

PORSCHE

1992

968 SERIES

928 GTS SERIES

911 SERIES

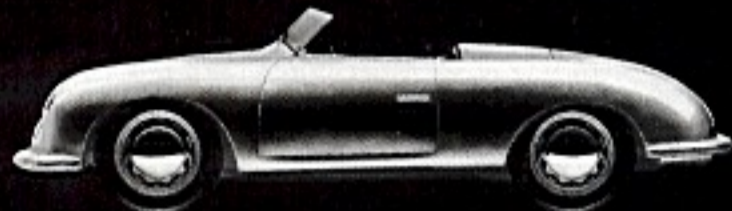


P O R S C H E

Still and forever, the definitive, race-bred sports car. Beginning

with the very first 356 sports racer in 1948, one overriding quality has continually characterized Porsche automobiles.

That quality can best be described as purity of purpose. Porsche automobiles are sports cars without compromise.



They are uncommonly quick, thoroughly responsive, and remarkably agile

356 Number One, the very first Porsche built, came into being because Dr. Ferdinand Porsche could not find an existing car that met his high standards for performance and engineering quality.

automobiles. These virtues did not happen by chance. At Porsche, performance and engineering take precedence

over fashion. Change is made only when it results in significant improvement. Porsche engineers are equally adept at

working under the light of a drafting lamp or in the hot orange glow of a racing brake caliper. Technology must

prove itself, not only on test tracks, but more important, on racetracks. As a



result, every pristine Porsche road car contains the soul of a dusty, rock-pitted, oil-streaked, victorious Porsche

racing car. Ours is a unique approach to building automobiles, but then, a Porsche is a unique automobile. Some may

consider this engineering philosophy overly zealous; however, these are not the people for whom we build our cars.

Rather, Porsches are intended for genuine enthusiasts who share Dr. Ferdinand Porsche's unwavering passion for

automobiles that are artfully engineered and thoroughly fun to drive. The very first Porsche had these qualities

and, not surprisingly, so does the very latest.

Considered by many enthusiasts to be the "ultimate" street Porsche, the limited edition 959 served as a test bed for much of the technology now found in the Carrera 4 and proved its mettle by winning the tortuous Paris-Dakar Rallye.



The new Porsche 968 clearly alludes to its racing heritage while maintaining Porsche's tenet that change must, without fail, result in improvement.

whereby what was considered to be the very best is at last clearly and significantly improved.

Change for the sake of change is not accepted at Porsche. We are not compelled to introduce additional models according to some arbitrary



968 Coupe



968 Cabriolet

timetable. A new Porsche must be better. Consequently, the introduction of the Porsche 968 is a legitimate and noteworthy event.

Striking in design, yet immediately recognizable as a Porsche, the lines and details of the 968 testify to countless hours of wind tunnel testing at our Weissach test and development center.

The shape is functional yet elegant. Design elements have been carefully refined to actively manage the airflow to improve high-speed stability and reduce drag.

EVERY DETAIL OF THE HAND-BUILT ENGINE HAS BEEN EXAMINED AND OPTIMIZED FOR MAXIMUM POWER AND EFFICIENCY The Porsche 968

engine produces more torque than any comparable engine in the world,

but how Porsche engineers achieved this is more impressive still.

Every single detail of the engine has been examined and optimized. Intake manifold tracks were painstakingly shaped for smoother flow. Power-robbing exhaust back pressure was minimized without sacrificing clean emissions. The weight of all rotating parts was reduced for quicker response; in fact, the 968 engine features the lightest pistons of their size in the world.

These, and a myriad of other refinements, result in an exquisitely engineered engine offering unparalleled performance.

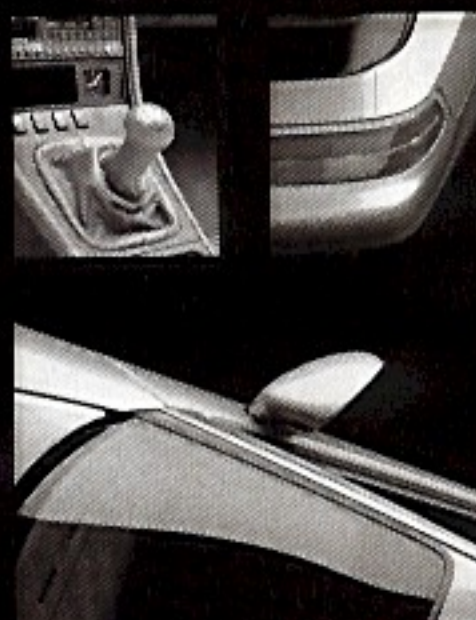
Designed expressly for the 968, the new close-ratio manual transmission is a "true" six-speed gearbox. In other words, top gear is not an overdrive intended strictly for



fuel-efficient highway cruising. It, like the other gears, allows you to take maximum advantage of the engine's power at full throttle. However, part-throttle operation at 60 mph in 6th gear returns a level of fuel efficiency normally associated with a non-performance overdrive ratio.

THE FIRST DRIVERS TO USE THIS AUTOMATIC TRANSMISSION FOUND THEMSELVES ON THE VICTORY STAND The 968 is also available with the revolutionary dual-function Tiptronic transmission. Based on technology developed in the winning 962C race car and first

introduced in the 911 Carrera 2, the Tiptronic lets you enjoy both the convenience of an automatic and the control of a manual transmission.

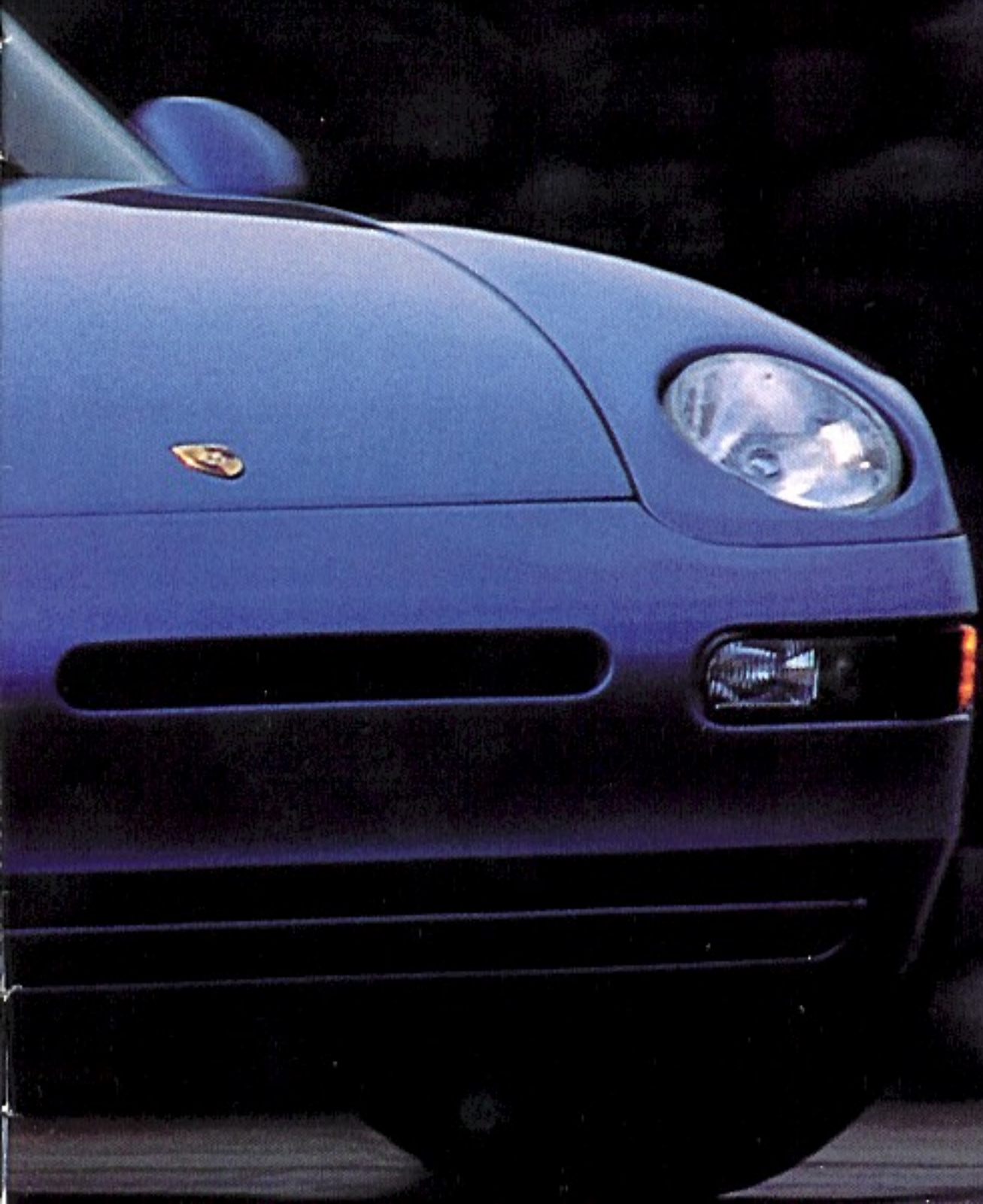


Equipped with the new close-ratio six-speed manual transmission, the Porsche 968 can reach 60 mph with just one upshift from 1st to 2nd gear.

The body has been carefully sculpted to cheat the wind and stir the senses.

959-style outside mirrors enhance the 968's aerodynamic profile.





One look at the purposeful and alluring curves of the new Porsche 968 and you might forget that with Porsche designers, form always follows function.

All of this performance and engineering is available in both a striking 2 + 2 Coupe and fashionable Cabriolet. The Cabriolet features a stylish four-layer folding top which, when up, offers coupe-like comfort and weather protection. Release two latches and push a single button and the top glides down to provide all the pleasures of open-air motoring.

THE 968 TAKES THE TERM "BALANCED PERFORMANCE" QUITE

LITERALLY Both the Porsche 968 Coupe and Cabriolet feature a unique front-engine, rear-transaxle design that results in a perfect 50/50 weight balance. Handling is precise, responsive, stable.

Control and driving confidence are further heightened by power-assisted steering that balances steering comfort with positive road feedback. Power-assisted, internally vented four-wheel disc brakes with ABS provide optimum braking performance at all speeds and in all weather conditions.

REASSURINGLY COMFORTABLE AT

ALL SPEEDS The 968's interior is designed to welcome driver and pas-

senger into an environment created for long-distance comfort and luxury. Ergonomics perfected in endurance racing ensures controls and instruments are ideally placed for driver access without interfering with the driving process.

Luxury is apparent throughout, with all surfaces beautifully finished



and an extensive list of standard convenience features and amenities.

AT PORSCHE SAFETY IS APPROACHED WITH THE VERY SAME RESOURCES AND COMMITMENT AS PERFORMANCE AND QUALITY The

body of the 968 has been designed to protect the occupants in the event of an accident. Crush zones absorb the energy of the impact.

The rigid transaxle tube that connects the engine to rear transaxle acts as a backbone to further improve structural rigidity. Airbags are provided for both the driver and front passenger.

With the introduction of the 968, Porsche once again, and some might

say predictably, moves the benchmark of the true sports car significantly forward.



The highly refined DOHC, 3.0-liter aluminum alloy engine features a sophisticated engine management system that maintains the optimum engine operating temperature at all times to maximize efficiency and performance.

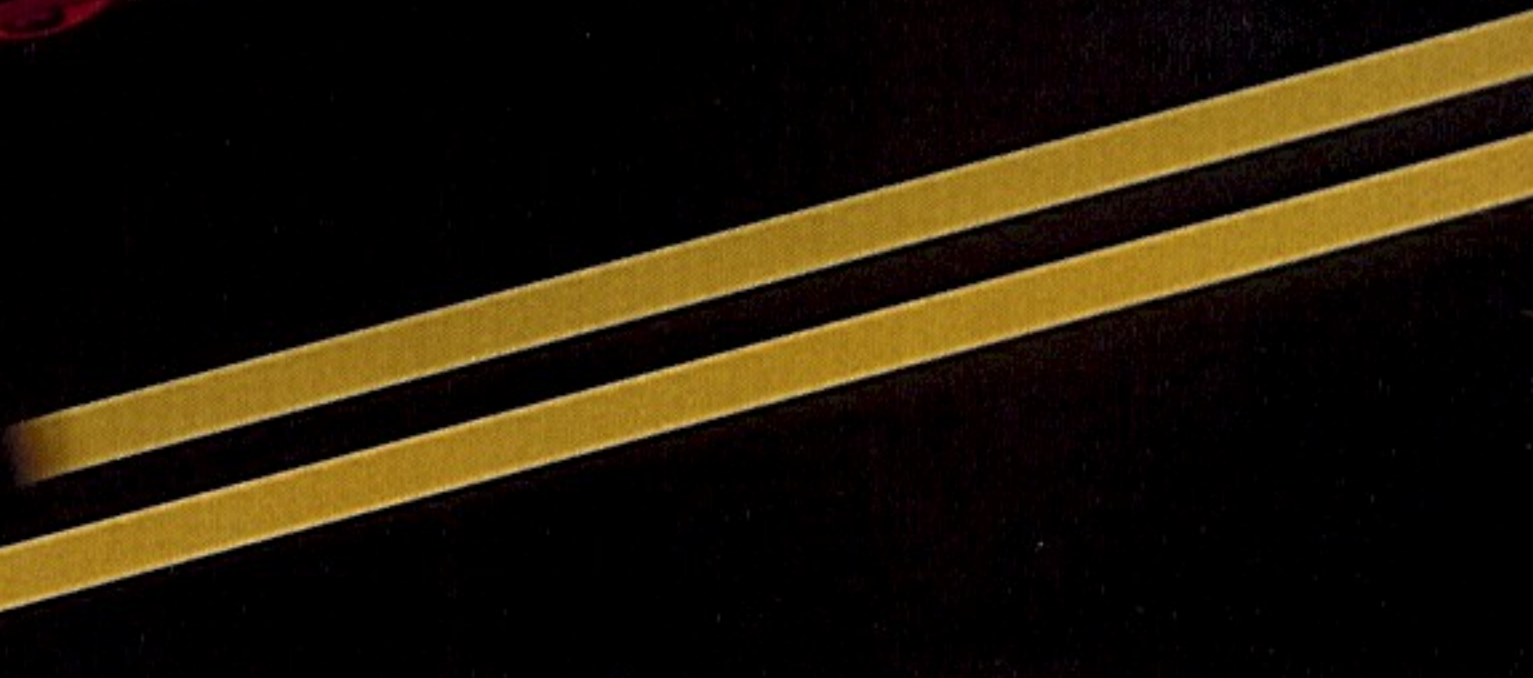


The dual-function Tiptronic transmission allows clutchless shifting with no letup of power, no loss of speed.



The alloy turbo-design racing wheels combine with light alloy brake calipers to reduce unsprung weight for better suspension response and a smoother ride. The alloy brake calipers also dissipate heat more quickly than cast iron calipers for improved braking performance.

The in-line, 4-cylinder powerplant produces more torque than any engine of comparable size and design.



9 2 8 S E R I E S

Brutally quick, exquisitely refined, rewardingly agile, the highly sophisticated and purposeful 928 GTS scorns attempts to compromise at every turn.

The Porsche 928 GTS is genuinely unique among high-performance sports cars, being much quicker than anything else as luxurious, and much more luxurious than anything remotely as quick!

This dichotomy

becomes even more pronounced with the introduction of the more powerful 1993 928 GTS. Enlarged to 5.4 liters, the sophisticated alumi-

num alloy V8 engine now produces a "supercar-class" 345 bhp and 369 lb/ft of torque. Capable of 0 to 60 mph in a scant 5.6 seconds, the 928 is one of the fastest automatic transmission-equipped production cars in the world. Manual transmission 928 models are quicker still!

The 928 is a showcase of engineering ingenuity and innovation. The

front-mounted engine is counterbalanced by the rear placement of the transmission, differential, fuel tank and battery. This 50/50 weight balance results in predictable handling, high cornering forces and exceptional traction.

THE REAR SUSPENSION IS THE RESULT OF A DESIGN COMPETITION AMONG PORSCHE'S BEST ENGINEERS
Told simply to design the best high-



928 GTS



performance suspension possible, Porsche engineers started with a clean sheet of paper and developed ideas that were incorporated into what is now called the "Weissach" rear suspension in their honor.

This ingenious design limits and controls the movement of the suspension components and tires for exceptional high-speed cornering stability.

ONLY PORSCHE PROVIDES DUAL FRONT AIRBAGS IN EVERY CAR BUILT

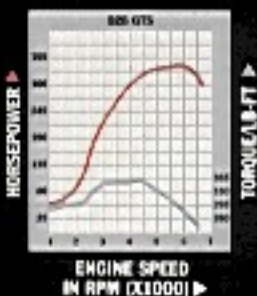
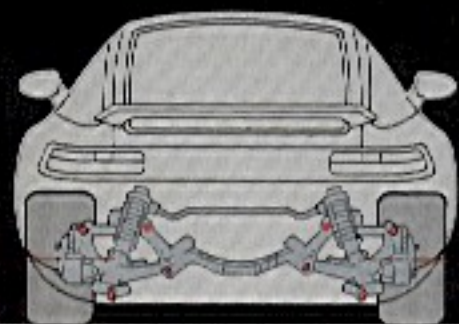
Porsche balances the 928's performance with an equal emphasis on

safety and accident survivability. The three-zone body design has programmed controlled crush zones and a rigid passenger structure to absorb energy while isolating the passengers. Airbags provide a further level of protection for the driver and front-seat passenger.

Inside, Porsche's racing heritage is plainly evident in the outstanding ergonomics. Controls are placed conveniently and move with precision. Instruments are ideally positioned and clearly legible. The steering wheel and instrument pod tilt for optimum comfort.

Yet while the 928 may feel and perform like a racing car, its appointments are anything but stark. Power-operated controls, automatic temperature control air conditioning, leather covered seats and a 10-speaker stereo system are just a few of the standard amenities.

In short, the 928 GTS successfully provides the luxury-oriented driver with the bold style and satisfying performance of a world-class sports car.



The ingenious Weissach rear suspension controls rear-wheel "toe-in" for exceptional high-speed cornering stability.

The 928 interior is not only luxuriously appointed, but places controls within easy reach and instruments within plain sight to greatly facilitate driving.

For 1993, the 5.4-liter 928 GTS V8 delivers 6% more horsepower and 12% more torque.



9 1 1 S E R I E S

Experience the automobile that has shaped high-performance sports car design for decades and learn firsthand what other cars are so intent on imitating.

It is unquestionably the most recognized sports car shape in the world. It is also unquestionably the winningest production car ever, capturing

more victories than all its competitors combined! It is, of course, the Porsche 911 Carrera and it continues to be the sports car by which all others are judged.

As always, the 911 Carrera offers the most contemporary race-bred technology available in a production automobile.

For example, the revolutionary Tiptronic dual-function automatic transmission available in the Carrera 2 is based upon the technology developed in the Porsche 962C racing gearbox. In the manual mode, it allows clutchless shifting with no letup in power, no loss of

speed. In the automatic mode, it matches your driving style to one of five different "shift maps" for optimum performance and efficiency.

WITHIN 25 THOUSANDTHS OF A SECOND IT DIRECTS POWER TO THE WHEELS HAVING THE BEST TRACTION

The Carrera 4 employs highly sophisticated, electronically and hydraulically controlled all-wheel drive. The system was pioneered on the fabled Porsche 959 supercar and proven in



911 Carrera Targa



911 Carrera Cabriolet



911 Carrera Coupe



competitive events such as the grueling Paris-Dakar rally. Sensors monitor traction at each wheel, and power is directed to the wheels with the best grip for uncommon levels of performance and driving confidence.

All Carrera models are powered by a hand-built aluminum alloy 3.6-liter six-cylinder engine, bench-tested and broken in before installation in the car.

Huge, internally vented four-wheel disc brakes with ABS serve as the perfect counterpoint to the 247-hp engine's performance potential. The

disc brake calipers are made of lightweight aluminum, which allows them to dissipate heat much more efficiently than the more common cast iron calipers. They also reduce unsprung weight for improved handling and ride quality.

THE INNOVATIVE REAR SPOILER EXTENDS AUTOMATICALLY AT 40 MPH TO IMPROVE HIGH-SPEED STABILITY Advanced aerodynamics, including a speed-activated rear spoiler, combine with a "Weissach-type" rear suspension for exceptional stability and handling prowess.

This advanced engineering and outstanding performance are avail-

able in Coupe, Targa and Cabriolet models. Each offers a beautifully appointed yet ergonomic cockpit equipped with driver and front passenger airbags.

For 27 years, Porsche engineers have labored to make each generation of the 911 Carrera the most carefully refined and continuously contemporary sports car in the world. One test drive of this latest Carrera will confirm their continuing record of success.



The Carrera 4 electronically controlled all-wheel drive system improves traction and makes the ample power of the 3.6-liter engine far more usable in all conditions.



Using technology first developed and proven in the 962C racing car, the Tiptronic allows both "clutchless" manual gear selection or full-automatic operation.



The potent six-cylinder aluminum alloy engine delivers power and torque that can propel the manual transmission 911 Carrera from 0 - 60 in just 5.5 seconds.





9 1 1 T U R B O

Extremely swift, boldly executed and understandably rare, the 911 Turbo will quickly broaden your interpretation of the term high "performance."

Its looks are nothing short of arresting. Generously flared fenders cover 17-inch 5-spoke wheels and the immense low-profile tires

needed to connect 315 bhp to the road. These fenders, along

with the distinctive "Whale Tail" rear spoiler, mark this as the awesome and legendary Porsche Turbo.

Propelled by a revised turbocharged, intercooled 3.3-liter engine, the Porsche Turbo can rocket from 0 to 60 in a scant 4.8 seconds. It

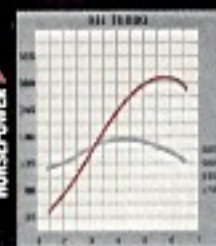
produces 12% more power and 15% more torque than the previous Turbo, yet is cleaner and quieter.

A revised suspension, careful chassis tuning, and massive ABS 4-wheel disc brakes with cross-drilled rotors are commensurate with the Turbo's accelerated level of performance. Plus, everything from air conditioning to audio system to dual front airbags comes as standard equipment.

Here is a rare, limited edition automobile that successfully balances incredible performance with remarkable engineering refinement. There is simply no other car in the world quite like it.



911 Turbo



ENGINE SPEED IN RPM (X1000) ▶

The rear "Whale Tail" distinguishes the 911 Turbo while directing air to the turbocharged engine's large intercooler.

Measuring 3.3 liters, the aluminum alloy engine is turbocharged and intercooled, raising its output to 315 bhp and 332 lb/ft of torque.

SPECIFICATIONS	968	968 TIPTRONIC	928 GTS*
ENGINE DESIGN	Liquid-cooled, lightweight aluminum alloy 4 cylinder engine, 4 valve-per-cylinder, dual balance shafts, external oil cooler, dual resonant induction, front mounted	Liquid-cooled, lightweight aluminum alloy 4 cylinder engine, 4 valve-per-cylinder, dual balance shafts, external oil cooler, dual resonant induction, front mounted	Liquid-cooled, lightweight aluminum alloy V8, DOHC, external oil cooler, dual resonant induction, 4 valve-per-cylinder, front mounted
DISPLACEMENT	3.0 liters	3.0 liters	5.4 liters
HORSEPOWER	236 @ 6,200 rpm	236 @ 6,200 rpm	345 @ 5,700 rpm
TORQUE	225 lb-ft @ 4,100 rpm	225 lb-ft @ 4,100 rpm	369 lb-ft @ 4,250 rpm
COMPRESSION RATIO	11.0:1	11.0:1	10.4:1
FUEL/IGNITION SYSTEM	Electronic fuel injected, DME controlled, dual knock sensors	Electronic fuel injected, DME controlled, dual knock sensors	EZK-LH fuel/ignition system, dual knock sensors
TRANSMISSION	6-speed manual transaxle	Tiptronic Dual Function	5-speed manual rear transaxle (4-speed automatic)
SUSPENSION, FRONT	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Independent double aluminum alloy A-arms, coil springs, stabilizer bar
SUSPENSION, REAR	Independent aluminum alloy semi-trailing arms with one torsion bar per wheel, stabilizer bar	Independent aluminum alloy semi-trailing arms with one torsion bar per wheel, stabilizer bar	Independent aluminum alloy Weissach design, toe correcting, stabilizer bar
BRAKE SYSTEM	4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented discs, ABS	4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented discs, ABS	4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented discs, ABS
STEERING	Rack & Pinion, force sensitive hydraulically assisted	Rack & Pinion, force sensitive hydraulically assisted	Rack & Pinion, force sensitive hydraulically assisted
ACCELERATION	0-60 in 6.3 seconds	0-60 in 7.7 seconds	0-60 in 5.5 seconds (5.6 Automatic)
TOP TRACK SPEED	156 mph	153 mph	171 mph
WHEELBASE	94.5"	94.5"	98.4"
OVERALL LENGTH	170.9"	170.9"	178.1"
WIDTH	68.3"	68.3"	74.4"
HEIGHT	50.2"	50.2"	50.5"
TRACK—FRONT/REAR	58.2"/57.1"	58.2"/57.1"	61.1"/63.6"
GROUND CLEARANCE	4.9"	4.9"	4.5"
CURB WEIGHT (LBS.)	3,086 (3,240 Cabriolet)	3,152 (3,306 Cabriolet)	3,593 (3,638 Automatic)
FRONT HEADROOM	38.0"	38.0"	36.5"
FRONT LEGROOM	44.5"	44.5"	43.5"
SEAT TRACK ADJUSTMENT	9.0"	9.0"	7.0"
FUEL CONSUMPTION CITY**	17	17	Manual 13 est., Auto 15 est.
FUEL CONSUMPTION HIGHWAY**	25	24	Manual 19 est., Auto 19 est.
DRIVER-SIDE AIRBAG	Standard	Standard	Standard
PASSENGER AIRBAG	Standard	Standard	Standard

* The 928 GTS is a 1993 model.

** 1992 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Your actual mileage will vary with speed, weather and trip lengths.

Porsche Cars North America, Inc. believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when your car is built. Please ask your dealer for advice concerning current availability of options and verify that your car includes the optional equipment you ordered.

Note: Some of the vehicles shown have optional features that are supplied at extra charge. 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.

Performance numbers are stated for comparison purposes only.

911 CARRERA 4	911 CARRERA 2	911 CARRERA 2 TIPTRONIC	911 TURBO
Air-cooled, lightweight aluminum alloy horizontally opposed 6-cylinder, crossflow, hemispherical combustion chambers, 2 valve-per-cylinder, dual resonant induction, rear mounted	Air-cooled, lightweight aluminum alloy horizontally opposed 6-cylinder, crossflow, hemispherical combustion chambers, 2 valve-per-cylinder, dual resonant induction, rear mounted	Air-cooled, lightweight aluminum alloy horizontally opposed 6-cylinder, crossflow, hemispherical combustion chambers, 2 valve-per-cylinder, dual resonant induction, rear mounted	Air-cooled, lightweight aluminum alloy horizontally opposed 6-cylinder, crossflow, hemispherical combustion chambers, 2 valve-per-cylinder, dual resonant induction, rear mounted
3.6 liters	3.6 liters	3.6 liters	3.3 liters
247 @ 6,100 rpm	247 @ 6,100 rpm	247 @ 6,100 rpm	315 @ 5,750 rpm
228 lb-ft @ 4,800 rpm	228 lb-ft @ 4,800 rpm	228 lb-ft @ 4,800 rpm	332 lb-ft @ 4,500 rpm
11.3:1	11.3:1	11.3:1	7.0:1
Electronic fuel injected, DME controlled with twin plug ignition, dual knock sensors 5-speed manual	Electronic fuel injected, DME controlled with twin plug ignition, dual knock sensors 5-speed manual	Electronic fuel injected, DME controlled with twin plug ignition, dual knock sensors	K Jetronic fuel injected, KKK turbocharger, with high flow air-to-air intercooler, EZF controlled ignition
5-speed manual	5-speed manual	Tiptronic Dual Function	5-speed manual
Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar
Independent aluminum alloy semi-trailing arms, coil springs with toe correction, stabilizer bar	Independent aluminum alloy semi-trailing arms, coil springs with toe correction, stabilizer bar	Independent aluminum alloy semi-trailing arms, coil springs with toe correction, stabilizer bar	Independent aluminum alloy semi-trailing arms, coil springs with toe correction, stabilizer bar
4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented discs, ABS	4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented discs, ABS	4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented discs, ABS	4-wheel power-assisted, 4-piston aluminum alloy fixed caliper, internally vented cross-drilled discs, ABS
Rack & Pinion, force sensitive hydraulically assisted	Rack & Pinion, force sensitive hydraulically assisted	Rack & Pinion, force sensitive hydraulically assisted	Rack & Pinion, force sensitive hydraulically assisted
0-60 in 5.5 seconds	0-60 in 5.5 seconds	0-60 in 6.4 seconds	0-60 in 4.8 seconds
162 mph	162 mph	159 mph	168 mph
89.4"	89.4"	89.4"	89.4"
168.3"	168.3"	168.3"	168.3"
65.0"	65.0"	65.0"	69.9"
51.6"	51.6"	51.6"	51.6"
54.3"/54.1"	54.3"/54.1"	54.3"/54.1"	56.5"/58.8"
4.5"	4.5"	4.5"	4.5"
3,252	3,031	3,097	3,274
37.5"	37.5"	37.5"	37.5"
43.0"	43.0"	43.0"	43.0"
7.0"	7.0"	7.0"	7.0"
15	17	16	13
23	25	23	21
Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard



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