



968 Series

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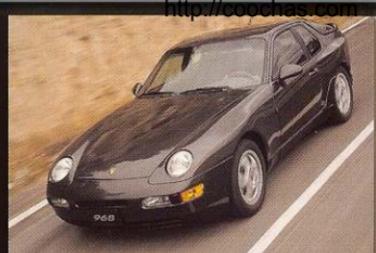
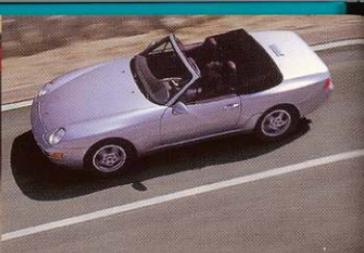
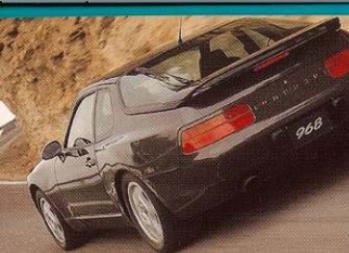
**The Porsche 968  
defines the essence  
of a thoroughbred  
sports car in just  
two simple words.**



**Coupe.**



**Cabriolet.**

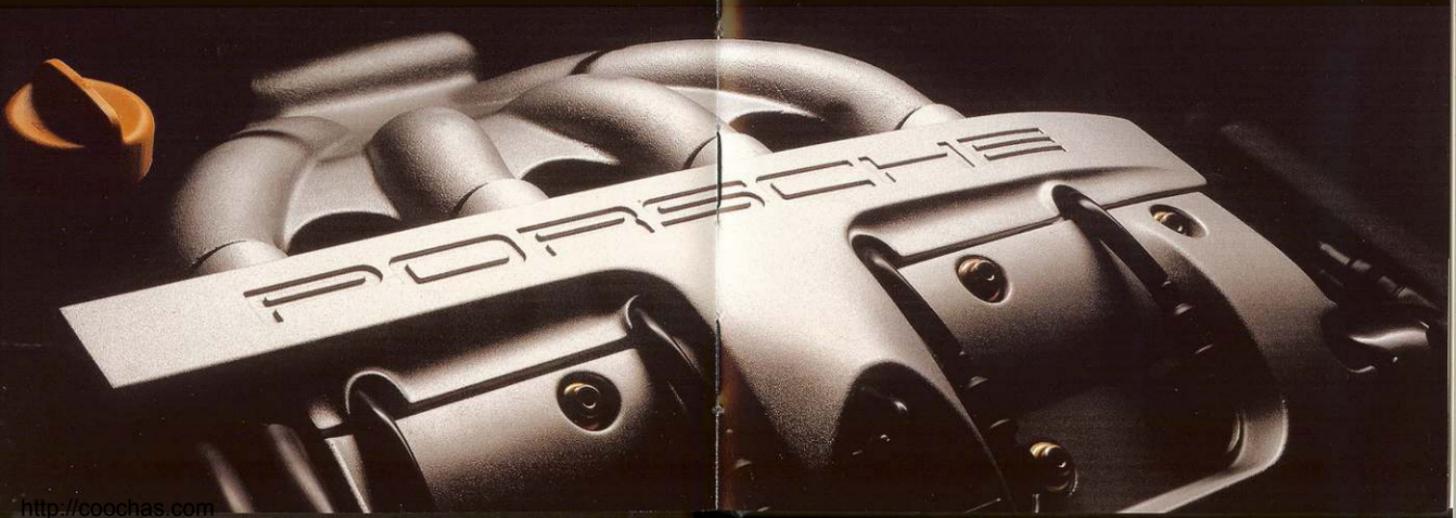


**You always told yourself that someday you'd drive a Porsche. The only question is, which one? If you're considering the 968, you're looking at a Porsche of magnificent performance and profound safety engineering. But you're still faced with the agonizing question, which one? Coupe. Or Cabriolet.**

Buying a Porsche is a decision based both on sound reasoning and pure emotion. Take for example, the 968's 3.0-liter, 236-horsepower aluminum alloy engine. Considered to be a masterpiece of engineering logic, its performance is nonetheless a soul-stirring experience. Generating peak torque of 225 lb-ft at 4,100 rpm, it is the first normally aspirated engine to produce 75 lb-ft of torque per liter.

The 968 Coupe equipped with the six-speed manual transmission can record zero to 60 times of 6.3 seconds and race-

track top speeds of 156 mph. The torque-rich throttle response is matched by a remarkable smoothness, thanks in part to counterrotating balance shafts that quell vibration. The engine idles quietly in traffic, cruises effortlessly on the highway, and revs seamlessly to its 6,700 rpm redline. Perhaps most impressive of all, the 968 powerplant also returns excellent fuel economy and produces impressively low emissions. Clearly, here is a sports car engine carefully engineered to be both powerful and pragmatic.

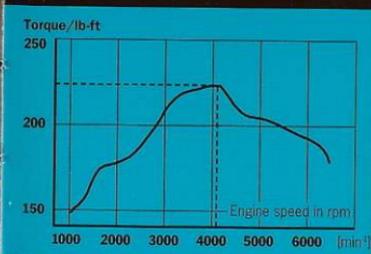




Porsche's unique VarioCam system successfully balances high performance with low emissions and excellent fuel economy.

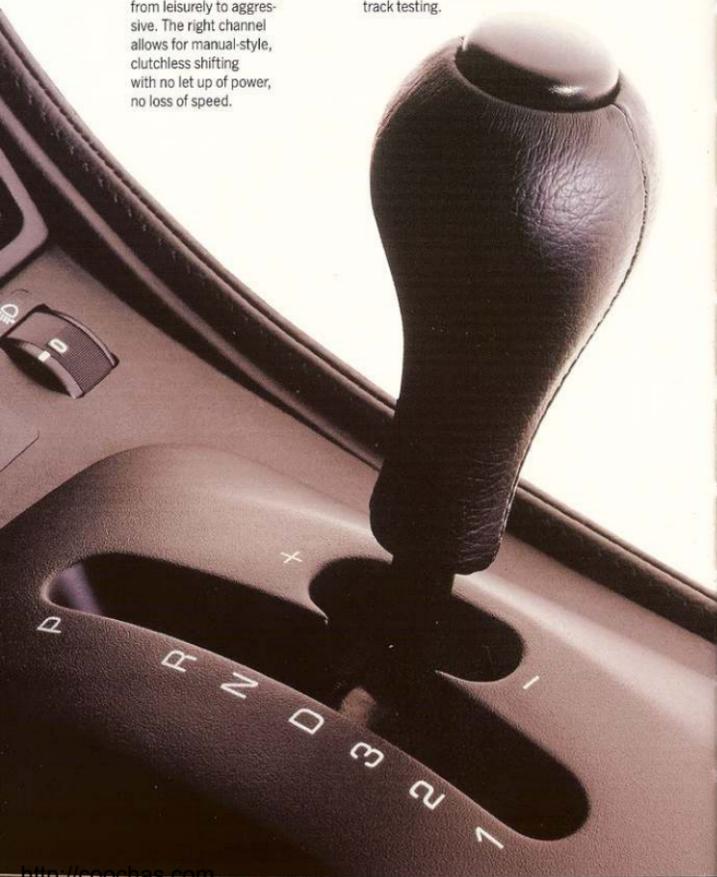
**More irrefutable engineering logic: Porsche's VarioCam™ system adjusts the 968 engine's intake valve timing for maximum power and minimum emissions. Below 1,500 rpm, the intake camshaft automatically advances to help reduce hydrocarbon emissions.**

**Above 1,500 rpm, the intake valve timing automatically retards to produce maximum midrange torque – peak torque is 225 lb-ft at just 4,100 rpm, far below redline. And above 5,500 rpm, the timing is again advanced for optimum efficiency power.**

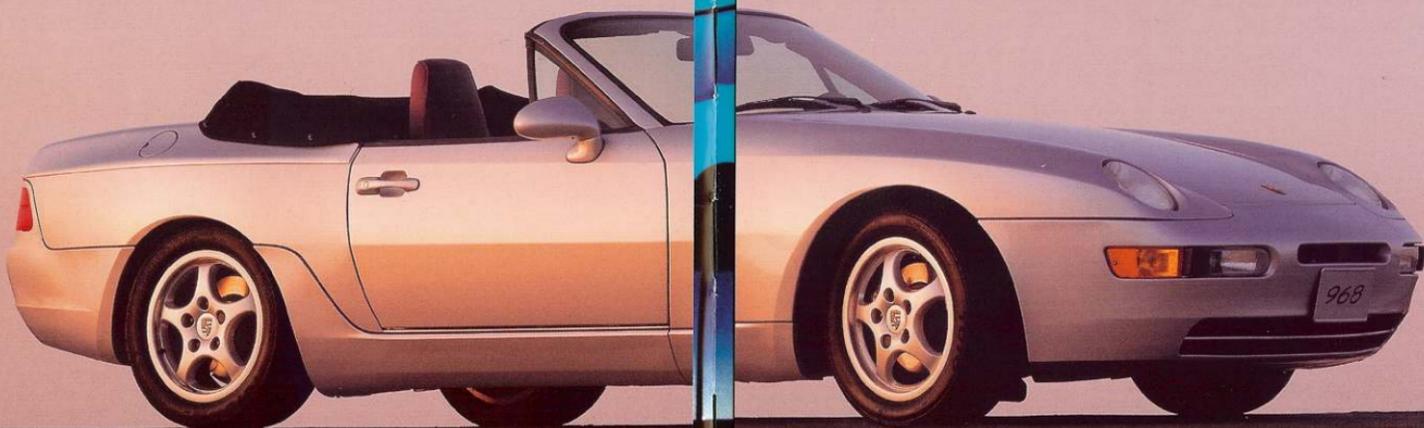


The dual function Tiptronic transmission: The left channel allows for automatic shifting based on one of five driving patterns, ranging from leisurely to aggressive. The right channel allows for manual-style, clutchless shifting with no let up of power, no loss of speed.

The durability of both the six-speed manual and Tiptronic automatic were proven and perfected through tens of thousands of miles of race-track testing.



**Another toss-up: The 968's close-ratio six-speed manual transmission. Or the optional Porsche Tiptronic, a revolutionary four-speed automatic. Either way, you'll drive the 968 the way you always dreamed of driving a Porsche.**

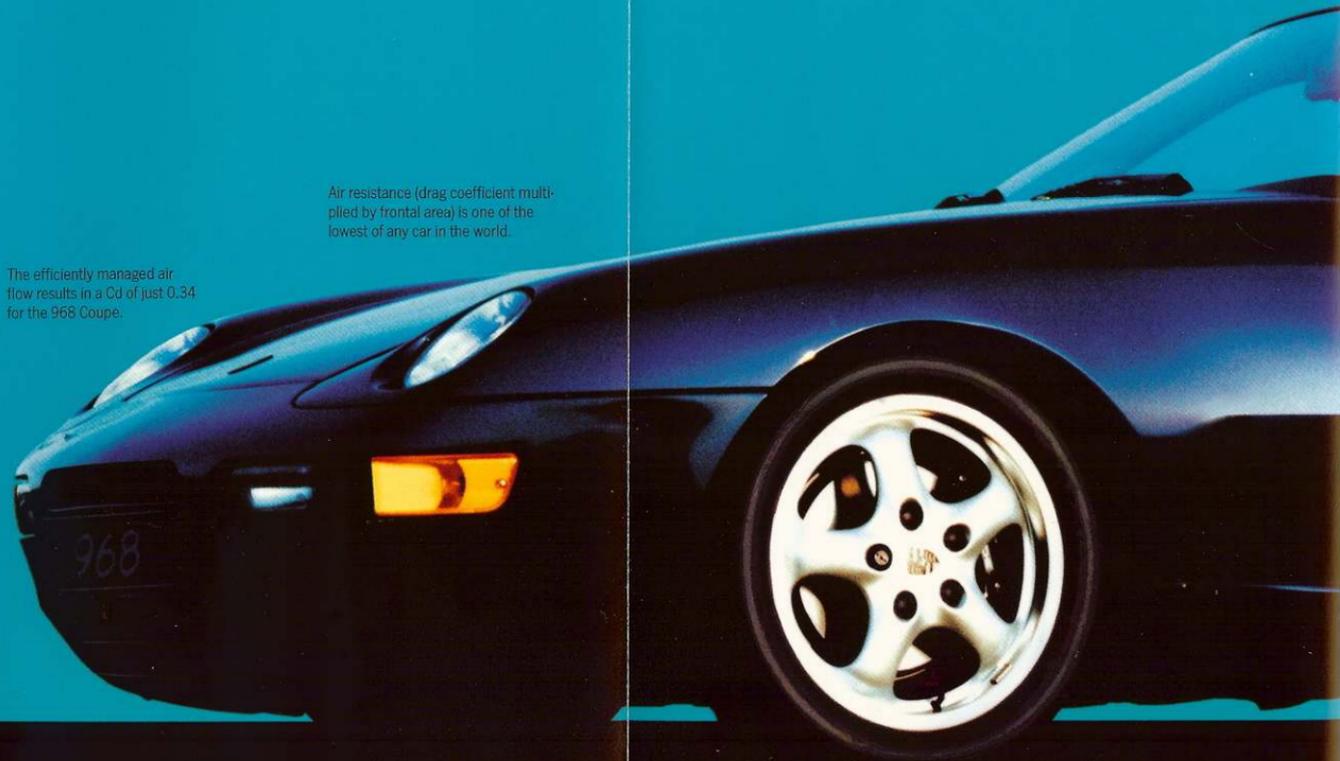


**There is no substitute for the delights of a true open roadster. So long as it is engineered like a Porsche 968 Cabriolet. Over 50 strategically placed reinforcing panels were added to the body of the 968 Cabriolet to ensure that its performance, stability and riding comfort would accurately mirror that of the 968 Coupe. It's all there: The crisp, disciplined handling that is the hallmark of a Porsche. The solidity and substance**

**that comes from lessons learned in over four decades of endurance racing. The only thing that's missing is the Coupe's shiny hardtop. Not that it matters – each 968 Cabriolet top consists of four beautifully tailored layers and is individually hand-fitted, one car at a time. Raising or lowering the top requires only the engagement or disengagement of two convenient latches, and the simple push of a button.**

Air resistance (drag coefficient multiplied by frontal area) is one of the lowest of any car in the world.

The efficiently managed air flow results in a Cd of just 0.34 for the 968 Coupe.





A rear-end lift coefficient of just 0.06 is the source of the 968's remarkable straight-line stability.



Drive either the 968 Coupe or the 968 Cabriolet and you cannot fail to be impressed by the confidence they inspire. You'll feel an attachment between yourself, the car, and the road that is at the essence of the Porsche driving experience. The foundation of this feeling is a front engine, rear transaxle design unique to Porsche. By placing the transmission housing at the rear axle, Porsche engineers distributed the car's weight to achieve an ideal 50/50 weight balance. The result is a sports car that turns in without hesitation, adheres to the road tenaciously, and communicates its intentions with absolute clarity. Highly refined power-assisted steering reduces effort without nullifying road feel or handling feedback. Yet, for all its aggressive handling prowess, the 968's ride is unruffled, even over harsh pavement. Those desiring a more aggressive approach to handling may order a sport suspension option that includes 17-inch wheels, adjustable shock absorbers, stiffer spring rates and more massive brakes derived from the 928 Series.

The front suspension employs MacPherson struts with coil springs and stabilizer bar, a combination proven in Porsche racing victories throughout the world.



The secret to the 968's superb roadholding is its balance. The unique front engine, rear transaxle layout results in an ideal 50/50 front-to-rear weight ratio.

The semi-trailing arm rear suspension keeps the rear tires firmly in contact with the road for the tenacious traction.

The 968's five-spoke turbo design wheels are made of cast aluminum to reduce unsprung weight for enhanced handling agility. The open design helps the brakes cool under hard or

consistent use. Endurance races where speeds in excess of 200 mph are common have given Porsche engineers invaluable experience in the development of high-performance braking

systems. Massive four-piston aluminum calipers and venti-lated high-alloy steel discs are used front and rear for positive, fade-free braking performance.

The 968 achieves a 60 to zero stopping time of just 5.9 seconds. Anti-lock brakes ensure optimum braking effectiveness in all driving situations and weather conditions.



## A Crash Course in Porsche Safety Engineering.

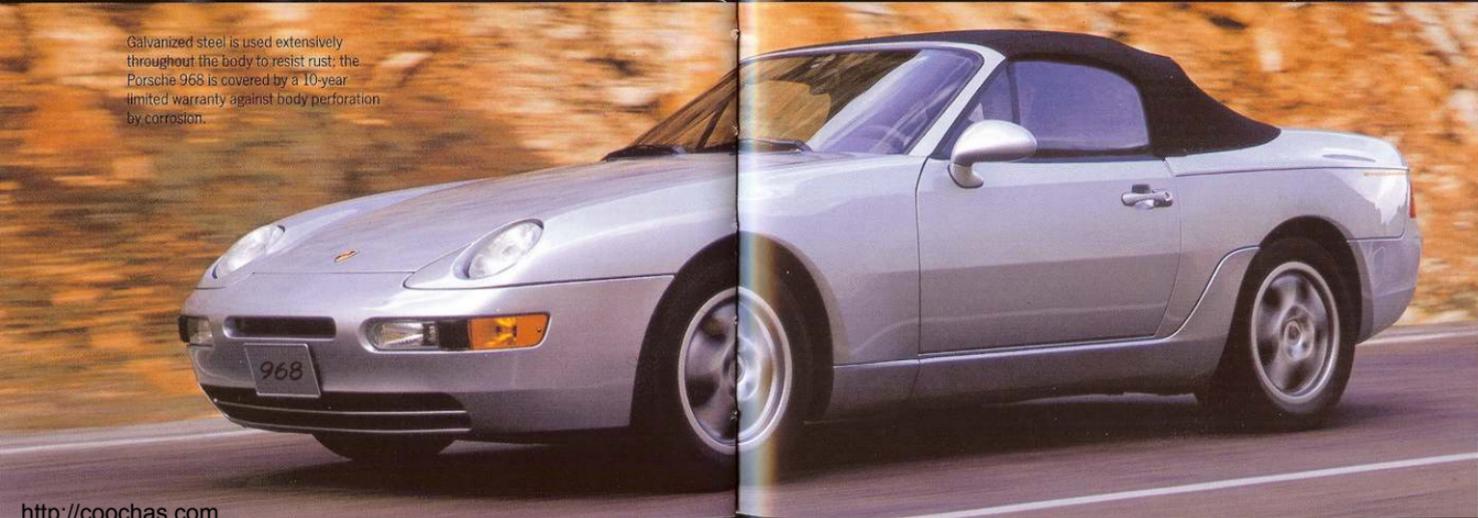


The thought of deliberately crashing a Porsche into a wall seems unthinkable. Yet at the Porsche Research and Development lab in Weissach, Germany, it's business as usual. In fact, Porsche engineers have done it over 120 times to develop safety features such as crush zones, side door beams, safety locks and the dual front airbag system. Combined with attributes such as generous power, responsive handling and an anti-lock braking system, a Porsche offers capabilities that can help you to confront the unthinkable.

Ergonomics perfected in endurance racing ensure that controls and instruments are ideally placed for easy access without interfering with the driving process.



Galvanized steel is used extensively throughout the body to resist rust; the Porsche 968 is covered by a 10-year limited warranty against body perforation by corrosion.



There is only one  
logical place to pass  
judgement on a  
Porsche: From behind  
the wheel.



Both the 968 Coupe and 968 Cabriolet are extraordinary, purebred Porsche sports cars. Unmistakably Porsche in design, performance and comprehensive amenities, they deliver a driving experience of singular character.



Plus, in the 968, Porsche offers a stirring automobile that is once rewarding and responsible, invigorating and intelligent. In the end, the only way for you to truly appreciate all that the 968 has to offer the serious enthusiast is to experience it firsthand. Your Porsche-certified sales representative will be delighted to arrange a 968 test drive at your convenience.

**A difficult but rewarding choice.**

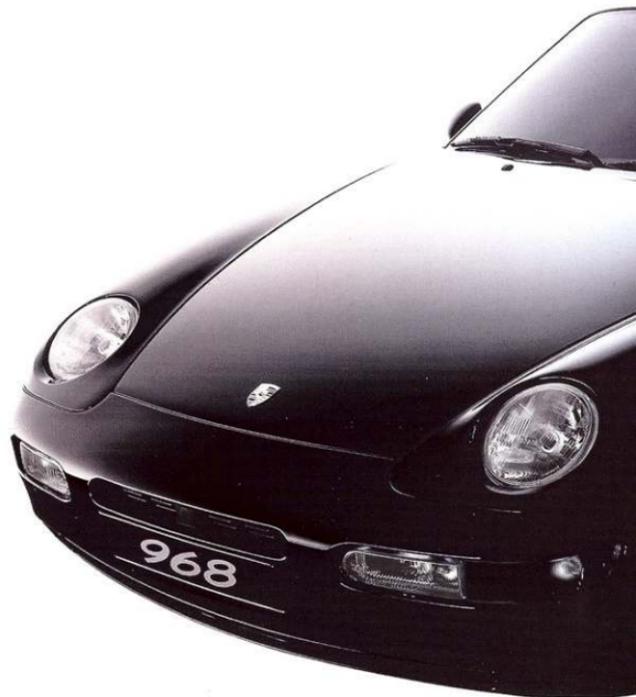
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Note: Some of the vehicles shown have options that are supplied at extra charge; others are shown with non-U.S. specification equipment. Porsche reserves the right to make changes in design, form, and supply, as well as variations in color. See the brochure on 1994. Warranty Coverages and Roadside Assist Program. Porsche recommends seat belt usage and observance of all traffic laws at all times.

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\*\*1993/1994 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Your actual mileage will vary with speed, weather and trip length. Highway mileage will probably be less.

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Porsche Cars North America, Inc., 100 West Liberty St., Reno, Nevada 89501.

See brochure on 1994 Warranty coverages and Roadside Assistance Program.

# Technical Data 968

**Specifications**

Engine design	Liquid-cooled, light-weight, aluminum alloy 4-cylinder engine, 4 valve-per-cylinder, dual balance shafts, external oil cooler, dual resonant induction, front mounted	Steering	Rack and pinion, force sensitive hydraulically assisted
Displacement	3.0 liter	Tires & wheels	
Horsepower (SAE net)	236 hp @ 6,200 rpm	STD.CAST ALLOY-FRONT	7.5Jx16, 205/55ZR 16
Torque	225 ft. lbs. @ 4,100 rpm	STD.CAST ALLOY-REAR	8Jx16, 225/50ZR 16
Compression ratio	11.0:1	OPT.CAST ALLOY-FRONT	7.5Jx17, 225/45ZR 17
Fuel/Ignition system	Electronic fuel injection, DME controlled, dual knock sensors	OPT.CAST ALLOY-REAR	9Jx17, 255/40ZR 17
Transmission	6 speed manual transaxle [4 speed Tiptronic]	Acceleration	0 - 60 in 6.3 seconds [Tiptronic 0 - 60 in 7.7 seconds]
Suspension, front	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Top track speed	156 mph [Tiptronic 153 mph]
Suspension, rear	Independent aluminum alloy semi-trailing arms transverse torsion bars	Wheelbase	94.5"
Brake system	Power assisted dual circuit, 4-piston aluminum alloy fixed caliper, internally vented discs (front 11.73"/rear 11.77"; sports chassis, front 11.97"/rear 11.77"), ABS	Overall length	170.9"
		Width	68.3"
		Height	50.2"
		Track - front/rear	58.2"/57.1"
		Ground clearance	4.9"
		Curb weight	3,086 [3,152] 3,240 Cabriolet [3,306 Cabriolet]
		Front headroom	38.0"
		Front legroom	44.5"
		Seat track adjustment	9.0"
		Fuel consumption city**	17 [Tiptronic 16]
		Fuel consumption highway**	26 [Tiptronic 25]
		Driver's-side airbag	Standard
		Front Passenger airbag	Standard

[ ] Values apply for Tiptronic

**STANDARD EQUIPMENT****Exterior features**

- 10-year limited anti-perforation corrosion warranty
- 26-step paint process with 3 year limited warranty
- Aerodynamic, deformable polymer front and rear panels
- Pop-up halogen headlights
- Integrated fog lights
- Rear wing-type spoiler (coupe only)
- Aerodynamic wheel "spat" panels
- Rear window wiper (coupe only)
- Electric tilt removable sunroof (coupe only)
- Power top (cabriolet only)
- Electrically adjustable, heated outside mirrors
- Tinted glass with graduated windshield tint
- Roof antenna with interference suppression & signal amplifier (coupe only)
- Windshield antenna with interference suppression & signal amplifier (cabriolet only)
- Heated windshield washer nozzles

- 5-spoke 16" cast alloy wheels
- Wheel anti-theft device

**Interior features**

- Orthopedically designed, reclining highback bucket seats
- Leatherette interior with "Porsche" cloth seat inserts
- 2+2 seating (coupe only)
- Electric front seat height adjustment
- Front center armrest with cassette & coin holder
- Leather covered four-spoke steering wheel
- Twin, lockable interior storage compartments (cabriolet only)
- Carpeted luggage area

**Safety**

- Driver and front passenger airbag supplemental restraint system
- Inertia reel front/rear, 3-point seat belts (front only on cabriolet)
- Energy absorbing steering column
- Automatic temperature control air conditioning
- Power windows
- Automatic speed control with resume feature
- Electric rear window defogger (coupe only)
- Intermittent wiper control with variable delay
- Porsche digital display AM/FM cassette stereo
- 6-speaker audio system with anti-theft coding
- Integrated door panel storage compartments
- Dual covered wheel arch storage compartments (single compartment on cabriolet)
- Transistorized tachometer
- Speedometer, coolant temperature, voltmeter, oil pressure and fuel level gauges
- Analog quartz clock
- Interior light with fade out features

**Comfort and convenience**

- One key central locking/alarm with LED warning lights

**OPTIONAL EQUIPMENT**

- Sport chassis (coupe only)
- Limited slip differential
- Headlight washers
- 17" 5-spoke cast alloy wheels

- Metallic paint
- Hi-Fi sound system with 10-speakers (8 speakers on cabriolet)
- Sport seats with electrical height adjustment
- Adjustable front lumbar support
- Full power front seats
- Heated front seats
- Leather seats
- Partial leather front seats
- Leather interior trim
- Protective side moldings
- Rear spoiler in color of car body (coupe only)
- Portable cellular telephone with integrated console and hands-free speaker in console (6 compact discs)
- Remote CD changer
- Tourist Delivery preparation/modification