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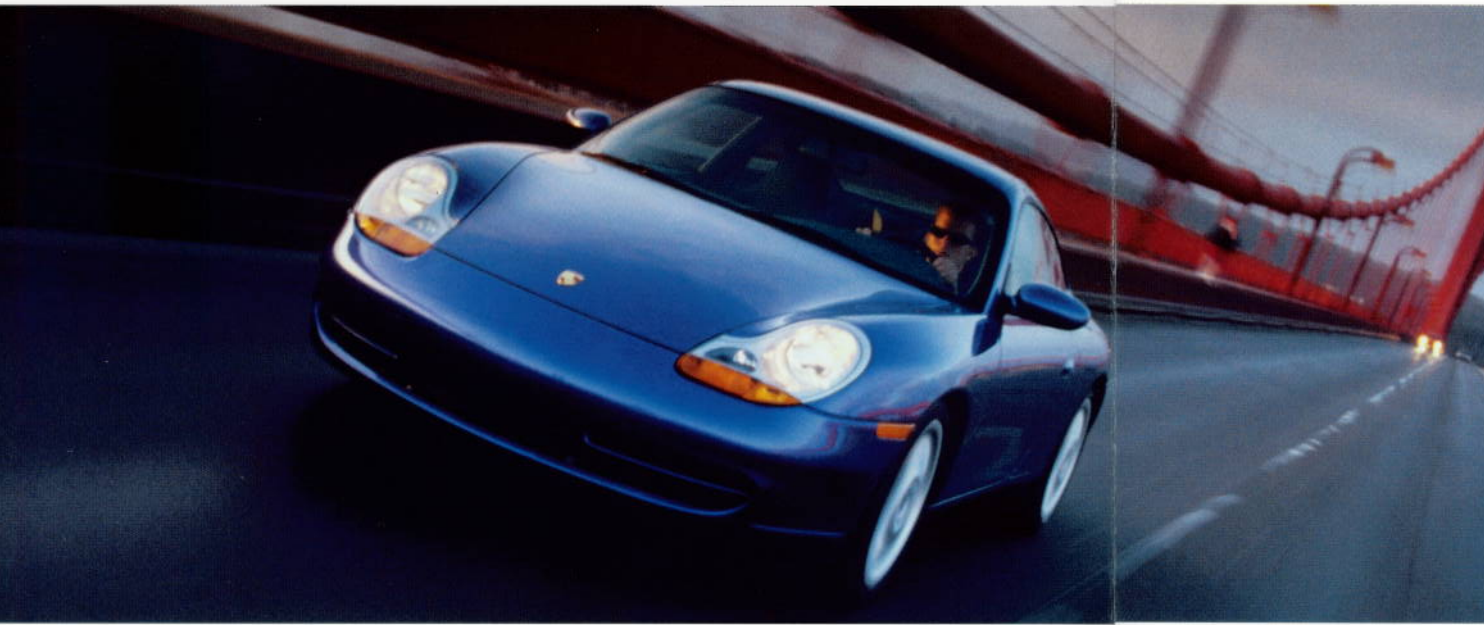
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Evolution 911

No car has a pedigree which can match that of the new Porsche 911. Unmistakably 911 in both design and engineering, it's the logical conclusion of more than 30 years of development. It might share only the Porsche crest with the 1963 car, but that original concept remains intact. Proof, as if it were needed, of its inherent genius.





New power generation

The Carrera's new engine is a major departure for Porsche. The 911's flat-six, like the rest of the car, has been tirelessly refined and updated by Porsche engineers during the last 30 years, yet the switch from air to water cooling is the biggest single change in the engine's history.

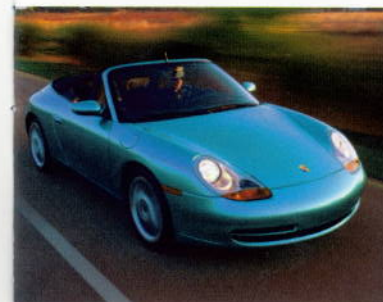
The engine to take the 911 into the next century needed everything that's expected of a Porsche, and more. It had to be

equally at home on the race track and on the public road, so it needed to be super-powerful and possess ample reserves of torque, but it also needed to be economical and make the smallest possible impact on the environment, while remaining compact and utterly reliable.

The solution is an engine that carries over only the basic flat-six theme. A completely new engine. A powerhouse that feels

refined, yet virtually unburstable with a cry as unique as its design. Its water cooling might cause purists initial concern, but it has allowed us to create a benchmark engine, one which meets all known current and future legislative requirements on emissions, economy and noise.

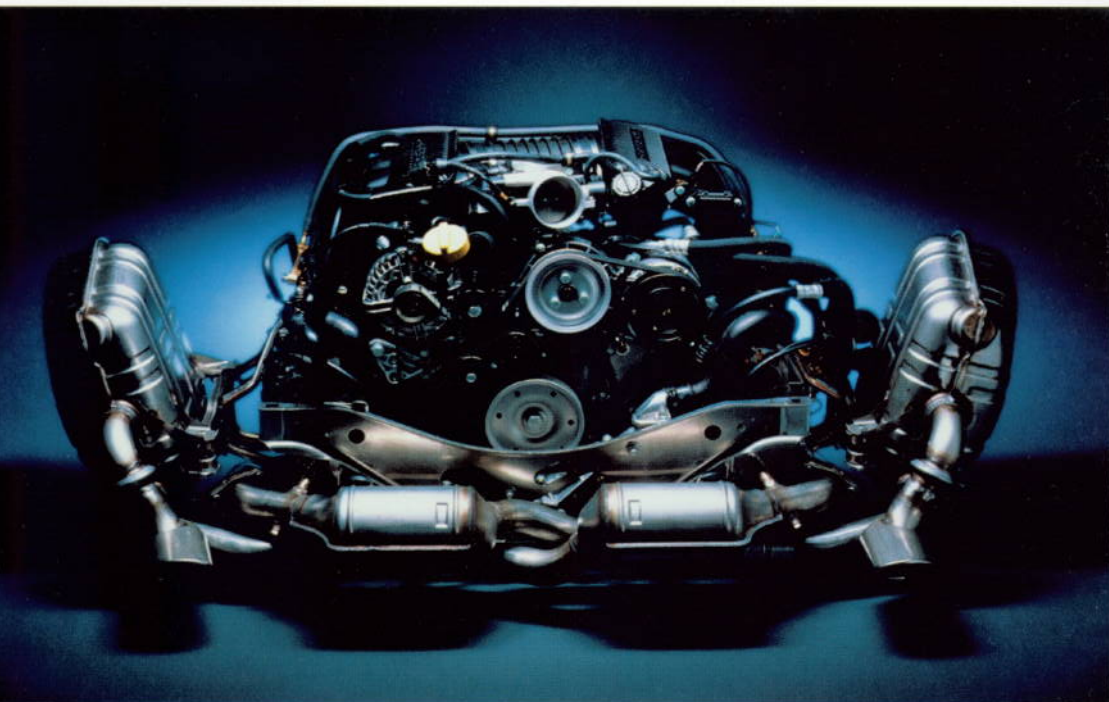
Outstanding engineering is what sets this Porsche engine apart.



The flat six may be water-cooled. But that doesn't mean you can't have fresh air

The evolution of the Porsche 911 continues - with the new 911 Cabriolet. We're sure you'll agree that it's the most elegant 911 Cabriolet ever, but without losing any of its sporting flair. The clear, harmonious lines are pure 911.

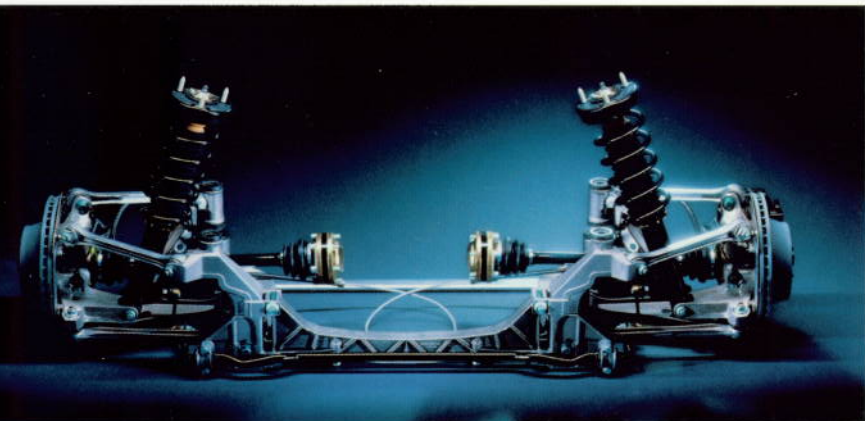
With the hood up, the roof contour flows elegantly into the tail section. The hood box lid and the narrowing of the body on either side alter the appearance of the tail slightly, adding to the unique Cabriolet look.



What hasn't changed is the way we build our engines

**Water-cooled, rear-mounted engine
300bhp, 340Nm
Four-valves per cylinder, VarioCam inlet timing
All-aluminium construction, dry-sump lubrication
Direct ignition, faster response metal catalysts
Six-speed manual gearbox, five-speed Tiptronic S auto
Aluminium, multi-link suspension**

110 per cent 911



Chassis

Porsche's best yet on road or track.

The steering and suspension of the new 911 have been painstakingly developed from its much lauded predecessor.

Our engineers target was to create a chassis with benchmark handling and with outstanding safety no matter how the car was being driven. One that was suitable for the race track, for the roads we drive on every day, and one that was appropriate for a 911.

The beauty of the new 911 chassis is in its detail. Like the lightweight suspension components that help keep sprung and unsprung weight to a minimum, guaranteeing safe, predictable behaviour no matter what the load. Or the extra 80mm in the wheelbase that improves stability and reduces body pitch. Then there's the precision steering. It offers a direct, instantaneous response to steering input and feeds the

driver a constant stream of road data. And when it comes to parking, you'll appreciate its best in class 10.6m turning circle and rapid movement lock-to-lock.

Porsche has never offered the driver a chassis with the sporting potential of the new 911 - let alone one this comfortable.

Transmission

Six-speed manual or five-speed Tiptronic S.

A great engine is wasted without a great gearbox. Porsche offers a choice of two for the new 911.

Both the six-speed manual and the five-speed Tiptronic S have the carefully chosen ratios and the precise, easy action that are the hallmarks of a truly great gearbox.

No matter which you choose, they will allow you to make the absolute most of a truly great engine.

A new shape. A new classic

The design of the new 911 represents the biggest departure in the car's 35-year history. Every panel, every pane of glass, the lights, the door handle, the mirrors - every detail in fact, all new.

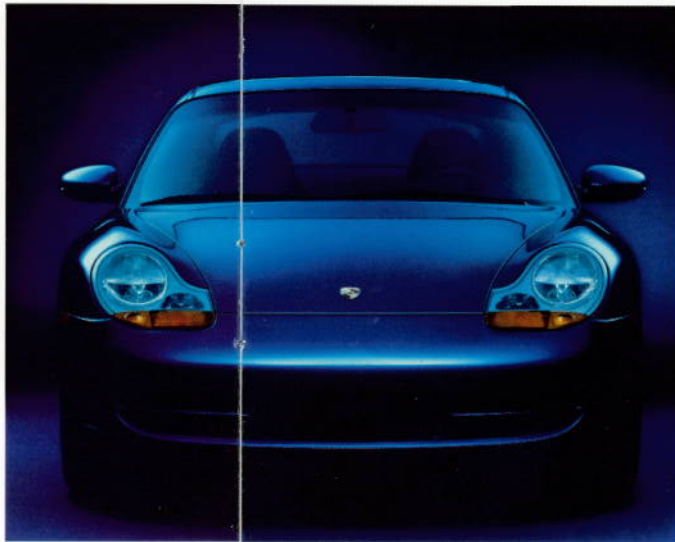
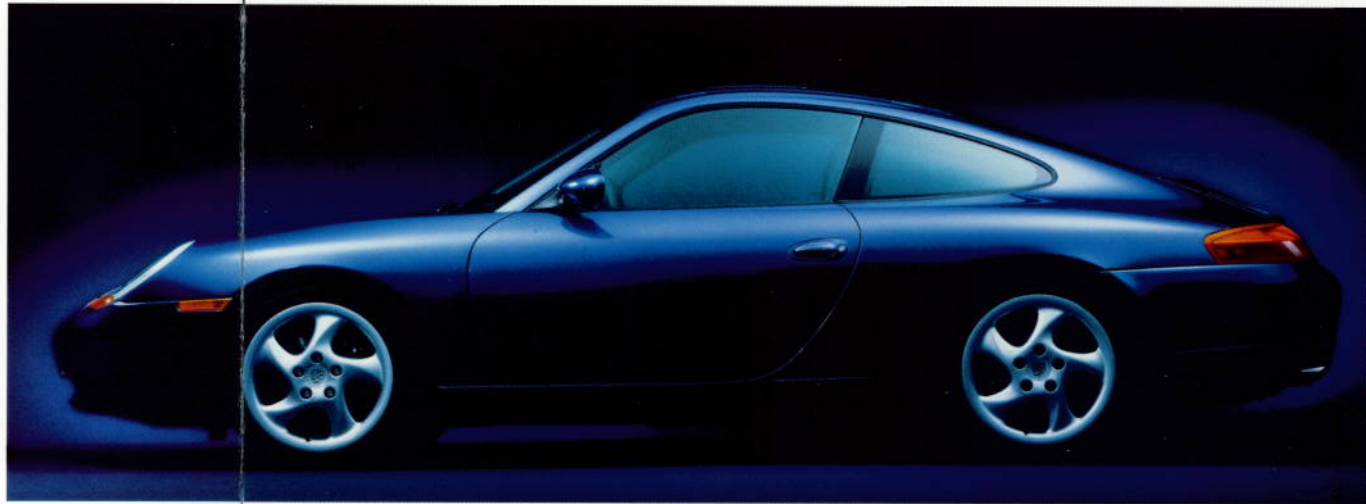
Revolutionary, yet evolutionary.
One hundred per cent new.
One hundred per cent 911.

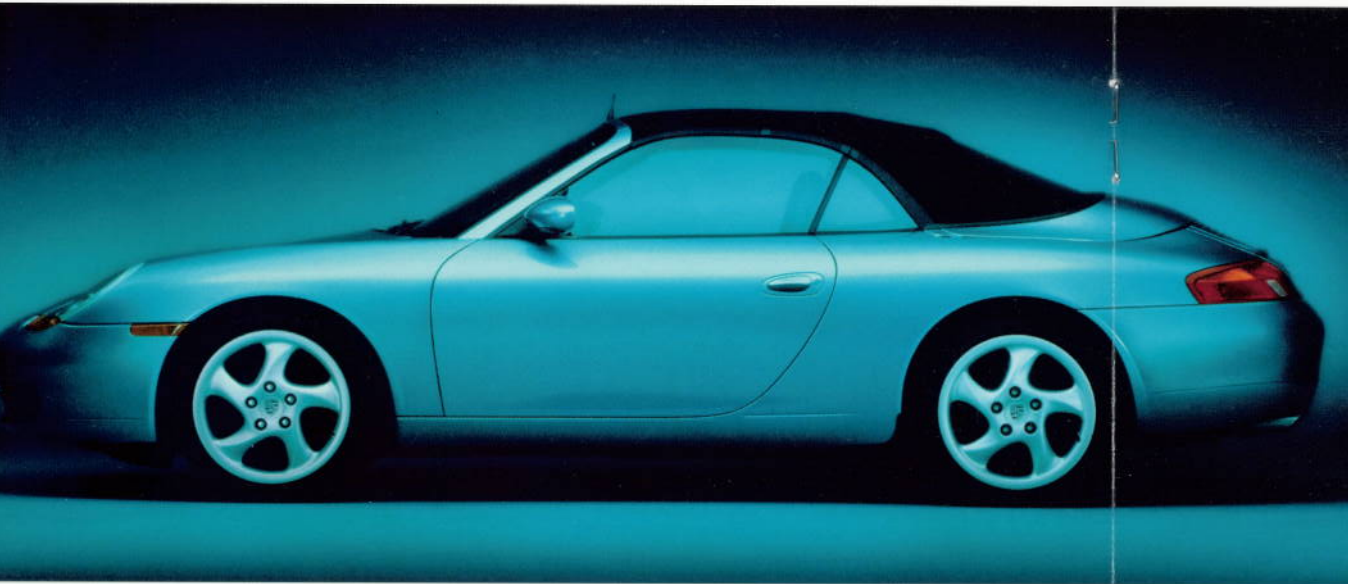
Aerodynamics.

Form must follow function

It's not our philosophy to change our cars just to have something to write about. The changes to the exterior of the new 911 have been dictated by function, not fashion.

The new shape of the 911 has therefore been designed for optimum aerodynamic performance, without undue sacrifice to its aesthetics. As a result, this newest 911 has the lowest ever co-efficient of drag in the car's history, just 0.30.





The sun comes up, and the hood goes down

At the push of a button on the centre console, the hood opens, the side windows are fully lowered, the hood box opens, and the hood is folded away. It's all fully automatic, there's no need to struggle with a release mechanism.

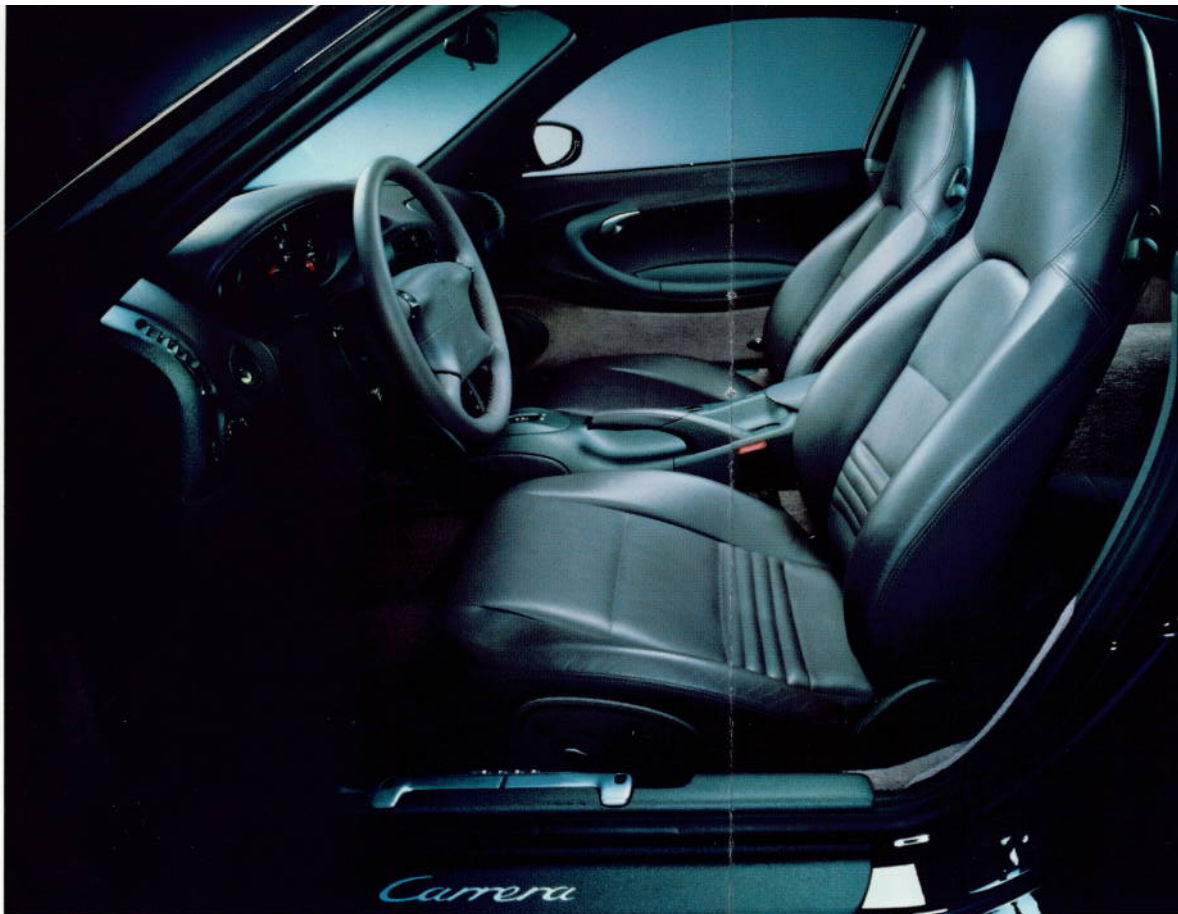
The whole process takes just 20 seconds. The stowed hood takes up less space than any other convertible.



As a special feature of the 911 cabriolet, the hood can also be lowered using the remote control on the vehicle key.



The high-quality hood is made of robust fabric and treated to prevent fading resulting from exposure to ultraviolet radiation. The rear screen is made of plastic, and if necessary can be quickly unzipped and replaced by your Porsche Centre.



**The new 911 interior:
40 years of putting the
driver in front**

Even before you set off, the new 911 begins to weave its magic. Opening the door with its new handles, you notice the solid, weighty feeling. Shut the door and there's a satisfying clunk.

The smell of leather tells you craftsmen have been at work. The seats are firm, with superb lateral support, and the steering wheel feels good.

Nothing obscures the instruments. Rev counter in the middle, the others a bit closer together. Turn the key (on the right of the column), and both instruments and engine spring to life.

You notice that the instrumentation and controls have been completely redesigned. As pleasing to the fingers as to the eyes.

You won't find anything that isn't needed - this is no place for faddish extras. You may not see it, but you'll soon find that every switch is exactly where your hand expects it to be. You operate them almost by intuition. Everything is designed around the driver, just like in racing, allowing the perfect symbiosis of driver and car.

Our designers have always believed nothing should distract the 911 driver from the experience of driving a Porsche. In creating the safest, most comfortable, most refined 911 yet, we haven't forgotten why you've chosen a 911.

**The standard hardtop.
For that Coupe feeling**

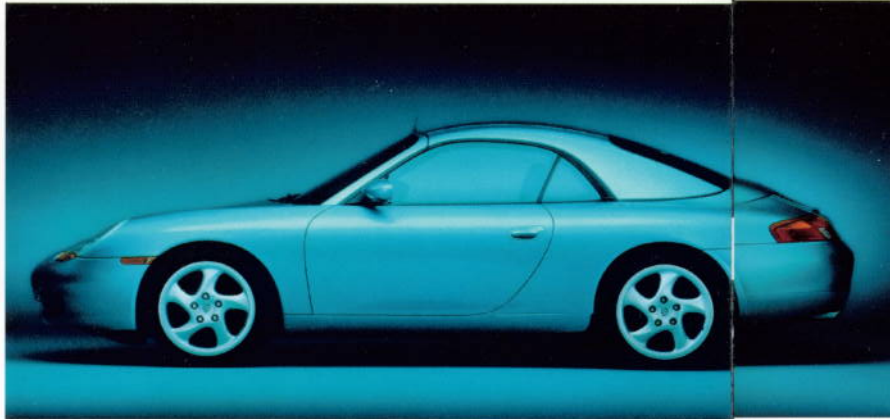
The standard hardtop proves that the 911 Cabriolet is a highly practical car, suited to everyday use. Weighing just 33kg, the hardtop is made from tough aluminium which, unlike plastic, does not shatter on impact.

After positioning the hardtop on the car, it is manually secured to the windscreen surround with a central latch and at the rear of the car is held in place with a pair of bayonet latches. These catches also provide the electric contact for the heated rear screen - a solution which is both convenient and safe. While the hardtop is on the car, the hood mechanism is blocked. This arrangement prevents damage to the hood or hardtop if the hood is activated accidentally.

Roof transport system

The optional roof transport system increases the load capacity of the new 911 Cabriolet by up to 75kg - whether with the hood open or closed, or with the hardtop in place.

This patented mounting system offers several advantages: paint damage is prevented; load capacity is increased; and fitting is easier. The minimal weight of the system (approx. 8kg) makes the system even easier to install.

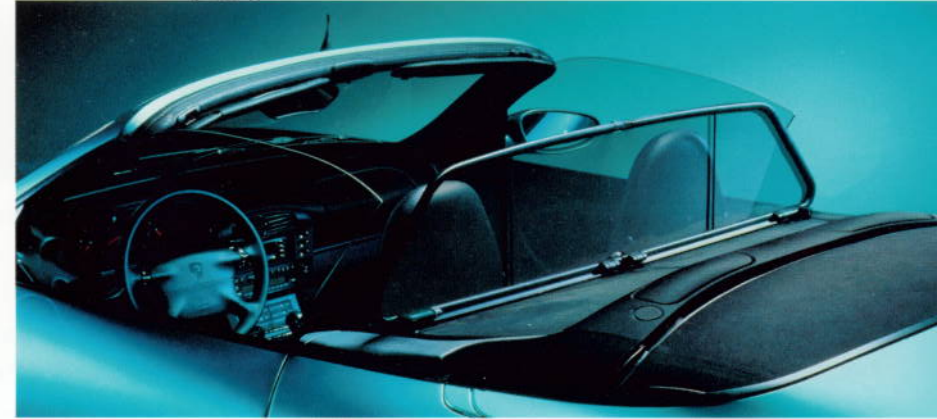


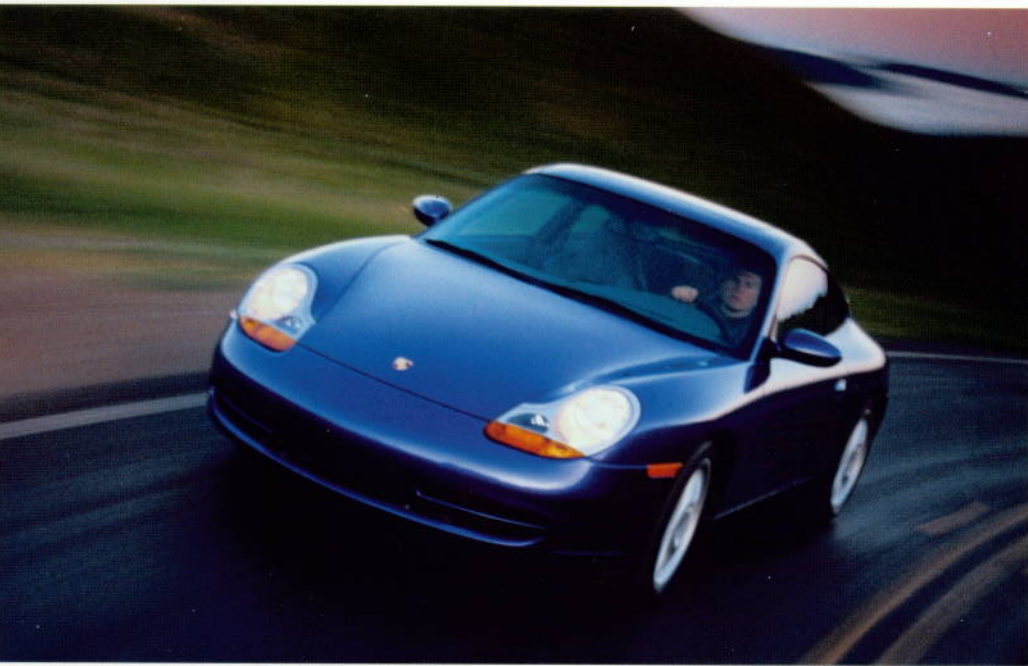
Wind deflector

Available as an optional extra, this device is the product of wind-tunnel research. Consisting of a mesh-covered frame which blends with the lines of the new 911 Cabriolet.

The wind deflector covers the space between the front seats and the roll-over bars, preventing turbulence and providing a pleasant drive.

When the hood is folded away, it is completely stowed within the body of the car, with no hood cover or folds to spoil the styling or hinder rearward visibility. The rear side windows can also be fully wound down.





**Fresh air guaranteed.
Safety built in**

Patented monobloc racing brakes
Four-piston callipers
Cross-drilled internally ventilated discs
Optional traction control
Patented front intrusion protection system
Full-sized driver and passenger airbags
Optional side airbag system

Engineered-in safety

The special requirements of the 911 Cabriolet formed part of the input for the development of the Coupe, so the new 911 Cabriolet has all the equipment and safety features of the Coupe; and lots more besides.

In addition to the reinforced A-pillar, the new 911 Cabriolet features an automatic roll-over protection system designed to protect the occupants if the

car overturns. The Porsche Side Impact Protection System (POSIP), with side airbag and energy absorbing door panel - a unique innovation in this type of car - is also available as an optional extra.

**Passive safety:
Protecting you on
the outside**

Our engineers believe a car that offers the performance of a 911 has to provide the protection to match. That's why we take pride in the new 911 exceeding all worldwide legal requirements regarding frontal, rear and off-set impacts, side intrusion, and roll-over protection. It also means we can offer a 10-year anti-perforation warranty, a three-year paint warranty and a two-year general warranty.

And for the first time, Porsche is offering optional side airbags. Part of the new Porsche Side Impact Protection System (POSIP), the large 30-litre bag forms a cushion between the occupant and the door, protecting the pelvis, chest and head. The POSIP system also includes an extra energy-absorbing panel in the door.

Less noise, more sound

The new 911 is able to meet all worldwide regulations regarding noise without resorting to crude measures like engine encapsulation. Porsche engineers have been able to secure a spectacular reduction in drive-by noise by detailed engineering.

As a result, 10 new 911s make approximately the same amount of noise as one old 911. On the outside that is. On the inside the quality of the engine's note is as true as ever.

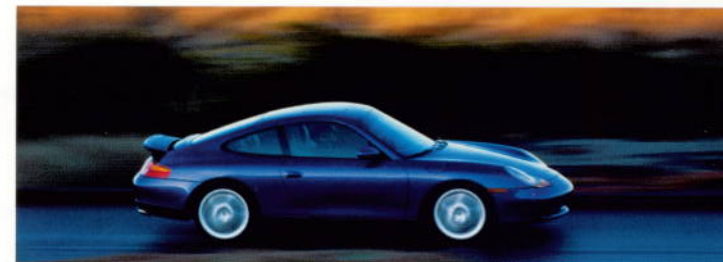
**A life-long commitment
to the environment**

Around 80 per cent of the new 911 is recyclable and all recyclable parts are clearly marked. The exhaust system is fashioned entirely in stainless steel, for example, which won't rust and will last the lifetime of the car.

Around 16 per cent of the car is aluminium. We've also selected various plastics and high-tensile steel, which, as its name suggests, is stronger and can therefore be used more sparingly.

Designed to last a lifetime

Longer service intervals and fewer replacement parts save on resources; and save on workshop costs, too.



Engine		Chassis	
Design	Horizontally opposed	Front axle	McPherson strut ('floating')
No. of cylinders	6	Rear axle	Multi-link axle
Valves per cylinder	4	Steering	Power-assisted (hydraulic)
Effective capacity	3.387cm³	Steering ratio	16.9:1
Bore/stroke	96mm/78mm	Steering-wheel turns	2.98
Power (DIN)	221kW (300bhp)	from lock to lock	
at rpm	6,800	Steering-wheel diameter	380mm
Maximum torque	350Nm	Turning-circle diameter	10.60m
at rpm	4,600	Brakes	4-piston monobloc brake caliper, front and rear, discs internally vented and cross-drilled
Compression ratio	11.3:1		
Engine management, (mixture preparation, ignition)	Bosch M5.2 with high voltage ignition, sequential injection, cylinder-sensitive anti-knock control, stereo Lambda regulation	ABS	Bosch ABS 5.3
		Disc diameter	Front: 318mm Rear: 299mm
Type of fuel	98 octane, unleaded	Disc thickness	Front: 28mm Rear: 24mm
Alternator	1,680W	Wheels	Front: 7J x 17 Rear: 9J x 17
Starter motor	1.8kW		
Battery	70Ah	Tyres	Front: 205/50 ZR 17 Rear: 255/40 ZR 17
		Special options	
Power transmission		Wheels	Front: 7.5J x 18 Rear: 10J x 18
Transmission ratio	Manual gearbox/Tiptronic S		
1st gear	3.82/3.66	Tyres	Front: 225/40 R 18 Rear: 265/35 R 18
2nd gear	2.20/2.00		
3rd gear	1.52/1.41		
4th gear	1.22/1.00		
5th gear	1.02/0.74		
6th gear	0.84/-		
Reverse gear	3.55/4.10	Unladen weight Coupé	
Axle transmission ratio	3.444/3.676		Manual gearbox/Tiptronic S
Clutch diameter	240mm (dual-mass flywheel)	DIN	1,320kg/1,365kg
		According to	1,395kg/1,440kg
		EC guidelines*	

Unladen weight Coupé continued

Maximum permitted total weight **1,720kg/1,765kg**

Unladen weight Cabriolet

Manual gearbox/Tiptronic S
DIN **1,395kg/1,440kg**

According to **1,470kg/1,515kg**

EC guidelines*

Maximum permitted total weight **1,795kg/1,840kg**

total weight

Axle load distribution **38:62**

Maximum load **400kg**

Maximum roof load **35kg**

with Porsche roof **75kg**

transport system

Performance Coupé

Manual gearbox/Tiptronic S

Top speed **280km/h 275km/h**

0-100km/h **5.2s/6.0s**

0-160km/h **11.5s/13.0s**

Flexibility (80-120km/h) **7.1s/6.9s (4th/5th gear)**

Performance Cabriolet

Manual gearbox/Tiptronic S

Top speed **280km/h 275km/h**

0-100km/h **5.4s/6.2s**

0-160km/h **11.9s/13.4s**

Flexibility (80-120km/h) **7.3s/7.1s (4th/5th gear)**

Consumption in litres/100km

According to **Manual gearbox/Tiptronic S**
89/491/EEC

At constant 90km/h **6.8/7.3**

At constant 120km/h **8.7**

City cycle **14.9/15.9**

Three-part cycle **10.1/10.6**

According to **Manual gearbox/Tiptronic S**

93/116/EC

Urban **17.2/18.3**

Out of town **8.5/8.5**

Total **11.8/12.0**

CO₂ emissions g/km **285/290**

Dimensions

Length **4,430mm**

Width **1,765mm**

Height **1,305mm**

Wheelbase **2,350mm**

Ground clearance **100mm**

Track **Front 17": 1,455mm**

Rear 17": 1,500mm

Luggage **130 litres**

compartment

volume (VDA)

Tank capacity **64 litres**

(Refill volume)

* In accordance with EC standards, the unladen weight of the cars is given for standard specification models. Special equipment means greater weight. The luggage given includes 68kg for the weight of the driver and 7kg for luggage.