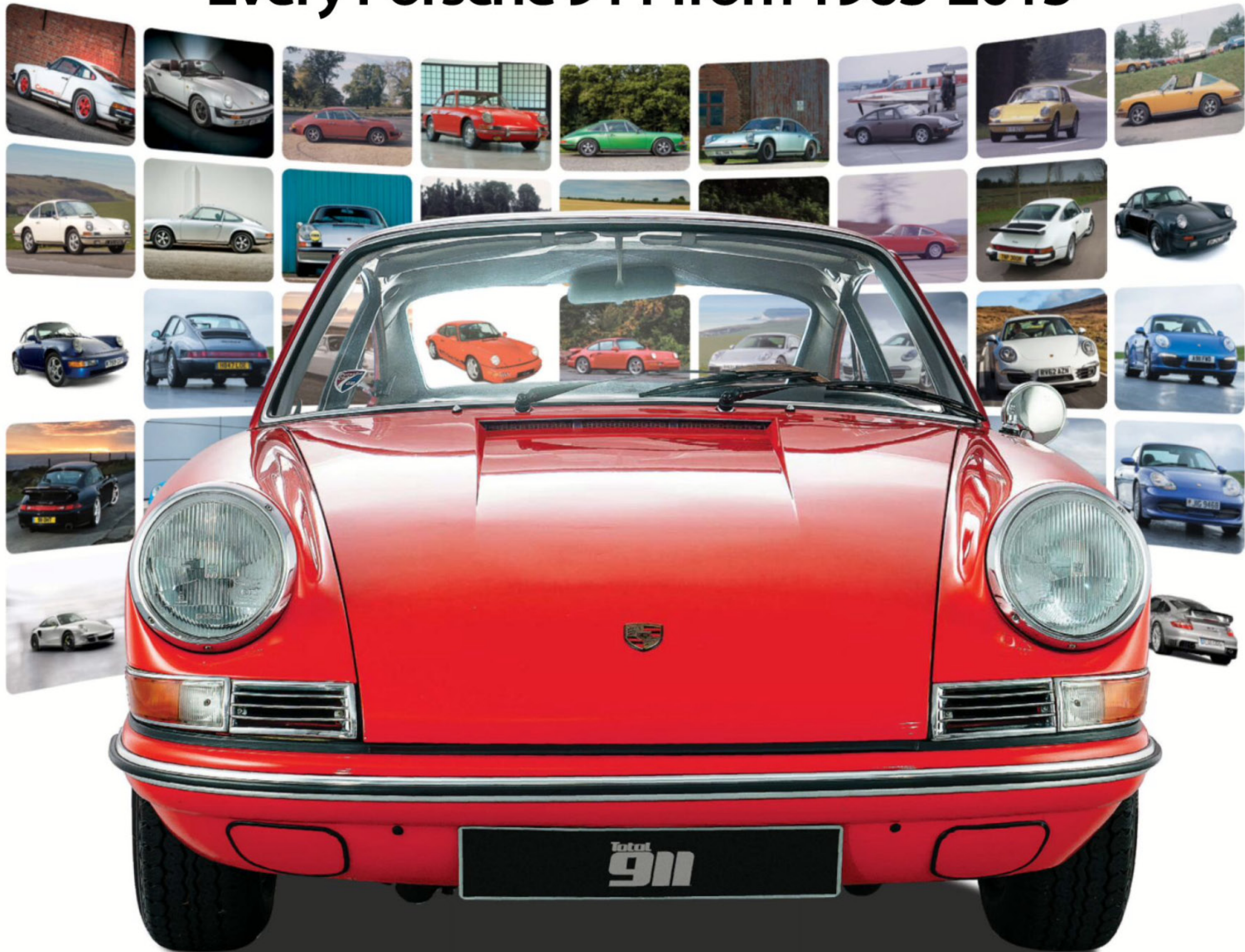


# Porsche 911 Directory

★★★★★  
Every Porsche 911 from 1963-2015









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(0 series)

# 911 2.0-litre

## 1964-67



The 911 that started it all off when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

**Production numbers:** 9,250

**Issue featured:** 106

**Engine capacity:** 1,991cc

**Compression ratio:** 9.0:1

**Maximum power:**  
130bhp @ 6,100rpm

**Maximum torque:**  
149Nm @ 5,200rpm

**0-62mph:** 8.3 sec

**Top speed:** 131mph

**Brakes:**

Front: 282mm discs;

Rear: 285mm discs

**Wheels & tyres:**

Front: 4.5x15-inch; 165/80/R15

Rear: 4.5x15-inch; 165/80/R15

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,075kg



**Total 911 rating:** ★ ★ ★ ★ ★



(O series)

# 911 S

## 1967-68



Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40IDS carburettors.

**Production numbers:** 4,015

**Issue featured:** 114

**Engine capacity:** 1,991cc

**Compression ratio:** 9.8:1

**Maximum power:**  
160bhp @ 6,600rpm

**Maximum torque:**  
179Nm @ 5,200rpm

**0-62mph:** 8.0 sec

**Top speed:** 137mph

**Brakes:**

Front: 282mm discs;

Rear: 285mm discs

**Wheels & tyres:**

Front: 4.5x15-inch; 165/80/R15

Rear: 4.5x15-inch; 165/80/R15

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,030kg

**Total 911 rating:** ★★★★★

(A series)

# 911L

## 1967-68



In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

**Production numbers:** 1,603

**Issue featured:** n/a

**Engine capacity:** 1,991cc

**Compression ratio:** 9.0:1

**Maximum power:**  
130bhp @ 6,100rpm

**Maximum torque:**  
173Nm @ 4,600rpm

**0-62mph:** 8.4 sec

**Top speed:** 132mph

**Brakes:**

Front: 282mm discs;

Rear: 285mm discs

**Wheels & tyres:**

Front: 5.5x15-inch; 185HR

Rear: 5.5x15-inch; 185HR

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,080kg

**Total 911 rating:** ★★★★★



(A &amp; B series)

# 911T

## 1967-69

To save money, the 911T's engine used cast-iron cylinder heads, unlike the Biral aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection.

**Production numbers:** 6,318

**Issue featured:** 39

**Engine capacity:** 1,991cc

**Compression ratio:** 8.6:1

**Maximum power:**  
110bhp @ 5,800rpm

**Maximum torque:**  
156Nm @ 4,200rpm

**0-62mph:** 8.8 sec (est)

**Top speed:** 124mph

**Brakes:**

Front: 282mm discs;

Rear: 285mm discs

**Wheels & tyres:**

Front: 5.5x15-inch; 185HR

Rear: 5.5x15-inch; 185HR

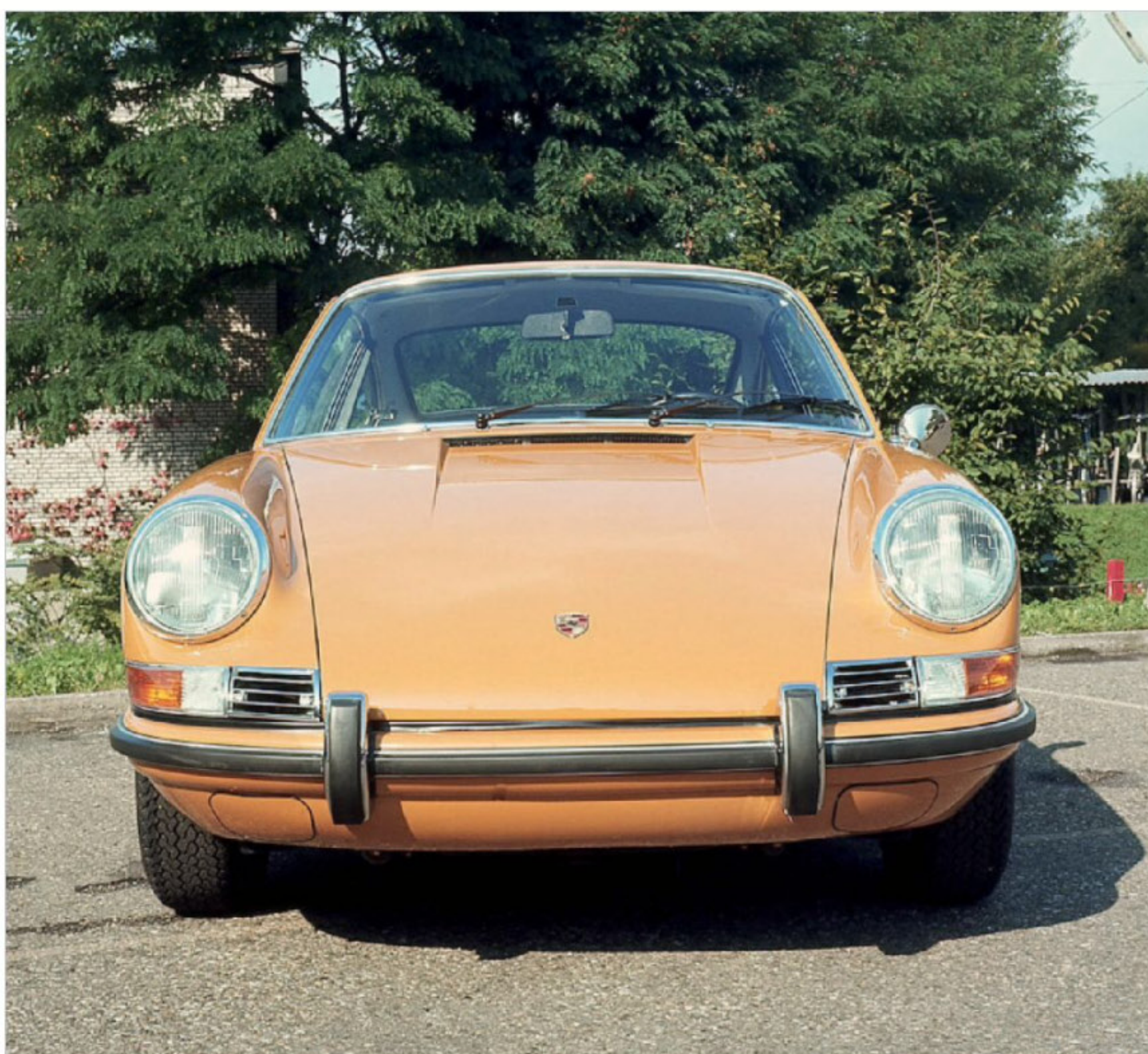
**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,020kg

**Total 911 rating:** ★★★★★





(B series)

# 911E

## 1968-69

The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz' (injection).

**Production numbers:** 2,826**Issue featured:** n/a**Engine capacity:** 1,991cc**Compression ratio:** 9.1:1**Maximum power:**

140bhp @ 6,500rpm

**Maximum torque:**

175Nm @ 4,500rpm

**0-62mph:** 7.6 sec**Top speed:** 130mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 5.5x15-inch; 185HR

Rear: 5.5x15-inch; 185HR

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 1,020kg**Total 911 rating:** ★★☆☆☆

(B series)

# 911S

## 1968-69

Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

**Production numbers:** 2,106**Issue featured:** n/a**Engine capacity:** 1,991cc**Compression ratio:** 9.9:1**Maximum power:**

170bhp @ 6,800rpm

**Maximum torque:**

183Nm @ 5,500rpm

**0-62mph:** 7.0 sec (est)**Top speed:** 140mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185/70/R15

Rear: 6x15-inch; 185/70/R15

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 995kg**Total 911 rating:** ★★★☆☆





(C & D series)

## 911E 1969-71

Engine improvements included revised cylinder heads, larger valves and stronger con rods. 1970 'D' series cars had hot-zinc coated undersides.

**Production numbers:** 4,927

**Issue featured:** 107

**Engine capacity:** 2,195cc

**Compression ratio:** 9.1:1

**Maximum power:**

155bhp @ 6,200rpm

**Maximum torque:**

196Nm @ 4,500rpm

**0-62mph:** 7.0 sec

**Top speed:** 137mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185HR

Rear: 6x15-inch; 185HR

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,020kg

**Total 911 rating:** ★★☆☆☆



(C & D series)

## 911S 1969-71

An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

**Production numbers:** 4,691

**Issue featured:** 112

**Engine capacity:** 2,195cc

**Compression ratio:** 9.8:1

**Maximum power:**

180bhp @ 6,500rpm

**Maximum torque:**

199Nm @ 5,200rpm

**0-62mph:** 6.6 sec

**Top speed:** 145mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185HR

Rear: 6x15-inch; 185HR

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,020kg

**Total 911 rating:** ★★★★★







(C &amp; D series)

# 911T

## 1969-71

Like the E, the 911T's torque curve was now flatter, making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

**Production numbers:** 15,082**Issue featured:** 107**Engine capacity:** 2,195cc**Compression ratio:** 8.6:1**Maximum power:**

125bhp @ 5,800rpm

**Maximum torque:**

169Nm @ 4,200rpm

**0-62mph:** 7.0 sec (est)**Top speed:** 127mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 5.5x15-inch; 165HR

Rear: 5.5x15-inch; 165HR

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 1,020kg**Total 911 rating:** ★★☆☆☆

(E series)

# 911E

## 1972

2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. New 915 transmission was stronger.

**Production numbers:**

4,406 (including F series)

**Issue featured:** 117**Engine capacity:** 2,341cc**Compression ratio:** 8.0:1**Maximum power:**

165bhp @ 6,200rpm

**Maximum torque:**

206Nm @ 4,500rpm

**0-62mph:** 7.5 sec**Top speed:** 137mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185HR

Rear: 6x15-inch; 185HR

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 1,077kg**Total 911 rating:** ★★☆☆☆





(E series)

# 911T

## 1972

A lower compression ratio and Zenith 40 T1N triple-choke carburetors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

**Production numbers:** 16,933  
(including F series)

**Issue featured:** n/a

**Engine capacity:** 2,341cc

**Compression ratio:** 7.5:1

**Maximum power:**  
130bhp @ 5,600rpm

**Maximum torque:**  
197Nm @ 4,000rpm

**0-62mph:** 7.6 sec

**Top speed:** 128mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 5.5x15-inch; 165HR

Rear: 5.5x15-inch; 165HR

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,077kg

**Total 911 rating:** ★★☆☆☆



(E series)

# 911S

## 1972

A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

**Production numbers:**

5,054 (inc. 1973)

**Issue featured:** 120

**Engine capacity:** 2,341cc

**Compression ratio:** 8.5:1

**Maximum power:**

190bhp @ 6,500rpm

**Maximum torque:**

211Nm @ 5,200rpm

**0-62mph:** 6.6 sec

**Top speed:** 140mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185/70/R15

Rear: 6x15-inch; 185/70/R15

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,077kg

**Total 911 rating:** ★★★★★





(F series)

# Carrera 2.7 RS

## 1973



The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. Sport and Touring versions available.

**Production numbers:** 1,590

**Issue featured:** 106

**Engine capacity:** 2,687cc

**Compression ratio:** 8.5:1

**Maximum power:**  
210bhp @ 6,300rpm

**Maximum torque:**  
255Nm @ 5,100rpm

**0-62mph:** 5.6 sec

**Top speed:** 152mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185/70/R15

Rear: 7x15-inch; 215/60/R15

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 975kg (Sport)



**Total 911 rating:** ★ ★ ★ ★ ★



(F series)

# 911E

## 1973



After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

**Production numbers:**

4,406 (including E series)

**Issue featured:** 117**Engine capacity:** 2,341cc**Compression ratio:** 8.0:1**Maximum power:**

165bhp @ 6,200rpm

**Maximum torque:**

206Nm @ 4,500rpm

**0-62mph:** 7.5 sec**Top speed:** 137mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch ATS; 185HR

Rear: 6x15-inch ATS; 185HR

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 1,077kg**Total 911 rating:** ★★☆☆☆

(F series)

# 911S

## 1973



The 911S had same upgrades as the 911E, including deletion of the external oil filler. Also adopted black trim around the front and rear lights and black front quarter grilles.

**Production numbers:** 5,054**Issue featured:** 56**Engine capacity:** 2,341cc**Compression ratio:** 8.5:1**Maximum power:**

190bhp @ 6,500rpm

**Maximum torque:**

211Nm @ 5,200rpm

**0-62mph:** 6.6 sec**Top speed:** 140mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185/70/R15

Rear: 6x15-inch; 185/70/R15

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 1,075kg**Total 911 rating:** ★★★★★

(O series)

# 911T

## 1973

US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

**Production numbers:**

16,933 (including E series)

**Issue featured:** n/a**Engine capacity:** 2,341cc**Compression ratio:** 7.5:1**Maximum power:**

130bhp @ 5,600rpm

**Maximum torque:**

197Nm @ 4,000rpm

**0-62mph:** 7.6 sec**Top speed:** 128mph**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 5.5x15-inch; 165HR

Rear: 5.5x15-inch; 165HR

**Length:** 4,163mm**Width:** 1,610mm**Weight:** 1,077kg**Total 911 rating:** ★★☆☆☆





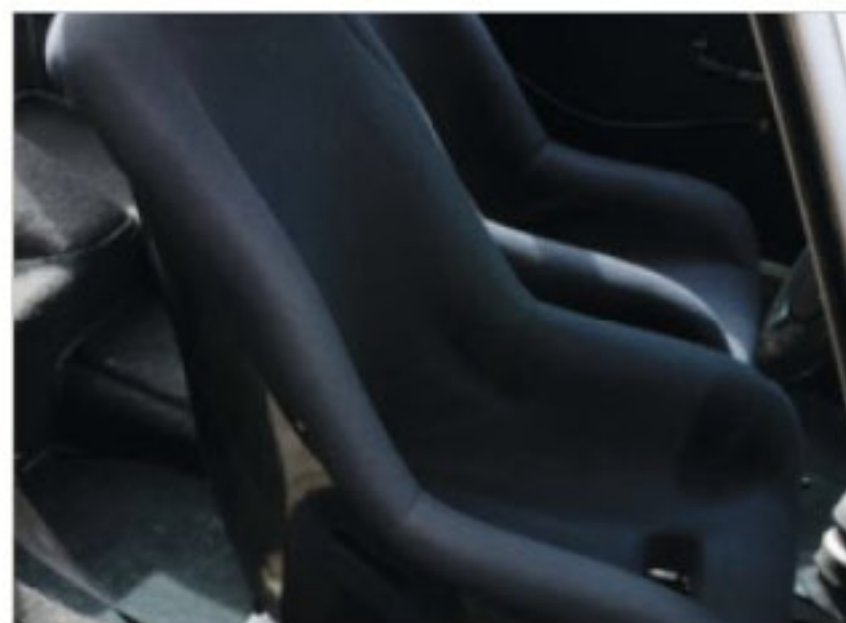
(G, H, I, J series)

## Carrera 3.0 RS 1974

Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear spoiler. Steel arches added by hand at the factory, with 917 brakes.

**Production numbers:** 109  
**Issue featured:** 102  
**Engine capacity:** 2,994cc  
**Compression ratio:** 8.5:1  
**Maximum power:**  
 230bhp @ 6,200rpm  
**Maximum torque:**  
 275Nm @ 5,000rpm  
**0-62mph:** 5.3 sec  
**Top speed:** 152mph

**Brakes:**  
 Front: 300mm discs;  
 Rear: 300mm discs  
**Wheels & tyres:**  
 Front: 9x15-inch; 215/60/VR15  
 Rear: 11x15-inch; 235/60/VR15  
**Length:** 4,135mm  
**Width:** 1,680mm  
**Weight:** 900kg  
**Total 911 rating:** ★★★★★



(G, H, I, J series)

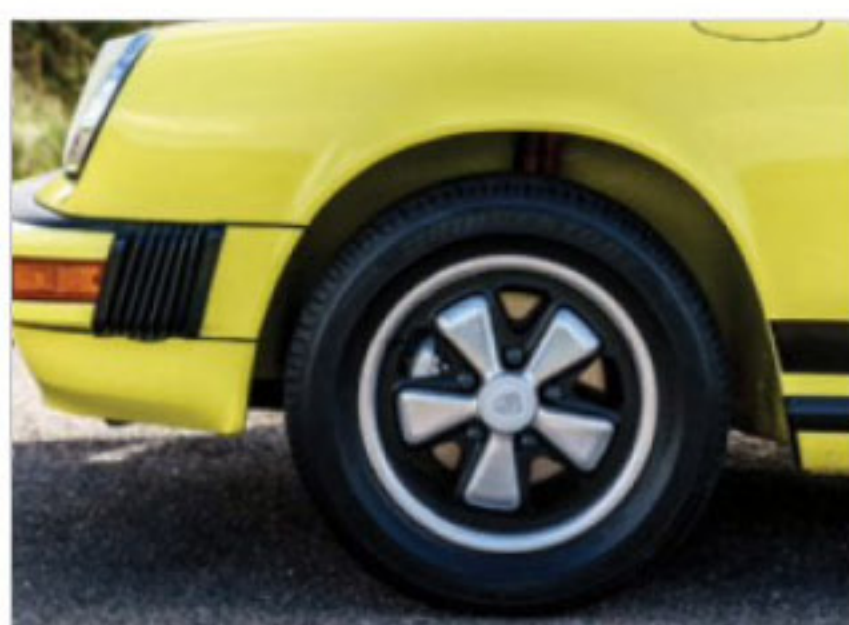
## 911 1974-77

'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

**Production numbers:** 9,320  
**Issue featured:** n/a  
**Engine capacity:** 2,687cc  
**Compression ratio:** 8.0:1  
**Max power:**  
 148bhp @ 5,700rpm  
 (165bhp from '76)  
**0-62mph:** 8.5 sec  
**Top speed:** 130mph  
**Max torque:**  
 235Nm @ 3,800rpm (4,000 from '76)

**Brakes:**  
 Front: 282mm discs;  
 Rear: 290mm discs  
**Wheels & tyres:**  
 Front: 6x15-inch; 185VR  
 Rear: 6x15-inch; 185VR  
**Length:** 4,291mm  
**Width:** 1,610mm  
**Weight:** 1,075kg

**Total 911 rating:** ★★★★★





(G, H, I, J series)

## 911S

### 1974-77



911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

**Production numbers:** 17,124

**Issue featured:** n/a

**Engine capacity:** 2,687cc

**Compression ratio:** 8.5:1

**Maximum power:**

173bhp @ 5,800rpm

**Maximum torque:**

235Nm @ 4,000rpm

**0-60mph:** 7.0 sec

**Top speed:** 142mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185VR

Rear: 6x15-inch; 185VR

**Length:** 4,291mm

**Width:** 1,610mm

**Weight:** 1,080kg

**Total 911 rating:** ★★☆☆☆

(G &amp; H series)

## 911 Carrera 2.7

### 1974-76



From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from '75.

**Production numbers:** 1,667

**Issue featured:** 104

**Engine capacity:** 2,687cc

**Compression ratio:** 8.5:1

**Maximum power:**

210bhp @ 6,300rpm

**Maximum torque:**

255Nm @ 5,100rpm

**0-62mph:** 6.3 sec

**Top speed:** 148mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185VR

Rear: 7x15-inch; 205VR

**Length:** 4,291mm

**Width:** 1,610mm

**Weight:** 1,075kg

**Total 911 rating:** ★★★★★



(I &amp; J series)

## 911 Carrera 3.0

### 1964-67

Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

**Production numbers:** 3,687

**Issue featured:** 3

**Engine capacity:** 2,994cc

**Compression ratio:** 8.5:1

**Maximum power:**

197bhp @ 6,000rpm

**Maximum torque:**

255Nm @ 4,200rpm

**0-62mph:** 6.3 sec

**Top speed:** 145mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 6x15-inch; 185/70/VR15

Rear: 7x15-inch; 215/60/VR15

**Length:** 4,291mm

**Width:** 1,610mm

**Weight:** 1,093kg

**Total 911 rating:** ★★☆☆☆



# 930 3.0

## 1975-77



Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, whaletail spoiler and four-speed gearbox were standard.

**Production numbers:** 2,850

**Issue featured:** 116

**Engine capacity:** 2,994cc

**Compression ratio:** 6.5:1

**Maximum power:**  
260bhp @ 5,500rpm

**Maximum torque:**  
343Nm @ 4,000rpm

**0-62mph:** 5.5 sec

**Top speed:** 155mph

**Brakes:**

Front: 282mm discs;

Rear: 290mm discs

**Wheels & tyres:**

Front: 7x15-inch; 185/70/VR15

Rear: 8x15-inch; 215/60/VR15

**Length:** 4,291mm

**Width:** 1,775mm

**Weight:** 1,140kg (1,195kg from '76)



**Total 911 rating:** ★ ★ ★ ★ ★



## 930 3.3

### 1978-83



Larger engine resulted in an extra 40bhp, and an intercooler on top of the engine led to the adoption of a new 'tea tray' spoiler. Brakes were upgraded from 917 racer.

**Production numbers:**  
5,807 (plus '78-'79 Cali cars)  
**Issue featured:** 104  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:**  
300bhp @ 5,500rpm  
**Maximum torque:**  
412Nm @ 4,000rpm  
**0-62mph:** 5.4 sec  
**Top speed:** 160mph

**Brakes:**  
Front: 304mm discs;  
Rear: 309mm discs  
**Wheels & tyres:**  
Front: 7x16-inch; 205/55/VR16  
Rear: 8x16-inch; 225/50/VR16  
**Length:** 4,491mm  
**Width:** 1,775mm  
**Weight:** 1,300kg

**Total 911 rating:** ★★☆☆☆

## 911 SC

### 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power to suit all markets. Upgraded Sport options were available.

**Production numbers:** 60,740  
**Issue featured:** 110  
**Engine capacity:** 2,994cc  
**Compression ratio:** 8.5:1/8.6:1/9.8:1  
**Maximum power:**  
180/188/204bhp @ 5,500rpm  
**Maximum torque:**  
265/265/267Nm  
**0-62mph:** 6.5 sec  
**Top speed:** 141/146mph

**Brakes:**  
Front: 287mm discs;  
Rear: 295mm discs.  
**Wheels & tyres:**  
Front: 6x15-inch; 185/70/VR15  
Rear: 7x15-inch; 215/60  
**Length:** 4,291mm  
**Width:** 1,626mm  
**Weight:** 1,160kg (1978)

**Total 911 rating:** ★★☆☆☆



## 930 3.3

### 1984-89

Revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

**Production numbers:**  
11,135  
**Issue featured:** n/a  
**Engine capacity:**  
3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:**  
300bhp @ 5,500rpm  
**Maximum torque:**  
432Nm @ 4,000rpm  
**0-62mph:** 5.4 sec  
**Top speed:** 161mph

**Brakes:**  
Front: 304mm discs;  
Rear: 309mm discs  
**Wheels & tyres:**  
Front: 7x16-inch; 205/55/VR16  
Rear: 8x16-inch; 225/50/VR16  
**Length:** 4,491mm  
**Width:** 1,775mm  
**Weight:** 1,300kg (1,335kg from '86)

**Total 911 rating:** ★★☆☆☆



# Carrera 3.2

## 1984-89



Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, and the first production 911 to feature an ECU to control ignition and fuel systems.

**Production numbers:** 70,044

**Issue featured:** 114

**Engine capacity:** 3,164cc

**Compression ratio:** 10.3:1

**Maximum power:**  
231bhp @ 5,900rpm

**Maximum torque:**  
284Nm @ 4,800rpm

**0-62mph:** 5.6 sec

**Top speed:** 152mph

**Brakes:**

Front: 286mm discs;

Rear: 294mm discs

**Wheels & tyres:**

Front: 7x15-inch; 195/65/VR15;

Rear: 8x15-inch, 215/60/VR15  
(16 inches for '89)

**Length:** 4,291mm

**Width:** 1,652mm

**Weight:** 1,210kg



**Total 911 rating:** ★ ★ ★ ★ ★





## 930 SE 1986-89

Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

**Production numbers:** 50 (UK only)

**Issue featured:** 99

**Engine capacity:** 3,299cc

**Compression ratio:** 7.0:1

**Maximum power:** 330bhp @ 5,500rpm

**Maximum torque:** 432Nm @ 4,000rpm

**0-62mph:** 4.6 sec

**Top speed:** 173mph

**Brakes:**

Front: 304mm discs;

Rear: 309mm discs

**Wheels & tyres:**

Front: 7x16-inch; 205/55/VR16

Rear: 9x16-inch; 245/45/VR16

**Length:** 4,491mm

**Width:** 1,775mm

**Weight:** 1,335kg

**Total 911 rating:** ★★★★★



## 959 1986-88

Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

**Production numbers:** 337

**Issue featured:** 108

**Engine capacity:** 2,850cc

**Compression ratio:** 8.3:1

**Maximum power:** 450bhp @ 6,500rpm

**Maximum torque:** 500Nm @ 5,000rpm

**0-60mph:** 3.9 sec

**Top speed:** 196mph

**Brakes:**

Front and rear: Ventilated drilled discs;

4-piston aluminium calipers

**Wheels & tyres:**

Front: 8x17-inch; 235/45/ZR17

Rear: 9x17-inch; 255/40/ZR17

**Length:** 4,260mm

**Width:** 1,840mm

**Weight:** 1,450kg

**Total 911 rating:** ★★★★★







## Speedster 1989

Carrera 3.2 with a chopped, steeply raked windscreen and hood and stripped-out interior. Porsche insisted the simple hood was not designed to be 100 per cent watertight.

**Production numbers:**  
2,274 (for both wide and narrow-bodied)  
**Issue featured:** 114  
**Engine capacity:** 3,164cc  
**Compression ratio:** 10.3:1  
**Maximum power:** 231bhp @ 5,900rpm  
**Maximum torque:**  
284Nm @ 4,800rpm  
**0-60mph:** 6.0 sec  
**Top speed:** 148mph

**Brakes:**  
Front: 286mm discs;  
Rear: 294mm discs  
**Wheels & tyres:**  
Front: 6x16-inch; 205/45/VR16  
Rear: 8x16-inch; 245/60/VR16  
**Length:** 4,291mm  
**Width:** 1,775mm  
**Weight:** 1,220kg  
**Total 911 rating:** ★★★★★

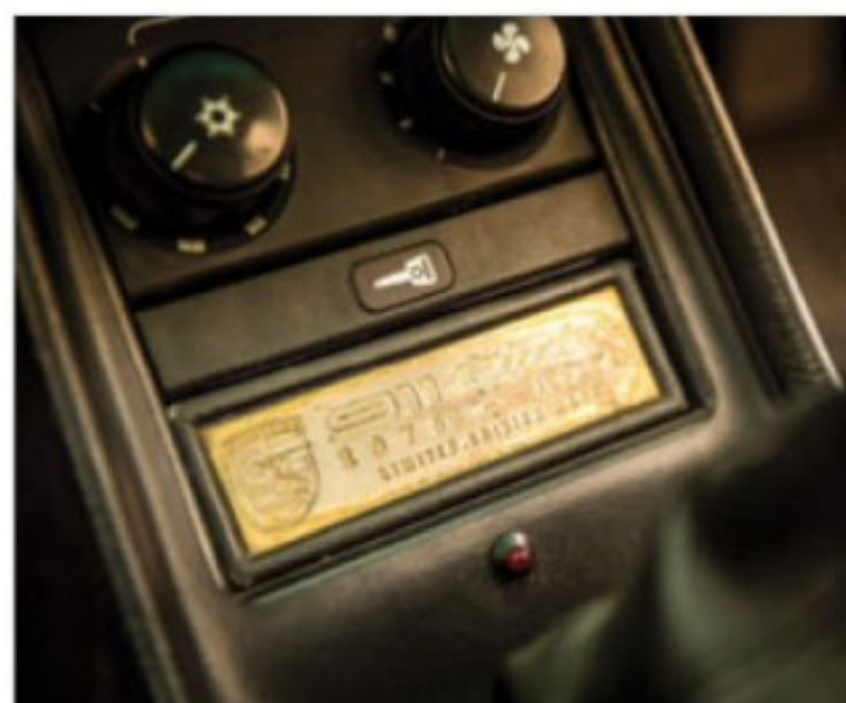


## 930 LE 1989

Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

**Production numbers:** 50  
**Issue featured:** 110  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 330bhp @ 5,500rpm  
**Maximum torque:** 432Nm @ 4,000rpm  
**0-62mph:** 4.6 sec  
**Top speed:** 173mph

**Brakes:**  
Front: 304mm discs;  
Rear: 309mm discs  
**Wheels & tyres:**  
Front: 7x16-inch; 205/55/VR16  
Rear: 9x16-inch; 245/45/VR16  
**Length:** 4,491mm  
**Width:** 1,775mm  
**Weight:** 1,335kg  
**Total 911 rating:** ★★★★★





# 3.2 Clubsport

## 1987-89



Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

**Production numbers:** 340

**Issue featured:** 118

**Engine capacity:** 3,164cc

**Compression ratio:** 10.3:1

**Maximum power:** 231bhp @ 5,900rpm

**Maximum torque:** 284Nm @ 4,800rpm

**0-60mph:** 5.1 sec

**Top speed:** 152mph

**Brakes:**

Front: 286mm discs;

Rear: 294mm discs

**Wheels & tyres:**

Front: 6x16-inch, 205/55/VR16;

Rear: 7x16-inch, 225/55/VR16

**Length:** 4,291mm

**Width:** 1,650mm

**Weight:** 1,160kg



**Total 911 rating:** ★ ★ ★ ★ ★





## 964 Carrera 4 1989-93

Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the "87 per cent new" 911.

### Production numbers:

13,353 (Coupe)

**Issue featured:** 111

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

250bhp @ 6,100rpm

**Maximum torque:**

310Nm @ 4,800rpm

**0-62mph:** 5.7 sec

**Top speed:** 162mph

### Brakes:

Front: 298mm discs;

Rear: 299mm discs

### Wheels & tyres:

Front: 6x16-inch; 205/55/ZR16

Rear: 8x16-inch; 225/50/ZR16

**Length:** 4,250mm

**Width:** 1,652mm

**Weight:** 1,450kg

**Total 911 rating:** ★★★★★



## 964 Carrera 2 1990-93

Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

**Production numbers:** 19,484

**Issue featured:** 55

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

250bhp @ 6,100rpm

**Maximum torque:**

310Nm @ 4,800rpm

**0-62mph:** 5.6 sec

**Top speed:** 164mph

### Brakes:

Front: 298mm discs;

Rear: 299mm discs

### Wheels & tyres:

Front: 6x16-inch; 205/55/ZR16;

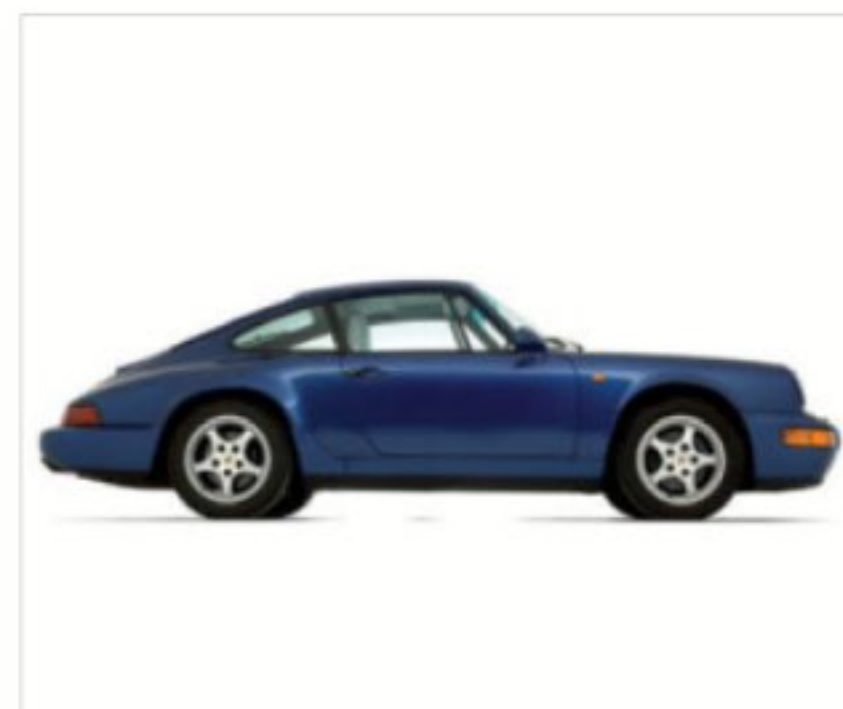
Rear: 8x16-inch; 225/50/ZR16

**Length:** 4,250mm

**Width:** 1,652mm

**Weight:** 1,350kg

**Total 911 rating:** ★★★★★







## 964 Turbo 1991-92

This used the revised 964 body shell, extended arches and 'tea tray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated.

**Production numbers:** 3,660

**Issue featured:** 97

**Engine capacity:** 3,299cc

**Compression ratio:** 7.0:1

**Maximum power:**

320bhp @ 5,750rpm

**Maximum torque:**

450Nm @ 4,500rpm

**0-62mph:** 5.4 sec

**Top speed:** 168mph

**Brakes:**

Front: 320mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x17-inch; 205/50/ZR17

Rear: 9x17-inch; 255/40/ZR17

**Length:** 4,250mm

**Width:** 1,775mm

**Weight:** 1,470kg

**Total 911 rating:** ★★★★★



## 964 C4 Lightweight 1991

964 Leichtbau made use of surplus parts from 953 Paris-Dakar project. Highlights include four-way adjustable differential, short-ratio gearbox and stripped interior.

**Production numbers:** 22

**Issue featured:** 54

**Engine capacity:** 3,600cc

**Compression ratio:** 11.4:1

**Maximum power:**

265bhp @ 6,100rpm

**Maximum torque:**

332Nm @ 4,800rpm

**0-62mph:** unknown

**Top speed:** unknown

**Brakes:**

Front: 322mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x16-inch; 205/55/ZR16

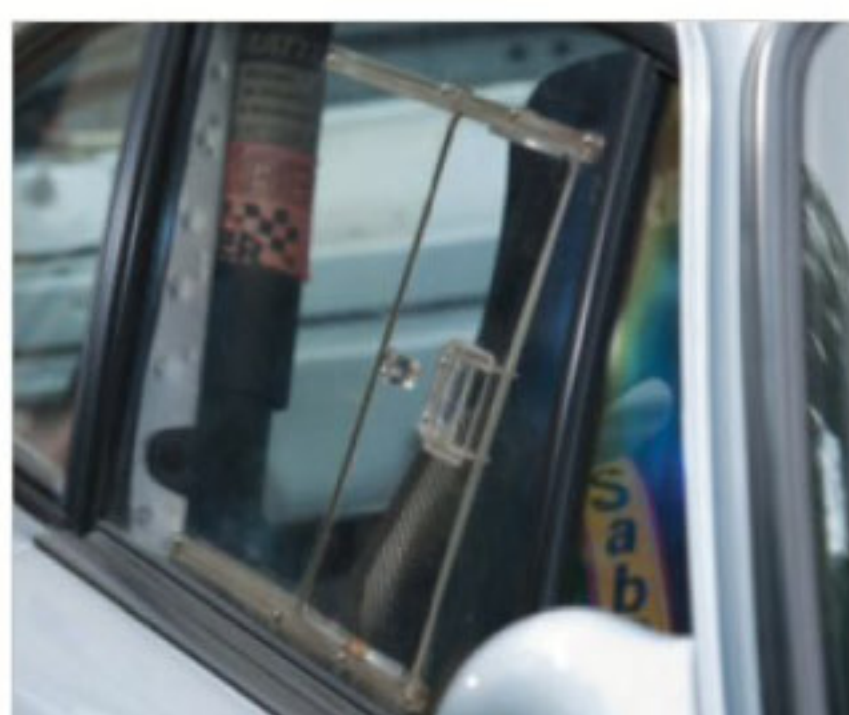
Rear: 9x16-inch; 245/55/ZR16

**Length:** 4,275mm

**Width:** 1,652mm

**Weight:** 1,050kg

**Total 911 rating:** ★★★★★





# 964 RS

## 1991-92



Around 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

**Production numbers:** 2,405

**Issue featured:** 116

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:** 260bhp @ 6,100rpm

**Maximum torque:** 310Nm @ 4,800rpm

**0-62mph:** 5.2 sec

**Top speed:** 168mph

**Brakes:**

Front: 320mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7.5x17-inch; 205/50/ZR17

Rear: 9x17-inch; 255/40/ZR17

**Length:** 4,250mm

**Width:** 1,650mm

**Weight:** 1,230kg (Sport)



**Total 911 rating:** ★ ★ ★ ★ ★



# 964 Turbo S

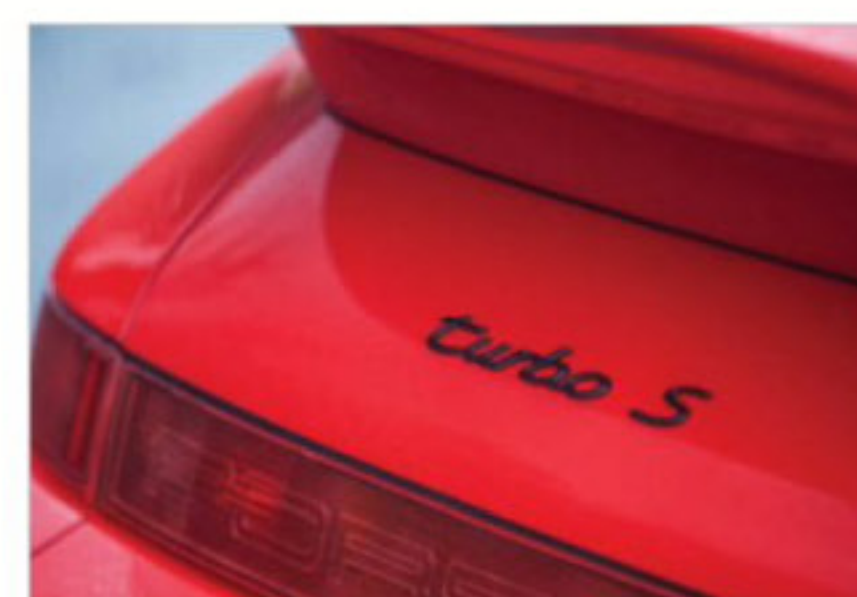
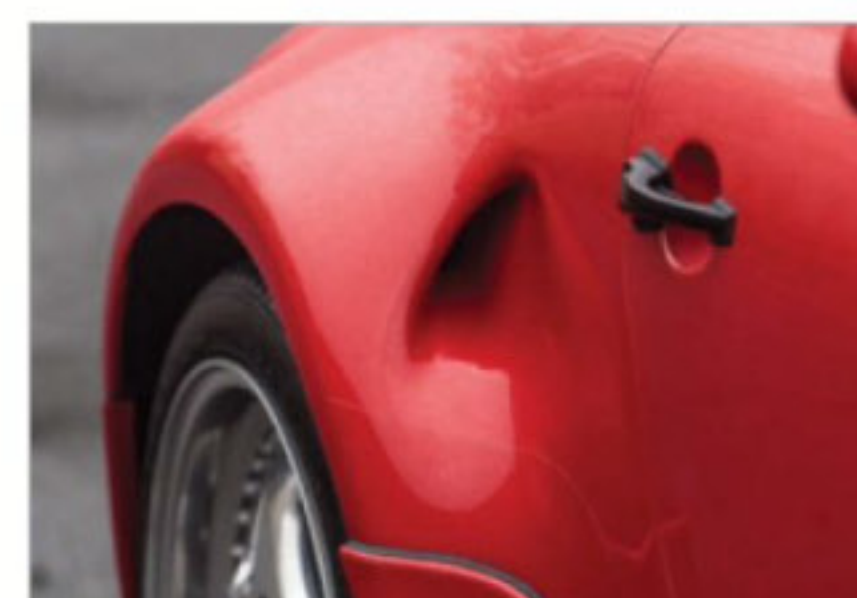
## 1987-89



180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

**Production numbers:** 81  
**Issue featured:** 108  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 381bhp @ 6,000rpm  
**Maximum torque:** 490Nm @ 4,800rpm  
**0-62mph:** 4.6 sec  
**Top speed:** 180mph  
**Brakes:**  
 Front: 320mm discs;  
 Rear: 299mm discs

**Wheels & tyres:**  
 Front: 8x18-inch; 225/40/ZR18  
 Rear: 10x18-inch; 265/35/ZR18  
**Length:** 4,250mm  
**Width:** 1,775mm  
**Weight:** 1,290kg



**Total 911 rating:** ★ ★ ★ ★ ★



## 964 3.8 RS 1993



Identifiable by a lightweight Turbo bodyshell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

**Production numbers:** 55  
**Issue featured:** n/a  
**Engine capacity:** 3,746cc  
**Compression ratio:** 11.6:1  
**Maximum power:**  
 300bhp @ 6,500rpm  
**Maximum torque:**  
 359Nm @ 5,250rpm  
**0-62mph:** 4.9 sec  
**Top speed:** 169mph

**Brakes:**  
 Front: 322mm discs;  
 Rear: 290mm discs  
**Wheels & tyres:**  
 Front: 9x18-inch; 235/40/ZR18  
 Rear: 11x18-inch; 285/35/ZR18  
**Length:** 4,250mm  
**Width:** 1,775mm  
**Weight:** 1,210kg  
**Total 911 rating:** ★★★★★

## 964 C2 Speedster 1993-94



Combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought that Porsche planned to build 3,000, but demand fell.

**Production numbers:** 936  
**Issue featured:** 46  
**Engine capacity:** 3,600cc  
**Compression ratio:** 11.3:1  
**Maximum power:**  
 250bhp @ 6,100rpm  
**Maximum torque:**  
 310Nm @ 4,800rpm  
**0-62mph:** 5.5 sec  
**Top speed:** 161mph

**Brakes:**  
 Front: 320mm discs;  
 Rear: 299mm discs  
**Wheels & tyres:**  
 Front: 7x17-inch; 205/50/ZR17  
 Rear: 9x17-inch; 255/40/ZR17  
**Length:** 4,250mm  
**Width:** 1,652mm  
**Weight:** 1,340kg  
**Total 911 rating:** ★★★★★



## 964 Turbo 3.6 1993-94

Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake calipers. Suspension lowered by 20mm.

**Production numbers:**  
 1,437  
**Issue featured:** 17  
**Engine capacity:**  
 3,600cc  
**Compression ratio:** 7.5:1  
**Maximum power:**  
 360bhp @ 5,500rpm  
**Maximum torque:**  
 520Nm @ 4,200rpm  
**0-62mph:** 4.8 sec  
**Top speed:** 174mph

**Brakes:**  
 Front: 320mm discs;  
 Rear: 299mm discs  
**Wheels & tyres:**  
 Front: 8x18-inch; 225/40/ZR18  
 Rear: 10x18-inch; 265/35/ZR18  
**Length:** 4,250mm  
**Width:** 1,775mm  
**Weight:** 1,470kg

**Total 911 rating:** ★★★★★





## 964 Anniversary 1993-94

'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

**Production numbers:** 911

**Issue featured:** 112

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

250bhp @ 6,100rpm

**Maximum torque:**

310Nm @ 4,800rpm

**0-62mph:** 5.7 sec

**Top speed:** 162mph

**Brakes:**

Front: 298mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x17-inch; 205/50/17 tyres

Rear: 9x17-inch; 255/40/17 tyres

**Length:** 4,250mm

**Width:** 1,775mm

**Weight:** 1,470kg

**Total 911 rating:** ★★★★★



## 964 RS America 1993-94

Offered in five colours, fixed whaletail spoiler and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

**Production numbers:** 701

**Issue featured:** 102

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

250bhp @ 6,100rpm

**Maximum torque:**

310Nm @ 4,800rpm

**0-62mph:** 5.5 sec

**Top speed:** 164mph

**Brakes:**

Front: 298mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x17-inch; 205/50/ZR17

Rear: 8x17-inch; 255/40/ZR17

**Length:** 4,250mm

**Width:** 1,650mm

**Weight:** 1,340kg

**Total 911 rating:** ★★★★★







## 993 Carrera 2 1993-97

Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. Engine revised, with VarioRam available from 1996.

**Production numbers:**

38,626

**Issue featured:** 110

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

272bhp @ 6,000rpm

**Maximum torque:**

330Nm @ 5,000rpm

**0-62mph:** 5.6 sec

**Top speed:** 168mph

**Brakes:**

Front: 304mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x16-inch; 205/55/ZR16

Rear: 9x17-inch; 245/45/ZR16

**Length:** 4,245mm

**Width:** 1,735mm

**Weight:** 1,370kg

**Total 911 rating:** ★★☆☆☆



## 993 Carrera 4 1994-97

As per the 993-model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give a more rear-drive feel.

**Production numbers:** 2,884 (Coupe)

**Issue featured:** 111

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

272bhp @ 6,000rpm

**Maximum torque:**

330Nm @ 5,000rpm

**0-62mph:** 5.8 sec

**Top speed:** 166mph

**Brakes:**

Front: 304mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x16-inch; 205/55/ZR16

Rear: 9x16-inch; 245/45/ZR16

**Length:** 4,245mm

**Width:** 1,735mm

**Weight:** 1,420kg

**Total 911 rating:** ★★☆☆☆







## 993 Carrera 4S 1995-96

The 4S was effectively a C4 with a Turbo wide bodyshell, albeit lacking a fixed rear spoiler. Also boasted Turbo suspension, brakes and Turbo-look wheels.

**Production numbers:** 6,948

**Issue featured:** 109

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**

285bhp @ 6,100rpm

**Maximum torque:**

340Nm @ 5,250rpm

**0-62mph:** 5.3 sec

**Top speed:** 168mph

**Brakes:**

Front: 322mm discs;

Rear: 322mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/ZR18

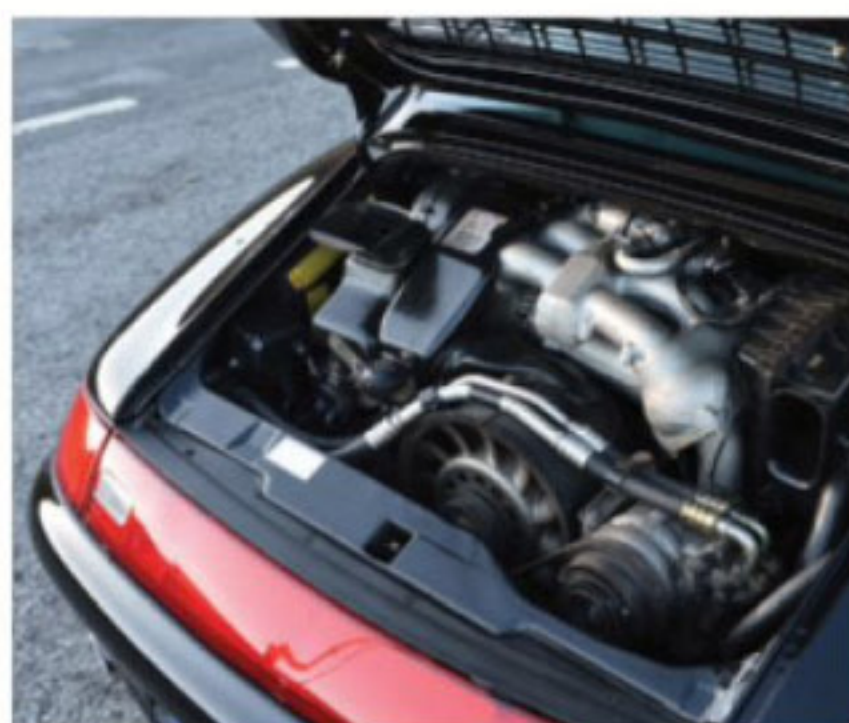
Rear: 10x18-inch; 285/30/ZR18

**Length:** 4,245mm

**Width:** 1,795mm

**Weight:** 1,520kg

**Total 911 rating:** ★★★★★



## 993 Carrera RS 1995-96

Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

**Production numbers:** 1,014

**Issue featured:** 106

**Engine capacity:** 3,746cc

**Compression ratio:** 11.5:1

**Maximum power:**

300bhp @ 6,000rpm

**Maximum torque:**

355Nm @ 5,400rpm

**0-62mph:** 5.0 sec

**Top speed:** 172mph

**Brakes:**

Front: 322mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 18x8J, 225/40ZR18;

Rear: 18x10J, 265/35ZR18

**Length:** 4,245mm

**Width:** 1,735mm

**Weight:** 1,279kg

**Total 911 rating:** ★★★★★





# 993 GT2

## 1995-96



911 Turbo, but with reduced equipment. Also included rear-wheel-drive, making it a better track car. Fitted with huge front and rear spoilers and bolt-on arch extensions.

**Production numbers:** 173

**Issue featured:** 113

**Engine capacity:** 3,600cc

**Compression ratio:** 8.0:1

**Maximum power:**  
430bhp @ 5,750rpm

**Maximum torque:**  
540Nm @ 4,500rpm

**0-62mph:** 3.9 sec

**Top speed:** 189mph

**Brakes:**

Front: 322mm discs;

Rear: 322mm discs

**Wheels & tyres:**

Front: 9x18-inch; 235/40/ZR18

Rear: 11x18-inch; 285/35/ZR18

**Length:** 4,245mm

**Width:** 1,855mm

**Weight:** 1,290kg



**Total 911 rating:** ★ ★ ★ ★ ★



## 993 Turbo 1996-98



Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

**Production numbers:** 5,937

**Issue featured:** 116

**Engine capacity:** 3,600cc

**Compression ratio:** 8.0:1

**Maximum power:**  
408bhp @ 5,750rpm

**Maximum torque:**  
540Nm @ 4,500rpm

**0-62mph:** 4.3 sec

**Top speed:** 180mph

**Brakes:**

Front: 322mm discs;

Rear: 322mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/ZR18

Rear: 10x18-inch; 285/30/ZR18

**Length:** 4,245mm

**Width:** 1,795mm

**Weight:** 1,500kg

**Total 911 rating:** ★★★★★

## 993 Carrera S 1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only this time in rear-wheel drive. Sought after for its superb handling and wide-body looks.

**Production numbers:** 3,714

**Issue featured:** 118

**Engine capacity:** 3,600cc

**Compression ratio:** 11.3:1

**Maximum power:**  
285bhp @ 6,100rpm

**Maximum torque:**  
340Nm @ 5,250rpm

**0-62mph:** 5.4 sec

**Top speed:** 168mph

**Brakes:**

Front: 322mm discs;

Rear: 322mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/ZR18

Rear: 10x18-inch; 285/30/ZR18

**Length:** 4,245mm

**Width:** 1,795mm

**Weight:** 1,450kg

**Total 911 rating:** ★★★★★

## 993 Turbo S 1998

The final hurrah for the last air-cooled 911. With 450bhp for UK models, it was the fastest and most luxurious road-going model Stuttgart had ever produced. Manual only.

**Production numbers:**

345

**Issue featured:** 115

**Engine capacity:**

3,600cc

**Compression ratio:** 8.0:1

**Maximum power:**  
450bhp @ 5,750rpm

**Maximum torque:**  
585Nm @ 4,500rpm

**0-62mph:** 4.1 sec

**Top speed:** 186mph

**Brakes:**

Front: 320mm discs;

Rear: 322mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/18

Rear: 10x18-inch; 285/30/18

**Length:** 4,245mm

**Width:** 1,795mm

**Weight:** 1,583kg

**Total 911 rating:** ★★★★★





# 996 Carrera

## 1998-2001



An all-new 911 with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

**Production numbers:** 56,733

**Issue featured:** 117

**Engine capacity:** 3,387cc

**Compression ratio:** 11.3:1

**Maximum power:**  
300bhp @ 6,800rpm

**Maximum torque:**  
350Nm @ 4,600rpm

**0-62mph:** 5.2 sec

**Top speed:** 174mph

**Brakes:**

Front: 318mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x17-inch; 205/50/R17

Rear: 9x17-inch; 255/40/R17

**Length:** 4,430mm

**Width:** 1,765mm

**Weight:** 1,320kg



**Total 911 rating:** ★ ★ ★ ★ ★





## 996 Carrera 4 1998-2001

Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

**Production numbers:** 22,054

**Issue featured:** 111

**Engine capacity:** 3,387cc

**Compression ratio:** 11.3:1

**Maximum power:**

300bhp @ 6,800rpm

**Maximum torque:**

350Nm @ 4,600rpm

**0-62mph:** 5.2 sec

**Top speed:** 174mph

**Brakes:**

Front: 318mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 7x17-inch; 205/50/R17

Rear: 9x17-inch; 255/40/R17

**Length:** 4,430mm

**Width:** 1,765mm

**Weight:** 1,375kg

**Total 911 rating:** ★★☆☆☆



## 996 GT3 1998-2000

Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were uprated.

**Production numbers:** 1,858

**Issue featured:** 99

**Engine capacity:** 3,600cc

**Compression ratio:** 11.7:1

**Maximum power:**

360bhp @ 7,200rpm

**Maximum torque:**

370Nm @ 5,000rpm

**0-62mph:** 4.8 sec

**Top speed:** 188mph

**Brakes:**

Front: 330mm discs;

Rear: 300mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/R18

Rear: 10x18-inch; 285/30/R18

**Length:** 4,430mm

**Width:** 1,765mm

**Weight:** 1,350kg

**Total 911 rating:** ★★★★★







## 996 Turbo 2001-05

Distinguished by wide rear arches, air intakes and deep front spoiler, plus part-fixed, part-retractable spoiler. Different engine to naturally aspirated 3.6-litre 996 unit.

**Production numbers:** 20,499

**Issue featured:** 114

**Engine capacity:** 3,600cc

**Compression ratio:** 9.4:1

**Maximum power:**

420bhp @ 6,000rpm

**Maximum torque:**

560Nm @ 2,700-4,600rpm

**0-62mph:** 4.2 sec

**Top speed:** 189mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/R18

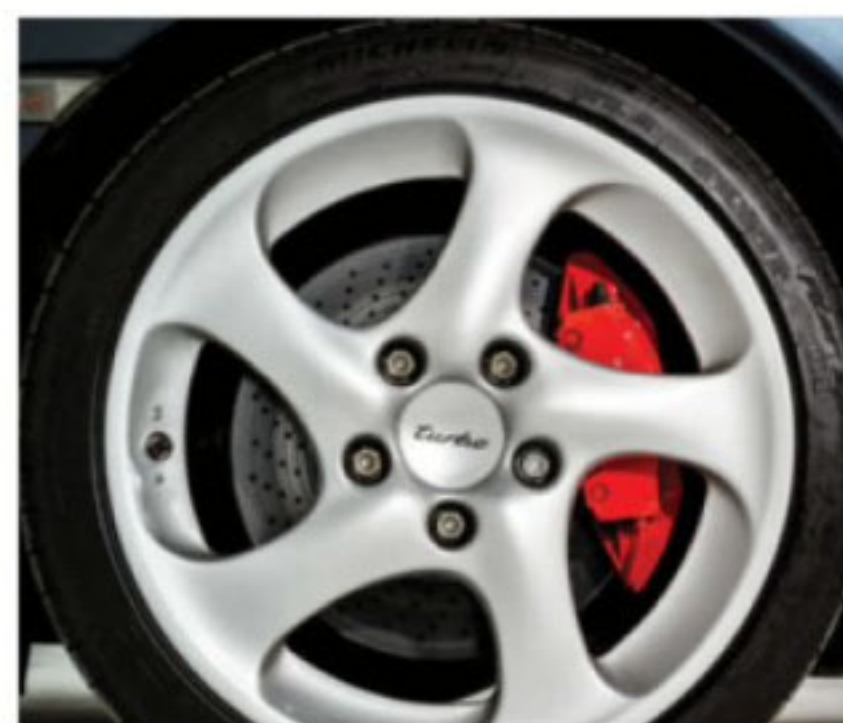
Rear: 11x18-inch; 295/30R18

**Length:** 4,435mm

**Width:** 1,830mm

**Weight:** 1,590kg

**Total 911 rating:** ★★★★★



## 996 Carrera 4S 2001-05

Basically a Carrera 4 featuring a Turbo bodyshell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

**Production numbers:** 23,055

**Issue featured:** 101

**Engine capacity:** 3,596cc

**Compression ratio:** 11.3:1

**Maximum power:** 320bhp @

6,800rpm

**Maximum torque:** 370Nm @

4,250rpm

**0-62mph:** 5.1 sec

**Top speed:** 174mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/R18

Rear: 11x18-inch; 295/30/R18

**Length:** 4,435mm

**Width:** 1,830mm

**Weight:** 1,495kg

**Total 911 rating:** ★★★★★





## 996 GT2

### 2001-03



A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

**Production numbers:** 1,287  
**Issue featured:** 108  
**Engine capacity:** 3,600cc  
**Compression ratio:** 9.4:1  
**Maximum power:**  
 462bhp @ 5,700rpm  
**Maximum torque:**  
 620Nm @ 3,500-4,500rpm  
**0-62mph:** 4.1 sec  
**Top speed:** 196mph

**Brakes:**  
 Front: 350mm discs;  
 Rear: 350mm discs  
**Wheels & tyres:**  
 Front: 8x18-inch; 235/40/R18  
 Rear: 12x18-inch; 315/30/R18  
**Length:** 4,450mm  
**Width:** 1,830mm  
**Weight:** 1,440kg  
**Total 911 rating:** ★★★★★

## Gen2 996 C2

### 2002-04



Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

**Production numbers:** 29,389  
**Issue featured:** n/a  
**Engine capacity:** 3,596cc  
**Compression ratio:** 11.3:1  
**Maximum power:**  
 320bhp @ 6,800rpm  
**Maximum torque:**  
 370Nm @ 4,250rpm  
**0-62mph:** 5.0 sec  
**Top speed:** 177mph

**Brakes:**  
 Front: 318mm discs;  
 Rear: 299mm discs  
**Wheels & tyres:**  
 Front: 7x17-inch; 205/50/R17  
 Rear: 9x17-inch; 255/40/R17  
**Length:** 4,430mm  
**Width:** 1,770mm  
**Weight:** 1,370kg  
**Total 911 rating:** ★★★★★



## Gen2 996 C4

### 2002-04

Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-driven brethren. Cabin received minor updates over Gen1.

**Production numbers:**  
 10,386  
**Issue featured:** 107  
**Engine capacity:**  
 3,596cc  
**Compression ratio:** 11.3:1  
**Maximum power:**  
 320bhp @ 6,800rpm  
**Maximum torque:**  
 370Nm @ 4,250rpm  
**0-62mph:** 5.0 sec  
**Top speed:** 177mph

**Brakes:**  
 Front: 318mm discs;  
 Rear: 299mm discs  
**Wheels & tyres:**  
 Front: 7x17-inch; 205/50/R17  
 Rear: 9x17-inch; 255/40/R17  
**Length:** 4,430mm  
**Width:** 1,770mm  
**Weight:** 1,430kg

**Total 911 rating:** ★★★★★



## 996 Anniversary 2003-04



Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical LSD standard.

**Production numbers:** 1,963

**Issue featured:** 112

**Engine capacity:** 3,596cc

**Compression ratio:** 11.3:1

**Maximum power:**  
345bhp @ 6,800rpm

**Maximum torque:**  
370Nm @ 4,800rpm

**0-62mph:** 4.9 sec

**Top speed:** 175mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/R18

Rear: 10x18-inch; 285/30/R18

**Length:** 4,430mm

**Width:** 1,770mm

**Weight:** 1,370kg

**Total 911 rating:** ★★★★★

## Gen2 996 GT3 2003-05



Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

**Production numbers:** 2,313

**Issue featured:** 107

**Engine capacity:** 3,600cc

**Compression ratio:** 11.7:1

**Maximum power:**  
381bhp @ 7,400rpm

**Maximum torque:**  
385Nm @ 5,000rpm

**0-62mph:** 4.5 sec

**Top speed:** 190mph

**Brakes:**

Front: 350mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8.5x18-inch; 235/40/R18

Rear: 11x18-inch; 295/30/R18

**Length:** 4,435mm

**Width:** 1,770mm

**Weight:** 1,380kg

**Total 911 rating:** ★★★★★

## 996 Turbo S 2004-05

A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

**Production numbers:** 1,563

**Issue featured:** 62

**Engine capacity:** 3,600cc

**Compression ratio:** 9.4:1

**Maximum power:** 450bhp @  
5,700rpm

**Maximum torque:** 620Nm @ 3,500-  
4,500rpm

**0-62mph:** 4.2 sec

**Top speed:** 191mph

**Brakes:**

Front: 350mm discs; Rear: 350mm

discs

**Wheels & tyres:**

Front: 8x18-inch; 225/40/R18

Rear: 11x18-inch; 295/30/R18

**Length:** 4,435mm

**Width:** 1,830mm

**Weight:** 1,590kg

**Total 911 rating:** ★★★★★





# 996 GT3 RS

## 2004-05



Same 3,600cc engine as in GT3, but with weight saving, offering 280bhp per ton – an improvement of four per cent over the 996 GT3 Clubsport. PCCB optional.

**Production numbers:** 682

**Issue featured:** 118

**Engine capacity:** 3,600cc

**Compression ratio:** 11.7:1

**Maximum power:**

381bhp @ 7,400rpm

**Maximum torque:**

385Nm @ 5,000rpm

**0-62mph:** 4.4 sec

**Top speed:** 190mph

**Brakes:**

Front: 350mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8.5x18-inch; 235/40/R18

Rear: 11x18-inch; 295/30/R18

**Length:** 4,435mm

**Width:** 1,770mm

**Weight:** 1,360kg



**Total 911 rating:** ★ ★ ★ ★ ★





## 997 Carrera 2004-08

Fully revised 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

**Production numbers:** 25,788

**Issue featured:** 112

**Engine capacity:** 3,596cc

**Compression ratio:** 11.3:1

**Maximum power:**

325bhp @ 6,800rpm

**Maximum torque:**

370Nm @ 4,250rpm

**0-62mph:** 5.0 sec

**Top speed:** 177mph

**Brakes:**

Front: 318mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 8x18-inch; 235/40/R18

Rear: 10x18-inch; 265/40/R18

**Length:** 4,427mm

**Width:** 1,808mm

**Weight:** 1,395kg

**Total 911 rating:** ★★☆☆☆



## 997 Carrera S 2004-08

As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Quad exhaust tailpipes.

**Production numbers:** 41,059

**Issue featured:** 107

**Engine capacity:** 3,824cc

**Compression ratio:** 11.8:1

**Maximum power:**

355bhp @ 6,600rpm

**Maximum torque:**

400Nm @ 4,600rpm

**0-62mph:** 4.8 sec

**Top speed:** 182mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x19-inch; 235/35/R19

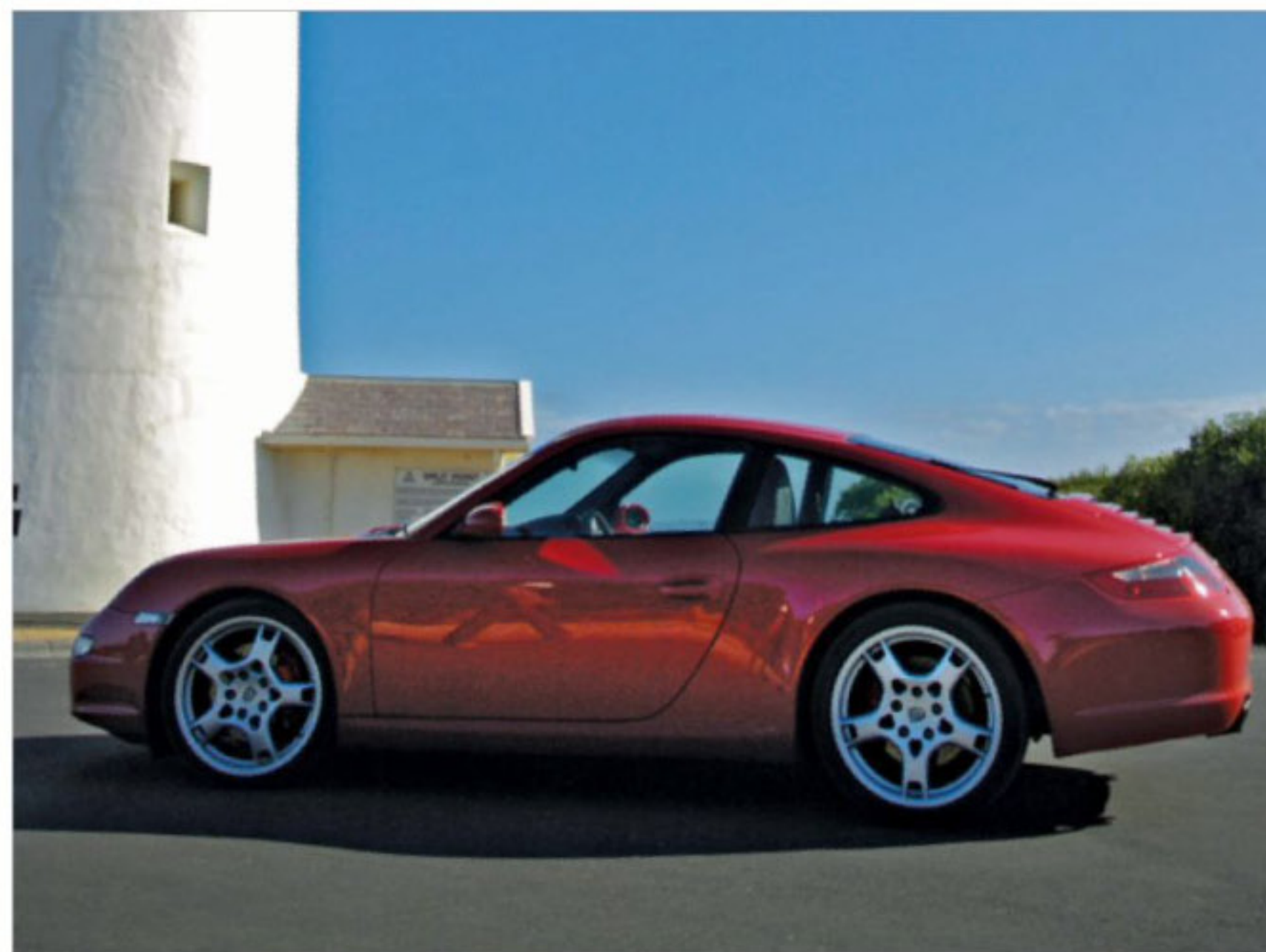
Rear: 11x19-inch; 295/30/R19

**Length:** 4,427mm

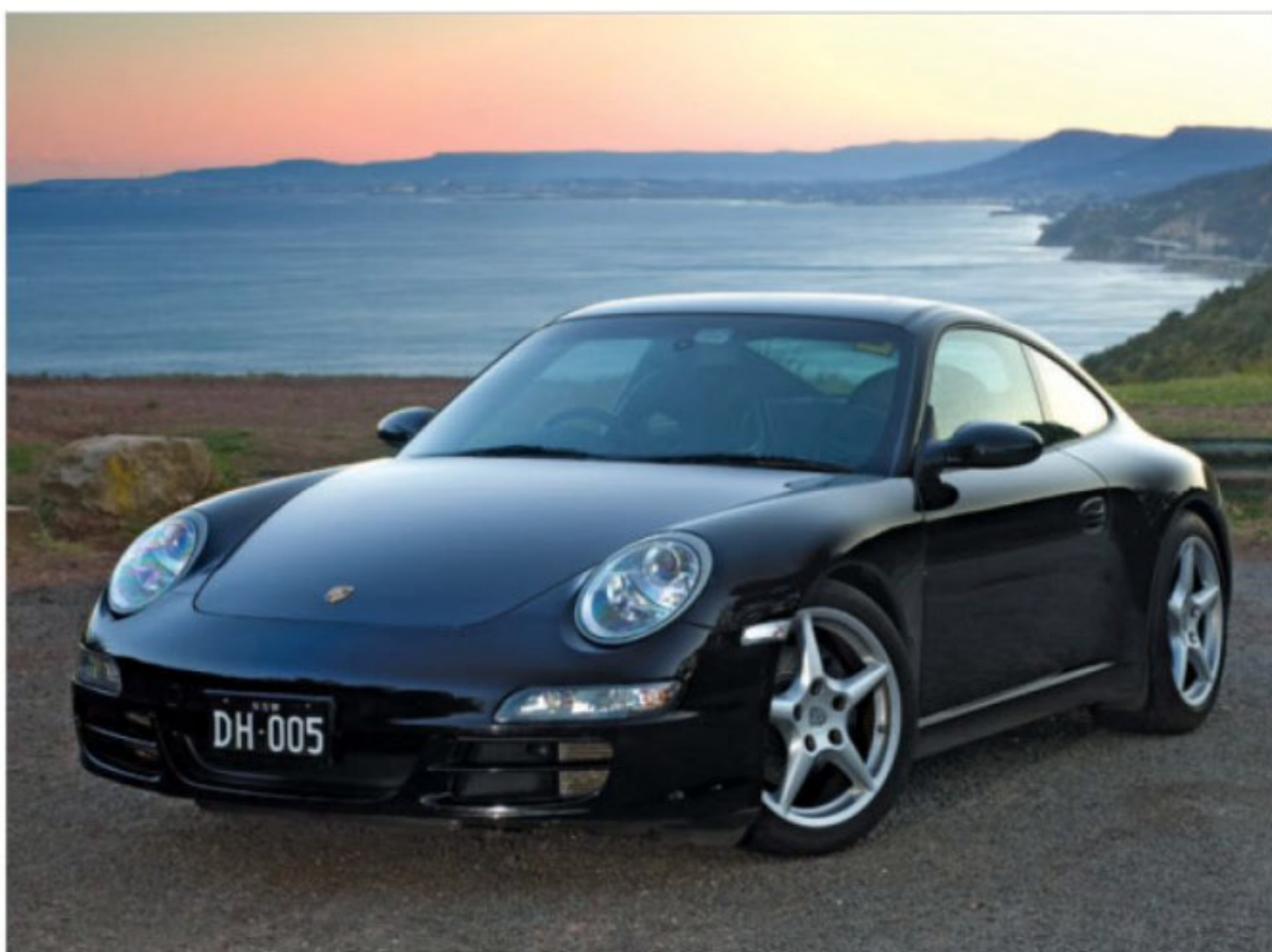
**Width:** 1,808mm

**Weight:** 1,420kg

**Total 911 rating:** ★★★★★







## 997 Carrera 4 2005-08

Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

**Production numbers:** 8,533

**Issue featured:** 3

**Engine capacity:** 3,596cc

**Compression ratio:** 11.3:1

**Maximum power:**

325bhp @ 6,800rpm

**Maximum torque:**

370Nm @ 4,250rpm

**0-62mph:** 5.1 sec

**Top speed:** 174mph

**Brakes:**

Front: 318mm discs;

Rear: 299mm discs

**Wheels & tyres:**

Front: 8x18-inch; 235/40/R18

Rear: 10x18-inch; 295/35/R18

**Length:** 4,427mm

**Width:** 1,852mm

**Weight:** 1,450kg

**Total 911 rating:** ★★☆☆☆



## 997 Carrera 4S 2005-08

The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

**Production numbers:** 30,973

**Issue featured:** 14

**Engine capacity:** 3,824cc

**Compression ratio:** 11.8:1

**Maximum power:**

355bhp @ 6,600rpm

**Maximum torque:**

400Nm @ 4,600rpm

**0-62mph:** 4.8 sec

**Top speed:** 179mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x19-inch; 235/35/R19

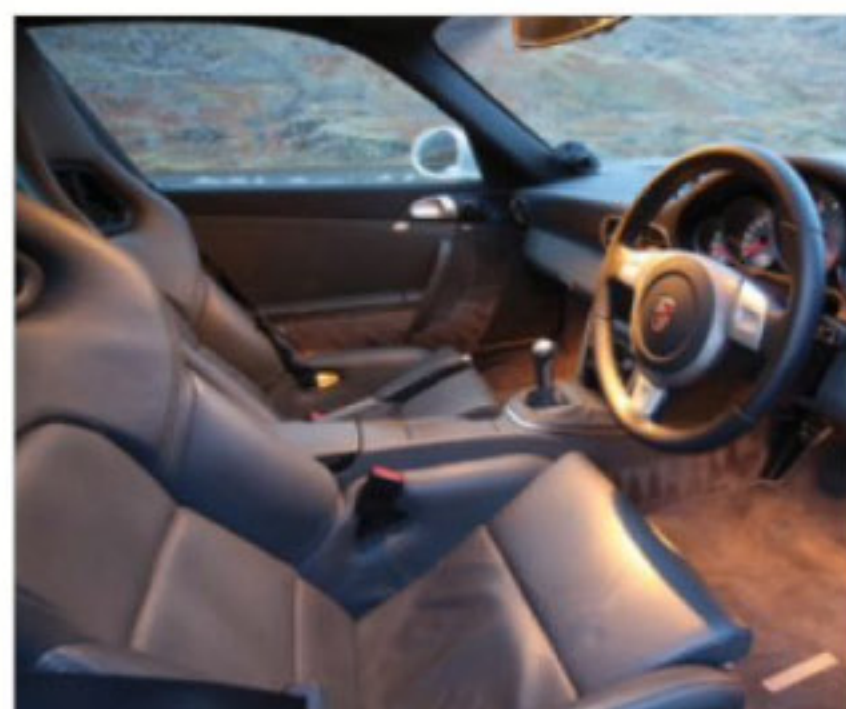
Rear: 11x19-inch; 295/30/R19

**Length:** 4,427mm

**Width:** 1,808mm

**Weight:** 1,475kg

**Total 911 rating:** ★★★★★





# 997 Turbo

## 2005-10



Similar to the 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave the best of small and large turbos.

**Production numbers:** 19,201 (up to 2008)

**Issue featured:** 107

**Engine capacity:** 3,600cc

**Compression ratio:** 9.8:1

**Maximum power:** 480bhp @ 6,000rpm

**Maximum torque:** 620Nm @

**1,950-5,000rpm**

**0-62mph:** 3.9 sec

**Top speed:** 193mph

**Brakes:**

Front: 350mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/R19

Rear: 11x19-inch; 305/30/R19

**Length:** 4,450mm

**Width:** 1,852mm

**Weight:** 1,585kg



**Total 911 rating:** ★ ★ ★ ★ ★



# 997 GT3

## 2006-07



Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

**Production numbers:** 2,378

**Issue featured:** 111

**Engine capacity:** 3,600cc

**Compression ratio:** 12.0:1

**Maximum power:**

415bhp @ 7,600rpm

**Maximum torque:**

405Nm @ 5,500rpm

**0-62mph:** 4.3 sec

**Top speed:** 192mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/R19

Rear: 12x19-inch; 305/30/R19

**Length:** 4,445mm

**Width:** 1,808mm

**Weight:** 1,395kg

**Total 911 rating:** ★★★★★

# 997 GT3 RS

## 2006-07



Similar to GT3, with inclusion of wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

**Production numbers:** 1,106

**Issue featured:** 110

**Engine capacity:** 3,600cc

**Compression ratio:** 12.0:1

**Maximum power:**

415bhp @ 7,600rpm

**Maximum torque:**

405Nm @ 5,500rpm

**0-62mph:** 4.2 sec

**Top speed:** 194mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/R19

Rear: 12x19-inch; 305/30/R19

**Length:** 4,460mm

**Width:** 1,808mm

**Weight:** 1,375kg

**Total 911 rating:** ★★★★★

# 997 GT2

## 2007-09

Essentially the 997 Turbo, but with rear-wheel drive only. Enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power.

**Production numbers:**

1,242

**Issue featured:** 31

**Engine capacity:**

3,600cc

**Compression ratio:** 9.0:1

**Maximum power:**

530bhp @ 6,500rpm

**Maximum torque:**

680Nm @ 2,200-4,500rpm

**0-62mph:** 3.7 sec

**Top speed:** 204mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

Rear: 9x11-inch; 305/30/ZR19

**Length:** 4,469mm

**Width:** 1,852mm

**Weight:** 1,440kg

**Total 911 rating:** ★★★★★







## Gen2 997 C2 2008-12

Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

**Production numbers:** 10,500

**Issue featured:** 89

**Engine capacity:** 3,614cc

**Compression ratio:** 12.5:1

**Maximum power:** 345bhp @ 6,500rpm

**Maximum torque:** 390Nm @ 4,400rpm

**0-62mph:** 4.9 sec

**Top speed:** 180mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x18-inch; 235/40/ZR18

Rear: 10.5x18-inch; 265/40/ZR18

**Length:** 4,435mm

**Width:** 1,808mm

**Weight:** 1,490kg

**Total 911 rating:** ★★★★★



## Gen2 997 C2 S 2008-12

Altered as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. Had seven-speed PDK optional, like the Carrera.

**Production numbers:** 15,000

**Issue featured:** 61

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:** 385bhp @ 6,500rpm

**Maximum torque:** 420Nm @ 4,400rpm

**0-62mph:** 4.7 sec

**Top speed:** 188mph

**Brakes:**

Front: 330mm discs; Rear: 330mm discs

**Wheels & tyres:**

Front: 8x19-inch; 235/35/ZR19

Rear: 11x19-inch; 295/30/ZR19

**Length:** 4,435mm

**Width:** 1,808mm

**Weight:** 1,500kg

**Total 911 rating:** ★★★★★







## Gen2 997 C4 2008-12

Numerous engine and body changes as per the Carrera, but with a wider rear end plus full-width rear reflector. New all-wheel drive was initiated from the 997 Turbo.

**Production numbers:** 1,384 (Coupe)

**Issue featured:** 41

**Engine capacity:** 3,614cc

**Compression ratio:** 12.5:1

**Maximum power:** 345bhp @ 6,500rpm

**Maximum torque:** 390Nm @ 4,400rpm

**0-62mph:** 5.0 sec

**Top speed:** 176mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x18-inch; 235/40/ZR18

Rear: 10.5x18-inch; 265/40/ZR18

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,545kg

**Total 911 rating:** ★★★★★



## Gen2 997 C4S 2008-12

Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

**Production numbers:** 7,910 (Coupe)

**Issue featured:** 111

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:** 385bhp @ 6,500rpm

**Maximum torque:** 420Nm @ 4,400rpm

**0-62mph:** 4.7 sec

**Top speed:** 185mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8x19-inch; 235/30/ZR19

Rear: 11x19-inch; 295/30/ZR19

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,555kg

**Total 911 rating:** ★★★★★







## Gen2 997 GT3 2009-12

Updated as per the Carrera, but with a unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

**Production numbers:** 2,200

**Issue featured:** 99

**Engine capacity:** 3,800cc

**Compression ratio:** 12.2:1

**Maximum power:**

435bhp @ 7,900rpm

**Maximum torque:**

430Nm @ 3250rpm

**0-62mph:** 4.1sec

**Top speed:** 194mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

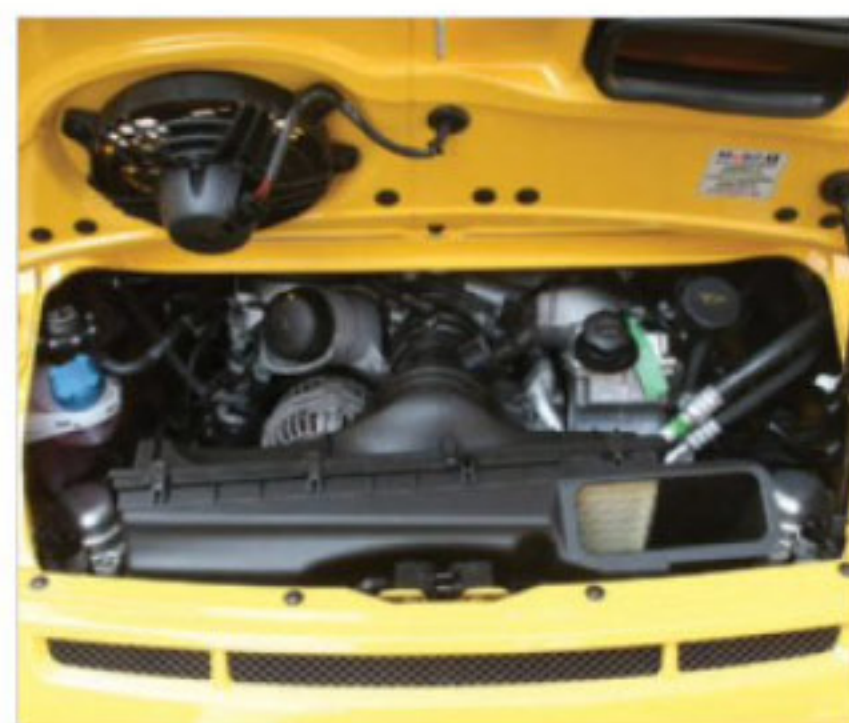
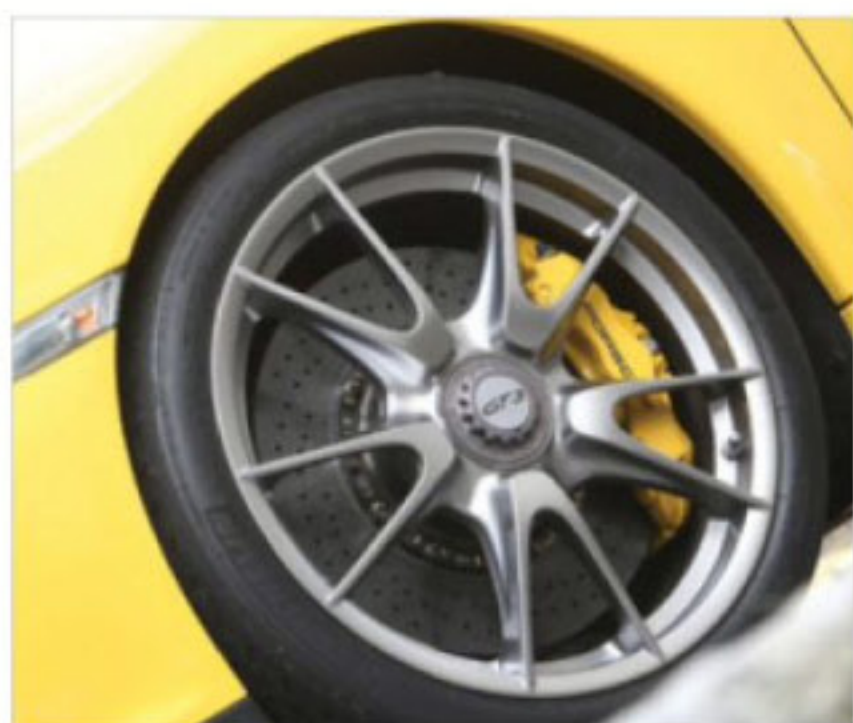
Rear: 12x19-inch; 305/30/ZR19

**Length:** 4,460mm

**Width:** 1,808mm

**Weight:** 1,395kg

**Total 911 rating:** ★★★★★



## Gen2 997 Turbo 2009-13

Same as the original 997 Turbo, but with new LED tail-lights and driver lights up front. Larger tailpipes and DFI engine, with fuel consumption cut by 16 per cent.

**Production numbers:** 3,800

**Issue featured:** 90

**Engine capacity:** 3,800cc

**Compression ratio:** 9.8:1

**Maximum power:**

500bhp @ 6,000rpm

**Maximum torque:**

650Nm @ 1,950-5,000rpm

**0-62mph:** 3.4 sec

**Top speed:** 194mph

**Brakes:**

Front: 350mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

Rear: 11x19-inch; 305/30/ZR19

**Length:** 4,450mm

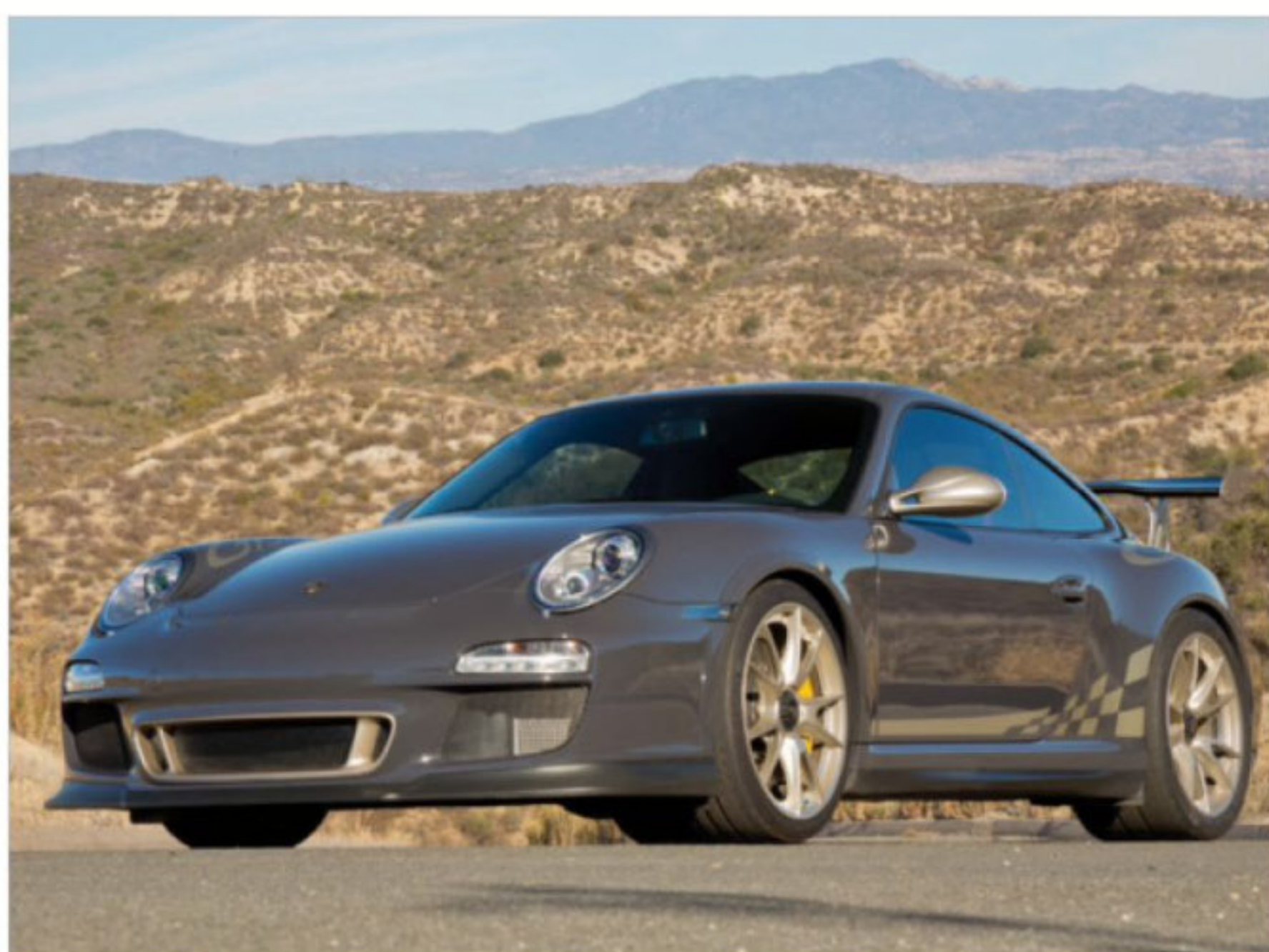
**Width:** 1,852mm

**Weight:** 1,570kg

**Total 911 rating:** ★★★★★







## Gen2 997 GT3 RS 2009-12

Wider front arches and a larger spoiler. Dynamic engine mounts and PASM are standard. Air-con is optional, with no door handles, wheel brace or sound proofing.

**Production numbers:** 1,500

**Issue featured:** 110

**Engine capacity:** 3,800cc

**Compression ratio:** 12.2:1

**Maximum power:**

450bhp @ 7,900rpm

**Maximum torque:**

430Nm @ 6,750rpm

**0-62mph:** 4.0sec

**Top speed:** 192mph

**Brakes:**

Front: 380mm discs;

Rear: 380mm discs

**Wheels & tyres:**

Front: 9x19-inch; 245/35/ZR19

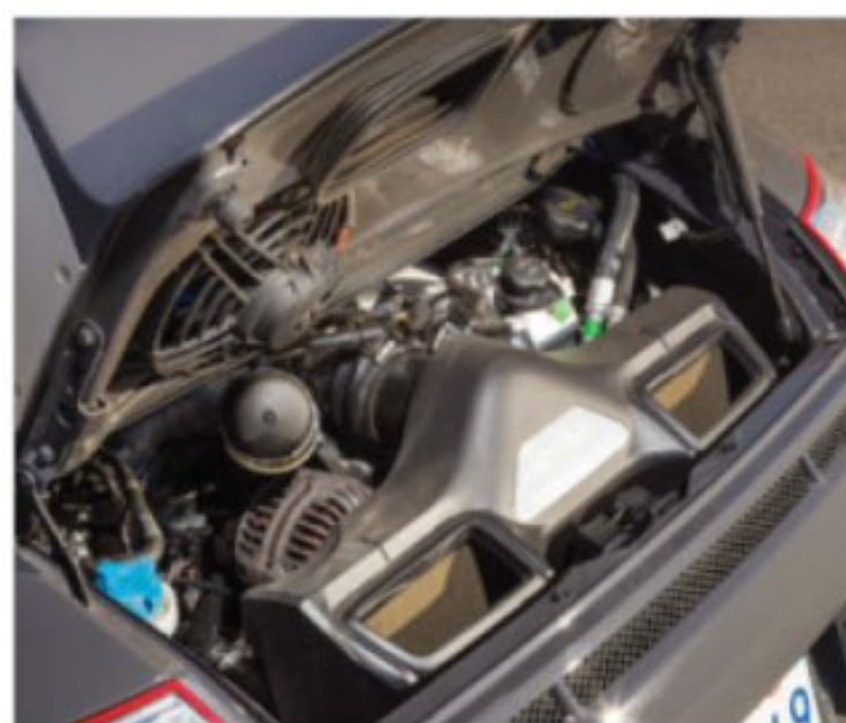
Rear: 12x19-inch; 325/30/ZR19

**Length:** 4,460mm

**Width:** 1,852mm

**Weight:** 1,370kg

**Total 911 rating:** ★★★★★



## 997 Speedster 2010

Built to mark Porsche Exclusiv's 25th anniversary. Shorter windscreen, but rake angle same as 997 Carrera. Wide body with 19-inch Fuchs wheels. Rear-wheel drive.

**Production numbers:** 356

**Issue featured:** 69

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

408bhp @ 7,300rpm

**Maximum torque:**

420Nm @ 4,400-5,600rpm

**0-62mph:** 4.4 sec

**Top speed:** 190mph

**Brakes:**

Front: 350mm discs;

Rear: 350mm discs.

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

Rear: 11x19-inch; 305/30/ZR19

**Length:** 4,440mm

**Width:** 1,852mm

**Weight:** 1,540kg

**Total 911 rating:** ★★★★★







## 997 Sport Classic 2010

Based on a 3.8-litre Powerkit, rear wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail spoiler and large Fuchs wheels.

**Production numbers:** 250

**Issue featured:** 57

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

408bhp @ 7,300rpm

**Maximum torque:**

420Nm @ 4,200-5,600rpm

**0-62mph:** 4.6 sec

**Top speed:** 187mph

**Brakes:**

Front: 350mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

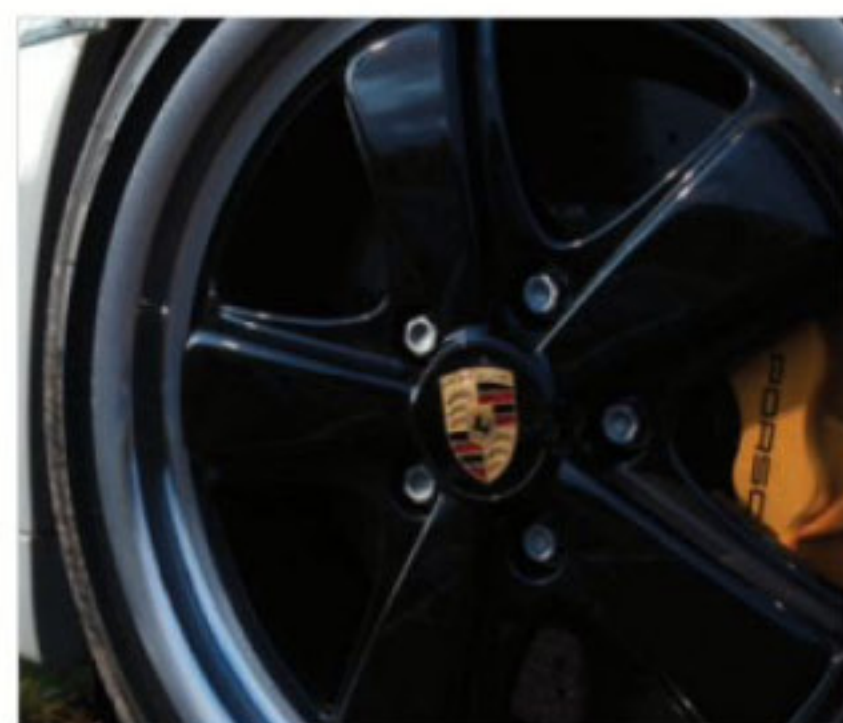
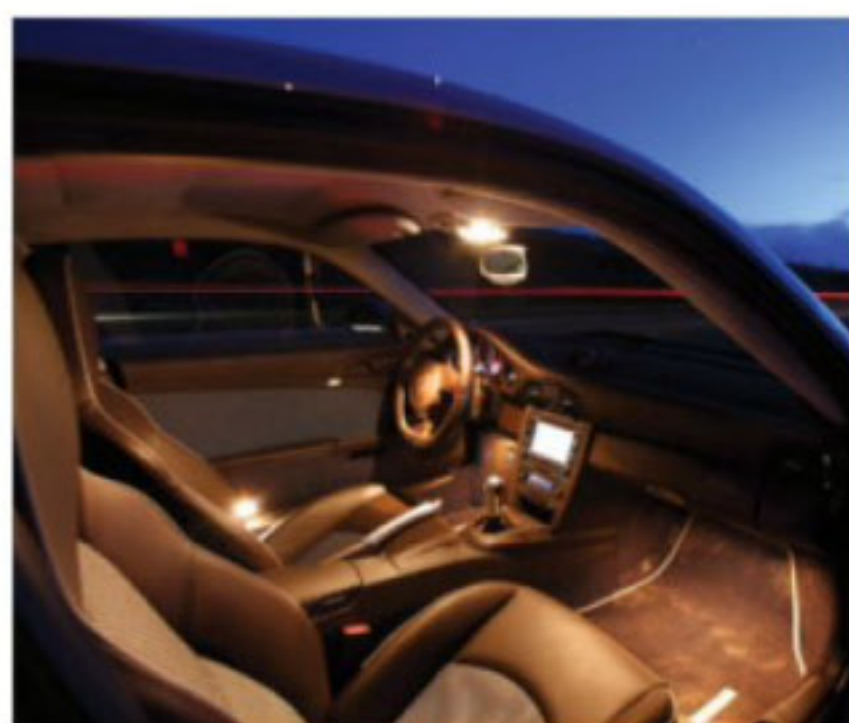
Rear: 11x19-inch; 305/30/ZR19

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,425kg

**Total 911 rating:** ★★★★★



## 997 GT3 RS 4.0 2010

The engine was upgraded and aerodynamically tweaked too, with the angle of rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

**Production numbers:** 600

**Issue featured:** 115

**Engine capacity:** 3,996cc

**Compression ratio:** 12.6:1

**Maximum power:**

493bhp @ 8,250rpm

**Maximum torque:**

460Nm @ 5,750rpm

**0-62mph:** 3.9 sec

**Top speed:** 193mph

**Brakes:**

Front: 380mm discs;

Rear: 380mm discs

**Wheels & tyres:**

Front: 9x19-inch; 245/35/ZR19

Rear: 12x19-inch; 325/30/ZR19

**Length:** 4,460mm

**Width:** 1,852mm

**Weight:** 1,360kg

**Total 911 rating:** ★★★★★





# 997 GT2 RS

## 2010-11



These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

**Production numbers:** 500

**Issue featured:** 114

**Engine capacity:** 3,600cc

**Compression ratio:** 9.0:1

**Maximum power:**

620bhp @ 6,500rpm

**Maximum torque:**

700Nm @ 2,500-5,500rpm

**0-62mph:** 3.5 sec

**Top speed:** 205mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 9x19-inch; 245/35/ZR19

Rear: 12x19-inch; 325/30/ZR19

**Length:** 4,460mm

**Width:** 1,852mm

**Weight:** 1,370kg



**Total 911 rating:** ★ ★ ★ ★ ★





## 997 918 Edition 2010

These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

**Production numbers:** 121

**Issue featured:** 74

**Engine capacity:** 3,800cc

**Compression ratio:** 9.8:1

**Maximum power:**

530bhp @ 6,250-6,750rpm

**Maximum torque:**

700Nm @ 2,100-4,250rpm

**0-62mph:** 3.3sec

**Top speed:** 195mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

Rear: 11x19-inch; 305/30/ZR19

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,585kg

**Total 911 rating:** ★★★★★



## 997 C2 GTS 2010-12

Features the C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing 25bhp extra. The GTS is laden with Porsche options.

**Production numbers:** Unknown

**Issue featured:** 118

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

402bhp @ 7,300rpm

**Maximum torque:**

420Nm @ 4,200-5,600rpm

**0-60mph:** 4.6sec

**Top speed:** 190mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/19

Rear: 11x19-inch; 305/30/19

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,420kg

**Total 911 rating:** ★★★★★







## 997 C4 GTS 2011-12

Like the C2 997 GTS, but slightly heavier and with four-wheel drive. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

**Production numbers:** Unknown

**Issue featured:** 91

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

402bhp @ 7,300rpm

**Maximum torque:**

420Nm @ 4,200-5,600rpm

**0-62mph:** 4.6 sec

**Top speed:** 188mph

**Brakes:**

Front: 330mm discs;

Rear: 330mm discs

**Wheels & tyres:**

Front: 8.5x19-inch; 235/35/ZR19

Rear: 11x19-inch; 305/30/ZR19

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,480kg

**Total 911 rating:** ★★★★★



## 997 Turbo S 2011-13

As standard 997 Turbo but more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

**Production numbers:** 2,000

**Issue featured:** 98

**Engine capacity:** 3,800cc

**Compression ratio:** 9.8:1

**Maximum power:** 530bhp @ 6,250-6,750rpm

**Maximum torque:** 700Nm @ 2,100-4,250rpm

**0-62mph:** 3.3sec

**Top speed:** 195mph

**Brakes:**

Front: 380mm discs;

Rear: 350mm discs

**Wheels & tyres:** Front: 8.5x19-inch;

235/35/ZR19

Rear: 11x19-inch; 305/30/ZR19

**Length:** 4,435mm

**Width:** 1,852mm

**Weight:** 1,585kg

**Total 911 rating:** ★★★★★







## 991 Carrera 2011-

First of the newest and latest Gen7 911, takes styling hues from 993. Redesigned chassis with lengthened wheelbase reduces overhang of engine.

### Production numbers:

Unknown

**Issue featured:** 83

**Engine capacity:** 3,436cc

**Compression ratio:** 12.5:1

**Maximum power:**

350bhp @ 7,400rpm

**Maximum torque:**

390Nm @ 5,600rpm

**0-62mph:** 4.8sec

**Top speed:** 179.6mph

### Brakes:

Front: 330mm discs;

Rear: 330mm discs

### Wheels & tyres:

Front: 8.5x19-inch; 235/40/ZR19

Rear: 11x19-inch; 285/35/ZR19

**Length:** 4,491mm

**Width:** 1,808mm

**Weight:** 1,380kg

**Total 911 rating:** ★★★★★



## 991 Carrera S 2011-

Same as Carrera, including seven-speed manual 'box, but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

### Production numbers:

Unknown

**Issue featured:** 114

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

400bhp @ 7,400rpm

**Maximum torque:**

440Nm @ 5,600rpm

**0-62mph:** 4.5sec

**Top speed:** 188.9mph

### Brakes:

Front: 340mm discs;

Rear: 330mm discs

### Wheels & tyres:

Front: 8.5x20-inch; 245/35/ZR20

Rear: 11x20-inch; 295/30/ZR20

**Length:** 4,491mm

**Width:** 1,808mm

**Weight:** 1,395kg

**Total 911 rating:** ★★★★★





## 991 Carrera 4 2012-



22mm wider body than C2, with 10mm wider tyres and connecting rear tail light as standard. Also features a torque distribution indicator on the digital dash clock..

### Production numbers:

Unknown

**Issue featured:** 98

**Engine capacity:** 3,436cc

**Compression ratio:** 12.5:1

**Maximum power:**  
350bhp @ 7,400rpm

**Maximum torque:**  
390Nm @ 5,600rpm

**0-62mph:** 4.9 sec

**Top speed:** 177mph

### Brakes:

Front: 330mm discs;

Rear: 330mm discs

### Wheels & tyres:

8.5x19-inch; 235/40/ZR19

Rear: 11x19-inch; 305/35/ZR19

**Length:** 4,491mm

**Width:** 1,852mm

**Weight:** 1,430kg

**Total 911 rating:** ★★★★★

## 991 Carrera 4S 2012-



Same wider body styling as Carrera 4, coupled to a 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four.

### Production numbers:

Unknown

**Issue featured:** 118

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**  
400bhp @ 7,400rpm

**Maximum torque:**  
440Nm @ 5,600rpm

**0-62mph:** 4.5sec

**Top speed:** 185mph

### Brakes:

Front: 340mm discs;

Rear: 330mm discs

### Wheels & tyres:

Front: 8.5x20-inch; 245/35/ZR20

Rear: 11x20-inch; 305/30/ZR20

**Length:** 4,491mm

**Width:** 1,852mm

**Weight:** 1,445kg

**Total 911 rating:** ★★★★★



## 991 GT3 2013-

Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

### Production numbers:

Unknown

**Issue featured:** 104

**Engine capacity:**

3,800cc

**Compression ratio:** 12.9:1

**Maximum power:**  
475hp @ 8,250rpm

**Maximum torque:**  
440Nm @ 6,250rpm

**0-62mph:** 3.5sec

**Top speed:** 196mph

### Brakes:

Front: 380mm discs;

Rear: 380mm discs

### Wheels & tyres:

Front: 9x20-inch; 245/35/ZR20

Rear: 12x20-inch; 305/30/ZR20

**Length:** 4,545mm

**Width:** 1,852mm

**Weight:** 1,430kg

**Total 911 rating:** ★★★★★



# 991 Turbo

## 2013-



The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

### Production numbers:

Unknown

### Issue featured:

109

### Engine capacity:

3,800cc

### Compression ratio:

9.8:1

### Maximum power:

520hp @ 6,000-6,500rpm

### Maximum torque:

660Nm @ 1,950-5,000rpm

### 0-62mph:

3.4sec

### Top speed:

195mph

### Brakes:

Front: 380mm discs;

Rear: 380mm discs

### Wheels & tyres:

Front: 8.5x20-inch; 245/35/ZR20

Rear: 11x20-inch; 305/30/ZR20

### Length:

4,506mm

### Width:

1,880mm

### Weight:

1,595kg



**Total 911 rating:** ★ ★ ★ ★ ★





## 991 Turbo S 2013-

Same dimensions as 991 Turbo, but with a tweaked map to provide an extra 40hp. Usual Turbo options as standard, including centre-lock wheels, PCCB, PDCC and Bose sound.

### Production numbers:

Unknown

**Issue featured:** 115

**Engine capacity:** 3,800cc

**Compression ratio:** 9.8:1

**Maximum power:**

560hp @ 6,500-6,750rpm

**Maximum torque:**

700Nm @ 2,100-4,250

**0-62mph:** 3.1sec

**Top speed:** 197mph

### Brakes:

Front: 410mm discs;

Rear: 390mm discs

**Wheels & tyres:**

Front: 9x20-inch; 245/35/ZR20

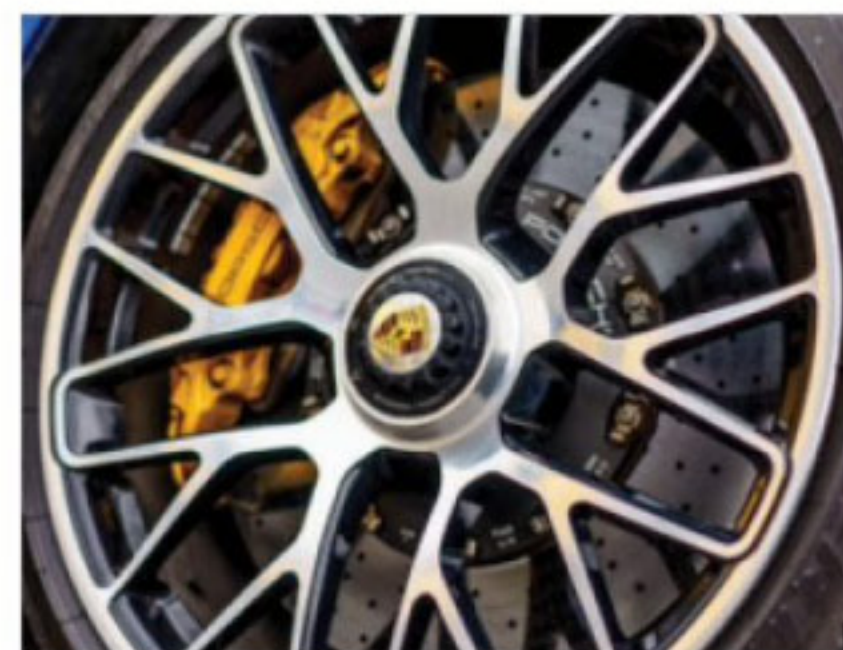
Rear: 11x20-inch, 305/30/ZR20

**Length:** 4,506mm

**Width:** 1,880mm

**Weight:** 1,605kg

**Total 911 rating:** ★★★★★



## 991 Anniversary 2013-14

Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

**Production numbers:** 1,963

**Issue featured:** 112

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

400bhp @ 7,400rpm

**Maximum torque:**

440Nm @ 5,600rpm

**0-62mph:** 4.5 sec

**Top speed:** 188mph

### Brakes:

Front: 340mm discs;

Rear: 330mm discs.

**Wheels & tyres:**

Front: 9x20-inch; 245/35/ZR20

Rear: 11.5x20-inch; 305/30/ZR20

**Length:** 4,491mm

**Width:** 1,852mm

**Weight:** 1,420kg

**Total 911 rating:** ★★★★★







## 991 Carrera GTS 2014-

Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

**Production numbers:** Unknown

**Issue featured:** 121

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

430bhp @ 7,500rpm

**Maximum torque:**

440Nm @ 5,750rpm

**0-62mph:** 4.0 sec

**Top speed:** 190mph

**Brakes:**

Front: 340mm discs;

Rear: 330mm discs.

**Wheels & tyres:**

Front: 9x20-inch; 245/35/ZR20

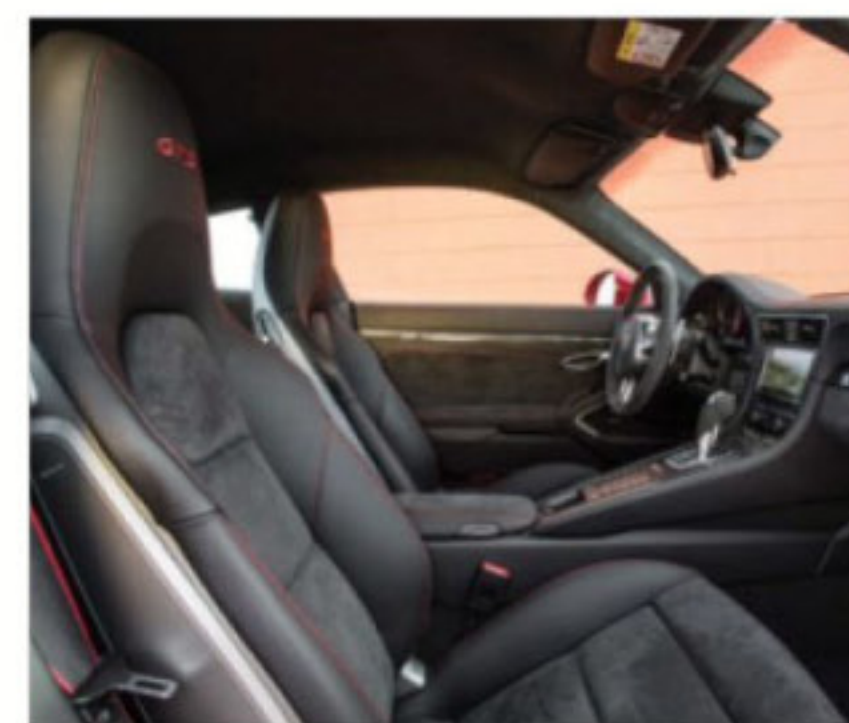
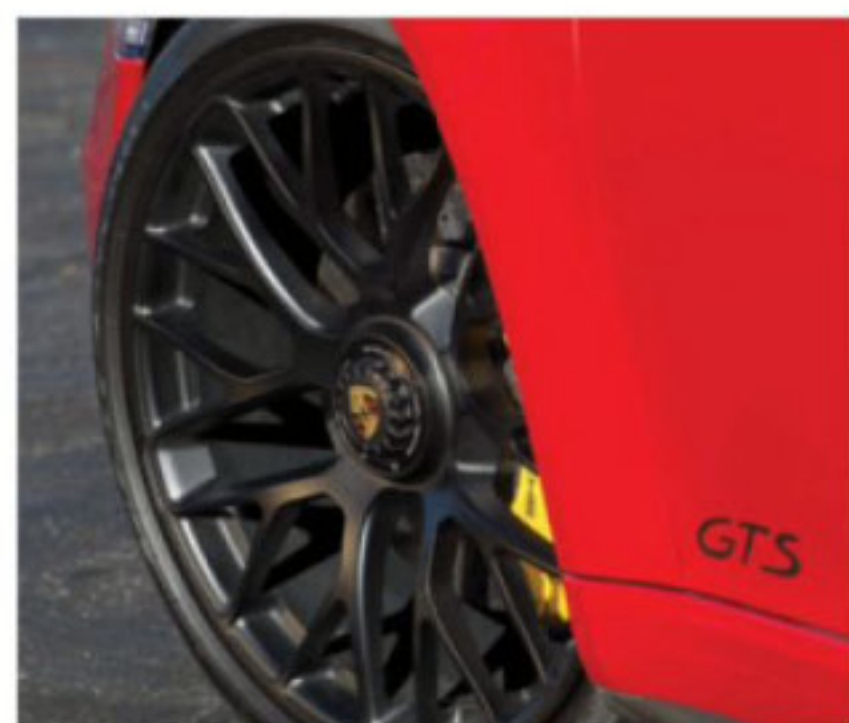
Rear: 11.5x20-inch; 305/30/ZR20

**Length:** 4,491mm

**Width:** 1,852mm

**Weight:** 1,425kg

**Total 911 rating:** ★★★★★



## 991 C4 GTS 2014-

Almost the same as the C2 GTS, but with additional traction offered by four-wheel-drive. As a result, performance times are altered slightly over its rear-driven variant.

**Production numbers:** Unknown

**Issue featured:** 121

**Engine capacity:** 3,800cc

**Compression ratio:** 12.5:1

**Maximum power:**

430bhp @ 7,500rpm

**Maximum torque:**

440Nm @ 5,750rpm

**0-62mph:** 4.4 sec

**Top speed:** 188mph

**Brakes:**

Front: 340mm discs;

Rear: 330mm discs.

**Wheels & tyres:**

Front: 9x20-inch; 245/35/ZR20

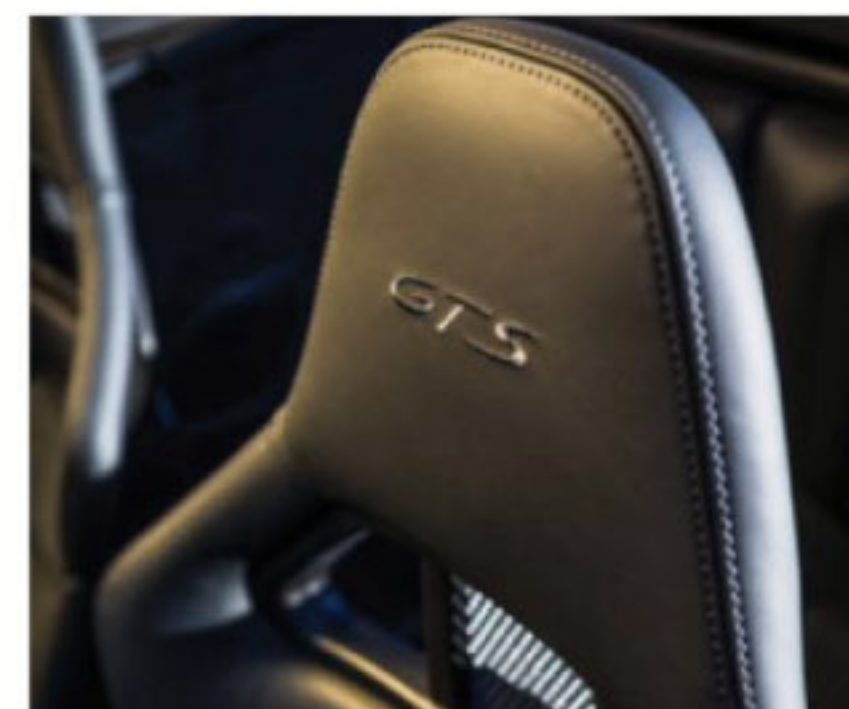
Rear: 11.5x20-inch; 305/30/ZR20

**Length:** 4,491mm

**Width:** 1,852mm

**Weight:** 1,470kg

**Total 911 rating:** ★★★★★





# 991 GT3 RS

## 2015-



The latest GT3 RS adopts the Turbo's ultra-wide body and packs a four-litre DFI engine with a new crankshaft over the 991 GT3. Lighter than a GT3 thanks in part to a magnesium roof and front bonnet.

**Production numbers:** Unknown

**Issue featured:** 125

**Engine capacity:** 3,996cc

**Compression ratio:** 12.9:1

**Maximum power:**  
500bhp @ 8,250rpm

**Maximum torque:**  
460Nm

**0-62mph:** 3.3 sec

**Top speed:** 193mph

**Brakes:**

Front: 380mm discs;  
Rear: 380mm discs

**Wheels & tyres:**

Front: 9.5x20-inch; 265/30/ZR20

Rear: 12.5x21-inch; 325/30/ZR21

**Length:** 4,545mm

**Width:** 1,880mm

**Weight:** 1,420kg



**Total 911 rating:** ★ ★ ★ ★ ★