



PORSCHE



911



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From strength to strength.

The 911 model range.

The Porsche 911 was originally unveiled in 1963. In that moment, a story began which continues its fascination to this day.

The secret of its success is the harmonious integration of pure engineering and design. Every aspect has been carefully considered to bring you absolute clarity and control.

Inherently consistent, the 911 concept is also remarkably versatile. It continually gives rise to new variations, including the new 911 Targa 4 models.

Nothing is superfluous, nothing is short term, and nothing is open to compromise. Its character is the product of pure race experience – and more than 14,000 of our 28,000 race victories.

This extraordinary racing pedigree would never have been possible without the total integration of man and machine. A remarkable relationship that is equally compelling beyond the racing circuit.

So while the 911 is designed for everyday road use, it will never be an everyday sports car. To the skilled and responsible driver, it is a unique precision instrument with many possibilities to explore.



Moving when stationary.

Designing the 911.



In every 911, the underlying characteristics are expressed with purity and precision.

Lean muscularity combines with clarity of line and an accuracy in every contour. Even when stationary, the new 911 is like a sprinter waiting in the blocks.

The diagonal transition between tail and body conveys both poise and a sense of urgency. The theme continues through the curving mid-section to the distinctive front-end design.

Bow-type door handles and dual-arm mirrors accentuate the athleticism of the stylish exterior.

The headlight units have a compact, oval design. The indicators, sidelights and foglights are housed in a separate module on the front apron moulding. The resulting appearance is highly distinctive, yet still unmistakably Porsche.



The deeper significance of the car's elegant design is confirmed by its aerodynamic performance. The drag coefficient, for example, is just 0.28 on the 911 Carrera and 0.29 on the 911 Carrera S.

The high-quality interior is typically 911, using clarity, precision and stylish ergonomics to fulfil the purpose of driving. The cockpit

geometry has been carefully conceived to offer generous space for even the taller driver. The standard seats provide maximum comfort and support.

In every respect, the Porsche 911 is a precision driving instrument.

From its powerful engineering and elegant design to its superlative driver control.

Evolving perfection.

Engineering the 911.



More than 40 years ago, Dr. Ferdinand Porsche conceived a new ideal in sportscar design. A car with power and natural agility as well as genuine practicality. From that concept, a vehicle emerged that would become one of the most famous ever created. A legend now in its sixth generation. The Porsche 911.

Over the past four decades, the 911 shape has come to symbolise the ultimate sportscar. Its distinctive lines serve one purpose only: optimum aerodynamics. The result is a reduction in both drag and lift – for maximum balance and stability.

The advanced suspension system – McPherson struts at the front, LSA multi-link at the rear – converts drive from the engine into precision handling on the road. The body of the car provides exceptionally high levels of torsional and flexural strength.

In spite of these modifications, the car is now significantly lighter in a number of key areas. The most important of these include the chassis, wheels, exhaust and seats, while the luggage compartment lid is made from aluminium.

When it comes to power, the 911 is available with a choice of two engine variants: a 3.6-litre unit developing 325 bhp and 370 Nm of torque, and the 3.8-litre engine used in all 'S' models offering maximum output of 355 bhp and 400 Nm.

Both 911 engines are equipped with VarioCam Plus. This patented technology combines variable valve timing and two-stage lift on each of the inlet camshafts. Principal benefits include added performance and lower fuel consumption.

Drive is transmitted through a high-precision six-speed manual gearbox with short-throw, high-performance linkage. All 911 models are also available with the optional five-speed Tiptronic S.

The rear-wheel drive models come with Porsche Stability Management (PSM) as standard. The all-wheel drive variants have a specially enhanced version with additional functionality. In either case, PSM provides effective assistance in critical road scenarios. It is also set to respond later than before, enabling optimum involvement and manoeuvrability, particularly



in conjunction with the optional Sport Chrono Package Plus.

The Sport Chrono Package Plus offers synchronised enhancement for engine, chassis and optional Tiptronic S. As the name suggests, it is another means of exploring the capability of the car.

Another performance option on all 911 models is the latest evolution of the Porsche Ceramic Composite Brake (PCCB – see page 94).



The optional Tyre Pressure Monitoring (TPM) provides early warning of any reduction in pressure.

The variable-ratio steering offers exceptional sensitivity and precision. The steering wheel can be adjusted for height and reach.

A multifunction steering wheel is available as optional equipment, providing direct access to the main audio controls as well as navigation and optional telephone functions.

The standard front seats combine excellent comfort and safety. Optional alternatives include adaptive sports seats with electrically adjustable side bolsters. This ingenious design offers generous comfort on long-distance journeys as well as precision support on the racetrack.

To improve occupant protection, all 911 models have six individual airbags: two front airbags, two head airbags (one in each door panel), and two thorax airbags (one in each front seat backrest).

Other standard items include Porsche Communication Management (PCM) featuring a 5.8-inch colour display, CD radio and on-board computer. This is combined with the standard Sound Package Plus for optimum audio quality.

The Porsche 911: more than 40 years of evolution – to make every second a pleasure.

Model range

**Follow your instincts.
Precisely.**

**The 911 represents a powerful bond between driver and driving machine.
It is a bond defined by precision, control and exceptional immediacy of response.**

Now that bond is closer than ever in the sixth generation of 911.

**Ten different models, two engine variants,
one important choice to make.**

The 911 Carrera.

The 911 Carrera S.

The 911 Carrera 4.

The 911 Carrera 4S.

The 911 Carrera Cabriolet.

The 911 Carrera S Cabriolet.

The 911 Carrera 4 Cabriolet.

The 911 Carrera 4S Cabriolet.

The new 911 Targa 4.

The new 911 Targa 4S.



The best ideas stand the test of time.

The 911 Carrera.



Pure power, no excess – the key to every sporting achievement, and the essence of the 911 Carrera. In this latest evolution, the 3.6-litre flat-six engine develops 239 kW (325 bhp) at 6,800 rpm. Maximum torque of 370 Nm is available from 4,250 rpm. Positioned low

in the body, behind the rear axle, the flat-six unit plays a crucial role in the car's traction, handling and dynamics. The result: 0 to 100 km/h (62 mph) in 5.0 seconds and a top speed of 285 km/h (177 mph).

This powerful capability is always readily available. Every input is met with a precision response and the distinctive 911 sound.

Standard equipment includes 18-inch alloy wheels with black anodised four-piston brakes. The monobloc fixed calipers are made from lightweight aluminium and come with cross-drilled, vented discs. The resulting brake performance is fast and effective with excellent resilience and durability.

Optional extras for the 911 Carrera include Porsche Active Suspension Management (PASM). This adaptive damping system offers comfort and agility on 10-mm lowered suspension. For added performance, the optional sports suspension combines a 20-mm reduction in ride height with a mechanically locking rear differential.

As you will discover, the 911 Carrera is uniquely uncompromising in every respect. With its immediacy of response and precision engineering, every manoeuvre is a memorable driving event.



Power, precision and the potential for more.

The 911 Carrera S.



Every great athlete has hidden potential. In the 911 Carrera S, we've tapped those reserves with a powerful flat-six engine. The 911 is therefore available with a choice of two engine variants, each having its own unique character.

Instantly recognisable by its twin dual-tube exhausts, the 911 Carrera S has a 3.8-litre flat-six engine developing 261 kW

(355 bhp). Maximum torque of 400 Nm is available from 4,600 rpm. Nought to 100 km/h (62 mph) requires just 4.8 seconds. Top speed is 293 km/h (182 mph).

The air intake system is constructed entirely from lightweight plastics. The two-stage resonance geometry in the air-filter housing creates a broad acoustic spectrum ranging from

deep reverberation to a more aggressive high-rev note.

The chassis on the 911 Carrera S features Porsche Active Suspension Management (PASM) and rides 10 mm lower than the standard 911 Carrera. PASM is an active damping system which automatically adapts to changing road conditions and individual driving style. With a choice of two damper modes – 'Normal' and 'Sport' – PASM offers added agility without compromising on safety or comfort.

Power is applied through 19-inch wheels running flush with the exterior shell. The larger engine is more than contained by the specially adapted braking system. The four-piston aluminium calipers have a distinctive red paint finish and come with larger cross-drilled and vented discs.

Handling and agility can be further enhanced with the sports suspension package. Running a further 10 mm lower than PASM, this no-cost option includes a mechanically locking rear differential offering greater traction on variable-grip surfaces.

Bi-Xenon lighting is standard fitment, as is the stylishly revised interior. Among the features unique to the 911 Carrera S are the three-spoke sports steering wheel, aluminium-coloured instrument dials and Aluminium Look dashboard trim.

At the rear of the car, the engine cover logo includes the famous Porsche 'S'. One of the most evocative designations in the history of the marque, it provides the perfect finishing touch.





The ultimate test of driving dynamics: pure driving pleasure.

The 911 Carrera 4 models.

The Porsche 911 is a unique phenomenon. No other rear-engined, rear-wheel drive car has scored so many race victories over so many years. So, why change a winning formula and introduce all-wheel drive? There are two reasons: for us, there's the enjoyment of the engineering challenge; for you, there are the benefits in terms of handling and safety.

The resulting system in the 911 Carrera 4 models offers a significant improvement in driving dynamics. It also retains the original agility of the standard rear-wheel drive car.

The system works by distributing drive to each of the wheels in precisely the proportions required at any time. One scenario where this is particularly important is acceleration out of a bend. The stability of the car is greatly enhanced – as is the level of active safety. It is especially effective on uneven or loose surfaces, such as sand, ice or snow.

Another unique feature on the all-wheel drive models is the wider 'track' across the rear axle. This configuration produces better driving dynamics, including greater stability when cornering. It also reduces the tendency of the body to 'roll' during rapid lane change manoeuvres.

A special version of Porsche Stability Management (PSM) provides two additional brake-system functions not featured on the rear-wheel drive models: electronic brake prefill prior to an emergency stop and all-wheel brake assist.

In short, each car is easily at home in the widest range of driving environments. From the motorway and racetrack to winding mountain pass, the 911 Carrera 4 models take every type of road – and every road surface – in their balanced and capable stride.

The intelligent application of power.

The 911 Carrera 4.



911 Carrera 4 with PCCB and 19-inch SportDesign wheels

The beauty of the Porsche 911 concept is its remarkable versatility. Equipped with all-wheel drive, it has a broader, more stable and more manageable stance with even greater driving dynamics.

The most obvious external difference between the 911 Carrera 4 models and the rear-wheel drive variants is the 44-mm increase in

rear axle width. Extended wheel arches accommodate wider rear tyres and a wider rear wheel track. Power is supplied by the same set of engine options as offered on the rear-wheel drive models.

On the 911 Carrera 4 that means a 3.6-litre, six-cylinder 'boxer' unit. Maximum power output is 239 kW

(325 bhp) at 6,800 rpm. Maximum torque of 370 Nm is available from 4,250 rpm. Nought to 100 km/h (62 mph) requires 5.1 seconds. Maximum speed is 280 km/h (174 mph).

Applying that performance to all four wheels is a precision all-wheel drive system. A viscous-coupled centre differential provides

variable distribution between the front and rear axles in precisely the proportions required. At least 5% of drive is applied to the front axle, rising to approximately 35% in normal road driving and 40% in extreme situations (e.g., loss of traction on wet or uneven surfaces, or following sudden load transfer while cornering).

The system combines with the enhanced Porsche Stability Management (PSM) system for the all-wheel drive models to offer greater agility and active safety. (See overleaf for more information on the all-wheel drive version of PSM.)

In order to accommodate the front differential, the 911 Carrera 4 models have a totally new fuel tank design. The tank capacity is 67 litres – 3 litres more than on the rear-wheel drive models.

The standard-fitment 18-inch wheels and wider rear tyres (295/35 ZR 18) provide a stable foundation for the car's heightened cornering potential. The braking system includes a 9-inch tandem booster, four-piston fixed calipers (monobloc aluminium) and vented, cross-drilled discs.

Combined, these features create a reliable platform for both increased active safety and driving pleasure.



Ultimate stability and performance.

The 911 Carrera 4S.

Porsche engineering is exclusively based on the principle of high performance. With the 911, you have unprecedented freedom to choose how that principle is applied. In the 911 Carrera 4S, we've combined the stability of all-wheel drive with the ultimate in naturally aspirated Porsche power.

Externally, the car is 44 mm wider across the rear wheel arches than the rear-wheel drive 911 Carrera. The engine is identical to that in the 911 Carrera S, using a total

displacement of 3.8 litres to generate 261 kW (355 bhp). Maximum torque of 400 Nm is available from 4,600 rpm. Nought to 100 km/h (62 mph) requires just 4.8 seconds. Maximum speed in appropriate conditions is 288 km/h (179 mph).

The permanent all-wheel drive is subtly assisted by the standard Porsche Stability Management (PSM). Specially developed for the 911 Carrera 4 models, it helps to stabilise the car during cornering

manoeuvres and maximise driving dynamics.

The all-wheel PSM has two additional functions not featured in the rear-wheel drive version: electronic brake prefill and all-wheel brake assist.

The first of these functions builds up pressure in the brake lines whenever the throttle is suddenly released. This action brings the brake pads into light contact with the discs. If the driver goes on to apply the brakes, the response from each caliper is that much more immediate and braking distances are reduced.

In an emergency stop – i.e., when the pressure on the brake pedal exceeds a predefined threshold – the brake assist function uses the PSM hydraulics to apply maximum braking force at all four wheels.



On the all-wheel drive models, the driver is also assisted by a 9-inch tandem brake booster. The compact tandem layout makes space for the front differential required for all-wheel drive as well as a larger-capacity fuel tank.

19-inch wheels are included as standard, as are wider-profile rear tyres (305/30 ZR 19).

Other standard features include Porsche Active Suspension Management (PASM) or a no-cost optional sports suspension package. Running 20 mm lower than the standard 911 Carrera chassis, the sports suspension package includes a mechanically locking rear differential offering greater mid-corner traction.

Combined in one car, this extensive range of equipment provides exemplary road and track performance. It also establishes the 911 Carrera 4S as the most accomplished 911 with naturally aspirated power.





Solar power.

The 911 Cabriolet models.

Much has been said about the power of the sun and its positive effects on man. Millions of words have been written by psychologists – but never by engineers.

At Porsche, however, we are long acquainted with this unique and irresistible appeal. Nothing compares with the Cabriolet experience of driving under clear blue skies. In addition to the warmth, freedom and air, you are

immersed in your natural surroundings. All that is combined in the 911 Cabriolet with uncompromising sports performance.

A key element in the 911 Cabriolet experience is the classic fabric hood. Not only does it help to minimise weight, it also lowers the car's centre of gravity. Whether open or closed, it is both visually appealing and aerodynamically refined.

In terms of engineering and standard equipment, the Cabriolet models are ideally prepared for everyday and all-year-round use. Like all Porsche vehicles, they also provide an exemplary standard of active and passive safety.

In the final analysis, what makes each car special is the fact that it's a 911. That alone will bring a brighter aspect to every journey you make.

A breath of fresh air.

**The 911 Carrera Cabriolet.
The 911 Carrera S Cabriolet.**



911 Carrera Cabriolet

The 911 Carrera and 911 Carrera S are matched by two cars only: their respective Cabriolet versions.

In terms of engineering and technical features, the 911 Carrera Cabriolet models are virtually identical to the Coupé variants. The 3.6 or 3.8-litre engine is accompanied by an extensive array of standard equipment, including Porsche

Stability Management (PSM), Porsche Active Suspension Management (PASM; standard on 911 Carrera S models only) and Porsche Communication Management (PCM).

Both open-top variants offer the technical precision and driving dynamics you would expect from the Porsche 911. The bodyshell

structure is extremely resistant to torsional flexing, ensuring excellent handling at high speed. Active and passive safety (see pages 92/96) are specifically matched to the performance capability of each car.

The automated hood on the Cabriolet models is both aerodynamically efficient and aesthetically refined. Visually, it enhances

the clarity of line that defines the 911 shape. When the hood is raised, its curving lines flow smoothly into the broad rear section. When fully retracted, the hood-box lid enhances the car's powerful presence.

Another benefit of the revised hood design is its exceptional aerodynamic performance. Both Cabriolet models have the same drag coefficient as the 911 Carrera S Coupé. The results: less wind noise, better fuel economy and even greater driving pleasure.

In terms of engineering, functionality and design, the 911 Carrera Cabriolet models are another breath of fresh air.



911 Carrera S Cabriolet

All-wheel drive for all-weather driving pleasure.

The 911 Carrera 4 Cabriolet. The 911 Carrera 4S Cabriolet.

Weather is a factor that can enhance your driving pleasure – or challenge your driving skills. To improve your enjoyment – and your safety – there's a choice of two 911 Cabriolet models with permanent all-wheel drive.

The rear of each car, measured across the wheel arches, is 44 mm wider than the standard rear-drive models. The wider rear track and the subsequent tyre contact enable greater cornering ability.

Both Cabriolet models have the same source of power as the corresponding Coupé variants: a 3.6-litre or 3.8-litre flat-six engine. Both come as standard with a specially enhanced version of Porsche Stability Management



911 Carrera 4 Cabriolet with 19-inch Carrera Classic wheels



911 Carrera 4S Cabriolet

(PSM). This revised edition was exclusively developed for use with permanent all-wheel drive (see page 80).

Both cars have a comprehensive range of active safety features: auto-deploying roll-over bars,

full-size airbags for driver and front passenger, and a new evolution of Porsche Side Impact Protection (POSIP) featuring two side airbags for each front seat (see page 99).

The crucial feature on any convertible is, of course, the hood. With its aerodynamic design, lightweight construction and convenient operation, it is an integral part of the 911 Cabriolet experience.

**Cool in the sun.
Dry in the rain.**



One of the most enjoyable aspects of open-top driving is seizing the moment when the sun breaks through. When the rain returns, it's reassuring to know that there's a fully automatic and rapid-action hood to bring warmth and protection from the elements.

The hood system featured on the 911 Cabriolet models is both extremely light and highly robust. An integral rain channel removes standing water from either side of the doors to prevent dripping when the doors are opened.

Electrically powered, the hood is opened using a button on the centre console or via the key remote. As the side windows descend, the hood box opens to receive the folding hood. The concertina action ensures optimum protection for the interior surface of the lining. The entire operation – be it opening or closing – requires approximately 20 seconds to complete. For added convenience, the hood can be operated while the vehicle is travelling at up to 50 km/h (approx. 30 mph).

The heated rear screen is made from scratch-resistant glass and carries the Porsche logo. When the hood is closed, it provides excellent rearward visibility. The inner frame is a plastic moulding, which offers a further reduction in weight. If required, the screen can be easily removed and replaced.

The interior hood lining is made from a sound and heat-insulating fabric. The resulting noise levels are almost as low as in the Coupé models – even when travelling at

high speed. As a result, each model offers greater enjoyment of the distinctive Porsche sound.

Wind deflector.

All 911 Cabriolet models come with a detachable wind deflector as standard. Specially developed in the Porsche wind tunnel, it helps to minimise turbulence and noise. Easy to fit, it can be folded and stowed in the luggage compartment when not in use.

Hardtop.

Optional equipment includes a tough and lightweight aluminium hardtop, which is also easy to fit

(see page 147). The interior is lined with a sound-absorbent fabric that is matched to the rest of the passenger compartment.



Wind deflector



Enlightenment.

The new 911 Targa 4 models.

The Porsche 911 has always been one of the most individual sportscars in the world. Of all the various models, it's perhaps the 911 Targa that is most distinctive of all. Its inimitable charm is undoubtedly the key to more than 40 years of continuous success. Since its original debut in 1965, it has enjoyed ever-increasing popularity. For the Targa enthusiast, there is nothing to compare with its unique blend of qualities. Combining coupé and cabriolet in a single car, its powerful performance ensures driving pleasure in all ambient conditions.

Both Targa 4 models have an electrically operated glass roof module which forms an integral part of the bodyshell structure.

Building on the same basic platform as the 911 Carrera 4 and 4S models, the new Targa roof provides a unique sense of space and light – even when the roof is closed. Your surroundings become part of the driving experience, whatever the season, whatever the weather, whatever the time of day or night.

The tapered geometry of the rear side windows creates an elegant and dynamic silhouette. It also differentiates the Targa 4 models from the 911 Carrera Coupé. The classic 911 roofline is tastefully enhanced with stylish trim elements in anodised and polished aluminium. Originating at the A-pillars, they arc across the car and culminate beyond the rear

side windows. The result is a new and attractive interpretation of the classic 911 design.

The hinged rear screen provides easy access to the rear luggage area. It also provides another example of style and practicality combined.

In all road conditions, the permanent all-wheel drive provides greater active safety. As on the 911 Carrera 4 models, the Targa 4 body is wider across the rear axle. The broader track combines with the all-wheel drive to ensure optimum driving dynamics.

The new 911 Targa 4 models. Totally unique. Totally 911.

Two engine options. One firm foundation.

The new 911 Targa 4. The new 911 Targa 4S.



911 Targa 4S

On every journey, there is one thing that matters most: the safety of you and your passengers. With this in mind, the new 911 Targa 4 models are equipped with permanent all-wheel drive as standard. As a result, each car offers maximum driving pleasure in every type of weather and in every season of the year.

As with the other 911 models, there are two engine options to choose from. The 911 Targa 4 has a 3.6-litre unit producing 239 kW (325 bhp). The 911 Targa 4S has an even more powerful 3.8-litre engine developing 261 kW (355 bhp).

On both Targa 4 models – as on all the four-wheel drive variants – the body of the car is 44 mm wider across the rear axle compared with the standard 911 Carrera. As well as creating a more positive

stance, this makes for better driving dynamics. The widened track is combined with wider tyres, enabling higher cornering speeds.

Both Targa 4 models are also equipped with a new evolution of Porsche Stability Management (PSM – see page 82). Together with the modified suspension, PSM compensates for the slightly heavier Targa 4 body, enabling Coupé-like handling and agility.

Porsche Active Suspension Management (PASM) has also been adapted for the new 911 Targa 4 models. Standard on the Targa 4S and optional on the Targa 4, it offers greater performance and occupant comfort, seamlessly adapting to individual driving style and changing road conditions.

The bodysell structure is stable and robust – in spite of the large glass roof. Contributing to this strength are the reinforced side rails and a lateral member within the roof module.

With their unique combination of full glass roof and permanent

all-wheel drive, the new Targa 4 models are a totally unprecedented achievement. Few other cars offer such an accomplished blend of performance, practicality and style.



911 Targa 4 in Nordic Gold Metallic (colour to sample)

**Coupé. Cabriolet.
And everything in between.**



Roof closed

The new 911 Targa 4 models offer a unique choice of open or closed-top driving. The roof is operated using a single control conveniently located on the centre console. When opening, the roof panel is lowered slightly and can then be steplessly retracted to the required position – even when travelling at high speed. A wind deflector is automatically deployed to protect you and your passengers from turbulence and noise. The Targa roof provides ‘open-air’ driving in literally all weather conditions.



Roof open

Whatever the roof position – open or closed – the driving experience is totally unique. The transparent roof panel affords an unrestricted view of the sky above which only the Cabriolet models can match. The glass roof panel is made from high-strength laminated safety glass. Combined with the electrically operated roll-up sunscreen, it



Hinged rear screen

offers excellent UV protection as well as added insulation in winter.

The hinged rear screen can be opened from the cockpit or outside the car using the standard key remote. It can then be raised manually using an integral grip

on the screen. A power closing function makes for greater comfort and convenience. For safety reasons, the roof must be closed before the rear screen can be opened. Similarly, the rear screen must also be closed before operating the roof. A rear wiper is available as optional equipment.

The new 911 Targa 4 models are a unique interpretation of the 911 idea. Each combines the power and dynamics of the all-wheel drive models with an attractive range of new design features and even greater functionality.

Drive
Powerful drive.
Precision delivery.

The Porsche flat-six is the heart and soul of every 911.

For more than 40 years, this ingenious design has been the subject of continuous evolution.

**Today, it has reached a new level of refinement.
For even greater driving pleasure.**



- 1. Radiator module (left)
- 2. Radiator module (right)
- 3. Gearshift/gear selector lug
- 4. PASM damper
- 5. Coolant pipes
- 6. Six-speed manual gear-box/five-speed Tiptronic S
- 7. Resonance intake manifold
- 8. Coolant expansion tank
- 9. Electronically controlled throttle valve
- 10. Connecting duct
- 11. Silencer (right)
- 12. Silencer (left)
- 13. Oil filler neck
- 14. Air filter
- 15. Catalytic converters
- 16. Oxygen sensor



- 1. Oil scavenge pump
- 2. Camshaft adjuster (VarioCam Plus)
- 3. Control valve for camshaft adjuster
- 4. Control valve for variable valve lift
- 5. Switchable tappets with hydraulic valve clearance adjustment
- 6. Inlet camshaft
- 7. Pre-separator
- 8. Crankcase ventilation pipe
- 9. Oil feed pump
- 10. Tandem pump
- 11. Resonance valve
- 12. Plenum duct
- 13. Plenum chamber with integrated resonator
- 14. Resonator
- 15. Electronically controlled throttle valve
- 16. Water-pump pulley
- 17. Air-conditioning compressor pulley
- 18. Power-steering pump pulley
- 19. Exhaust valve
- 20. Inlet valve
- 21. Crankshaft bearing bridge
- 22. Water jacket
- 23. Single-spark ignition coil
- 24. Valve spring
- 25. Lokasil-coated bore
- 26. Forged aluminium piston
- 27. Crankshaft
- 28. Combustion chamber
- 29. Forged connecting rod
- 30. Vibration damper
- 31. Plastic tensioner

3.8-litre engine

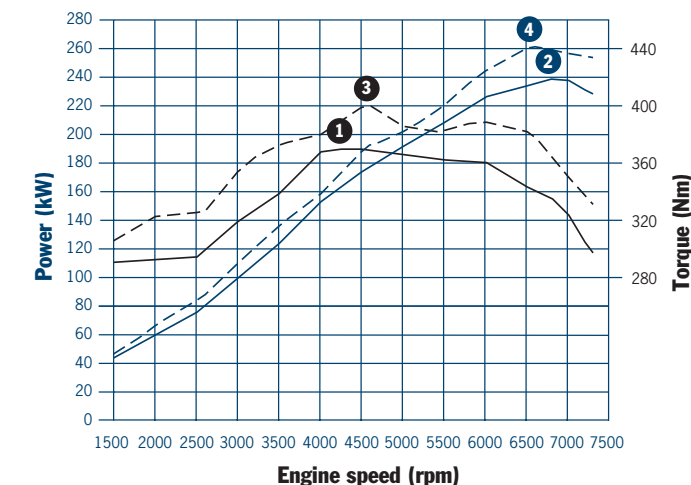
Heart of the matter. The 911 engine.

The Porsche 911 would be inconceivable without the six-cylinder 'boxer' engine. Flat and compact, with a low centre of gravity, its rear-mounted installation has been maximising traction and driving dynamics for more than four decades. It is also famed for its immediacy of response, free-revving character and, of course, its sound.



in the agility of the car. The flat-six units are also the source of the legendary 911 sound.

Another traditional Porsche characteristic is the surprisingly low cost of ownership. The oil change interval, for example, is 20,000 miles or every two years. A major service is only required every 40,000 miles.



911 Carrera: ① 370 Nm at 4,250 rpm,
② 239 kW (325 bhp) at 6,800 rpm
911 Carrera S: ③ 400 Nm at 4,600 rpm,
④ 261 kW (355 bhp) at 6,600 rpm

More capacity. More power. More exhilaration.

Today's 911 is available with a choice of two flat-six engines offering different output ratings. Together, they satisfy the wide range of expectations among 911 drivers.

The 3.6-litre unit in the 911 Carrera, Carrera 4 and new Targa 4 models develops 239 kW (325 bhp) at 6,800 rpm.

Maximum torque of 370 Nm is available from 4,250 rpm. Even at low revs, the engine responds to the slightest throttle input. Nought to 100 km/h (62 mph) requires just 5.0 seconds in the 911 Carrera Coupé. Maximum speed is 285 km/h (177 mph).

For even greater performance, the S and 4S models are powered by a 3.8-litre flat-six unit offering 261 kW (355 bhp) at 6,600 rpm. The standard sprint to 100 km/h (62 mph)

requires just 4.8 seconds in the 911 Carrera S. Top speed is 293 km/h (182 mph). Maximum torque output is 400 Nm beginning at 4,600 rpm. The agility of the car is considerably enhanced by the lightweight inlet and performance exhaust manifolds. The air-filter housing and load-dependent two-stage resonance geometry creates a broad range of engine acoustics. Both engine variants have a free-revving character, high output and lightweight build that are significant factors

Cooling system. From precision comes efficiency.

Today's 911 combines heightened performance with lower fuel consumption, emissions and noise. The key to this apparently paradoxical capability is the combination of four-valve heads, VarioCam Plus and efficient engine cooling. Extensively tested in race applications, our cross-flow cooling system provides an equal supply of coolant to each of the

engine cylinders. All coolant channels are cast within the block, thus reducing the need for external hoses. The coolant is fed from hot to cold (i.e., from exhaust to inlet) in a separate flow for each cylinder. As a result, each one receives a fresh supply of coolant which has not been heated previously.

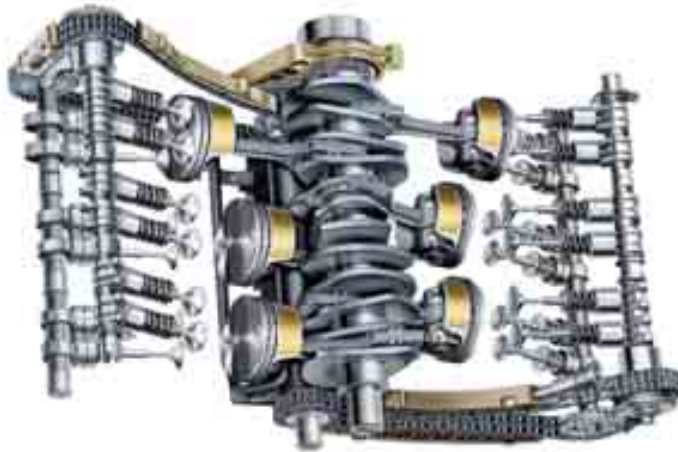
In the 3.8-litre engine, the increased performance demands a corresponding increase in cooling. To meet that requirement, we've added a more powerful coolant pump as well as two extra fins on the uprated oil/water heat exchanger.

**Alloy engine.
Less weight, more power.**

An alloy engine is something of a compromise. Or so the theory goes. In the majority of designs, the desired weight saving and improved fuel economy come with a lowered resistance to temperature.

In all 911 models, the main bearing bracket is made from aluminium alloy with cast-in iron elements. Not only does this minimise the effects of temperature on the bearings, it also reduces the bearing clearances and therefore mechanical noise.

A further advantage of smaller bearing clearances is the reduction in oil requirements. Since less oil is needed, the pumps can be smaller, saving both weight and fuel while enhancing engine performance.



Main rotating assembly and valve gear

Integrated dry-sump lubrication.

This race-proven technology ensures a reliable supply of oil while reducing engine temperatures.

Oil is pumped to the lubrication points from an internal reservoir in the engine block and not from

an external tank. Two additional pumps then 'scavenge' the oil from the cylinder heads and feed it back to the reservoir.

Unwanted gases are removed from the oil by means of cylindrical containers known as 'swirlpots'. This defoaming process restores the oil's lubricating properties, while

maintaining pressure in the self-adjusting tappets. Without it, the tappets could not function properly and both performance and emissions would be impaired.

To further reduce temperatures, each piston crown is sprayed with twin jets of oil from the main lubrication circuit.

Each cylinder receives a consistent supply of oil, regardless of gravitational loads. The engine is therefore inherently reliable in even the most demanding track conditions.

Oil pressure and temperature are clearly displayed in the instrument cluster. The oil level can be

checked from inside the car using the central instrument display.



3.8-litre engine

VarioCam Plus.
More performance at all engine speeds.

Both 911 engines are equipped with VarioCam Plus technology. This unique Porsche system combines variable valve timing with two-stage valve lift on the inlet side. The resulting benefits include greater top-end power and low-end torque, as well as smoother running, better fuel economy and lower CO₂ emissions.

VarioCam Plus creates two engines out of one, seamlessly

switching between them both as driver inputs change. All operations are centrally controlled by the Motronic ME7.8 engine



management system. The result: rapid acceleration and balanced running characteristics.



The two-stage valve lift mechanism on the inlet side features electro-hydraulically switchable tappets. Each of the 12 tappets consists of two concentric lifters which can be either locked together to form a single unit or allowed to move independently. When the tappets are locked, the outermost ring – driven by two large-profile cams – is in active contact with the valve. When the locking pin is removed, the innermost lifter – actuated by a smaller cam lobe – has sole influence over the amount of valve lift. The timing of each valve is steplessly controlled using an electro-hydraulic rotary vane adjuster at the head of each inlet camshaft.

To improve responsiveness when starting from cold, VarioCam Plus will raise the amount of lift and retard the timing of the valves. At medium revs and minimal load, the valve lift is lowered and

timing advanced to minimise fuel consumption and emissions.

To achieve maximum power and torque, the lift is raised and the timing advanced.

All 911 models feature EU-compliant on-board diagnostics as standard. This technology provides continuous fault detection and early warning for the exhaust and fuel supply systems. The benefits include active prevention of harmful emissions as well as consistent rates of fuel consumption.

Air intake system.
More air, more torque.

All 911 models have a two-stage resonance intake system. The principle behind this technology is to use the vibration of the air as it passes through the manifold to increase the intake volume. The resulting benefits include



Resonance valve in intake manifold

increased torque at low rpm and a flatter torque curve overall.

In the S and 4S models, the entire intake system is made from lightweight plastic materials. The variable geometry within the intake manifold brings an added dimension to the engine sound. Resonant and deep at low engine speeds, it becomes much more aggressive at higher rpm. The replacement interval on the air-filter element is 40,000 miles.

Powerful performance requires precision control.

**Engine management system.
The subtle difference.**



The Motronic ME7.8 engine management system (see right) ensures optimum performance at all times. This high-precision ECU controls the electronic throttle, one of the key prerequisites for the standard Porsche Stability Management (PSM). It is also responsible for all engine-related functions and assemblies (see diagram). The results: optimum economy, emissions and performance in all driving scenarios.

One of the most important tasks performed by the engine management system is cylinder-specific knock control. By preventing pre-ignition at high engine speeds, this function can avert costly damage to the pistons and cylinders. Since temperatures tend to vary in different parts of the engine, each cylinder is monitored separately. If a knock is detected, the individual ignition timing is adjusted.

**Fuel system.
Making every drop count.**

Fuel is supplied to each of the six cylinders using a sequential fuel injection system. The timing of each injection and the volume supplied to each bank of cylinders are controlled by the engine management system. Adjustments are based on a range of variables, including throttle position, engine speed, coolant temperature and exhaust gas composition. The results are optimised combustion and fuel consumption. A hot-film air mass sensor monitors the density of the incoming air to ensure the best possible air/fuel mix, regardless of weather and altitude.

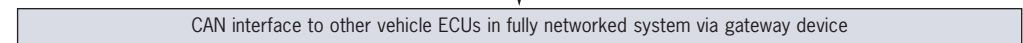
Input data

- Engine speed (from crankshaft)
- Inlet camshaft phase angle
- Engine load
- Throttle-pedal position
- Oxygen sensor signals
- Knock sensor signals
- Temperatures
 - Coolant
 - Intake air
 - Engine oil
 - Air in engine compartment
- Vehicle speed
- Air-conditioning settings
- Engine immobiliser status
- 'Sport' button



Used to regulate/control

- Ignition
- Fuel injection
- Throttle valve
- Heating elements in oxygen sensors
- Fuel pump
- Fuel-tank venting
- Camshaft phase angle
- Resonance valve
- Secondary air injection
- Engine fan
- Starter
- Diagnostics (OBD II/EOBD)
- Air-conditioning compressor



**Ignition system.
The vital spark.**

Both 911 engines feature static high-voltage ignition technology. Separate coils on each of the

plugs ensure perfect ignition every time. The role of distributor is performed by the engine management system, which can adapt ignition timing as required. If Tiptronic S, for example,

requests smoother downshifts, timing is modified accordingly. Another important benefit of reliable combustion is the car's absolute compliance with the EU4 emissions standard.

**Raising performance is a tradition at Porsche.
Which is why we never stop.**

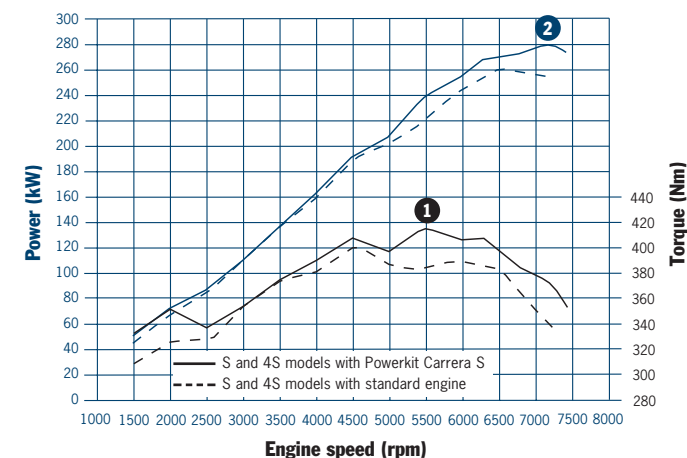
Powerkit Carrera S.



For some, engine data is dry and academic, just numbers written on a page. At Porsche, we view them as something else entirely: a precise indication of the unique potential that an individual car can provide.

The S and 4S models offer total power output of 261 kW (355 bhp) as standard. From the moment you turn the key in the ignition, the adrenaline starts to flow. If you wish, you can raise the heart-beat higher still with the Powerkit Carrera S. Available as an option on all 911 Carrera S, 911 Carrera 4S and the new 911 Targa 4S models, it

is compatible with both the six-speed manual gearbox and Tiptronic S. Offering a maximum output of 280 kW (381 bhp), the results are 0 to 100 km/h (62 mph) in just 4.6 seconds, 0 to 200 km/h (124 mph) in 14.9 seconds, and a maximum speed of 300 km/h (186 mph; all data valid for 911 Carrera S Coupé with manual gearbox).



- ❶ 415 Nm at 5,500 rpm
- ❷ 280 kW (381 bhp) at 7,200 rpm



The key advantage of the Powerkit package is the optimised gas-flow on inlet and exhaust. This is achieved by means of modified cylinder-head geometry. Other new features include an aluminium intake manifold and revised exhaust manifolds with larger bores. Controlling it all to optimum effect is a specially enhanced engine management system.

The performance is matched by the sight and sound of the carbon-fibre air filter housing and the sports exhaust system with integral sports tailpipes. All are designed for maximum throughput and therefore maximum performance.

The increased power output is immediately apparent over the entire engine speed range. The car is more responsive, more athletic, more adept – even more of a Porsche 911.



Carbon-fibre air filter housing

The 911. A positive impact on any environment.



Exhaust system (911 Carrera S)

Exhaust system.

The exhaust system on all 911 models is made from high-quality stainless steel. The system consists of two separate tracts, one for each bank of cylinders. The catalytic converters are extremely heat-resistant yet quick to warm up when starting from cold.

Twin oxygen sensors, one for each exhaust, provide continuous monitoring of the combustion process. An additional pair of sensors* is used to measure the efficiency of the catalytic converters.

All 911 models can also be equipped with an optional sports exhaust system featuring integral sports tailpipes. The system offers a choice of sound settings, which are selected using a button on the centre console. On vehicles with the optional Sport Chrono Package Plus (see page 84), the sports sound mode is automatically enabled when the Sport Chrono 'Sport' mode is selected.

* Not in markets with leaded fuel.

Servicing.

Like every car, the 911 requires servicing, although you may be surprised how little.

The running costs for each car are significantly reduced by the lengthy replacement intervals for

engine oil (20,000 miles) and air filter (40,000 miles). A number of key ancillaries – generator, power-steering pump and air-conditioning compressor – are all driven by a single belt with a service life of 60,000 miles. The spark plug interval is 60,000 miles or a maximum of every four years.

The hydraulic tappets provide automatic adjustment of all valve clearances, while the drive chains on the camshafts and auxiliary shafts should also remain maintenance-free.

Basic servicing is required after 20,000 miles or a maximum

of two years on the road.

The first major service is due at 40,000 miles or every four years at the latest. The results: lower running costs and virtually uninterrupted enjoyment from your Porsche.



911 Targa 4S with sports exhaust system

Transmission.
Precision delivery. In manual or automatic.



Six-speed manual gearbox.

The six-speed manual gearbox for the 911 model range is designed for maximum sports performance. Each of the six ratios has been carefully selected for optimum progression through the gears. The gearbox is driven through a dual-mass flywheel which reduces noise in the drivetrain. The effect is enhanced by the cable-operated gear linkage which insulates the lever from the engine and gearbox.

The gear lever throw is short and precise, enabling a rapid gearshift action. The response from the car is consistently positive and direct. An optional short shifter is also available for even greater speed and precision when changing gear. The high-performance theme is perfectly complemented by the race-inspired pedal design.



Gear lever (911 Carrera S)

On the S and 4S models, the gearbox is mated to a high-performance self-adjusting clutch. The result is a 50% reduction in the added release loads which are normally encountered as the clutch begins to wear.



Tiptronic S control on steering wheel

Tiptronic S.

All 911 models are available with five-speed Tiptronic S as optional equipment. This versatile system combines an automatic transmission with the option of manual gearshifts.

In manual mode, you can change gear by hand using gearshift controls on the steering wheel. Simply press up to change up, and down to change down.

In automatic mode, the standard gearshift pattern, designed for maximum fuel economy, can be steplessly varied up to a dedicated 'Sport' configuration for high-performance driving. Each gearshift point is automatically selected based on current driving style and road conditions. Within a short space of time, you'll develop a feel for the system and begin to influence gearshifts using the throttle alone.

The benefits of Tiptronic S are particularly apparent when exploring the car's potential. Even in automatic, the rapid gearshift action enables remarkable agility under acceleration. The immediacy of response, with virtually no interruption in drive, is comparable with a Porsche manual gearbox.

While still in automatic, you can change gear by hand using the rocker controls on the steering wheel. This function is particularly useful when performing an overtaking manoeuvre. If there is no manual input for a period of eight seconds, the system reverts to automatic mode.

Other useful functions include a warm-up programme producing higher rpm and thus faster warm-up on the catalytic converters. If the car is driven more assertively, the system automatically selects the 'Sport' gearshift pattern, i.e., there is no need to use a kick-down function. Unlike conventional automatic systems, Tiptronic S does not shift up when the throttle is released, thus enabling optimum acceleration when exiting a corner. Mid-corner gearshifts are also suppressed, enhancing stability and safety. Under heavy braking, the system shifts down



Tiptronic S gear selector

to maximise engine braking. An incline sensor improves uphill acceleration and makes better use of engine braking on descent. This function also reduces the load on the braking system.

If traction is lost under braking in the wet or on snow, the system automatically changes up to restore lateral grip and bring the car back into line.

Chassis

**Discover more about your favourite roads.
And your skill as a driver.**

**The 911 chassis is not only more capable than ever,
it is also more comfortable and secure.**

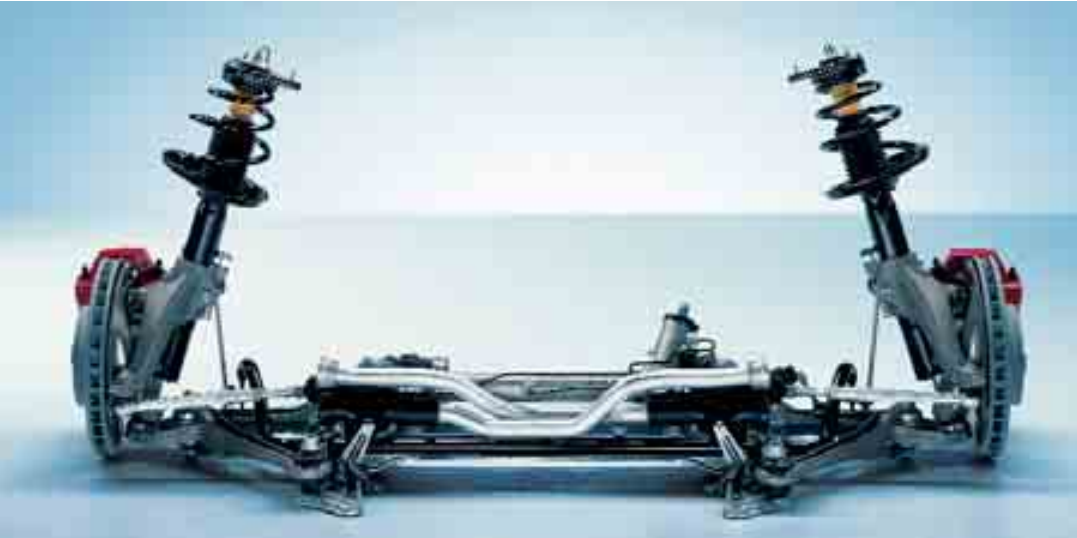
**The entire chassis concept has been carefully designed
to offer agile handling and natural control in all
road and track scenarios.**

**Every driver input is conveyed through the chassis
with unprecedented immediacy and precision.**

**Feedback from the road is equally precise,
enabling optimum car control.**



**Standard suspension.
Precision, versatility and control.**



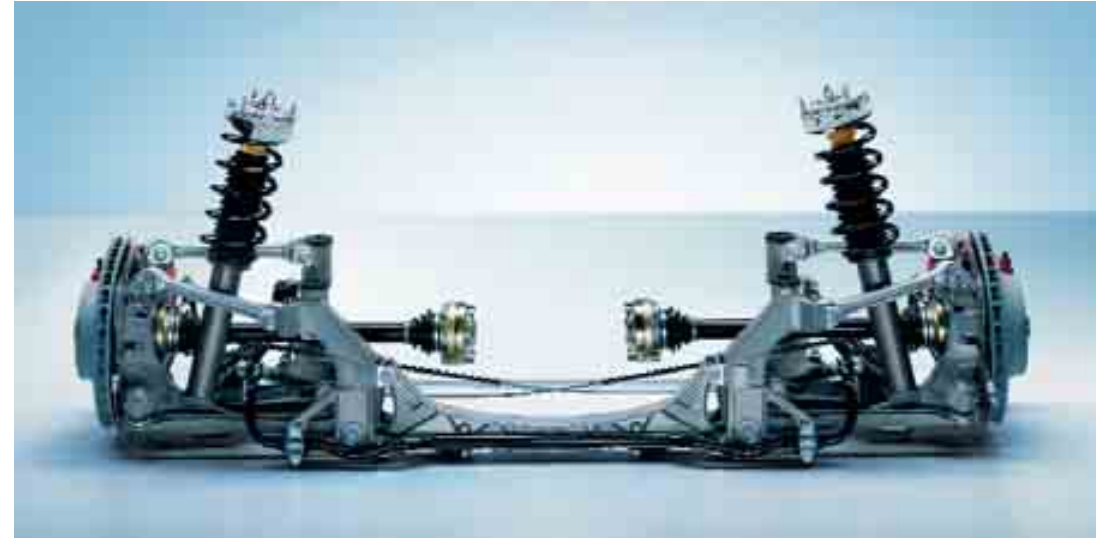
Front axle (911 Carrera S)

Today's 911 combines updated power with an improved axle concept. The result is a blend of exceptional handling and generous safety reserves.

Lightweight design enables major weight savings, particularly on the unsprung masses. Changing lanes

is smooth and secure, even when travelling at high speed. Pitch and roll have been significantly reduced, as have noise and vibration from the road. Overall stability is extremely good and the suspension is highly responsive.

At the front of the car, we've used a race-proven design with McPherson-type coil-over struts. Running on specially reinforced bearings, the wheels are located using a high-precision arrangement of longitudinal and transverse links. The benefits on the road include excellent straight-line stability and



Rear axle (911 Carrera S)

superlative all-round handling. Braking is enhanced with the aid of spoiler elements in each of the front cooling ducts.

The rear axle is also race-derived, featuring multi-link LSA (Lightweight, Stable, Agile) subframe-based suspension. Its

lightweight construction is another key element in the car's exceptional driving dynamics. The axle kinematics improve stability under acceleration by reducing excessive compression. The lightweight strut has an aluminium damper instead of conventional steel to help maximise handling agility.

The standard chassis on the S and 4S models is 10 mm lower than on the 911 Carrera. Other unique features include continuous damping control in the form of Porsche Active Suspension Management (PASM). See page 76 for more details.



Sports suspension.

Featuring a lowered ride height and stiffened setup, the sports suspension package is available as an extra-cost option on the 911 Carrera and Carrera 4 Coupé models. It is also offered as a no-cost option for the 911 Carrera S and 4S Coupé. Designed for total sports performance, it is a valuable addition for racing or trackday use.

The package comprises firmer and lower springs (20 mm lower than the standard 911 Carrera, 10 mm lower than the PASM-equipped 911 Carrera S), new anti-roll bars with greater torsional strength, and firmer damper settings. It also includes a mechanically locking rear differential offering increased traction on poor road surfaces or under rapid acceleration, e.g., when exiting a low-speed bend.

Please note that this option cannot be combined with Porsche Active Suspension Management (PASM) and is only available in conjunction with a six-speed manual gearbox and 19-inch wheels.

Wheels.

The aluminium alloy wheels on the 911 model range feature light-weight construction and larger dimensions offering better all-round performance. The 911 Carrera models and the new 911 Targa 4 have 18-inch wheels as standard. The S and 4S models come with 19-inch wheels, which are also available as an option on the 3.6-litre cars.

Other 19-inch wheels are available as optional equipment (see page 149).



18-inch Carrera III wheel

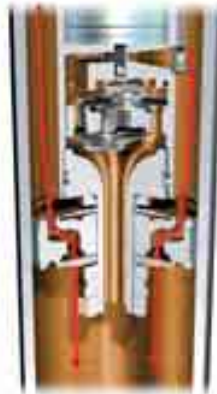


19-inch Carrera S wheel

**Porsche Active Suspension Management (PASM).
More agility? More comfort? The choice is yours.**



Rebound in 'Normal' mode –
bypass valve open



Rebound in 'Sport' mode –
bypass valve closed



Compression in 'Normal' mode –
bypass valve open



Compression in 'Sport' mode –
bypass valve closed

PASM is an electronic damping control system. It offers continuous adjustment of individual damping forces based on current road conditions and driving style. PASM is standard on all models with the 3.8-litre engine and optional with the 3.6. The system has also been specially adapted for the new 911 Targa 4 and 4S.

The driver can choose between two setup modes, 'Normal' or 'Sport', which share a minimal degree of overlap. 'Normal' is a blend of performance and comfort, while the 'Sport' setup ratings are generally much firmer. In either mode, the system responds to changing loads by automatically applying the optimum rate on each individual damper from a range of pre-defined options.

To do that, PASM uses a series of sensors to monitor the movement of the body, e.g., under acceleration and braking, during cornering manoeuvres as well as on poor road surfaces. The PASM control unit then evaluates this data and modifies the damping force on each of the wheels in accordance with the selected mode. The results are a reduction in pitch and roll as well as consistent roadholding on all four wheels.

If 'Sport' mode is selected, the suspension is set to a harder damper rating. If the quality of the road surface falls below a certain threshold, the system immediately changes to a softer rating within the 'Sport' setup range. This adjustment enhances occupant comfort as well as traction and grip. When the road surface

improves, PASM automatically reverts to the original, harder rating.

If 'Normal' mode is selected, and the car is driven assertively, PASM automatically switches to a harder rating within the 'Normal' setup range. As the dampers become stiffer, the car becomes more stable and responds with more immediacy to driver inputs.

In either case, the result is the same: a car which adapts the way it handles and rides to the way you personally like to drive.

Steering.
Accurate control, intelligent variability.



The rack-and-pinion steering is sensitive and precise, offering excellent contact with the road. Hydraulic power assistance enables easier manoeuvrability, as do the modest turning circle

and lock-to-lock travel. While parking requires only minimal steering effort, the directional stability when travelling at speed is comparable with that of a racing car.

One of the special features on all 911 models is the variable steering ratio. Around the straight-ahead position, the ratio is less direct, enabling smoother manoeuvres on the motorway.

Turn the wheel harder, and the ratio increases, allowing easier cornering and parking. Despite this variability, there is no loss of feedback or agility.

Low-speed manoeuvrability is further enhanced by a modest turning circle of just 10.9 metres – despite the width of the tyres.

**Porsche Stability Management (PSM).
Precision. Safety. Manoeuvrability.**

Porsche Stability Management (PSM) is an automatic vehicle stability control system offering valuable assistance in critical road scenarios. Throughout each journey, PSM uses a range of sensors to monitor the direction, speed, yaw velocity (speed of rotation around the vertical axis) and lateral acceleration of the car. Using this information, it is possible to calculate the actual direction

of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability and optimum speed. Whenever PSM is required to intervene, an indicator light in the cockpit is illuminated.

Another scenario in which PSM is invaluable is when applying the throttle on wet or other low-grip

surfaces. Here, PSM uses the ABD (automatic brake differential) and ASR (anti-slip regulation) functions to maintain traction and stability.

Included as standard equipment, PSM assists with high-precision inputs that enhance the athleticism and agility of each model.

When 'Sport' mode is selected on the optional Sport Chrono Package Plus (see page 84), the



<p>➤ Car steers off line</p>	<p>Oversteer without PSM</p>	<p>Oversteer with PSM</p>	<p>➤ PSM corrects direction and stabilises car</p>
<p>➤ Car steers off line</p>	<p>Understeer without PSM</p>	<p>Understeer with PSM</p>	<p>➤ PSM corrects direction and stabilises car</p>

PSM threshold is raised higher still to enable greater driver involvement – particularly at speeds of up to 70 km/h (44 mph).

The integral ABS offers shorter braking distances and therefore greater active safety. PSM inputs are smooth and precise, thus enhancing comfort as well.

If you'd rather drive without PSM, the system can be disabled leaving only the automatic brake differential in place. PSM remains present in the background and will only intervene under heavy braking where at least one front wheel requires ABS assistance.

With its balanced blend of precision, stability, safety and

performance, Porsche Stability Management is a natural application of the Porsche engineering philosophy.

The all-wheel drive models (911 Carrera 4 and 4S, 911 Targa 4 and 4S) have a specially developed version of PSM featuring two additional functions. See overleaf for details.

All-wheel drive with dedicated PSM. Enhancing dynamics to the power of 4.

The all-wheel drive system in the 911 Carrera 4 models and the new 911 Targa 4 and 4S incorporates a viscous-coupled centre differential. This device provides automatic torque distribution to the front and rear axles in precisely the proportions required. It also compensates for any externally induced difference in the speed of rotation on each axle. The coupling itself consists of an outer casing and a central shaft, both of which are fitted with interleaved plates.



Multi-plate viscous coupling

The space between the plates is filled with silicone fluid.

If the front and rear axles are rotating at different speeds, the frictional properties of the silicone fluid cause torque to be directed away from the plates that are rotating more quickly and towards those rotating more slowly. At least 5% of drive torque is always applied to the front wheels.

In normal driving conditions, the

proportion is approximately 35%, rising as high as 40% in extreme scenarios (e.g., loss of traction on wet or uneven surfaces, or during sudden load transfer in hairpin bends).

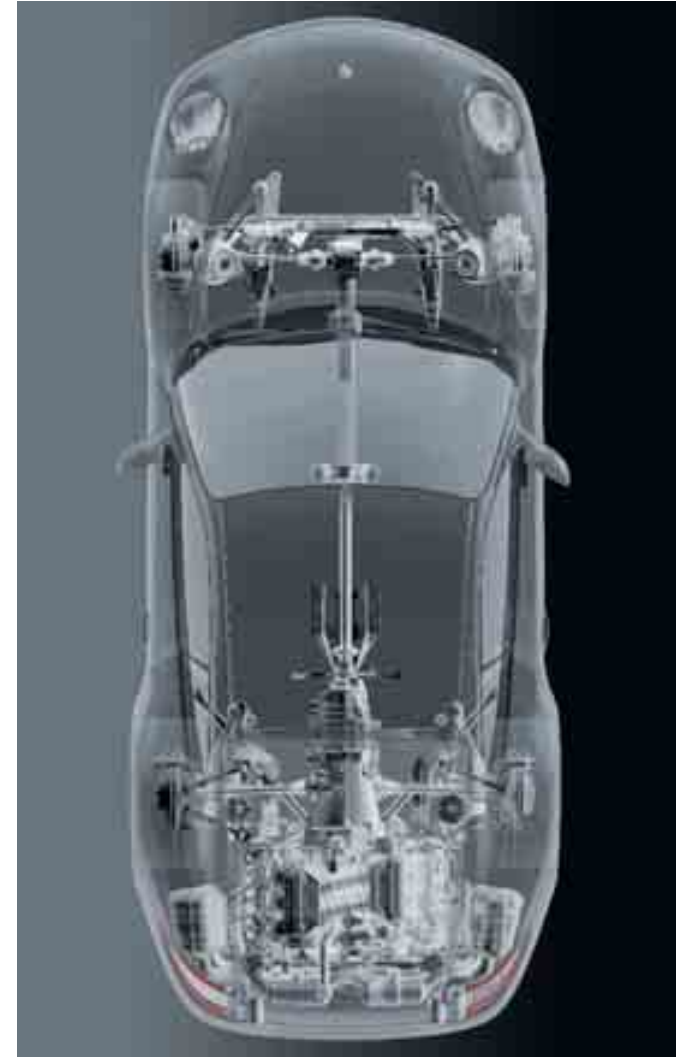
The system is combined with a new evolution of Porsche Stability Management (PSM) developed for the 911 Carrera 4 and new Targa 4 models. In addition to the benefits of the rear-drive version, this revised PSM offers two new functions which further reduce braking distances.

If the driver suddenly releases the throttle, PSM automatically readies the braking system. The pressure in the brake lines is marginally increased, bringing each of the pads into light contact with the corresponding disc. If the driver goes on to apply the brakes, the response from each caliper is that much

more immediate and braking distances are reduced.

In an emergency stop – i.e., when the pressure on the brake pedal exceeds a predefined threshold – the brake assist function uses the PSM hydraulics to apply maximum braking force at all four wheels.

With its variable differential and dedicated PSM, the all-wheel drive system in the 4 and 4S models offers greater dynamics, agile handling and exemplary all-round stability. In short: more of the things that make your car a Porsche.



All-wheel drive

Sport Chrono Package Plus. Enhancing performance.



All 911 models offer generous reserves of power and chassis performance. To help you explore this capability to the full, each car can also be equipped with the optional Sport Chrono Package Plus. Comprising a range

of modifications, it provides simultaneous enhancement of the engine, chassis and optional Tiptronic S transmission. The result: even greater performance and driving pleasure.

System components include digital and analogue timer displays, a 'Sport' select button on the centre console, a performance display and a personal memory function in PCM.

When 'Sport' mode is selected, the engine management system applies a new set of variables to

enhance the engine response. A modified throttle map relates the pedal angle in the footwell to a much wider angle of opening in the throttle. As a result, the engine has a much more positive reaction to every pedal input. In the higher gears, a hard rev-limiter helps protect the engine under acceleration.

While this is happening, PASM (standard on the S and 4S models, optional on all others) is also switching to 'Sport' mode. The dampers become firmer, enabling faster turn-in as well as better road-holding and traction.

On vehicles with Tiptronic S, the automatic gearshifts become faster and more dynamic. Lift off the throttle – even at high revs – and the system immediately shifts down to apply engine braking. There are no unwanted

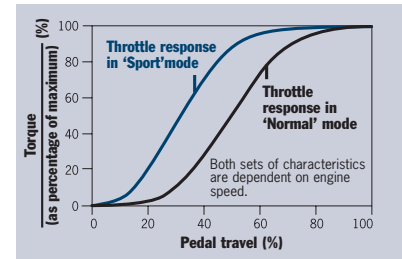
upshifts in manual mode when approaching the engine rev limit. Since the driver has full control over every upshift, the handling of the car is much more secure, particularly when braking for a corner.

To minimise assistance from PSM, the trigger threshold for this system is raised. The result is a more natural and involving response to lateral and longitudinal forces. Agility is enhanced under braking for a corner, with PSM enabling greater manoeuvrability when turning in and greater stability on the exit – particularly in lower-speed sequences and bends.

For maximum dexterity, PSM can be set to standby while the car is still in 'Sport' mode. PSM simply monitors the forces acting on the car and will only intervene in the



'Sport' button on centre console



Comparison of throttle maps in 'Normal' and 'Sport' mode

most critical scenarios, e.g., when ABS assistance is required on both front brakes.



To help you quantify this increased performance, the Sport Chrono Package Plus includes a swivel-mounted timer on the dashboard. Functions are accessed via the control stalk for the on-board computer. Analogue dials measure

hours, minutes and seconds, while a separate digital field displays whole seconds, tenths and one hundredths of a second. The digital field runs in parallel with a second display conveniently located in the instrument cluster.

Individual lap times can be viewed, stored and analysed using a special performance display in PCM (see page 118). The information available includes time elapsed and distance travelled on the current lap,

as well as the number of laps completed and their respective times. You can also view the current fastest lap and the remaining range till empty. Driving times can be recorded for any stretch of road and

benchmark times defined. Other useful features include a personal memory function which is also controlled via PCM. This can be used to store personal preferences for a range of systems, including daytime running lights,

'Welcome Home' lighting, optional automatic air conditioning and door-lock settings.

Safety

Breathe easy –
when holding your breath.

Rapid braking.

Excellent headlight illumination.

Safe airbag deployment.

Effective crash protection.

**The standard safety features on the Porsche 911
are equal to the car's performance.**



What have we learnt from more than 28,000 racing victories? The crucial importance of safety.



With more than 50 years' experience in all forms of motorsport, we have an intimate understanding of active safety. On today's 911, we've used that experience to create one of the safest cars on the road.

The chassis, for example, offers a uniquely balanced ride with generous safety reserves. The flexibility and torque of the new

flat-six engine enable easier overtaking and evasive manoeuvres. To contain that performance, all 911 models are equipped with powerful braking systems.

The aerodynamic surfaces, especially the new underbody panelling, generate increased levels of downforce. As a result, the car remains stable on the road, with exemplary grip,

particularly when travelling at high speed.

The optional Tyre Pressure Monitoring (TPM) provides early warning of any drop in pressure via the on-board computer display and a dedicated warning light.

At the front of the car, the main headlight units have an elegant, compact design. The parking, fog



Halogen headlight



Bi-Xenon headlight

and indicator lights are housed in two separate modules on the front apron moulding. The new lighting arrangement is distinctively Porsche and instantly recognisable at night.

The Bi-Xenon headlights on the S and 4S models (optional on 3.6-litre models) provide near-perfect illumination of the road. The system is based on the latest gas-discharge technology and

features dynamic range control. The resulting brightness is approximately double that of conventional halogen units. In dipped or main-beam mode, the lights are stronger and more uniform, helping to minimise driver fatigue. Other standard features include a headlight cleaning system and foglights.

The high-level third brake light beneath the rear screen is equipped with rapid-response

LEDs. Since the light is obscured when the spoiler is extended, another LED brake light is mounted on its trailing edge.

Two additional lights on the inside of each door offer added convenience and safety. The kerb light (white) provides useful illumination when stepping out of the car. The safety light (red) warns traffic approaching from the rear when the door is open.



High-level third brake light

Active safety: standard braking system. Advancing the art of deceleration.



The 911 is famous for its powerful acceleration – and its powerful braking. On all 911 models, the standard braking system is one of the most advanced ever featured in a standard production car. Its rapid deceleration is paired with excellent fade-resistance and straight-line stability in even the toughest road and track conditions.

The monobloc aluminium fixed calipers are extremely rigid yet remarkably light and precise. The calipers are quick to grip and release, while pedal travel is short and easy to modulate.

On the 3.6-litre models (all non-'S' variants), all four calipers are four-piston units with an elegant black anodised finish. Disc diameter is 318 mm at the front and 299 mm at the rear.

To match the added performance of the 3.8-litre engine (all 'S'-badged models), we've combined larger, stronger four-piston fixed calipers made from robust aluminium with a larger pad surface and 330-mm discs at front and rear. The updated brakes are clearly identifiable from the red paint finish on each caliper.

All models have cross-drilled discs providing optimum braking in the wet. The distinctive drill-hole pattern enables faster response by allowing rapid dispersal of the water vapour generated under braking. The discs are also internally vented for rapid heat dispersal.

Other features include four-channel ABS offering a smoother, low-pulse action. A powerful 10-inch brake booster on the rear-wheel drive cars makes for easier pedal inputs. Airflow is enhanced in the brake cooling ducts thanks to integral spoiler elements.

On the all-wheel drive variants (all cars with '4' in model name), the driver is assisted by a 9-inch tandem brake booster.

All-wheel drive safety is further enhanced with the aid of two new functions in the specially revised Porsche Stability Management (see page 82).

Overall, the result is a powerful capability that is crucial to the performance of each car.



Standard brake assembly (S/4S models)

Active safety: optional braking system. Porsche Ceramic Composite Brake (PCCB).



PCCB

All 911 models are also available with a new evolution of the Porsche Ceramic Composite Brake (PCCB). The latest in a long line of race-derived technologies, PCCB combines an ultra-robust ceramic disc with high-performance composite pads.

The PCCB disc is made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C. The result is a disc that is not only much harder than steel, but also more resistant to high temperatures.

To maximise cooling in extreme track and downhill usage, the new edition has a modified system of internal vents. Now with twice the number of cooling channels, the new vent geometry offers a better flow of air through the disc. With more cooling channels, there are more internal walls creating greater structural stability. Together with the modified drill-hole pattern, the ring of vent openings around the rim of the disc is one of the key identifying features of the new PCCB.

One characteristic which has not changed is the thermal stability of the ceramic material. As well as ensuring dimensional stability, it is extremely resistant to any form of corrosion and offers excellent acoustic damping properties.

The discs are combined with six-piston monobloc aluminium calipers at the front, and four-piston calipers at the rear. Together, these units provide extremely high and, above all, consistent levels of friction under braking. Overall response is fast and precise with only moderate pedal force required.

The key advantage of PCCB is its ultra-lightweight construction. Compared with conventional metal discs, it offers a total



weight saving of approximately 50%. As well as enhancing performance and fuel economy, this represents an enormous reduction in both unsprung and rotational mass – important factors when it comes to agility, roadholding and comfort.

For more information, see the latest PCCB brochure available from your Porsche Centre.

Passive safety: bodyshell structure. Intelligent crash technology.

The 911 easily complies with all statutory requirements around the world in respect of frontal, side, diagonal and rear impact protection.

The reinforced bodyshell contains a highly resilient passenger cell offering exceptional crash protection. At the front of the car, the cell is protected by a patented system of longitudinal and transverse members (1). In the event of an accident, energy is absorbed by three separate load paths, one

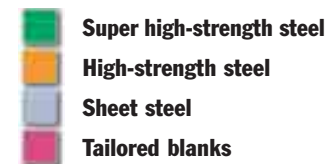
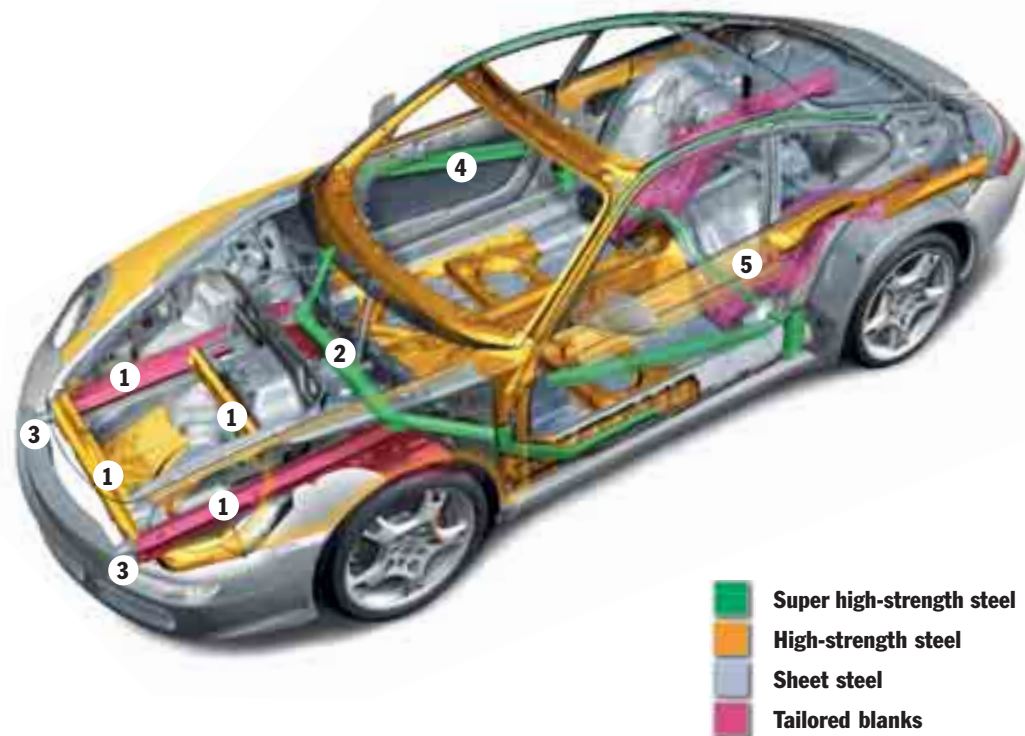
above the other, which disperse the force of impact and minimise cell deformation.

Additional features include a highly rigid bulkhead cross-member (2) made from super high-strength steel. This element is designed to absorb impact forces from the longitudinal members and thus protect both front footwells. In a minor collision, a system of easily replaceable impact absorbers (3) prevents costly damage to the underlying bodyshell structure.

The upper section of each door features additional reinforcements (4) which enhance the rigidity of the car. An additional load path (5) is used to channel energy through the upper part of the shell and thus further protect the passenger cell.

In 1985, we began using super high-strength steel elements inside each door to increase side impact protection. On today's 911, that protection is enhanced with the aid of super high-tensile boron steel.

Another important but less obvious safety feature is the high-quality surface protection. More than 25 years ago, we became the first manufacturer in the world to use a hot-dip galvanised steel shell. This exacting process is absolutely fundamental to the legendary durability of our cars. It also ensures a consistently high standard of crash protection,



even after many years on the road. To underline our confidence in the quality of our cars, all 911 models come with a ten-year anti-corrosion warranty, three-year paint warranty and two-year general warranty.



Passive safety: airbag system. All-round occupant protection.

Many years ago, Porsche became the first German manufacturer to offer full-size airbags for driver and front passenger as standard. More recently, we set the benchmark again by introducing a non-azide gas generant based on an organic propellant.

This proven technology not only makes airbags lighter and more compact, it also makes them easier to recycle. In today's 911, we've made another innovation in the form of two-stage full-size airbags for driver and front passenger.

In the event of an accident, the airbag control unit can measure the force and direction of impact, before inflating each airbag accordingly. In a low-speed crash, the airbag is only partially inflated, thereby minimising discomfort to the occupants.



The airbag control unit is located in the centre tunnel where it receives additional information from a pair of impact sensors near the headlights. This arrangement allows faster and more accurate crash evaluation and thus better airbag deployment.

In addition, each model is equipped as standard with Porsche Side Impact Protection (POSIP). This comprehensive package features two additional airbags on each

front seat instead of the usual one. A thorax airbag is located in the side of each backrest, while a head airbag can be found in each door. All four airbags have an individual volume of approximately 8 litres, ensuring maximum protection over the entire seat adjustment range. On the 911 Cabriolet and new Targa 4 models, the airbags are shaped to protect the occupants even when the hood or roof is open.

The head restraints for driver and front passenger form an integral part of each seat. Other standard features include an energy-absorbing steering column, three-point seat belts with height adjustment (Coupé and Targa 4 models only), front seat-belt pre-tensioners and force limiters, energy-absorbing elements in the dashboard, and flame-retardant materials throughout the interior.

**Passive safety: occupant protection in the 911 Carrera Cabriolet and 911 Targa 4 models.
The key to relaxation: safety when it matters most.**



The 911 Carrera Cabriolet and Targa 4 models enhance the pleasure of summer driving. They are also designed to offer serious performance when used responsibly on the racetrack.

Despite the modest weight of each Cabriolet model, you'll find a torsional rigidity and flexural strength that are exemplary among two-plus-two convertibles. Body flexing is reduced to a minimum on even the most poorly surfaced roads. The bodyshell structure is strengthened further by a pair of additional brace members which extend to the rear wheel housings. All Cabriolet models have an automatically deploying roll-over system, which provides additional protection if the car overturns (see page 99). The system consists of two spring-loaded roll-over bars which are housed behind the rear seats. The roll-over sensor – part of the airbag control unit – is used to



monitor changes in the attitude of the car and its contact with the road as well as longitudinal and lateral acceleration. If the car overturns, the top-padded roll-over bars are automatically deployed within a fraction of a second.

The new 911 Targa 4 models are also equipped with a strong, stable and flex-resistant body –

in spite of the large glass roof. Contributing to this strength are the reinforced side rails which connect the roof module with the body of the car. Stability is enhanced by a lateral member within the roof module between the top roof panel and the hinged rear screen. The roof panel is made from laminated safety glass, the rear screen from single-sheet safety glass.

Thus equipped, the 911 Cabriolet and Targa 4 models provide exceptional standards of open-top safety for even greater enjoyment on the road.

Comfort

Using ergonomics and design
to enhance your enjoyment of performance.

In terms of engineering, the Porsche 911 offers a simple definition of precision:
Improve that which is essential.
Remove that which is not.
Focus on that which matters most:
the driver.

Through the application of these principles
we've created a driving environment
that is always uniquely rewarding.



Interior.
Designed exclusively for the enjoyment of driving.

One of the most important characteristics of the Porsche 911 has always been its practicality. A prime example is the passenger compartment. All switches and controls are carefully positioned for easy, intuitive operation. In fact, the only reason to look down from the road is to appreciate the elegant design.

The ergonomic controls are easy to use and let you focus on the driving experience. The five round instruments are perfectly placed within the driver's field of vision. The air-conditioning system is fully automatic and includes an active carbon filter.

The standard steering wheels offer 40 mm of height and reach adjustment. The 911 Carrera and Targa 4 models have a

three-spoke design, while the S and 4S variants have a three-spoke sports. All models can also be equipped with an optional three-spoke multifunction steering wheel offering direct access to the main audio controls as well as optional navigation and telephone functions.

The tinted windscreen is combined with a generous rear screen (glass on the Cabriolet models), ensuring excellent fore-and-aft visibility. The front side windows have a water-repellent finish which automatically disperses moisture and dirt. The result: optimum visibility in poor weather conditions.



Instruments.
Optimum clarity for safety and comfort.



Instrument cluster (911 Carrera S/911 Targa 4S)

The horizontal grouping of five round instruments is one of the classic features of the Porsche 911. On today's evolution, the spacing is wider, enabling easy access to all information.

On the S and 4S models, the instrument dials have an aluminium-coloured finish. The digital display in the centre-left dial contains the main and

trip odometers. The central display, in the rev-counter dial, presents selected information from the on-board computer. This multi-purpose field is standard on all models and



Dashboard (911 Carrera S/911 Targa 4S) with various options, including leather interior, Sport Chrono Package Plus, cruise control, navigation module and Tyre Pressure Monitoring (TPM)



Dashboard (911 Carrera/911 Targa 4) with various options, including leather interior, multifunction steering wheel, Sport Chrono Package Plus, Tiptronic S, cruise control, navigation module, telephone module, passive handset and Tyre Pressure Monitoring (TPM)

Seating. Comfort, safety and support.



Instrument cluster (911 Carrera/911 Targa 4)

includes a permanent digital speedometer. The third display, in the centre-right dial, presents the time and external temperature.

The dot-matrix technology used in each of these fields provides a higher resolution for icons and text. Design and legibility are

also enhanced by the brilliant white backlight illumination.



Electrically adjustable seat

Standard seats.

The standard seats provide exceptional comfort thanks to generous upholstery, optimum lateral support, a low-level seat base offering greater headroom, and a spring system matched to the chassis. The high side bolsters provide excellent cornering support, without any feeling of restriction. The generous range of adjustment options means that virtually every driver can find the ideal position, regardless of physical build.



Adaptive sports seat

Standard front seat features include a part-leather finish and three adjustment options: fore/aft (mechanical), height (mechanical) and backrest (electric). Optional alternatives include an electrically adjustable seat offering full power control of fore/aft position, height, backrest angle, squab angle and lumbar support. A memory function

enables you to store and select your seat, lumbar support and exterior mirror settings.

Sports seats.

The optional sports seats offer firmer upholstery than the standard design. Higher side bolsters on the backrest and squab provide additional lateral support. The fore/aft position and height are mechanically adjustable, while the backrest angle is electrically controlled.

Adaptive sports seats.

This alternative seat option combines excellent comfort with first-rate track performance. The comprehensive range of power adjustment controls includes fore/aft position, squab



Rear seat and storage area

height, backrest angle and lumbar support. The side bolsters on backrest and squab are pneumatically adjustable for the perfect fit. This exceptional variability ensures generous comfort on long-distance journeys as well as precision support when cornering. A memory function includes the exterior mirror position on the driver's side as well as all seat settings except for the squab and backrest side bolsters.

Rear seats.

The folding rear seats in all 911 models are surprisingly comfortable for a car of such agility and performance. The generous rear storage area offers valuable load-space, even when the seats are in use. Fold the backrests down and there's an additional 205 litres in the Coupé models, 155 litres in the Cabriolets and 230 litres in the 911 Targa 4 and Targa 4S.



Adaptive sports seat controls

Child seats.

The front passenger seat is specially designed to carry an ISOFIX-compatible child seat. The necessary preparation – which includes an airbag deactivation function – is available from Porsche Tequipment. You will also find a full range of Porsche child seats.

Intelligent practicality.

Elegant design.



Glove compartment

The key to comfort in the Porsche 911 is our care and attention to detail. Each model has a range of practical features that make every journey a pleasure.

Matching upholstered armrests on the door and centre console provide optimum driver comfort, particularly on long-distance trips. Twin cupholders for driver and front passenger are neatly concealed behind the dashboard trim. Below is a lockable glove compartment with handy CD storage. Additional compartments can be found in each of the doors as well as the



Cupholders

centre console. Two 12-Volt sockets (including the cigarette lighter) provide power for all your accessories. An optional fire extinguisher can also be installed directly in front of the driver's seat. Thanks to its compact dimensions, it is never in the way but always within easy reach.

'Welcome Home' lighting.

This standard lighting function provides comfort and safety when using the car after dark. The foglights and taillights are

automatically illuminated when the car is locked or unlocked using the key remote. The lights remain illuminated for a predefined period, lighting your way to or from the car. This delay is user-adjustable via PCM on vehicles with the optional Sport Chrono Package Plus.

ParkAssist.

This optional parking aid is automatically enabled whenever you select reverse gear. Move too close to a stationary object and a warning signal is emitted. Continue to reverse and the tone increases in frequency. The distance is measured by ultrasonic sensors which are neatly concealed in the rear bumper.

Cruise control.

This convenient option has an effective speed range of 30–240 km/h (20–149 mph). The system is operated using a separate control stalk on the steering column and can even be used in first gear.

HomeLink®.

This optional garage-door opener is freely programmable and integrated within the cockpit. It offers remote control for up to three

garage, gate, home lighting and/or alarm systems.

Rear wiper.

The optional rear wiper for the Coupé and Targa 4 models has a flat and streamlined wiper blade that blends with the exterior of the car.

Automatically dimming mirrors.

An auto-dimming function is available as an option for the interior

and exterior mirrors. The package also includes an integrated rain sensor for the front wiper system.

Slide/tilt sunroof.

This electrically operated and steplessly adjustable slide/tilt sunroof is also available as an option on the 911 Coupé models. The tilt position offers comfortable ventilation of the passenger compartment, even when travelling at high speed.



ParkAssist



Slide/tilt sunroof



Luggage compartment (911 Carrera)



Luggage compartment with PTS trolley case, ultralight edition (XL) from Porsche Design Driver's Selection

Luggage compartment.

In addition to the rear loadspace inside the car, the front luggage compartment on the rear-wheel drive models has a total capacity of 135 litres (105 litres on all-wheel drive cars). The bulkhead

panelling conceals the standard audio amplifier and the DVD drive for the optional navigation module. On rear-wheel drive models, it also contains the optional CD autochanger. On the all-wheel drive cars, the autochanger is located on the right-hand side of the compartment (looking forward). The loadspace is lined with high-quality, scratch-resistant materials.

Roof transport system.

This optional roof platform (available for all 911 Coupé models) has been aerodynamically designed to complement the exterior of the car. Made from lightweight aluminium, it is extremely easy to fit. A range of attachments are available from Porsche Tequipment, including a roof box and carriers for bikes, skis and snowboards. Maximum roof load is 75 kg.

Anti-theft protection.

All 911 models have an engine immobiliser with in-key transponder as well as a powerful alarm system featuring contact-sensitive exterior protection and radar-based interior surveillance.

Vehicle tracking system.

This optional preparation available for all 911 models enables future installation of a vehicle tracking system obtainable from Porsche Tequipment. The system can be used to locate a stolen vehicle across most of the countries of Europe. Note: package includes special wiring loom and higher capacity battery.



Roof transport system



Roof transport system with roof box

**Porsche Communication Management (PCM).
Audio, communication and information in one.**



Porsche Communication Management (PCM)

This powerful entertainment and communications system is standard in all 911 models. Key features include a high-resolution colour display with 16:9 aspect ratio. PCM combines radio, CD player, audio and on-board computer functionality with optional CD autochanger, navigation and

telephone modules. The integrated CD drive is compatible with MP3 audio files. In addition, PCM provides easy-access control of the performance display and memory function included with the optional Sport Chrono Package Plus.

Radio functions include 20 FM and 20 MW presets, Dynamic AutoStore, and RDS two-tuner frequency diversity (continuous search for best possible signal for selected station).



Speaker in door panel

Optional extras include a navigation module with separate DVD drive in the luggage compartment (see page 120). One of the benefits of this arrangement is that the standard CD drive in PCM can be used exclusively for audio CDs.

Sound Package Plus.

This high-quality sound system is standard equipment on all 911 models. Power is supplied by a 4 x 25-Watt output stage in PCM and an external linear amplifier in the luggage compartment for the low and mid-range speakers (2 x 55 and 1 x 25-Watt nominal output). The result is a generous audio experience through a total of nine loudspeakers.

Output settings are adjusted via the sound menu in PCM. A loudness function accentuates bass and treble at lower volumes.

Antenna diversity.

The PCM package includes four radio antennae discreetly embedded in the windscreen glass. These are used by the twin-tuner radio to find the strongest available signal for any given station and maintain optimum FM reception.



Speaker in dashboard



Speaker in rear side panel



On-board computer.

The PCM computer offers a wide range of information, including average fuel consumption, average speed, range till empty, journey time and external temperature. It can also be used to view data from the optional Tyre Pressure Monitoring (TPM). The computer is operated using a separate control stalk and can display key information in the central dial of the instrument cluster. The same

control stalk is used to operate the timing functions in the optional Sport Chrono Package Plus.

Electronic logbook.

This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM via the infrared port and processed

on a PC using software included with the package. The software complies with the statutory requirements for automatic logbooks as specified by the German revenue authorities.

Navigation system.

The optional GPS navigation module includes dynamic route guidance via TMC (Traffic Message Channel). This function provides a visual overview of traffic congestion as well as automatic calculation of alternative routes. Other features include a DVD drive in the luggage compartment and an easy-to use menu structure. After entering your destination, the system determines your position using GPS and then guides you to your destination via the best possible route.

The DVD drive offers faster data access than equivalent CDs, and therefore faster route calculation. The number of zoom levels has also been increased to offer a finer gradation of scale. Navigation data for most European countries is included on a single DVD.

Extended navigation module.

In combination with PCM, this optional expansion module enables automatic navigation along a

previously recorded route (reverse route navigation). It also facilitates compass and GPS-based navigation in regions not covered by your navigation DVD.

Telephone module.

Available as an option, this GSM telephone module has a 12-digit keypad and hands-free facility offering excellent audio quality. The microphone is concealed beneath the steering column casing and is directed towards the driver's position. Special features include SMS (text) messaging as well as card-free calls to emergency services. A passive (keyless) handset with leather-trimmed console is available as an optional extra. The handset enables clearer communication as well as greater call privacy.



Passive (keyless) handset

CDC-4 CD autochanger.

This optional CD autochanger, compatible with PCM, has a total capacity of six CDs and installs in the luggage compartment (see page 116). All 911 models have an autochanger preparation as standard.



Porsche and BOSE®. In perfect harmony.



Mid-range speaker in door

BOSE® Surround Sound System.

All 911 models are also available with the optional BOSE® Surround Sound System. To ensure optimum acoustic quality, the package was developed in conjunction with the car itself.

The nominal output of 325 Watts is produced by a seven-channel MOST®-based digital amplifier comprising 5 x 25-Watt linear and 2 x 100-Watt TSM switching output stages. MOST® (Media Orientated Systems Transport) is a fibre-optic bus network offering

fast data transfer and perfect signal quality.

Each Coupé model has a total of 13 loudspeakers (12 in the Cabriolet and Targa 4 versions), including an active subwoofer and 'centerfill' speaker at the centre of the dashboard. Together, they create a panoramic soundstage at all seat positions. The balanced, lifelike and crystal-clear sound is the product of multiple audio technologies.

At the push of a button, BOSE® Automotive Surround Sound is enabled. This technology uses independent channels at front and rear to create a 360-degree sound experience. This is achieved by using patented BOSE® Centerpoint® circuitry to convert even stereo recordings into five separate audio channels. These are then passed to a carefully selected combination of speakers with the

aid of BOSE® SurroundStage™ signal processing.

A comprehensive range of sound processing technologies ensure perfect sound in every driving scenario. During the vehicle development process, the speakers and electronics were custom-engineered, over the entire frequency spectrum, to the unique



interior acoustics of each 911 model. Special features include a dynamic loudness function which, in contrast to conventional loudness technologies, enhances lower frequencies in low-volume sound. In doing so, it compensates for the reduced sensitivity of the human ear to the lower end of the frequency spectrum. AudioPilot® noise compensation technology uses a microphone

in the cockpit to measure ambient sound and provide automatic adjustment of tone and volume. The result is a noticeably clearer and more consistent output, with no need for continuous manual adjustment.

The Cabriolet models have an additional sound programme, specially developed for open-top driving. It is automatically enabled when the hood is opened and disabled when the hood is closed.

Whichever model you choose, with the BOSE® Surround Sound System, the result is concert-hall quality.

Motorsport

**Some say life is a competition.
So why not make it fun?**

**The Porsche 911 is an everyday car.
Developed by racing enthusiasts.**

**What may at first seem to be a contradiction
in terms is in fact a Porsche principle.**

**It is a rule which states that race engineering
developed on the track provides exceptional
performance on the road.**

**It also means you have the platform required
for your own participation in motorsport.**



Porsche motorsport. The other side of your Porsche.



911 GT3 Cup

The Nürburgring, Le Mans, Hockenheim, Mille Miglia, Daytona, Paris-Dakar, Monte Carlo, Targa Florio.

Porsche has competed in virtually every major race – and at every major venue – in the world of international motorsport. There is hardly a corner, chicane or hairpin bend that we do not know by heart.

This familiarity is just one of the secrets of our enduring race success. It is also the key to more than 28,000 victories in little over 50 years.

Throughout our history, the desire to go racing has defined the character of Porsche. It has also enabled us to develop technologies for use in our road-car production.

As a result, your 911 is already prepared for a number of racing classes. Porsche Clubs host a range of events at domestic and international level. Other options for amateur drivers include the Porsche Sports Cup series in Germany. For semi-professionals, there's a choice of national Porsche Carrera Cup championships, while professionals can

compete on the international stage in the Porsche Michelin Supercup.

The standard racing Porsche – the 911 GT3 Cup (Type 997) – features a range of race technologies, including a sequential gearbox. Weighing just 1,120 kg, it has a specially updated and race-prepared flat-six engine developing 294 kW (400 bhp) from a 3.6-litre displacement. The result: thrilling performance and close-fought racing.

In 2006, the car will be run in the Porsche Carrera Cup championships and the Porsche Michelin Supercup.

Porsche Michelin Supercup.

The Porsche Michelin Supercup is the world's fastest international single-make race series. A major F1 support event in Europe, Bahrain and the United States, it is watched by audiences in the

hundreds of thousands. Each Supercup team runs identical, production-based 911 GT3 Cup (Type 997) cars with Michelin racing tyres and Porsche ceramic brakes (PCCB). Every race is an absorbing battle of strategic race planning and pure driving skill.

The championship is contested over a 12-race season, pitting established professionals and promising young talent against special VIP guest drivers.



911 GT3 Cup

Environment

**Powerful performance
needn't cost the earth.**

The Porsche 911 is a model of precision.

With more power, more comfort and greater all-round safety.

Its environmental standards are equally impressive:

lower emissions, more economy and longer service intervals.



**There's a wonderful world out there to explore.
Which is why we want to keep it that way.**



Porsche has a long and distinguished tradition of raising the standards in environmental protection. In 1966, the first official European emissions test to be approved by the US environmental authority, the EPA, was performed

on a Porsche 911 at our factory in Zuffenhausen. Since then, Porsche has remained a leading innovator within this important field of car design.

Exhaust emission control.

The 911 is designed for powerful performance – but not at the expense of the environment. Both 911 engines – 3.6 and 3.8-litre – comply with the stringent EU4

exhaust emissions standard as well as ULEV II regulations in the United States. As a result, the 911 is not only one of the most athletic cars on the road, it is also one of the cleanest.

To achieve this combination, we've used a range of eco-friendly technologies, including two-stage catalytic converters. This 'cascade' catalyst system consists of two specially coated monolith substrates on each of the twin exhaust tracts. Ultra-fine honeycomb channels ensure optimum performance with only minimal back-pressure on the engine. The primary catalyst is the smaller of the two, enabling faster warm-up for greater efficiency when the engine is started from cold.

The latest technologies are also employed when monitoring the twin exhausts. The engine management system uses a pair of 'Lambda' or

* Not in markets with leaded fuel.

oxygen sensors to analyse the exhaust gas from each bank of cylinders and modify combustion accordingly. A second pair of oxygen sensors, one for each exhaust, then verifies the efficiency of the catalytic converters.*

The ultimate result is lower emissions – under all engine conditions.

Fuel economy and recycling.

One of the most important considerations on any Porsche is intelligent weight reduction. The resulting benefits include lower fuel consumption as well as better handling and performance.

On all 911 models, approximately 20% of components are made from lightweight alloys.

All materials are carefully selected to minimise any impact on the environment. The twin exhaust

system, for example, is made entirely from stainless steel. All lightweight materials are easily recyclable, while the variety of synthetic components has been reduced. Recycled plastics are used in all areas of the car where they meet our exacting technical requirements. To simplify processing, all materials are labelled for separate recycling.

In all, approximately 85% of today's 911 is compatible with current recycling techniques.

Water-based paints are used throughout the car, thus reducing dependence on chemical solvents in both production and subsequent servicing. All parts of the vehicle are free from asbestos, CFCs, and components manufactured using CFCs. The result is a car in which environmental protection is an integral part of the design.



Servicing.

Longer service intervals are not only easier on resources, they

also reduce ownership costs. Over the years, we've consistently improved our service schedules, while lowering the number of

service tasks. In the case of the 911, we'll let the figures speak for themselves:

Engine oil: every 20,000 miles or two years. Oil filter: every 20,000 miles. Air filter: every 40,000 miles. Spark plugs:

every 60,000 miles or four years. Ancillary drive belt: every 60,000 miles. Fuel filter: good for the entire life of the car.

A major service is required after 40,000 miles. Based on mileage alone, today's 911 requires just three services every 60,000 miles.

The result is a major reduction in servicing costs – with corresponding benefits for the environment.

Noise.

The 911 complies with all current noise regulations – without resorting to engine encapsulation. To do that, we've eliminated noise at source: engine components are more rigid, moving parts lighter, and tolerances reduced to a minimum. Additional features such as high-efficiency silencers

and resonators in the induction system help to lower noise throughout the life of each car. The result is a purer and more distinctive sound – with all the character you'd expect from a Porsche.

Fuel system.

In the fuel supply system, we've minimised the evaporation of hydrocarbons. This is achieved through a combination of active carbon filter and special fuel-tank coating. All fuel lines are made from aluminium, while those carrying vapours are made from multi-layer plastic.

Personal- isation

**You've seen our vision of the perfect 911.
Now it's time for yours.**

**Can perfection be measured in physical precision?
Or in fractions of a second on the racetrack?**

**For us, it's a quality expressed in years.
Forty-three, to be precise.**

**Now in its sixth generation, the Porsche 911 is even closer
to the original ideal.**

**Today it is a car that lacks just one thing:
your own personal signature.**

**Over the following pages, you will find a comprehensive
range of factory-fitted personalisation options.
Each is designed to help you create your vision of the
perfect Porsche.**



Colours.



The Porsche 911 is a powerful expression of character and individuality. One of the most important considerations in this respect is, of course, your choice of colour. Exterior options range from four solid and eight metallic colours to five 'special' paint finishes. On Cabriolet models, there are four hood colours available. Inside the cockpit, there's a choice of nine interior colours as well as three two-tone combinations.

If you cannot find the colour you require, we can probably mix it for you. After all, when a car is this special, it should look exactly the way you want it to.

To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator.

Solid exterior colours.

Metallic exterior colours.

Special exterior colours.

Hood colours.



Black



Basalt Black Metallic



Atlas Grey Metallic



Slate Grey Metallic



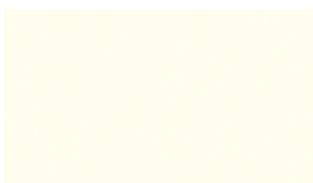
Dark Olive Metallic



Black



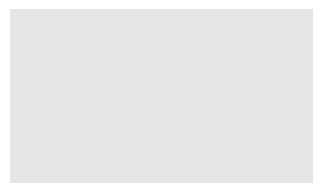
Guards Red



Arctic Silver Metallic



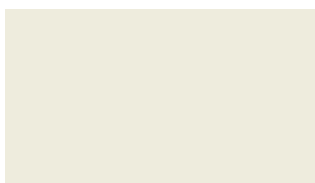
Meteor Grey Metallic*



GT Silver Metallic



Stone Grey



Carrara White



Midnight Blue Metallic



Cobalt Blue Metallic



Lapis Blue Metallic



Metropole Blue



Speed Yellow



Carmon Red Metallic



Forest Green Metallic



Lagoon Green Metallic



Cocoa

* Introduction planned for 08/2006.

Standard interior colours.

Leatherette/leather/
soft-touch paint.¹⁾

Carpet.

Rooflining.²⁾



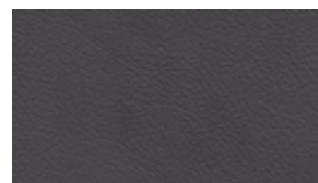
Black



Black



Black



Stone Grey



Stone Grey



Stone Grey



Sand Beige



Sand Beige



Sand Beige



Palm Green



Palm Green



Palm Green



Ocean Blue



Ocean Blue



Ocean Blue

Special interior colours.

Leather/soft-touch paint.³⁾

Carpet.

Rooflining.²⁾



Terracotta



Terracotta



Black



Cocoa



Cocoa



Black

Natural leather interior.

Leather/soft-touch paint.

Carpet.

Rooflining.²⁾



Dark Grey⁴⁾



Dark Grey



Black



Natural Brown³⁾



Natural Brown



Black

Two-tone interior.⁵⁾

Leather/soft-touch paint.

Carpet.

Rooflining.²⁾



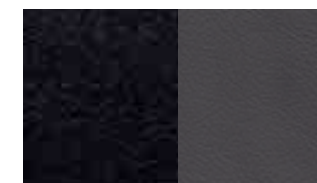
Black and Terracotta⁶⁾



Terracotta



Black



Black and Stone Grey⁷⁾



Stone Grey



Black



Black and Sand Beige⁷⁾



Sand Beige



Black

See price list for recommended colour combinations.

¹⁾ Soft-touch paint in interior colour; sun visors and inner door-sill guards with film finish in interior colour.

²⁾ Rooflining in Alcantara (Coupé models) or black fabric (Cabriolet models).

³⁾ Soft-touch paint in interior colour; sun visors and inner door-sill guards with black film finish.

⁴⁾ Soft-touch paint in black; sun visors and inner door-sill guards with black film finish.

⁵⁾ Black leather finish: dashboard upper section (incl. instrument shroud), dashboard forward section including front passenger airbag cover, steering wheel rim and airbag module, door upper panels, rear side panels (upper sections), A-pillar/windscreen top trim, B-pillar trim and C-pillar trim. All other surfaces in chosen interior colour.

⁶⁾ Soft-touch paint in interior colour or black; sun visors and inner door-sill guards with black film finish.

⁷⁾ Soft-touch paint in interior colour or black; sun visors with black film finish, and inner door-sill guards with film finish in interior colour.

Making it yours. Optional equipment for the 911 model range.

The standard specification on the Porsche 911 is already second to none. In order to make it truly unique, there's a comprehensive range of options to choose from. Each is a blend of stylish design and exceptional engineering. Combined, they will enhance the individuality of your Porsche, as well as its performance and comfort.

Over the following pages, you will find the full range of options listed by category. To find out more about individual items, please refer to the 911 price list.

For more ideas on personalising your 911, ask your Porsche Centre about Porsche Exclusive factory-fitted modifications and

Porsche Tequipment accessories.

For a taste of what's possible, you'll find a selection of modified vehicles in the current Porsche Exclusive catalogue. For all queries concerning personalisation, please consult your Porsche Centre.



Aerokit Cup, wheels painted, sports exhaust system with four-tube sports tailpipes

Exterior.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Bi-Xenon lighting system with headlight cleaning and headlight levelling	○	●	○	●	○	●	○	●	○	●	P74	91
• Deletion of model designation	W	W	W	W	W	W	W	W	W	W	498	
• ParkAssist (parking aid at rear)	○	○	○	○	○	○	○	○	○	○	635	114
• Aerokit Cup	○	○	○	○	-	-	-	-	-	-	XAA	144, 145
• Side skirts painted	-	-	○	○	-	-	○	○	○	○	XAJ	



911 Carrera 4 with PCCB und SportDesign wheels

Exterior.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Metallic paint	○	○	○	○	○	○	○	○	○	○	Code	138
• Special colours	○	○	○	○	○	○	○	○	○	○	Code	139
• Colour to sample	○	○	○	○	○	○	○	○	○	○	Code	

- not available ○ extra-cost option ● standard equipment W no-cost option
For more information on the options featured in this catalogue, please refer to the price list.



Aerokit Cup, wheels painted



Rain sensor



Rear wiper

Exterior.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Rear wiper	○	○	○	○	-	-	-	○	○		425	115, 146
• Grey top tint on windscreen	○	○	○	○	○	○	○	○	○	○	567	
• Automatically dimming interior/exterior mirrors with integrated rain sensor	○	○	○	○	○	○	○	○	○	○	P12	115, 146
• Electric slide/tilt sunroof	○	○	○	○	-	-	-	-	-	-	650	115
• Hardtop	-	-	-	-	○	○	○	○	-	-	550	147
• Roof transport system	○	○	○	○	-	-	-	-	-	-	549	116

- not available ○ extra-cost option ● standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the price list.

Engine, transmission and chassis.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Powerkit Carrera S engine upgrade to 280 kW (381 bhp), includes sports exhaust system with four tube sports tailpipes (XLF)	-	○	-	-	○	-	○	-	○	○	X51	60
• Tiptronic S	○	○	○	○	○	○	○	○	○	○	249	68
• Porsche Ceramic Composite Brake (PCCB)	○	○	○	○	○	○	○	○	○	○	450	94, 148
• Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm	○	●	○	●	○	●	○	●	○	●	475	76
• Sports suspension package (20 mm lower) with mechanically locking rear differential	○	W	○	W	-	-	-	-	-	-	P17	75



911 Carrera Cabriolet with hardtop



Porsche Ceramic Composite Brake (PCCB)



Stainless steel tailpipes, chrome-plated (911 Carrera S)

Engine, transmission and chassis.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Sport Chrono Package Plus	○	○	○	○	○	○	○	○	○	○	640	84
• Stainless steel tailpipes, chrome-plated	○	○	○	○	○	○	○	○	○	○	X54	148
• Sports exhaust system with four-tube sports tailpipes	○	○	○	○	○	○	○	○	○	○	XLF	64, 144
• Short shifter	○	○	○	○	○	○	○	○	○	○	XCZ	

– not available ○ extra-cost option
 ● standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the price list.



19-inch Carrera S wheel



19-inch Carrera Classic wheel



19-inch SportDesign wheel



19-inch Carrera Sport wheel



19-inch Turbo wheel

Wheels.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• 19-inch Carrera S wheels	○	●	○	○	○	○	○	○	○	○	403	148
• 19-inch Carrera Classic wheels	○	○	○	○	○	○	○	○	○	○	405	148
• 19-inch SportDesign wheels	○	○	○	○	○	○	○	○	○	○	407	143, 149
• 19-inch Carrera Sport wheels including wheel centres with full-colour Porsche Crest (for 911 Carrera 4 and Targa 4 models: includes 17-mm spacers on rear axle)	○	○	○	○	○	○	○	○	○	○	XRR	149
• 19-inch Turbo wheels	○	○	○	○	○	○	○	○	○	○	404	149
• Wheel centres with full-colour Porsche Crest	○	○	○	○	○	○	○	○	○	○	446	149
• Wheels painted (includes wheel centres with full-colour Porsche Crest)	○	○	○	○	○	○	○	○	○	○	XD9	144, 145
• Tyre Pressure Monitoring (TPM)	○	○	○	○	○	○	○	○	○	○	482	90
• 5-mm spacers on front and rear axle	○	○	○	○	○	○	○	○	○	○	XRP	



Memory controls



Cruise control

Interior.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• HomeLink® (programmable garage-door opener)	○	○	○	○	○	○	○	○	○	○	608	115
• Cruise control	○	○	○	○	○	○	○	○	○	○	454	114, 150
• Instrument dials in black	●	W	●	W	●	W	●	W	●	W	022	
• Instrument dials in interior colour Sand Beige/Terracotta/Natural Brown	○	○	○	○	○	○	○	○	○	○	XFD/ XFE/ XFF	
• Instrument dials in exterior colour Guard Red/Speed Yellow/Carrara White	○	○	○	○	○	○	○	○	○	○	XFG/ XFH/ XFJ	151
• Preparation for vehicle tracking system	○	○	○	○	○	○	○	○	○	○	674	116
• Electrically adjustable seats	○	○	○	○	○	○	○	○	○	○	P15	112
• Sports seats	○	○	○	○	○	○	○	○	○	○	P77	112
• Adaptive sports seats	○	○	○	○	○	○	○	○	○	○	P01	112

– not available ○ extra-cost option ● standard equipment W no-cost option
For more information on the options featured in this catalogue, please refer to the price list.

Interior.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Sports seat backrests painted	○	○	○	○	○	○	○	○	○	○	XSA	
• Seat heating	○	○	○	○	○	○	○	○	○	○	342	
• Seat belts in Silver Grey/Guards Red/ Speed Yellow	○	○	○	○	○	○	○	○	○	○	XSH/ XSX/ XSY	
• Rear centre console painted	○	○	○	○	○	○	○	○	○	○	XME	
• Fire extinguisher	○	○	○	○	○	○	○	○	○	○	509	
• Sports-style footrest	○	○	○	○	○	○	○	○	○	○	XXZ	
• Floor mats	○	○	○	○	○	○	○	○	○	○	810	



Instrument dials in exterior colour (Guards Red)



Leather interior in special colour (Cocoa) with other optional equipment

Interior: leather.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Leather seats	○	○	○	○	○	○	○	○	○	○	Code	
• Soft ruffled leather on seats	○	○	○	○	○	○	○	○	○	○	982	157
• Leather interior package (includes seats, dashboard upper/lower sections, door panels and rear side panels in smooth-finish leather)												
– in standard colour	○	○	○	○	○	○	○	○	○	○	Code	
– in special colour	○	○	○	○	○	○	○	○	○	○	Code	
– in two-tone combination	○	○	○	○	○	○	○	○	○	○	970	153
– in natural leather	○	○	○	○	○	○	○	○	○	○	998	
– in colour to sample	○	○	○	○	○	○	○	○	○	○	Code	

– not available ○ extra-cost option ● standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the price list.

Interior: leather.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Extended trim package (dashboard) in leather	○	○	○	○	○	○	○	○	○	○	EAA	
• Instrument surround in leather	○	○	○	○	○	○	○	○	○	○	XNG	
• Steering column casing in leather	○	○	○	○	○	○	○	○	○	○	XNS	
• 3-spoke sports steering wheel in leather	○	●	○	●	○	●	○	●	○	●	435	
• 3-spoke steering wheel in smooth-finish leather	○	○	○	○	○	○	○	○	○	○	459	
• 3-spoke sports steering wheel in smooth-finish leather	○	○	○	○	○	○	○	○	○	○	460	
• 3-spoke sports steering wheel in smooth-finish leather, padded	○	○	○	○	○	○	○	○	○	○	XPA	
• 3-spoke multifunction steering wheel in smooth-finish leather	○	○	○	○	○	○	○	○	○	○	431	109



Leather interior in two-tone combination (Black/Stone Grey) with other optional equipment

Interior: leather.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Extended trim package (doors) in leather	○	○	○	○	○	○	○	○	○	○	XTV	
• Sports seat backrests in leather	○	○	○	○	○	○	○	○	○	○	XSB	
• Porsche Crest embossed on head restraints	○	○	○	○	○	○	○	○	○	○	XSC	154
• Passive handset in leather	○	○	○	○	○	○	○	○	○	○	XEA	
• Rear centre console in leather	○	○	○	○	○	○	○	○	○	○	XMZ	153
• Rooflining in leather	○	○	○	○	-	-	-	-	-	-	XMA	
• Sun visors in leather*	○	○	○	○	○	○	○	○	○	○	XMP	
• Interior light surround in leather	○	○	○	○	-	-	-	-	-	-	XZD	
• Inner door-sill guards in leather*	○	○	○	○	○	○	○	○	○	○	XTG	



Porsche Crest embossed on head restraint



Interior with macassar trim and other optional equipment

Interior: macassar (dark wood with satin finish).

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Macassar interior package	○	○	○	○	○	○	○	○	○	○	801	155
• Extended trim package (dashboard) in macassar	○	○	○	○	○	○	○	○	○	○	EAB	155
• 3-spoke multifunction steering wheel in macassar	○	○	○	○	○	○	○	○	○	○	451	155
• Extended trim package (doors) in macassar	○	○	○	○	○	○	○	○	○	○	XTT	155
• Rear centre console in macassar	○	○	○	○	○	○	○	○	○	○	XJT	155

* For 911 Targa 4 models: introduction planned for 09/2006.

- not available ○ extra-cost option ● standard equipment W no-cost option

For more information on the options featured in this catalogue, please refer to the price list.



Interior with sycamore trim and other optional equipment

**Interior: sycamore
(light wood with satin finish).**

Bezeichnung	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Sycamore interior package	o	o	o	o	o	o	o	o	o	o	802	156
• Extended trim package (dashboard) in sycamore	o	o	o	o	o	o	o	o	o	o	EAC	156
• 3-spoke multifunction steering wheel in sycamore	o	o	o	o	o	o	o	o	o	o	452	156
• Extended trim package (doors) in sycamore	o	o	o	o	o	o	o	o	o	o	XTU	156
• Rear centre console in sycamore	o	o	o	o	o	o	o	o	o	o	XJU	156

* For 911 Targa 4 models: introduction planned for 09/2006.
 – not available o extra-cost option • standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the price list.

Interior: carbon.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Carbon interior package	o	o	o	o	o	o	o	o	o	o	803	157
• Extended trim package (dashboard) in carbon	o	o	o	o	o	o	o	o	o	o	EAD	157
• 3-spoke multifunction steering wheel with carbon trim	o	o	o	o	o	o	o	o	o	o	453	157
• Extended trim package (doors) in carbon	o	o	o	o	o	o	o	o	o	o	XTL	157
• Rear centre console in carbon	o	o	o	o	o	o	o	o	o	o	XMJ	157
• Outer door-sill guards in carbon*	o	o	o	o	o	o	o	o	o	o	X69	



Interior with carbon trim and other optional equipment



Interior with Aluminium Look trim and other optional equipment

Interior: aluminium/stainless steel.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Dashboard trim package with Aluminium Look finish	o	o	o	o	o	o	o	o	o	o	EAE	158
• Instrument surround with Aluminium Look finish	o	o	o	o	o	o	o	o	o	o	XCL	158
• 3-spoke multifunction steering wheel in Aluminium Look	o	o	o	o	o	o	o	o	o	o	XPV	151, 158
• Door trim package with Aluminium Look finish	o	o	o	o	o	o	o	o	o	o	XTW	158
• Gear/handbrake levers in aluminium*	o	o	o	o	o	o	o	o	o	o	ECA	
• Rear centre console with Aluminium Look finish	o	o	o	o	o	o	o	o	o	o	XCK	158
• Sports seat backrests with Aluminium Look finish	o	o	o	o	o	o	o	o	o	o	XCG	
• Outer door-sill guards in stainless steel**	o	o	o	o	o	o	o	o	o	o	X70	

* Introduction planned for 10/2006. ** For 911 Targa 4 models: introduction planned for 09/2006.
 – not available o extra-cost option o standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the price list.

Audio and communication.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
• Navigation module for PCM	o	o	o	o	o	o	o	o	o	o	670	120
• Extended navigation module for PCM	o	o	o	o	o	o	o	o	o	o	672	121
• Electronic logbook for PCM	o	o	o	o	o	o	o	o	o	o	641	120
• Telephone module for PCM	o	o	o	o	o	o	o	o	o	o	666	121
• Passive handset for telephone module	o	o	o	o	o	o	o	o	o	o	668	121
• BOSE® Surround Sound System	o	o	o	o	o	o	o	o	o	o	680	122
• CDC-4 six-disc CD autochanger***	o	o	o	o	o	o	o	o	o	o	692	121, 159
• External antenna	W	W	W	W	W	W	W	W	W	W	461	

*** May be incompatible with some copy-protected audio CDs.



CDC-4 six-disc CD autochanger

Factory collection 911

From our hands to yours.

Where better to experience the first moments with your Porsche than at the home of Porsche engineering.

Almost 60 years ago, our first large-scale production models were crafted by hand in a modest red-brick building, here in Zuffenhausen. From those humble beginnings, the factory has evolved into one of the most advanced production facilities in the world. Today, it's home to a new generation of legends: the 911, the Boxster, the Cayman, and, of course, your Porsche.

Our factory collection programme offers a unique insight into the origins and making of your Porsche. Like your car, a visit to Zuffenhausen is an absorbing blend of past and future, history and innovation, heritage and creativity. To take advantage of this exclusive opportunity, please inform your Porsche Centre when you place your specification. A collection date can then be arranged when final information regarding the build of your car has been confirmed. Your Porsche can be collected on any working day* (Monday to Friday) at a time that suits your requirements.

The easiest way to travel from outside Germany is to fly to Stuttgart or Frankfurt and then continue by train, taxi or hire car.

Please note that there are a number of formalities that must be completed when you take delivery of your car. For full details, please consult your Porsche Centre, who will also be happy to assist when it comes to planning your trip.

* Please note that collection is not possible during the factory shutdown periods.



Porsche Museum

Make the most of your journey. And discover more about your Porsche.

Your visit to Zuffenhausen is a unique opportunity to learn more about the origins of your Porsche.

Our factory tour offers a detailed insight into the latest production processes. These range from engine assembly and the preparation of upholstery, to the 'marriage' of powertrain and body.

The factory tour is one of our oldest traditions, and is usually conducted by a retired member of staff. Each of our guides is a genuine Porsche enthusiast with a genuine passion for the marque.

On average, the tour takes around one-and-a-half hours to complete, and follows every stage in the building of a Porsche.

Next, you can visit the Porsche Museum, where you'll find a fascinating cross-section of legendary Porsche models from every era of our history.

If there's time, you can enjoy some refreshments in the customer lounge or browse in the Porsche Design Driver's Selection shop.

You can also look forward to a three-course lunch at our exclusive guest restaurant.

The highlight of your visit will undoubtedly be the moment when you finally take delivery of your Porsche. The keys will be presented by a member of the Factory Collection Team who will explain everything you need to know about the car.

You can now take your place behind the wheel, and experience what it means to own your own Porsche. For the perfect introduction to the pleasure of Porsche ownership*, you may wish to combine your visit with one of the exclusive tours or weekend breaks from the Porsche Travel Club. Each one offers a fascinating blend of culture, adventure and first-class hospitality.

* Depending on insurance regulations for your market.



Porsche factory in Zuffenhausen



Porsche Design Driver's Selection shop



Porsche Centres

Your Porsche Centre can assist you with every aspect of acquiring and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and accessories.

Porsche Assistance

Our Europe-wide breakdown and accident recovery service has a wide range of benefits for Porsche owners. Membership is free when you buy a new Porsche.

Porsche Financial Services

Our innovative suite of financial services is specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.

Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. Options range from styling enhancements to technical upgrades. All modifications are specially handcrafted for your Porsche.

Porsche Tequipment

Personalise your Porsche at any time with the Tequipment range of approved accessories. Designed exclusively for your car, every product is compatible with your vehicle warranty.

Porsche Design Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with exceptional practicality.

Service

Porsche Used Car Programme

The simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

Porsche Classic

Specialist provider of genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com.

Christophorus

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Summary

**From vision to reality.
With perfect precision.**

From a single line on a sheet of paper, a powerful athlete has emerged. When stationary, its energy, presence and potential are poised like a sprinter in the blocks. Its lean muscularity is honed and prepared for maximum efficiency on the track.

In rational terms, it is pure precision; emotionally, it requires no words. It is a car for those who appreciate performance in every one hundredth of a second.

A sporting legend for more than 40 years, it's now ready to explore once more. Enthralling, a legend, the sixth generation:

The Porsche 911.



Technical data

	911 Carrera	911 Carrera S
Engine		
Cylinders	6	6
Displacement	3,596 cm ³	3,824 cm ³
Max. power (DIN)	239 kW (325 bhp)	261 kW (355 bhp)
at rpm	6,800	6,600
Max. torque	370 Nm	400 Nm
at rpm	4,250	4,600
Compression ratio	11.3 : 1	11.8 : 1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston monobloc aluminium fixed calipers front and rear, discs internally led vented and cross-drilled	Four-piston monobloc aluminium fixed calipers front and rear, discs internally led vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)	PSM (with ABS 8.0)
ABS	ABS 8.0	ABS 8.0
Wheels	Front: 8J x 18 ET 57 Rear: 10J x 18 ET 58	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 67
Tyres	Front: 235/40 ZR 18 Rear: 265/40 ZR 18	Front: 235/35 ZR 19 Rear: 295/30 ZR 19

	911 Carrera	911 Carrera S
Weights	Manual/Tiptronic S	Manual/Tiptronic S
Unladen weight (DIN)	1,395 kg/1,435 kg	1,420 kg/1,460 kg
Unladen weight (EC)*	1,470 kg/1,510 kg	1,495 kg/1,535 kg
Permissible gross weight	1,810 kg/1,855 kg	1,820 kg/1,865 kg
Performance	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	285 km/h (177 mph)/ 280 km/h (174 mph)	293 km/h (182 mph)/ 285 km/h (177 mph)
0–100 km/h (0–62 mph)	5.0 secs/5.5 secs	4.8 secs/5.3 secs
0–160 km/h (0–99 mph)	11.0 secs/12.0 secs	10.7 secs/11.6 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.5 secs/6.7 secs (5th/4th gear)	6.1 secs/6.2 secs (5th/4th gear)
Fuel consumption/emissions	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	16.1 (17.5)/16.5 (17.1)	17.1 (16.5)/17.9 (15.8)
Extra urban in l/100 km (mpg)	8.1 (34.9)/8.1 (34.9)	8.4 (33.6)/8.4 (33.6)
Combined in l/100 km (mpg)	11.0 (25.7)/11.2 (25.0)	11.5 (24.6)/11.7 (24.1)
CO₂ emissions in (g/km)	266/270	277/283
Dimensions/aerodynamics		
Length	4,427 mm	4,427 mm
Width	1,808 mm	1,808 mm
Height	1,310 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	135 litres	135 litres
Tank capacity (refill volume)	64 litres	64 litres
Drag coefficient	0.28	0.29

* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

	911 Carrera 4	911 Carrera 4S
Engine		
Cylinders	6	6
Displacement	3,596 cm ³	3,824 cm ³
Max. power (DIN)	239 kW (325 bhp)	261 kW (355 bhp)
at rpm	6,800	6,600
Max. torque	370 Nm	400 Nm
at rpm	4,250	4,600
Compression ratio	11.3:1	11.8:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston monobloc aluminium fixed calipers front and rear, discs internally led vented and cross-drilled	Four-piston monobloc aluminium fixed calipers front and rear, discs internally led vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
ABS	ABS 8.0	ABS 8.0
Wheels	Front: 8J x 18 ET 57 Rear: 11J x 18 ET 51	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 51
Tyres	Front: 235/40 ZR 18 Rear: 295/35 ZR 18	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 Carrera 4	911 Carrera 4S
Weights	Manual/Tiptronic S	Manual/Tiptronic S
Unladen weight (DIN)	1,450 kg/1,490 kg	1,475 kg/1,515 kg
Unladen weight (EC)*	1,525 kg/1,565 kg	1,550 kg/1,590 kg
Permissible gross weight	1,865 kg/1,910 kg	1,875 kg/1,920 kg
Performance	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	280 km/h (174 mph)/ 275 km/h (171 mph)	288 km/h (179 mph)/ 280 km/h (174 mph)
0–100 km/h (0–62 mph)	5.1 secs/5.6 secs	4.8 secs/5.3 secs
0–160 km/h (0–99 mph)	11.2 secs/12.2 secs	10.8 secs/11.7 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.6 secs/6.8 secs (5th/4th gear)	6.2 secs/6.3 secs (5th/4th gear)
Fuel consumption/emissions	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	16.6 (17.0)/17.4 (16.2)	17.5 (16.1)/18.0 (15.7)
Extra urban in l/100 km (mpg)	8.4 (33.6)/8.6 (32.8)	8.5 (33.2)/8.6 (32.8)
Combined in l/100 km (mpg)	11.3 (25.0)/11.6 (24.4)	11.8 (23.9)/11.9 (23.7)
CO₂ emissions in (g/km)	272/280	285/286
Dimensions/aerodynamics		
Length	4,427 mm	4,427 mm
Width	1,852 mm	1,852 mm
Height	1,310 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	0.30	0.29

* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

	911 Carrera Cabriolet	911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	3,596 cm ³	3,824 cm ³
Max. power (DIN)	239 kW (325 bhp)	261 kW (355 bhp)
at rpm	6,800	6,600
Max. torque	370 Nm	400 Nm
at rpm	4,250	4,600
Compression ratio	11.3 : 1	11.8 : 1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)	PSM (with ABS 8.0)
ABS	ABS 8.0	ABS 8.0
Wheels	Front: 8J x 18 ET 57 Rear: 10J x 18 ET 58	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 67
Tyres	Front: 235/40 ZR 18 Rear: 265/40 ZR 18	Front: 235/35 ZR 19 Rear: 295/30 ZR 19

	911 Carrera Cabriolet	911 Carrera S Cabriolet
Weights	Manual/Tiptronic S	Manual/Tiptronic S
Unladen weight (DIN)	1,480 kg/1,520 kg	1,505 kg/1,545 kg
Unladen weight (EC)*	1,555 kg/1,595 kg	1,580 kg/1,620 kg
Permissible gross weight	1,875 kg/1,920 kg	1,885 kg/1,930 kg
Performance	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	285 km/h (177 mph)/ 280 km/h (174 mph)	293 km/h (182 mph)/ 285 km/h (177 mph)
0–100 km/h (0–62 mph)	5.2 secs/5.7 secs	4.9 secs/5.4 secs
0–160 km/h (0–99 mph)	11.4 secs/12.4 secs	11.0 secs/12.0 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.7 secs/7.0 secs (5th/4th gear)	6.4 secs/6.5 secs (5th/4th gear)
Fuel consumption/emissions	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	16.4 (17.2)/17.0 (16.6)	17.3 (16.3)/17.9 (15.8)
Extra urban in l/100 km (mpg)	8.1 (34.9)/8.1 (34.9)	8.4 (33.6)/8.4 (33.6)
Combined in l/100 km (mpg)	11.2 (25.2)/11.4 (24.8)	11.6 (24.4)/11.7 (24.1)
CO₂ emissions in (g/km)	270/275	280/283
Dimensions/aerodynamics		
Length	4,427 mm	4,427 mm
Width	1,808 mm	1,808 mm
Height	1,310 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	135 litres	135 litres
Tank capacity (refill volume)	64 litres	64 litres
Drag coefficient	0.29	0.29

* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet
Engine		
Cylinders	6	6
Displacement	3,596 cm ³	3,824 cm ³
Max. power (DIN) at rpm	239 kW (325 bhp) 6,800	261 kW (355 bhp) 6,600
Max. torque at rpm	370 Nm 4,250	400 Nm 4,600
Compression ratio	11.3:1	11.8:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
ABS	ABS 8.0	ABS 8.0
Wheels	Front: 8J x 18 ET 57 Rear: 11J x 18 ET 51	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 51
Tyres	Front: 235/40 ZR 18 Rear: 295/35 ZR 18	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet
Weights	Manual/Tiptronic S	Manual/Tiptronic S
Unladen weight (DIN)	1,480 kg/1,520 kg	1,505 kg/1,545 kg
Unladen weight (EC)*	1,555 kg/1,595 kg	1,580 kg/1,620 kg
Permissible gross weight	1,875 kg/1,920 kg	1,885 kg/1,930 kg
Performance	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	280 km/h (174 mph)/ 275 km/h (171 mph)	288 km/h (179 mph)/ 280 km/h (174 mph)
0–100 km/h (0–62 mph)	5.3 secs/5.8 secs	4.9 secs/5.4 secs
0–160 km/h (0–99 mph)	11.6 secs/12.6 secs	11.1 secs/12.1 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.8 secs/7.1 secs (5th/4th gear)	6.5 secs/6.6 secs (5th/4th gear)
Fuel consumption/emissions	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	16.6 (17.0)/17.4 (16.2)	17.5 (16.1)/18.0 (15.7)
Extra urban in l/100 km (mpg)	8.4 (33.6)/8.6 (32.8)	8.5 (33.2)/8.6 (32.8)
Combined in l/100 km (mpg)	11.3 (25.0)/11.6 (24.4)	11.8 (23.9)/11.9 (23.7)
CO₂ emissions in (g/km)	272/280	285/286
Dimensions/aerodynamics		
Length	4,427 mm	4,427 mm
Width	1,852 mm	1,852 mm
Height	1,310 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	0.30	0.29

* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	3,596 cm ³	3,824 cm ³
Max. power (DIN) at rpm	239 kW (325 bhp) 6,800	261 kW (355 bhp) 6,600
Max. torque at rpm	370 Nm 4,250	400 Nm 4,600
Compression ratio	11.3:1	11.8:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
ABS	ABS 8.0	ABS 8.0
Wheels	Front: 8J x 18 ET 57 Rear: 11J x 18 ET 51	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 51
Tyres	Front: 235/40 ZR 18 Rear: 295/35 ZR 18	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 Targa 4	911 Targa 4S
Weights	Manual/Tiptronic S	Manual/Tiptronic S
Unladen weight (DIN)	1,510 kg/1,550 kg	1,535 kg/1,575 kg
Unladen weight (EC)*	1,585 kg/1,625 kg	1,610 kg/1,650 kg
Permissible gross weight	1,900 kg/1,945 kg	1,915 kg/1,960 kg
Performance	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	280 km/h (174 mph)/ 275 km/h (171 mph)	288 km/h (179 mph)/ 280 km/h (174 mph)
0–100 km/h (0–62 mph)	5.3 secs/5.8 secs	4.9 secs/5.4 secs
0–160 km/h (0–99 mph)	11.6 secs/12.6 secs	11.1 secs/12.1 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.8 secs/7.1 secs (5th/4th gear) (5th/4th gear)	6.5 secs/6.6 secs (5th/4th gear) (5th/4th gear)
Fuel consumption/emissions	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	16.6 (17.0)/17.4 (16.2)	17.5 (16.1)/18.0 (15.7)
Extra urban in l/100 km (mpg)	8.4 (33.6)/8.6 (32.8)	8.5 (33.2)/8.6 (32.8)
Combined in l/100 km (mpg)	11.3 (25.0)/11.6 (24.4)	11.8 (23.9)/11.9 (23.7)
CO₂ emissions in (g/km)	272/280	285/286
Dimensions/aerodynamics		
Length	4,427 mm	4,427 mm
Width	1,852 mm	1,852 mm
Height	1,310 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	0.30	0.29

* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

	911 Carrera S with Powerkit Carrera S	911 Carrera 4S with Powerkit Carrera S
Engine		
Cylinders	6	6
Displacement	3,824 cm ³	3,824 cm ³
Max. power (DIN) at rpm	280 kW (381 bhp) 7,200	280 kW (381 bhp) 7,200
Max. torque at rpm	415 Nm 5,500	415 Nm 5,500
Compression ratio	11.8:1	11.8:1
Performance		
	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	300 km/h (186 mph)/ 294 km/h (183 mph)	296 km/h (184 mph)/ 290 km/h (180 mph)
0–100 km/h (0–62 mph)	4.6 secs/5.1 secs	4.6 secs/5.1 secs
0–160 km/h (0–99 mph)	14.9 secs/17.6 secs	15.4 secs/18.1 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.1 secs/6.2 secs (5th/4th gear)	6.2 secs/6.3 secs (5th/4th gear)
Fuel consumption/emissions		
	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	18.1 (15.6)/18.8 (15.0)	18.4 (15.4)/18.9 (14.9)
Extra urban in l/100 km (mpg)	8.6 (32.8)/8.8 (32.1)	8.9 (31.7)/9.0 (31.4)
Combined in l/100 km (mpg)	12.0 (23.5)/12.3 (23.0)	12.4 (22.8)/12.5 (22.6)
CO₂ emissions in (g/km)	288/296	299/300

	911 Carrera S Cabriolet with Powerkit Carrera S	911 Carrera 4S Cabriolet with Powerkit Carrera S	911 Targa 4S with Powerkit Carrera S
Engine			
Cylinders	6	6	6
Displacement	3,824 cm ³	3,824 cm ³	3,824 cm ³
Max. power (DIN) at rpm	280 kW (381 bhp) 7,200	280 kW (381 bhp) 7,200	280 kW (381 bhp) 7,200
Max. torque at rpm	415 Nm 5,500	415 Nm 5,500	415 Nm 5,500
Compression ratio	11.8:1	11.8:1	11.8:1
Performance			
	Manual/Tiptronic S	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	300 km/h (186 mph)/ 294 km/h (183 mph)	296 km/h (184 mph)/ 290 km/h (180 mph)	296 km/h (184 mph)/ 290 km/h (180 mph)
0–100 km/h (0–62 mph)	4.7 secs/5.2 secs	4.7 secs/5.2 secs	4.7 secs/5.2 secs
0–160 km/h (0–99 mph)	15.5 secs/18.3 secs	16.0 secs/18.8 secs	16.0 secs/18.8 secs
Flexibility 80–120 km/h (50–75 mph) in second highest gear	6.4 secs/6.5 secs (5th/4th gear)	6.5 secs/6.6 secs (5th/4th gear)	6.5 secs/6.6 secs (5th/4th gear)
Fuel consumption/emissions			
	Manual/Tiptronic S	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press			
Urban in l/100 km (mpg)	18.3 (15.4)/18.8 (15.0)	18.4 (15.4)/18.9 (14.9)	18.4 (15.4)/18.9 (14.9)
Extra urban in l/100 km (mpg)	8.7 (32.5)/8.8 (32.1)	8.9 (31.7)/9.0 (31.4)	8.9 (31.7)/9.0 (31.4)
Combined in l/100 km (mpg)	12.2 (23.2)/12.3 (23.0)	12.4 (22.8)/12.5 (22.6)	12.4 (22.8)/12.5 (22.6)
CO₂ emissions in (g/km)	293/296	299/300	299/300

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