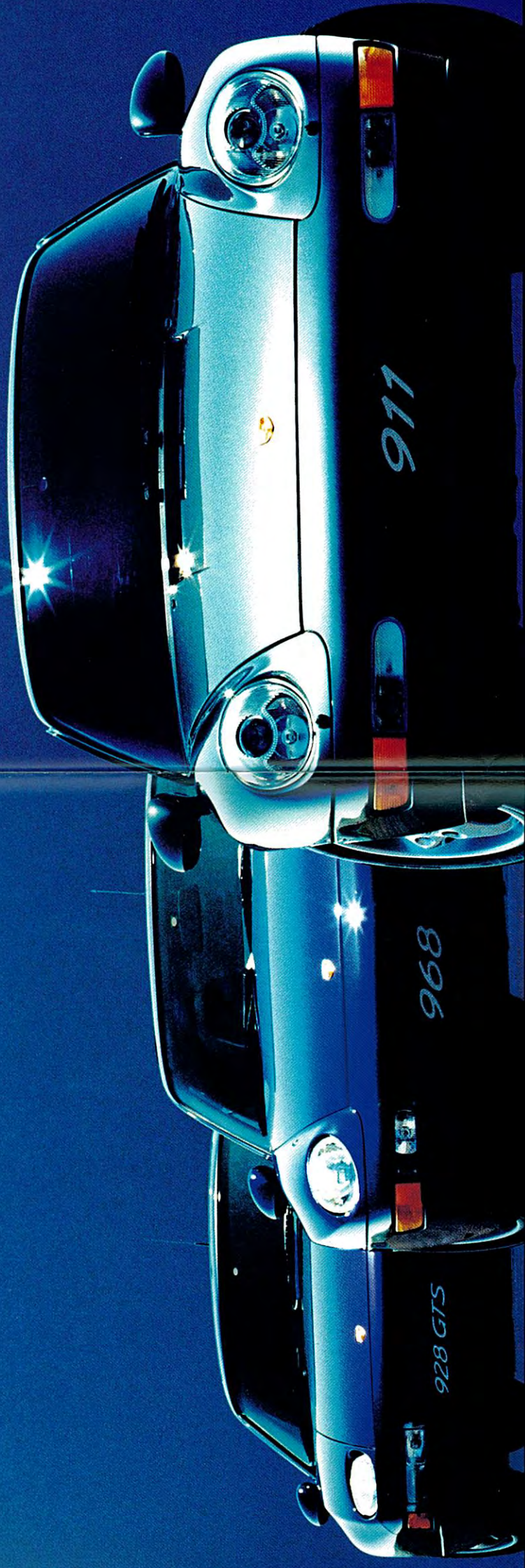


PORSCHE



911, 928, 968

**“You can’t
experience real fun
when you’re
comfortable ...”**



**... in fact almost exactly
the opposite is true."**

The car looks better, drives better, and uses less fuel for greater performance. The 911 Carrera has a re-designed rear axle, a more powerful and economical engine and a larger luggage area. Throughout attention has been paid to the ideal of intelligent performance; that is, improving power without sacrificing economy or the environment.

The 911 for the nineties is not simply new, it's completely different. Although the silhouette remains similar, every single component of today's 911 Carrera has changed since the cars debut in 1963, apart from the Porsche crest.

Over the years we may have broken with tradition, but we have never lost sight of our principles, which is why we believe this sports car of the future remains a classic; a proud successor to previous generations of the 911.

Engine Design

air-cooled 6 cylinder light alloy horizontally opposed engine
3600
200 kW (272 PS)
330 Nm (33.6 kpm)
11.3 : 1
Digital Motor Electronics (DME) with "Electronic Octane™ Knock Control", idle stabiliser and deceleration fuel cut off

Capacity cm³
Output
Max. torque
Compression ratio
Mixture control

Transmission

Basic concept

Manual transmission

Rear mounted engine and transmission light weight strut axle (LSA) attached to a drive unit; drive via double drive shafts on rear wheels
6 forward gears,
1 reverse gear,
fully synchronesh,
rear wheel drive

Tiptronic S

4 forward gears,
1 reverse gear,
parking lock, keylock and shiftlock, automatic and manual gate, rear wheel drive, steering wheel control

Weights
Unladen weight to DIN 1370 kg
Maximum permitted weight 1710 kg

Performance
Maximum speed 270 km/h (168 mph)
[265 km/h (165 mph)]

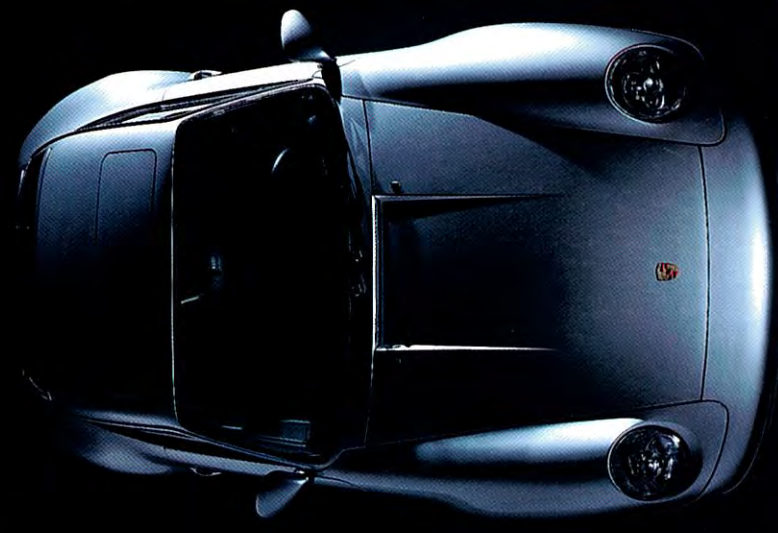
Acceleration 0-100 km/h (0-62 mph) 5.6 secs. [6.6 secs.]

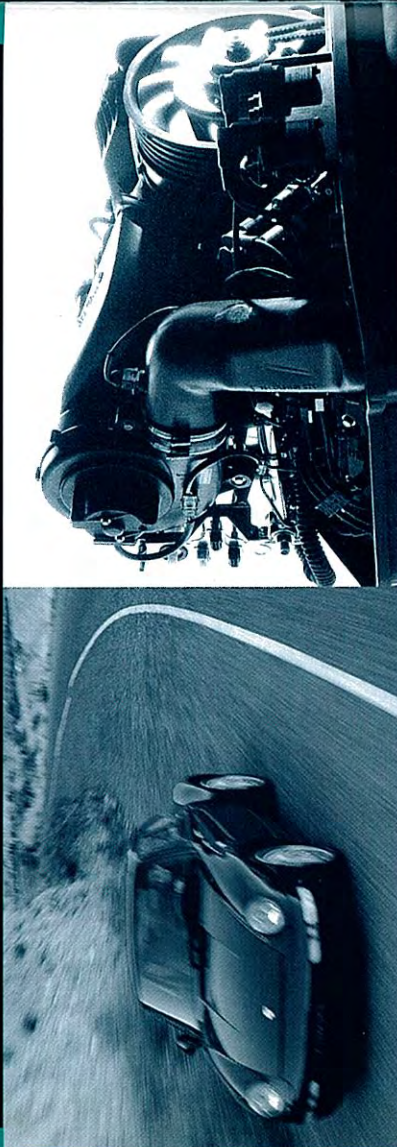
Fuel consumption in accordance with EC Standard 80/1268 in l/100 km

at a constant 90 km/h	7.5 l	[7.7 l]
at a constant 120 km/h	56 mpg	[36.7 mpg]
at a constant 75 mph	9.2 l	[9.5 l]
in the EC urban exhaust cycle	31.0 mpg	[29.5 mpg]
	17.4 l	[16.8 l]
	15.9 mpg	[16.8 mpg]

[] Values apply for Tiptronic S

The 911 Carrera. 911% Excitement.





When it comes to roadholding, few cars equal the 911 Carrera for grip and handling.

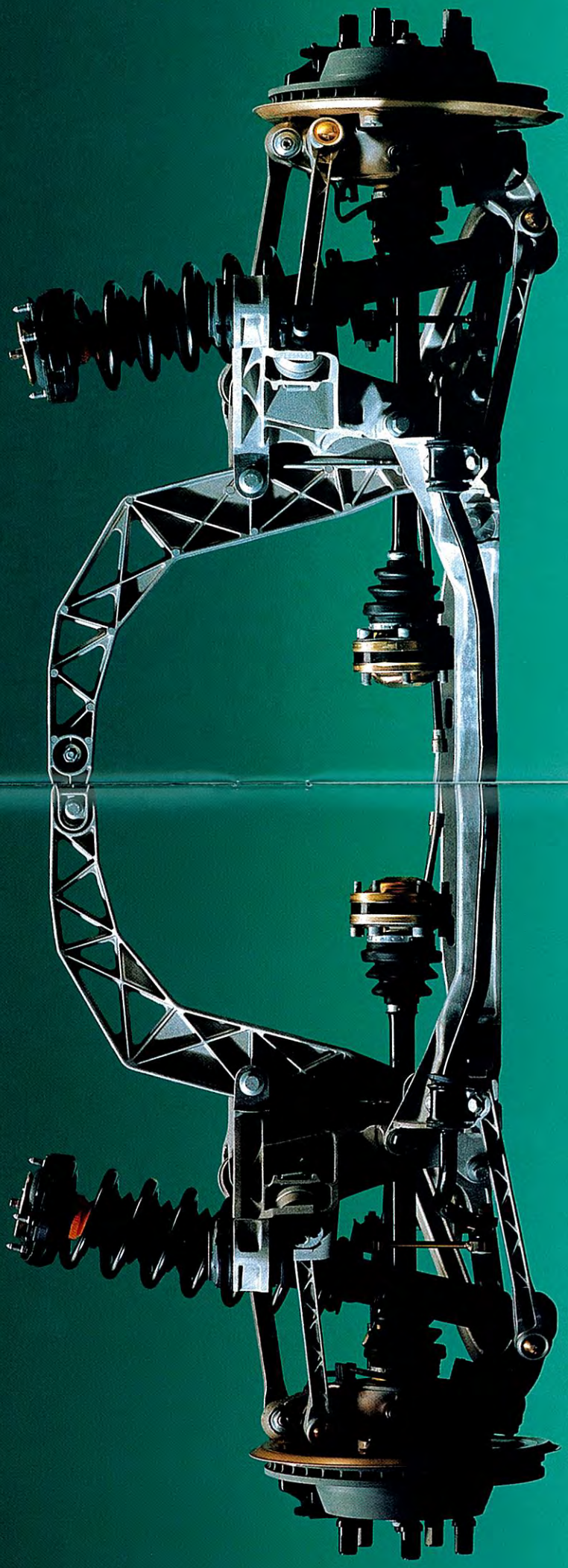
To ensure that such a competitive advantage stays that way, Porsche has introduced a number of technical innovations in the 911 Carrera.

The LSA rear axle—lightweight, stable and agile—is developed using the dual cross-member principle.

With the suspension separated from the bodywork by an elastically sprung aluminum framework, noise penetration into the passenger compart-

ment is minimised for a quieter and more comfortable drive.

The agility of the 911's new axle design enables maximum lateral acceleration for greater control when cornering, particularly during throttle adjustments. For even greater driving pleasure, the Tiptronic S gearbox combines the ease of an automatic with the thrill of a manual. For added safety, the new steering column gearshift allows you to keep both hands on the wheel and react faster on twisting roads.

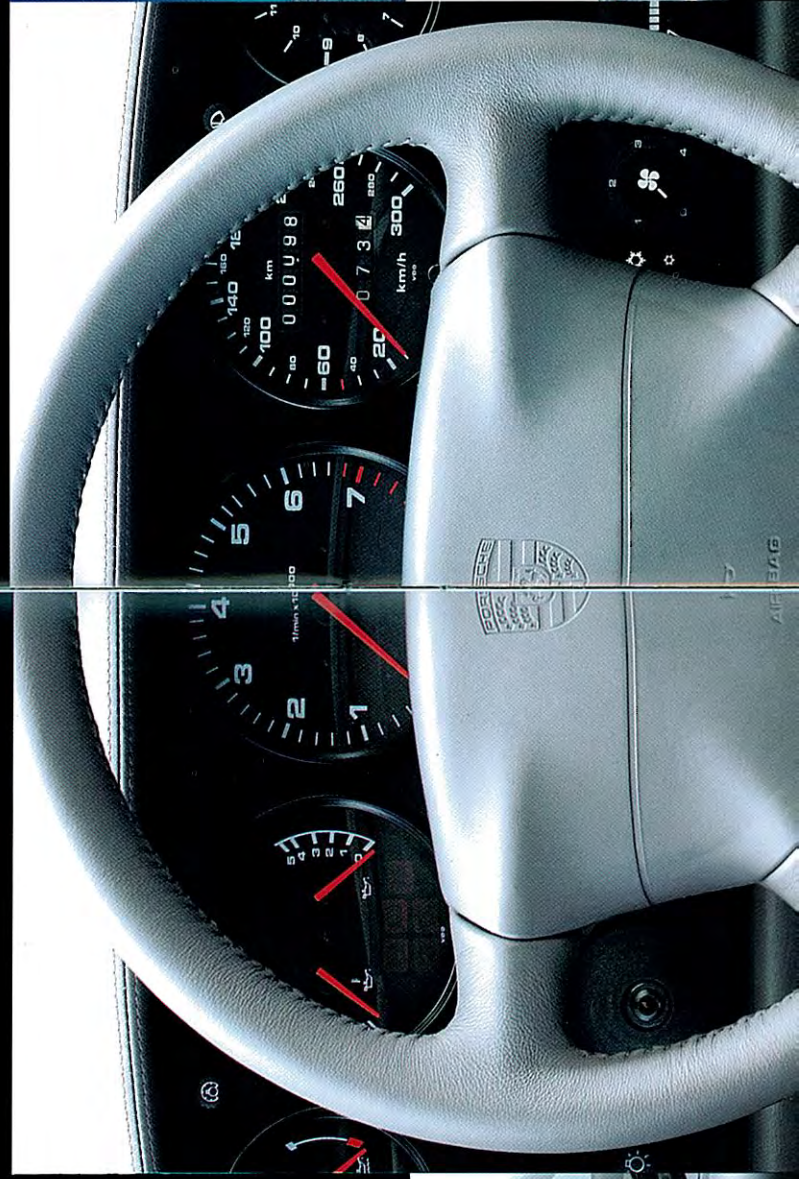


You don't just make a Cabriolet by removing the roof. For real open top driving excitement you need a real sports car. The 911 Carrera Cabriolet is built for pure driving pleasure. The fully electric roof provides safety and security, and is quickly and easily operated.

And for added convenience, the optional Wind Deflector reduces wind buffeting, increases driving comfort and provides cover and protection for your valuables (bottom left).



**The new
911 Carrera Cabriolet:
a breath of fresh air.**





The new 911 Carrera 4 benefits from an improved dynamic 4 wheel drive system coupled with the new ABS 5 braking system. Such a powerful alliance delivers outstanding roadholding and ensures driver control whatever situation or road conditions prevail.

Under normal conditions, the drive is characteristic of the 911 Carrera 2 with virtually 100% power driven through the rear axle. However, if loss of grip is detected in the rear wheels, 50% of the power may be transferred to the front wheels, depending on driving and road conditions. Such an instantaneous transfer of power, provides a rewarding drive whilst maximising active safety. The addition of a limited slip differential, as standard, is further evidence of Porsche's commitment to producing the ultimate handling performance car.



The new Carrera 4: 911% Roadholding.



Engine

Design
air-cooled 6 cylinder light alloy horizontally opposed engine
Capacity cm³
Output
Max. torque
Compression ratio
Mixture control

3600
200 kW (272 PS)
330 Nm (33.6 kpm)
11.3 : 1
Digital Motor Electronics (DME) with "Electronic Octane™ Knock Control", idle stabiliser and deceleration fuel cut off

Transmission

Basic concept
Manual transmission
Rear mounted engine and transmission light weight strut axle (LSA)
6 forward gears, 1 reverse gear,
fully synchronesh, dynamic all wheel drive with viscous coupling

Weights

Unladen weight to DIN 1420 kg
Maximum permitted weight 1760 kg

Performance

Maximum speed 270 km/h (168 mph)
Acceleration
0-100 km/h (0-62 mph) 5.5 secs.

Fuel consumption in accordance with EC Standard 80/1268 in l/100 km

at a constant	90 km/h	7.5 l
	56 mph	37.7 mpg
at a constant	120 km/h	9.2 l
	75 mph	30.7 mpg
in the EC urban exhaust cycle		17.6 l
		16.0 mpg

Note: Tiptronic S not available on Carrera 4

The Porsche 968 is a true sports car in every sense of the word. Its four cylinder normally aspirated engine has the highest output and torque in its class. The 968 is available with a 6 speed manual or optional Tiptronic, the unique Porsche automatic gear box. And the braking system, tried and tested on the racetrack, is built to meet the toughest demands. As a distinctive Coupe or elegant Cabriolet, the 968 combines performance with style.



No saloon car parts included; and that's guaranteed: the Porsche 968.

Engine

Design water-cooled 4 cylinder 4 stroke petrol engine 2990
Capacity cm³ 176 kW (240 PS)
Output 305 Nm (31.0 kpm)
Max. torque 11.0 : 1
Compression ratio

Mixture control

Digital Motor Electronics (DME) with "Electronic Octane™ Knock Control", idle stabiliser and deceleration fuel cut off, Variocam™ Valve timing

Transmission

Basic concept
Front mounted engine and rear wheel drive in transaxle design, transmission mounted on rear axle
6 forward gears, 1 reverse gear, fully synchromesh
4 forward gears, 1 reverse gear, parking lock, keylock and shiftlock, automatic and manual gate, rear wheel drive

Manual transmission

Tiptronic

Weights

Unladen weight to DIN 1370 kg [1400 kg]
Coupe 1440 kg [1470 kg]
Cabriolet
Max. permitted weight 1730 kg [1760 kg]
Coupe 1790 kg [1820 kg]
Cabrio

Performance

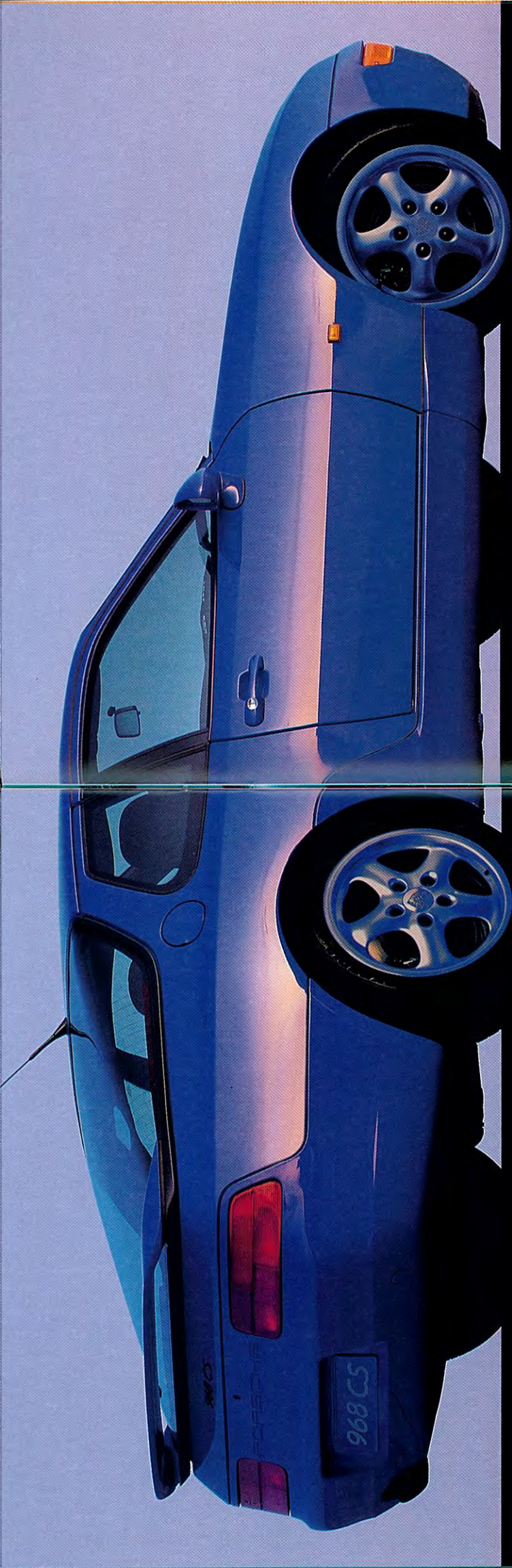
Maximum speed 252 km/h (157 mph) [247 km/h (153 mph)]
Acceleration 0-100 km/h (0-62 mph) 6.5 secs. [7.9 secs.]

Fuel consumption in accordance with EC Standard 80/1268 in l/100 km

at a constant	90 km/h	7.2 l	[7.1]
at a constant	56 mph	39.2 mpg	[39.5 mpg]
at a constant	120 km/h	8.8 l	[8.7 l]
at a constant	75 mph	32.1 mpg	[32.4 mpg]
in the EC urban exhaust cycle		14.8 l	[15.5 l]
		19.1 mpg	[18.1 mpg]

[] Values apply for Tiptronic





Voted Car of The Year by Autocar & Motor when introduced in 1993, the 968 Club Sport is now refined and improved. Features such as electric windows, door mirrors and sunroof, central locking and alarm system, standard front seats and rear seats enhance the Club Sport's exhilarating ride. Available with 6 speed manual transmission only. For technical details see previous page.

**The 968 Sport –
the soul of a Club Sport
with added comfort.**

By reducing weight by 100 kg and lowering the suspension of the 968, Porsche has produced a unique driving experience. The lightweight Club Sport interior is enhanced by RS style bucket seats. The 17" light alloy wheels provide added roadholding. The 968 Club Sport is truly a thoroughbred sports car, so much so that when it was introduced in 1993, it received Car of The Year (Autocar & Motor), Performance Car of The Year (Performance Car) and Best Handling Car (Autocar & Motor) awards from the UK press.



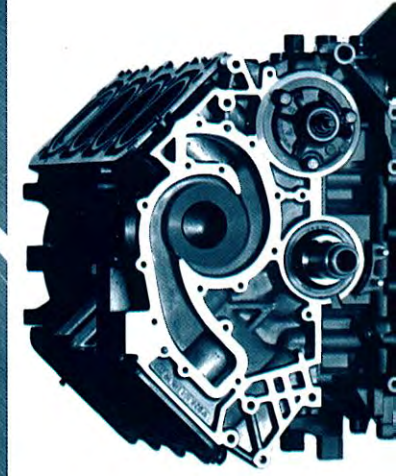
**Reduced weight.
Increased performance.**



The difference between an executive saloon and a true Gran Turismo is the detail. A braking system which has been tried and tested on the racetrack, a transaxle design for optimum weight distribution and balanced driving characteristics, and a Porsche limited slip differential for added safety and performance. All combine in an extremely powerful car, fitted with every luxury needed to transform a long drive into a wonderful journey.



**Speed and performance
might be a part of every-
day life; stress needn't be:
the Porsche 928 GTS.**



**Engine
Design**

water-cooled 8 cylinder,
V configuration,
light alloy engine
5397
257 kW (350 PS)
500 Nm
10.4 : 1
Digital Motor Electronics
(DME) with "Electronic
Octane™ Knock Control",
idle stabiliser and deceler-
ation fuel cut off

Capacity cm³
Output
Max. torque
Compression ratio
Mixture control

**Transmission
Basic concept**

Manual transmission

Automatic

4 forward gears,
1 reverse gear,
parking lock

Weights
Unladen weight
Max. permitted weight

1620 kg [1640 kg]
1960 kg [1960 kg]

Performance

Maximum speed
Acceleration

275 km/h [275 km/h]
(171 mph)

0-100 km/h (0-62 mph) 5.7 secs. [5.9 secs.]

**Fuel consumption in accordance with
EC Standard 80/1268 in l/100 km**

at a constant	90 km/h	9.8 l	[9.8 l]
at a constant	120 km/h	12.0 l	[11.9 l]
in the EC urban exhaust cycle	20.7 l	[23.8 mpg]	[18.8 l]
	20.7 l	[13.6 mpg]	[15.0 mpg]

[] Values apply for automatic

Emotion follows function.

Some of the vehicles illustrated are fitted with optional equipment only available at extra cost. Porsche reserve the right to modify or alter design or specification without prior notification. Specification correct at time of going to press. Porsche is a registered trademark of Dr. Ing. h. c. F. Porsche AG.

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