



PORSCHE



The models shown in this brochure feature specifications available for the German market. In some cases they include special equipment which is not part of standard specifications and is available only as an extra-cost option. Availability of models may vary from country to country due to local restrictions and regulations. Please consult your nearest official Porsche

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The 911



The Porsche 911 is more than just a car, it's an idea crafted in metal. The idea was to take an out and out sports car, refine and perfect it over 30 years of continuous development, and produce a comfortable, safe car suited to everyday use on today's roads – whilst remaining totally faithful to its sporting pedigree.

Everything is designed around the driver, with the aim of making the 911 the ultimate expression of personal freedom for every driver, unsurpassed for performance, individuality, automotive engineering, and sheer driving pleasure.

The 911

8 x 911

The 911 driver becomes one with the car, revelling in the speed and precision of its responses.

Enjoying the feeling that a uniquely competent piece of machinery will translate every decision effortlessly into action.

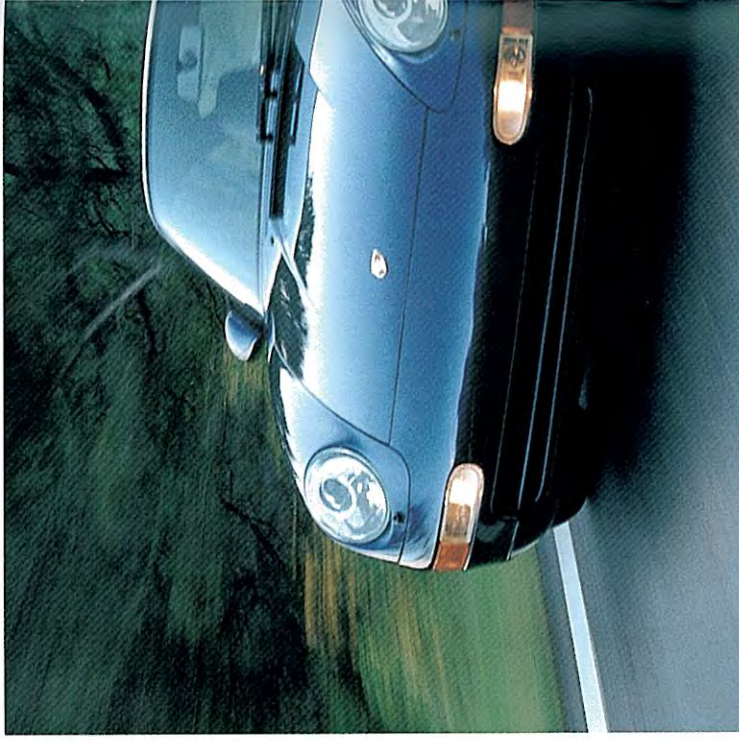
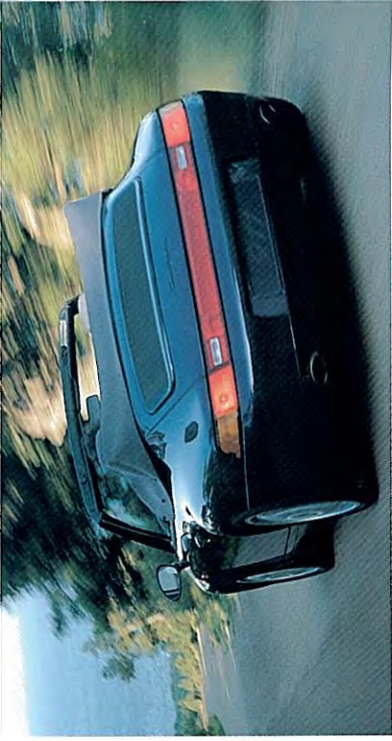
Whatever the situation, whatever the speed, the driving experience is one of safety, precise control, and pure exhilaration.

You have a choice of 8 variations on this theme:

The 911 Carrera

The 911 Carrera is the purest embodiment of the 911 idea. Good ideas are timeless. Today's Carrera doesn't have a single component in common with the first 911, launched in 1963, except for the Porsche crest.

The flat-six engine offers the right performance for every road situation, producing 210 kW (285 HP) at 6100 rpm. The impressive smoothness is comparable with that of an 8-cylinder engine.



The 911 Carrera 4

In the 911 Carrera 4 version, we take the liberty of giving the driver a bit of extra help, when necessary. With four-wheel drive, ensuring increased safety and improved traction.

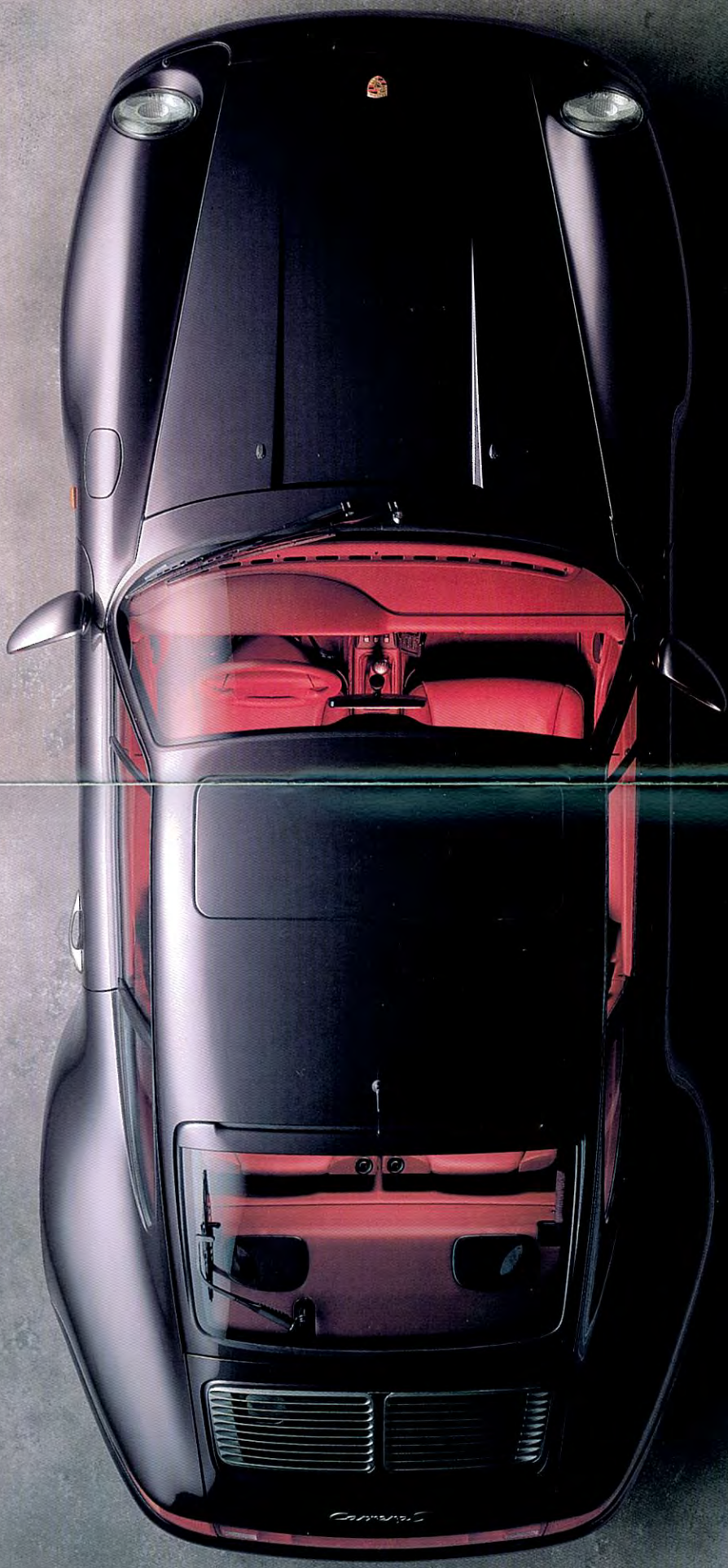
But you won't feel any difference behind the wheel of the 911 Carrera 4 compared to the rear-wheel drive 911 Carrera. In every situation and at all speeds, its agility and handling give you the confidence inspired by perfection.

The 911 Cabriolets

An empty road unfolds in front of you. The sky is blue. You are not interested in when you arrive – it's the getting there you want to enjoy.

All it takes is a touch of a button to lower the hood and let the sun in. Fully automatically. Then it's fresh-air fun all the way.

Choose between the 911 Carrera Cabriolet and the 911 Carrera 4 Cabriolet.



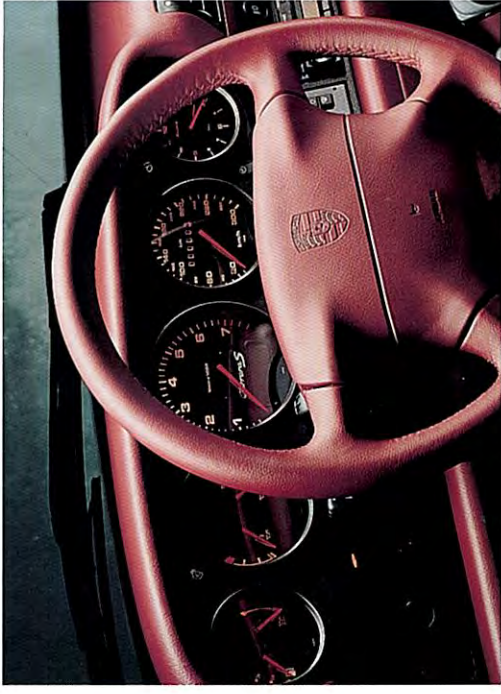
The new 911 Carrera S

Lowered suspension? Yes.

Wider wheels

and flared body? Yes.

More equipment? Yes.

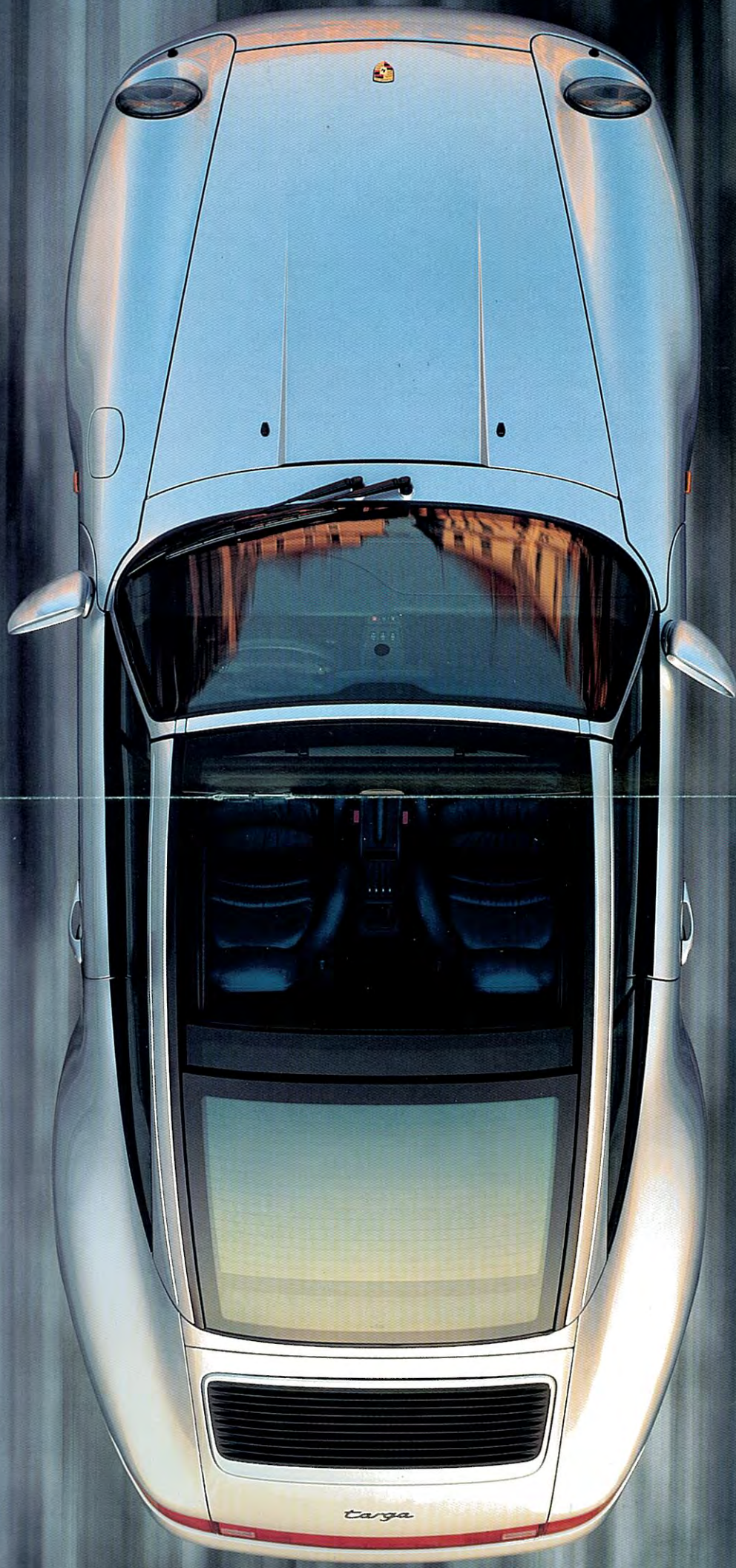


More equipment as standard

The new 911 Carrera S offers a higher equipment level both inside and out. Nothing has been overlooked: the suspension has been lowered by 10 mm at the front and 20 mm at the back. The nose, rear, flared sills, and wide rear body are those of the Carrera 4S, giving the car Turbo looks. Its spoiler grating is split down the middle and painted in body colour. It has 17-inch wheels and wheel

centres with the coloured Porsche crest. The car is available with a 6-speed gearbox or Tiptronic S. The model designation "Carrera S" appears on the engine compartment lid and on the speedometer. The door panels and sunvisors are covered in textured black leather. The hand brake has a new cover, painted steel grey. The same colour is used for the button on the hand brake, the door sills,

instrument rims, and the new, ball-shaped gear lever knob. On request, the 911 Carrera S is available in a special colour called "Yesuvius metallic". The model designation on the rear of the car, wheel centres, outside mirrors, door handles and spoiler grating are all painted steel grey. This specification is available as standard. The only additional charge is for Tiptronic S.



The new 911 Targa

For some drivers a coupe is too closed, a cabriolet too open.

Some drivers only want the open-top experience once in a while, making even the drive to work feel like a holiday.

The 911 Targa is the model for them. It has a fixed glass roof with an electrically powered centre

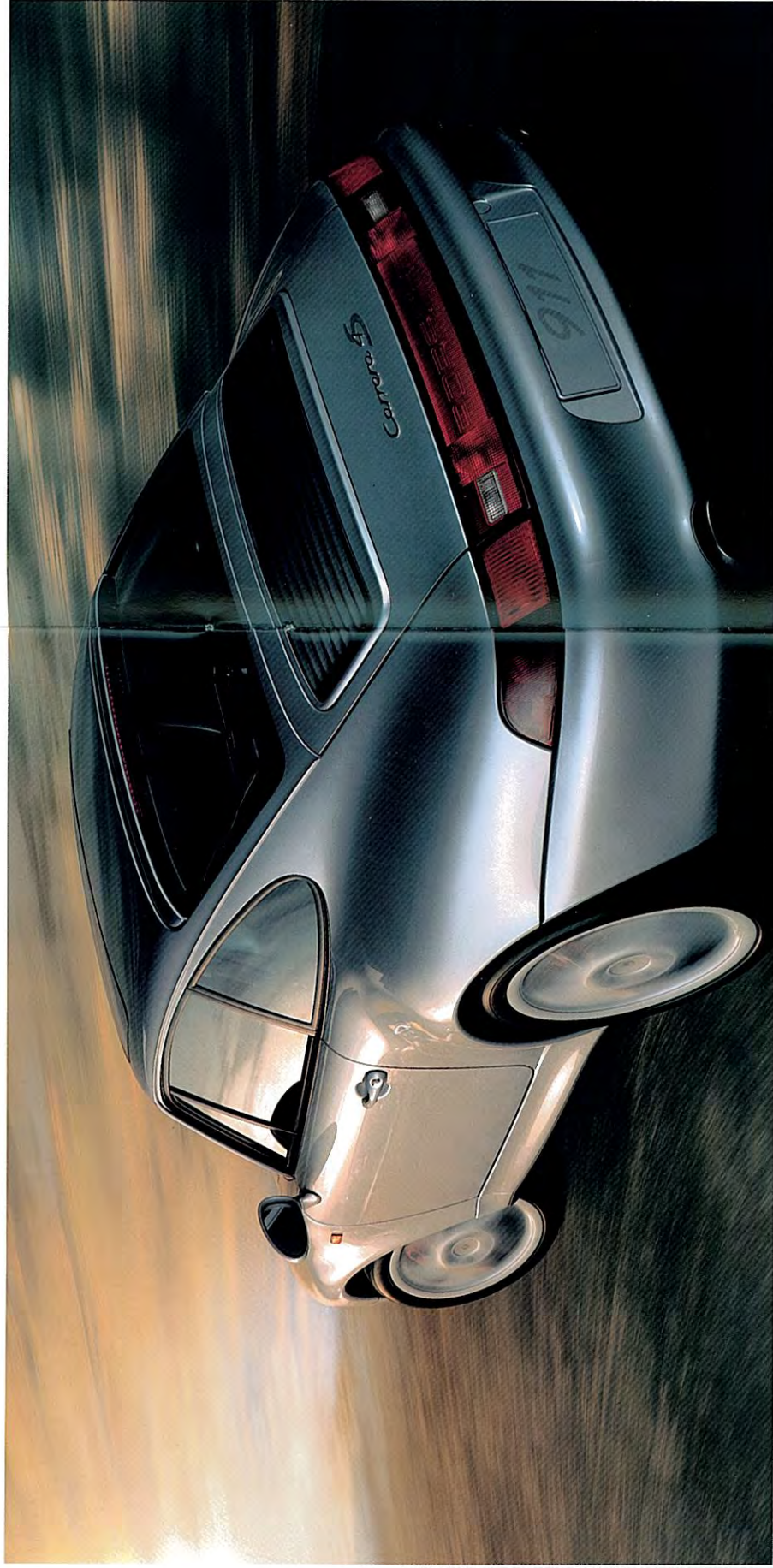
section which slides back under the rear window at the touch of a button.

Even with the roof closed, you get an outdoor feeling. An integrated wind deflector offers protection from wind buffeting, and an electrically operated sunblind cuts out unwanted sun.

The glass roof retracts into the body, retaining the classic lines of the 911.

Driving a Porsche has always been associated with an open mind. The reward is now a whole new form of openness.





The 911 Carrera 4S

First: four-wheel drive.

Second: Turbo brakes and Turbo looks.

Third: Turbo interior.

Fourth: 911 Carrera 4S.

The result is a feast for the eye: the car has lowered suspension, and features the nose and braking system of the 911 Turbo, denoted by red brake calipers.

It has flared sills, a roof spoiler, flared rear body, 18-inch wheels, and a dynamic differential locking system (ABD/ASR).

Standard equipment also includes air conditioning, trip computer,

all-leather interior, electric seat adjustment, rear wipers, and 10-speaker-in-car entertainment.

The 911 Carrera 4S offers you not only visual enhancements, but also impressive engineering benefits.





The 911 Turbo

The 911 Turbo incorporates advanced technology, and demonstrates the potential of the 911 design. The 911 Turbo was conceived and built by motorsport enthusiasts,

and performance is the key to every aspect of its design. It is intended for drivers who demand top performance, and are in turn prepared to give top performance. But the 911 Turbo is also amazingly at ease in everyday driving conditions.

Exhaust emission monitoring is built in, and the OBD II on-board diagnostics system reports any malfunctions immediately. The 911 Turbo is better at being a civilized everyday car than its competitors will ever be at delivering sports car performance.



**2 exhaust-driven turbochargers,
2 intercoolers, 2 bypass valves,
2 catalytic converters, 1 hot
film air mass probe.**

**The result: 300 kW (408 HP)
at 5750 rpm and 540 Nm at
4500 rpm.**

For further information see the separate
911 Turbo catalogue.

Changing gear at the touch of a button: Tiptronic S

Automatic or manual transmission? Up until now, the decision on how you want to drive for the next 100,000 miles had to be made at the time of purchase. In town, it's convenient to have an automatic. Out of town, you want to do the gear changing yourself. Now you no longer have to make this decision when buying the car, but whenever you take the wheel.

With Tiptronic S.

You can choose between automatic mode, manual mode, and two rocker switches on the steering wheel activated by your thumbs. There's no need for the clutch, just press up to change up, and down to change down (a system not unlike the one used in Formula 1 racing cars). The gearbox reacts instantly, with traction being interrupted for only the barest fraction of a second. A gear change takes about 0.2 s (a manual change takes around twice as long), and it's impossible to miss a gear. With Tiptronic S, driving the 911 becomes even more effortless.



Adding to the pleasure of Porsche ownership

Porsche Selection

The Porsche Selection is an exclusive collection of personal accessories and clothing designed with you and your Porsche in mind. The individual items have been chosen because they are timeless, exclusive, and different.

Even when it comes to little things, we believe that we should take the same care in making our selection.

Porsche Tequipment

Porsche Tequipment offers you a range of accessories to equip your Porsche the way you want it.

These products are designed to fit your car to perfection, and do not affect your warranty in any way. Just in case the standard equipment of your Porsche is a bit too standard for your taste.

Porsche Exclusive

Porsche Exclusive provides a number of suggestions on how you can have your Porsche customised while it is being built and make it a

truly unique car. In looks, technical specification, or both. Whatever your choice, it will be a handbuilt car. And there's virtually nothing we can't do.

Porsche Travel Club

The Porsche Travel Club offers holiday excitement and fascinating forms of travel. Exclusive, innovative, different. And perfectly organized, allowing you to relax and enjoy yourself. Book a whole new experience. For further information, please contact your Porsche dealer.

Porsche Support

In addition to new and used Porsches, your official Porsche dealer can supply everything to complement the enjoyment of driving a Porsche: service, advice, original spare parts, accessories, and lots more. Plus a range of finance and leasing options, all from Porsche and offering the quality you associate with the Porsche name.

Pick up a copy of the new Selection, Tequipment and Exclusive catalogues at your official Porsche dealer.





911 Carrera Coupé/Cabriolet



911 Targa



911 Carrera S



911 Carrera 4 Coupé/Cabriolet



911 Carrera 4S



911 Turbo

No. of cylinders	6	6	6	6	6
Power	210 kW (285 HP)	210 kW (285 HP)	210 kW (285 HP)	210 kW (285 HP)	300 kW (408 HP)
Displacement	3600 cm ³	3600 cm ³	3600 cm ³	3600 cm ³	3600 cm ³
Max. torque	340 Nm	340 Nm	340 Nm	340 Nm	540 Nm
at rpm	5250	5250	5250	5250	4500
Drivetrain	Rear wheel	Rear wheel	Rear wheel	All-wheel with visco hang-on	All-wheel with visco hang-on
Gearbox	6-speed	6-speed	6-speed	6-speed	6-speed
Max. speed	275 km/h	275 km/h	270 km/h	270 km/h	290 km/h
Acceleration 0-100 km/h	5.4 s	5.4 s	5.4 s	5.3 s	4.5 s
Unladen weight DIN in accordance with EC standard	1370 kg	1400 kg	1400 kg	1420 kg	1500 kg
	1445 kg	1475 kg	1475 kg	1495 kg	1575 kg
Available with Tiptronic S	Yes	Yes	Yes	No	No

Lease