph) / 275 km/h (171 mph)
0–100 km/h (0–62 mph)	5.1 secs / 5.6 secs	5.3 secs / 5.9 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox	6.7 secs in 5th gear	7.2 secs in 5th gear
Tiptronic S	7.4 secs in 4th gear	8.5 secs in 4th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

Urban		
Manual gearbox	16.3	16.3
Tiptronic S	18.2	18.3
Extra urban		
Manual gearbox	8.5	8.5
Tiptronic S	8.9	8.9
Combined		
Manual gearbox	11.4	11.4
Tiptronic S	12.1	12.2
CO ₂ emissions		
Manual gearbox	277 g/km	277 g/km
Tiptronic S	294 g/km	299 g/km

	911 GT3
No. of cylinders	6
Displacement	3,600 cm³
Power	280 kW (381 bhp)
at rpm	7,400
Max. torque	385 Nm
Transmission	Six-speed manual gearbox
Top speed	306 km/h (190 mph)
0–100 km/h (0–62 mph)	4.5 secs
Flexibility (80–100 km/h / 50–75 mph)	
Manual gearbox	6.5 secs in 5th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

Urban	
Manual gearbox	19.9
Extra urban	
Manual gearbox	9.0
Combined	
Manual gearbox	12.9
CO ₂ emissions	
Manual gearbox	315 g/km

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	911 Turbo	911 Turbo Cabriolet
No. of cylinders	6	6
Displacement	3,600 cm³	3,600 cm³
Power	309 kW (420 bhp)	309 kW (420 bhp)
at rpm	6,000	6,000
Max. torque	560 Nm	560 Nm
Transmission	Six-speed manual gearbox/ Five-speed Tiptronic S	Six-speed manual gearbox/ Five-speed Tiptronic S
Top speed	305 km/h (190 mph) / 298 km/h (185 mph)	305 km/h (190 mph) / 298 km/h (185 mph)
0–100 km/h (0–62 mph)	4.2 secs / 4.8 secs	4.3 secs / 4.9 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox	4.8 secs in 5th gear	5.0 secs in 5th gear
Tiptronic S	5.5 secs in 4th gear	5.7 secs in 4th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

		911 Turbo	911 Turbo Cabriolet
Urban	Manual gearbox	18.9	18.9
	Tiptronic S	21.9	21.9
Extra urban	Manual gearbox	9.2	9.2
	Tiptronic S	9.6	9.6
Combined	Manual gearbox	12.9	12.9
	Tiptronic S	13.9	13.9
CO ₂ emissions	Manual gearbox	309 g/km	309 g/km
	Tiptronic S	339 g/km	339 g/km

	911 GT2	Carrera GT
No. of cylinders	6	10
Displacement	3,600 cm³	5,733 cm³
Power	355 kW (483 bhp)	450 kW (612 bhp)
at rpm	5,700	8,000
Max. torque	640 Nm	590 Nm
Transmission	Six-speed manual gearbox	Six-speed manual gearbox
Top speed	319 km/h (198 mph)	330 km/h (205 mph)
0–100 km/h (0–62 mph)	4.0 secs	3.9 secs
Flexibility (80–100 km/h / 50–75 mph)		
Manual gearbox	4.6 secs in 5th gear	4.0 secs in 5th gear

Fuel consumption in litres/100 km in accordance with 80/1268/EEC as amended:

		911 GT2	Carrera GT
Urban	Manual gearbox	18.9	28.3*
Extra urban	Manual gearbox	9.3	11.7*
Combined	Manual gearbox	12.9	17.8*
CO ₂ emissions	Manual gearbox	309 g/km	429* g/km

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