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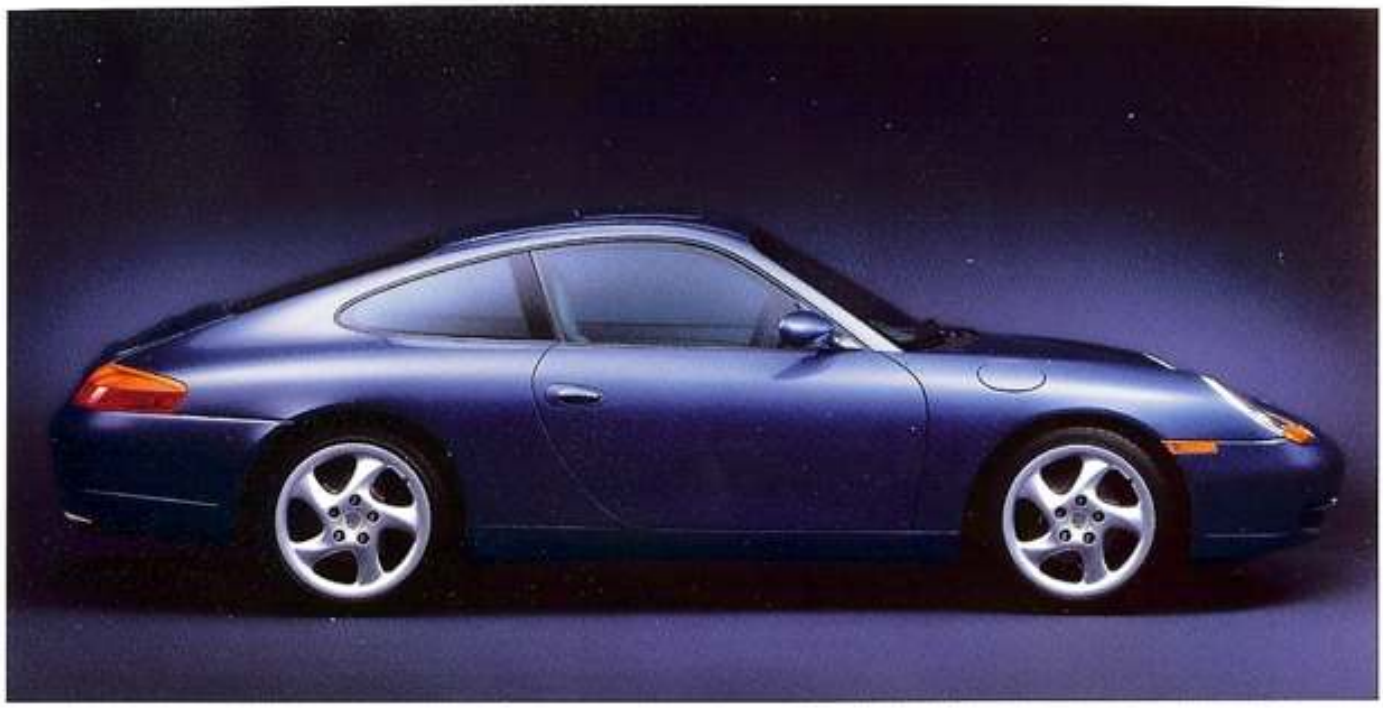


# Evolution 911

# Everything we know so far.


# 1948

**Not just a machine, a collection of ideas.**

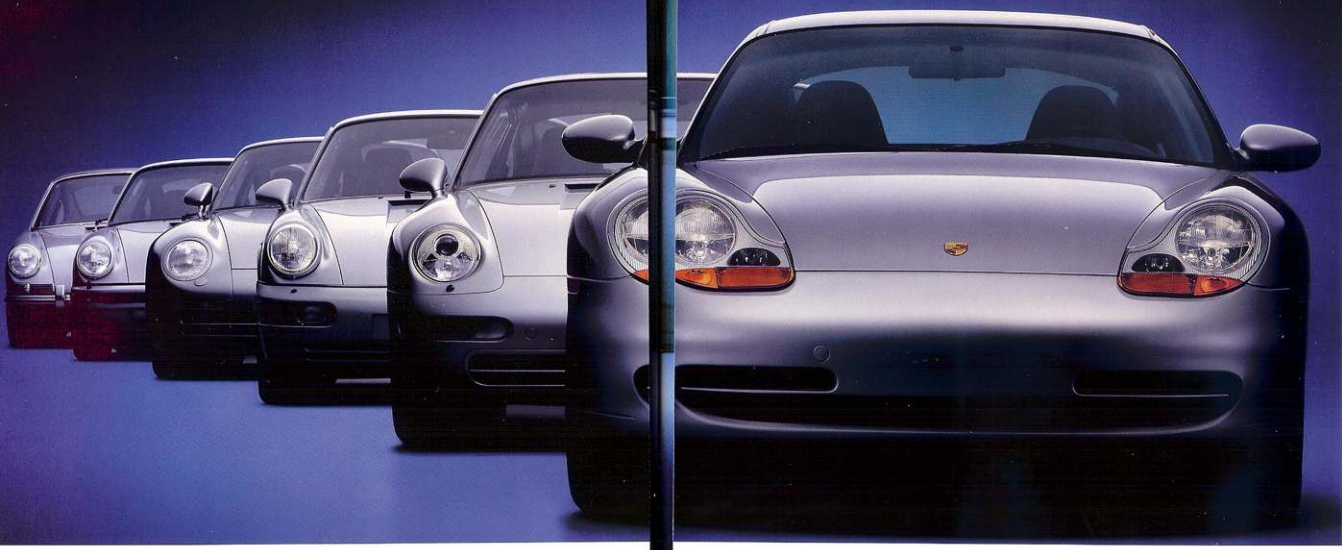
It was the last week of May, 1948, when it rolled out of a small workshop in the Austrian village of Gmünd—the realization of Dr. Ferdinand Porsche's dream to build a sports car bearing his own name. The collective wisdom of 50 years' technological achievement distilled into four wheels and an engine.

It was small, lightweight. Very spartan. And, to some, rather odd looking. But what was most radical about Porsche Number 1 was its engine: set behind the driver's compartment, and displacing just a single liter.

Yet from the very first test drive, it was clear that the engineering ideas of Dr. Porsche and his son Ferry produced a driving experience of the purest sort. Where man and machine become one—the car a lightning rod to the driver's soul.

That original Porsche, Type 356, sparked a legendary line of rear-engined sports cars. A line that continues to this day, embodiment of the enduring Porsche philosophy of continual improvement. Almost daily, new ideas to make our cars faster and more reliable are conceived. And, just as in 1948, tested the best way we know how—on the racetrack.

Now, 50 years, over 23,000 race wins and more than one million Porsche cars since the original, we celebrate that spring day in Gmünd the only way we know how: by introducing a new Porsche. A direct result of the process begun with Porsche Number 1. A sports car combining everything we knew then, and everything we've learned since, into one ingeniously effective automobile.

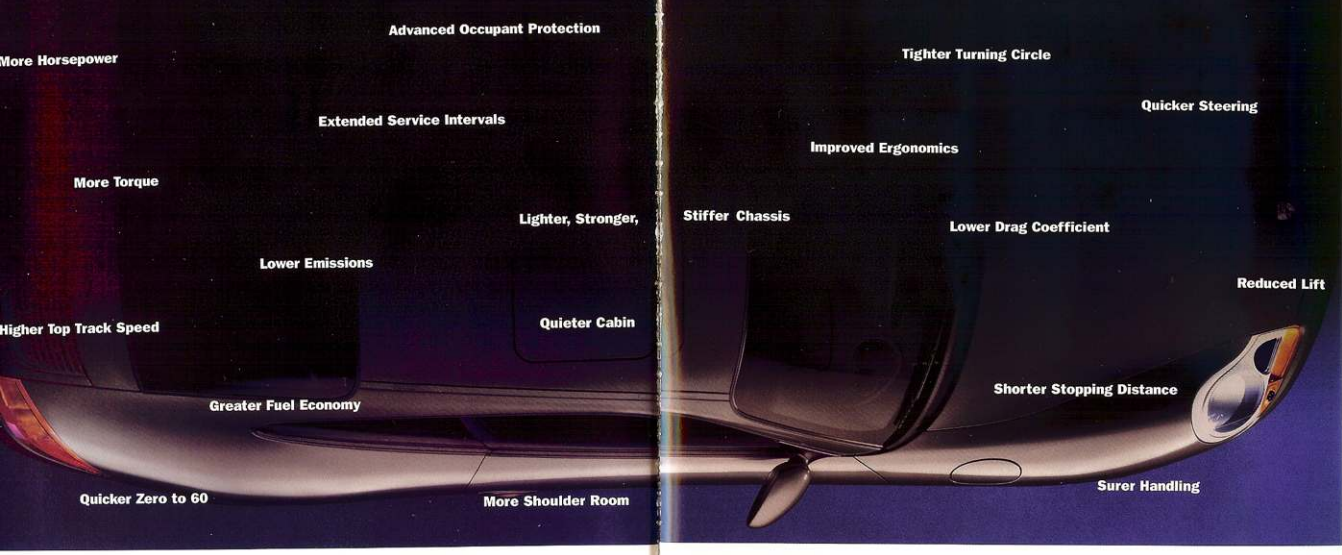


# 1998

**Can a 911 that shares not a single component with its predecessor still be a 911?**

**Yes.**

Thirty-five years after its inception, the Porsche 911 is still what it has always been: an uncompromised sports car. Each generation has been built to answer the inquisitive minds at Weissach, an 1100-acre think tank where some of the most celebrated automotive engineers pursue the answer to one question: "How can we make it better?" Each has been meticulously crafted at Zuffenhausen, in buildings so revered they are national monuments protected by law. Now the latest, most revolutionary Porsche 911 is here. And with it comes the knowledge gained in our half-century long pursuit of excellence—a pursuit that has continually taught us that the best 911 is merely the next one in line. Introducing everything we know... so far.




**Never before has a Porsche incorporated so many changes.**

**Never before has a Porsche been worthier of the name.**

When Porsche engineers began work on the New 911, their goal was clear: create an automobile that would surpass its predecessor in every respect. In the process of improvement, they could compromise nothing. When finished, they'd created a sports car whose technological innovations and engineering refinement are unrivaled. The New 911 is not like any Porsche you've ever known. At the same time, it's more Porsche than we've ever built: For the first time, the 911 is powered by a water-cooled engine, but it's still a flat-six mounted in the rear. It's cleaner and more efficient than any previous 911 Carrera, yet it's the most powerful Carrera ever made. It's larger in size, but still has the same unmistakable shape. It offers a more comfortable drive than any previous Porsche 911, yet evokes the pride, passion and undiluted exhilaration of driving that only a Porsche sports car can.

# performance

**It's water-cooled, 4-cammed, 24-valved and pure Porsche.**

What makes a Porsche engine a Porsche engine? To the engineers around Weissach, the answer is really quite simple: How it's made. How it's proven. And most important, how well it works.

So how well does the all-new engine in the Porsche 911 work? It generates more horsepower and torque than any previous normally aspirated 911, while offering a broader power curve. It retains the free-revving performance of a short-stroke Porsche engine. And preserves the classic 911 exhaust note. As *Automobile Magazine* noted, "Turn the key, and the six-cylinder boxer responds instantly and starts playing its familiar tune."

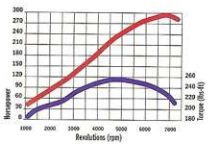
Rest assured, despite the numerous technological advancements, every 911 engine is still hand-assembled in the Porsche tradition by a single technician. Each engine is then tested rigorously—on the bench for up to half an hour, with a full minute nonstop at redline. Then a rolling-road test. And ultimately, the final exam: 90 minutes on the autobahn, where every 911 off the assembly line must satisfy perhaps the world's most demanding, and some say most fortunate, driver—a Porsche test driver.

Over the last 35 years, no car and engine have been as indelibly linked as the 911 and its air-cooled flat-six. Yet at Porsche, sentiment must not stand in the way of improvement. And when our engineers felt modern demands and development had exhausted the potential of the air-cooled six, they moved on. They applied what they knew. And created an engine that is, quite simply, better.

**Cylinders: 6**
**Displacement: 3.4 liters**
**Horsepower: 296**
**Torque: 258 lb-ft**
**Sound: unforgettable**

Dual overhead cams? Four valves per cylinder? While it's the first engine of its kind in a Porsche 911, its engineering has powered every Porsche prototype since the 962C won Le Mans in 1986. It has been proven in previous models. And combined into one revolutionary powerplant.

Exploiting the added breathing capacity of its DOHC, 24-valve design, Porsche has extracted greater output from a smaller, lighter package. The result: instantaneous power. Tap on the throttle, and acceleration is immediate at any engine speed. With no fewer than 220 lb-ft of torque on tap from 2700 rpm clear to the 7300-rpm redline, the thrust pressing you deeper into the seat is relentless. And invigorating.




Driving the cams is our exclusive VarioCam variable valve timing technology. Fine-tuning the timing-chain tension, VarioCam adjusts inlet valve timing for more efficient breathing at low and high rpm. Working in concert is a 2-stage resonant induction manifold. Unlike fixed manifolds, the 2-stage system uses a butterfly valve to increase intake flow and boost power at all engine speeds. At low rpm, the valve opens to promote air oscillation for greater intake pressure. At higher rpm, the valve opens again to allow quicker induction. You will breathe quicker anytime you exercise your right foot.

It's all run by the latest Bosch Motronic engine management system, which simultaneously optimizes valve timing, induction, ignition and fuel injection. The system even monitors individual knock sensors for each cylinder, continually tuning the engine to ensure its impressive power is complemented by impeccable smoothness.

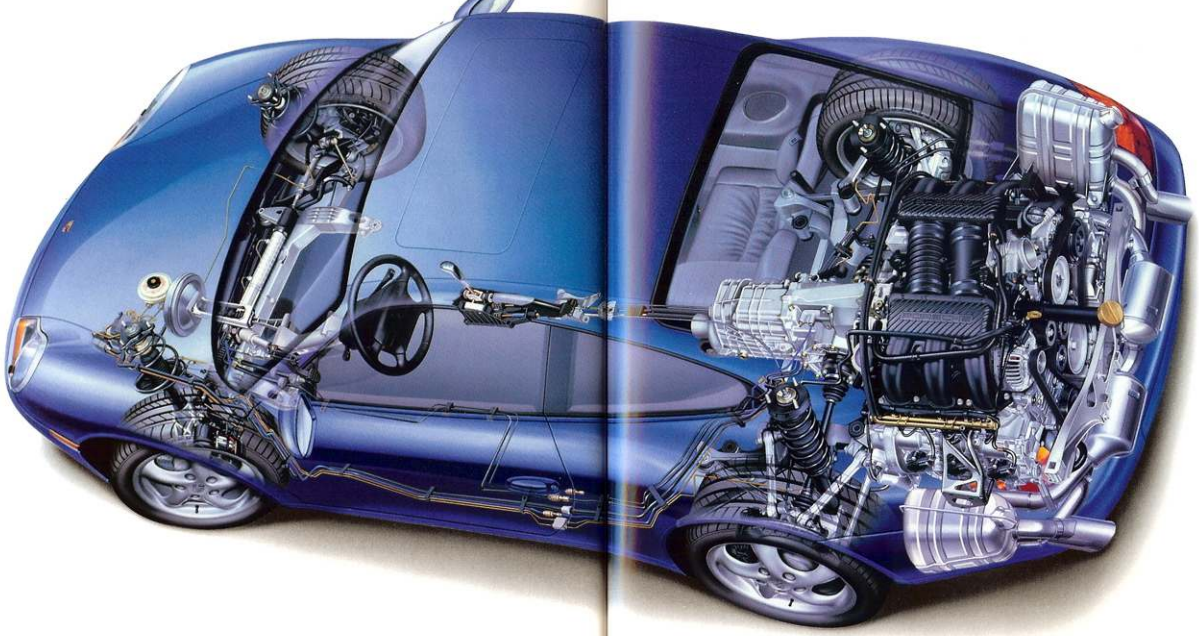
Of course, a Porsche powerplant's performance must be equaled by longevity. Enter the Porsche piston: forged aluminum for increased strength, ultra-light to reduce stress on the crankshaft. But perhaps its most impressive feature is its connecting rod. Forged as a single unit, not separate pieces, the rod is precisely snapped before assembly onto the crankshaft. Like a fingerprint, the cracked surfaces match identically when reattached, ensuring the New 911's connecting rods retain unequaled integrity.

As you brake, corner and accelerate, a new integrated dry-sump lubrication system ensures the engine a continuous supply of its lifeblood oil. Using advanced "squeeze cast" manufacturing, the network of oil lines is cast directly into the lightweight all-aluminum block and cylinder heads. Even the oil-coolant heat exchanger is mounted directly to the block, negating the need for external oil lines which may require repair or replacement. And eliminating a possible source of failure.

In fact, reduced maintenance was a prerequisite for the New 911's engine. Evidence includes self-adjusting hydraulic valve lifters and direct coil-over-plug ignition. Cams and countershafts are driven by chains designed to last the life of your car. And all auxiliary systems operate off a single long-life belt.

To handle the heat inherent in the more potent powerplant, a unique cross-flow water-cooling system is employed. Water circuits, like the oil lines, are cast directly into the engine block and cylinder heads. And unlike conventional systems, where water is heated by one cylinder before proceeding to the next, the 911's cross-flow water cooling allocates a separate circuit for each cylinder and head.

The benefit? Every cylinder runs at the optimum temperature for extracting greater power. Simultaneously, noise and emissions are reduced to levels meeting worldwide standards into the twenty-first century. After all, we expect the Porsche 911 will endure for at least another 35 years.

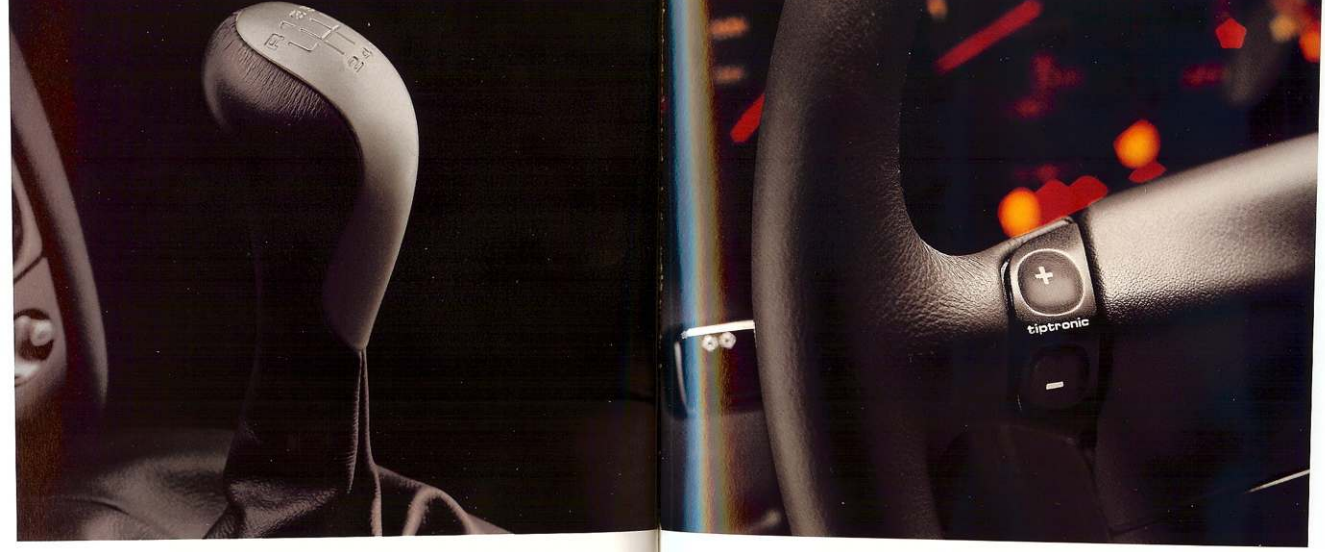


**Its placement is as distinctive as its note.**

Look in the back of most sports cars, and you'll find a trunk. Look in the back of a Porsche 911, and you'll find the engine. Nestled behind the rear axle, the horizontally opposed engine's placement is as integral to the 911 experience as its power. Press through a corner and relish the familiar balance of its 62% rear weight bias. Press harder and feel the ultimate control of an available Traction Control system that modulates the brakes and engine to maintain adhesion. Add the Dynamic Driving Differential, and you'll feel controlled wheelspin under hard acceleration, balancing a sporting dynamic with optimum control. And ensuring the New 911 is nothing less than a true 911—the ultimate sports car driving experience.

**Le Mans. Monte Carlo.**
**Daytona. Sebring. Nürburgring.**
**Monza. Silverstone.**
**Laguna Seca.**

Welcome to the proving grounds of Porsche: the legendary circuits of international endurance racing. Where the latest ideas of Porsche engineers go to trial. And where our most advanced sports car ever, the 911 GT1, habitually proves the engineering behind the New 911 Carrera. The GT1 is one of the most exotic racecars in the world, but to us it is an experiment. A test mule for technologies like water cooling, dual-overhead-cam 4-valve heads, traction control and monobloc brake calipers that drive our new road-going 911. In fact, almost every production model in our history has evolved from a racecar. It's a fundamental step in Porsche research and development—our version of accelerated learning. Where lessons about performance, safety and, above all, endurance can perfect our road cars. With more than 23,000 race wins—a record 15 victories in the 24 Hours of Le Mans and 19 in the Daytona 24-hour race—it's also a quick way to fill our trophy case.

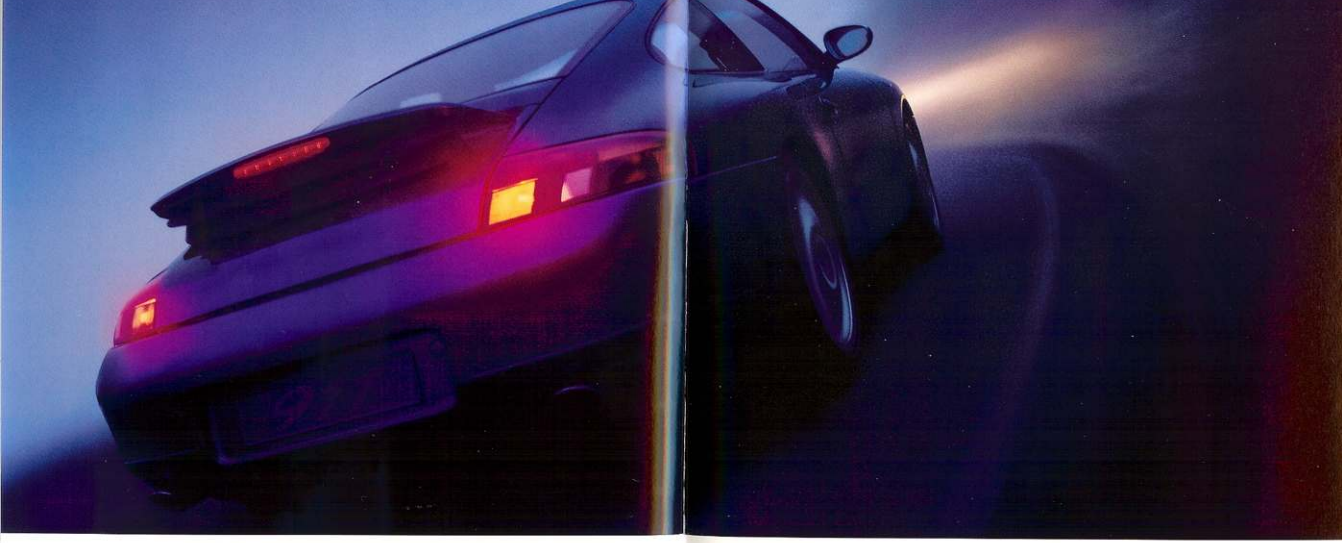



**Six-speed manual.**

Brake. Downshift. Turn. Accelerate. Upshift. High-performance driving requires full participation, and demands a transmission tuned for the task. Enter the 911's refined 6-speed manual: Dual-cone synchronizers and direct short-throw action deliver swift, sure shifting. Precisely matched ratios assure the engine remains within its most powerful rpm range with each gear change. A newly developed cable-operated shift mechanism reduces both weight and shifter vibration. A twin-mass flywheel limits gearbox noise. And the pedals (yes, the pedals) are now hinged from above, not from the floor, offering a more natural action for easier heel-toe rev matching.

**Tiptronic S.**

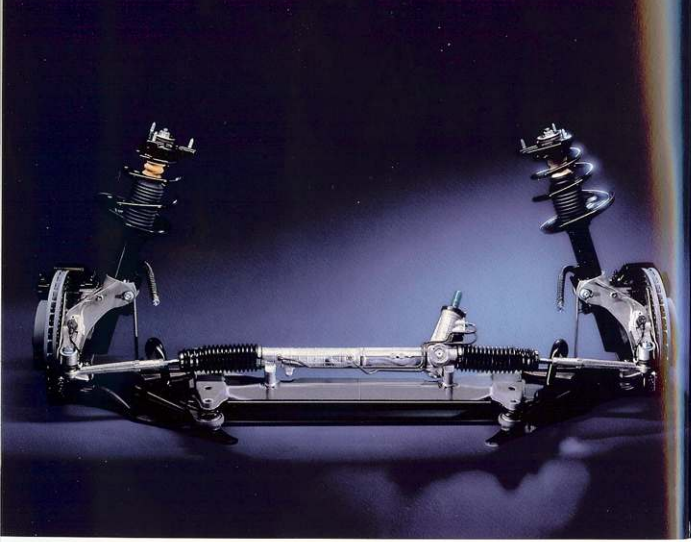
Prefer to keep your options open? Opt for the latest 5-speed version of our Tiptronic S dual-function transmission. In auto mode it does the shifting for you, choosing one of five mapping options that adapt based on how aggressively you work the throttle. It downshifts automatically in hard braking, holds the lower gear through the entire corner, even upshifts to reduce torque if it senses wheelspin. Move the shift lever into manual mode and you get the active participation of Formula-1-style clutchless shifting. Toggle either thumb control, and the shift is completed in .2 seconds, while the engine management system adjusts power output to smooth out shifts.

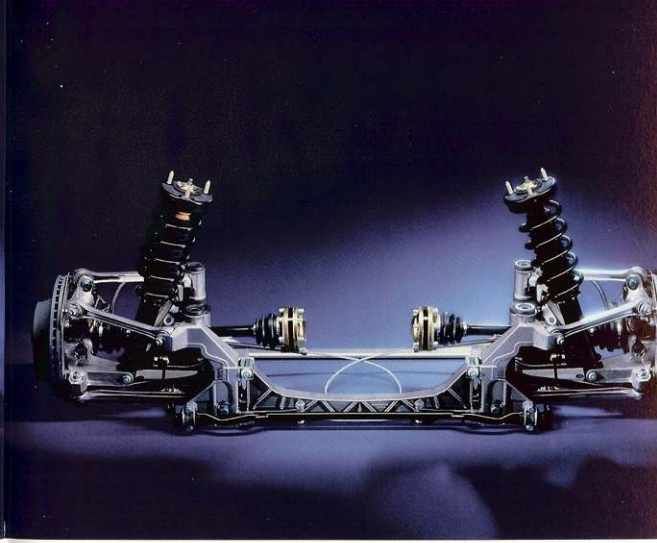


**The most powerful part of the New 911 emits no sound at all.**

They are as much a part of its performance as acceleration: the massive internally ventilated cross-drilled disc brakes at all four wheels of the New 911. Attached are race-bred 4-piston fixed monobloc calipers, each cast as a single unit of aluminum, and generating stopping force about four times

as powerful as the engine. Their light weight and enhanced stiffness deliver quicker, more consistent pedal response, while specially designed ducts channel air directly to the discs for maximum cooling efficiency. Of course, before any 911 leaves the factory, the system is tested to ensure it meets Porsche standards. Each New 911 must slow from 90% of its top speed to 62 mph 25 times. Consecutively. Without suffering significant brake fade. In the process, test drivers verify that the latest generation 5.3 ABS indeed offers better brake feel and finer steering control while helping halt the 911 from 60 mph in just 122 feet. (*Road & Track*, February 1998)



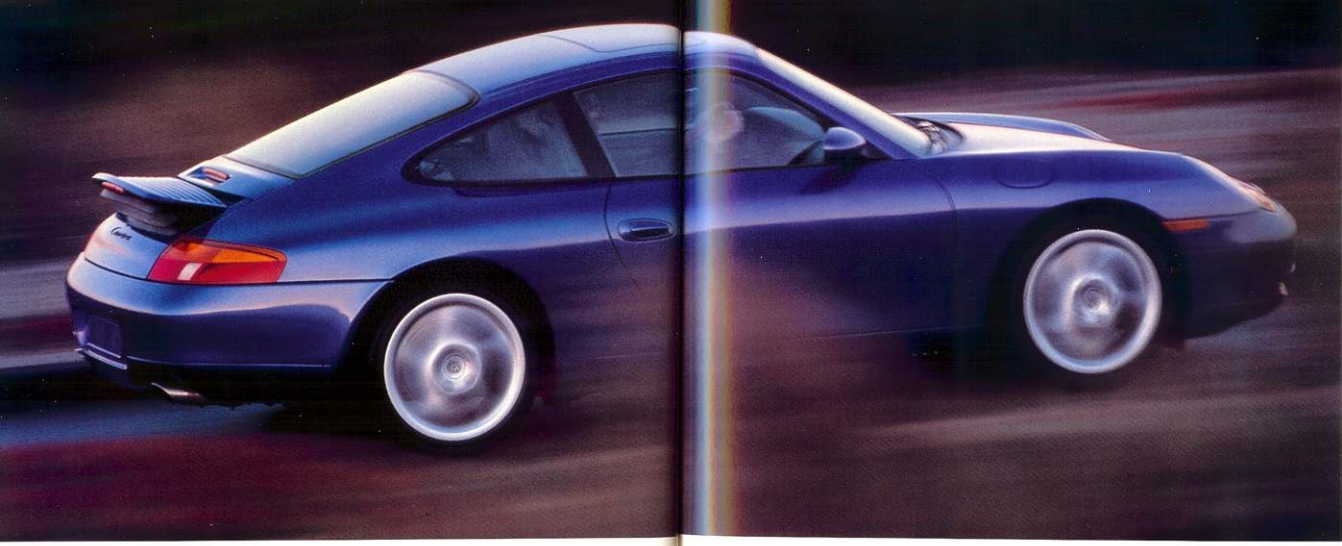


**Front suspension.**

A corkscrew ribbon of asphalt approaches. A revised and refined suspension attacks. Reengineered MacPherson struts with "floating" control rods and control arms bound by a flexible bearing deliver precise wheel control. Made largely of aluminum for reduced unsprung weight, the suspension reacts instantly to every road imperfection, and every driver input. It's complemented by a sharper, more responsive rack-and-pinion steering system, repositioned ahead of the axle line for more accurate feel with less kickback. *Road & Track* called it "wonderfully communicative and precise." We simply call it a logical improvement.

**Rear suspension.**

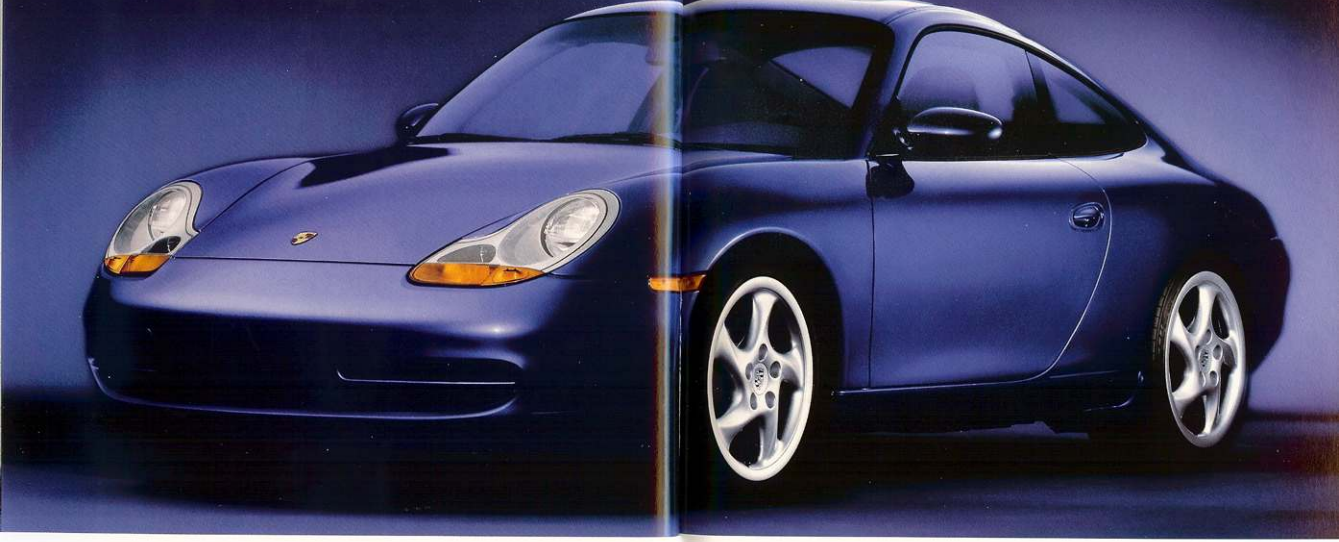
The rear wheels grip tenaciously with a weight-optimized multi-link suspension mounted to an all-new aluminum subframe. Improving stability while isolating noise and vibration from the body structure, the rigid subframe adds stiffness to a chassis already stiffened by some 50%. Stake your claim to the corners, and as the lateral g-forces increase, the front and rear suspensions work in concert to elevate your control. The front and rear toe angle adjusts under high cornering loads, ensuring the classic 911 handling balance remains predictably well-behaved. And reassuring the driver like no previous Porsche 911.



**We won't compromise our standards.**

**Or our planet.**

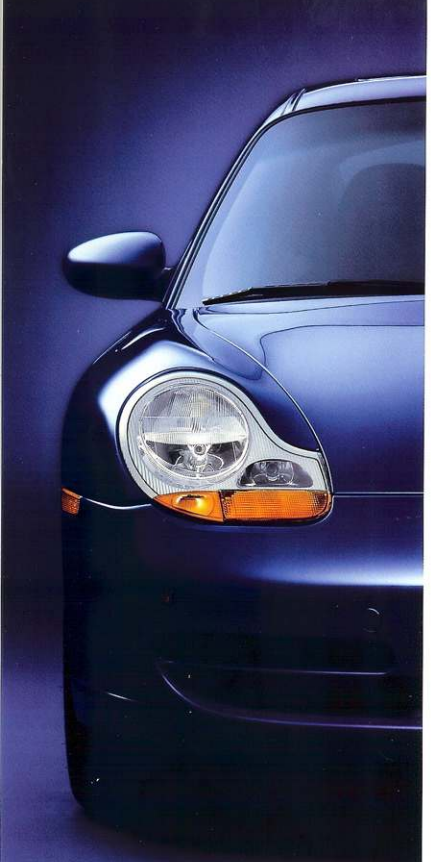
Over two-thirds of all Porsches ever made are still on the road. Perhaps that's why our engineers have such a keen understanding of our car's enduring impact on their owners. And the environment. For decades we have strived to make every Porsche as environmentally friendly as it is exciting. The German auto industry's exhaust research facility, where manufacturers collaborate to solve the most stringent emissions laws, is even based at our Weissach development center. Here, our most advanced emission-reduction technologies are created, including the twin metal catalytic converters on the New 911. They last longer and work better than ceramic types, cleansing 98% of exhaust gases within 10 seconds of startup. Twin monitors in the dual exhaust let the Motronic system tune each bank of cylinders separately. Noise reduction measures mean that 10 new 911s make roughly the same amount of noise as a single 1966 model. The combination means the New 911 meets all current and known future noise and exhaust emissions regulations. Worldwide. But even before a 911 leaves the factory, its environmental impact is minimized. Extensive use of lightweight, high-strength components allows us to use less material in manufacturing. And 80% of the 911 can be recycled. Of course, a Porsche rarely gets recycled.



# design

**Every classic is the product of radical change.**

When Chief Designer Harm Lagaay was tasked with redesigning the Porsche 911, his goals echoed those set out almost four decades earlier, when Butzi Porsche began drafting the first 911. Then, as now, the idea was to design an evolution: a more spacious, more aerodynamic and more capable performance car than its legendary predecessor. The result is a new design that embodies the host of technical leaps beneath its skin, while retaining the spiritual tie that connects every Porsche of the last half century. Then, as now, the process began not by declaring what about the Porsche sports car would change, but by mandating what must remain. Identifying the essential elements around which the new Porsche would evolve. Harm Lagaay: "We always had a goal of designing a car that would have the clear lines distinguishing all Porsches of the 356 and 911 ancestral line."



**The headlights:**
**a family resemblance.**

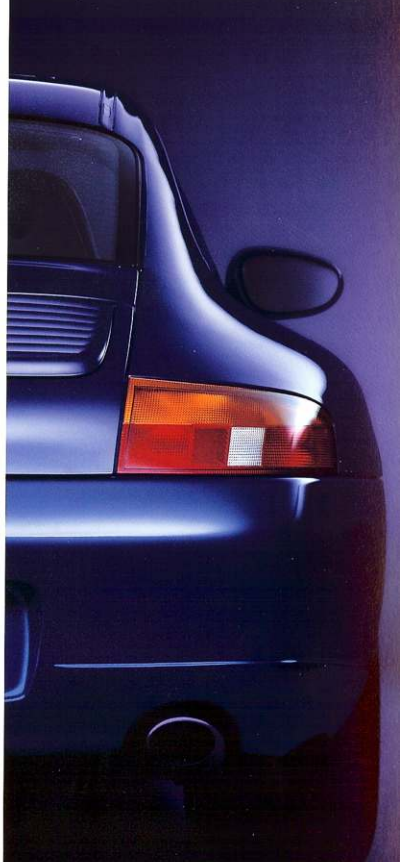
They are the first and possibly the most obvious indication that this 911 is unlike any you've seen before. In a single elegant unit, the headlights integrate fog lights, turn indicators and optional headlight washers. Yet the headlights are also familiar, mirroring the modern Porsche design theme.

Of course, the Porsche family tree is rooted deep and rich with inspiration. While a departure from 911s of a more recent vintage, the newest interpretation—taut skin stretched tight over a widened chassis—is a modern reflection of the smooth-sided shape that debuted over three decades ago. A design destined to secure its own place in the celebrated Porsche lineage.

**The C-pillar:**
**a 911 hallmark.**

The wheel arches. The profile. The C-pillar. Each is an essential element of the 911. And a glimpse into the soul of Porsche.

How do you redesign a classic without redefining its character? At Porsche, such a task is enjoyed by people whose length of employment is measured in decades, not years. People like the clay modeler whose specialty is the C-pillar area. A man who has remained with Porsche since the 1950s. A man who shaped the C-pillar on the first 911—and every evolution since. One set of eyes—one set of highly skilled hands—has ensured that every generation, including the newest, has maintained an enduring ancestral link to the original.



**Aerodynamics.**
**Or how to make a slippery car stick.**

The New Porsche 911 is the most aerodynamically efficient evolution of the model ever built. An accomplishment aided by its most characteristic aerodynamic element: a retractable rear spoiler. Elevating above 75 mph, the spoiler reduces turbulence and drag at the rear of the car, assisting the 911 Carrera in attaining a new top track speed of 174 mph.



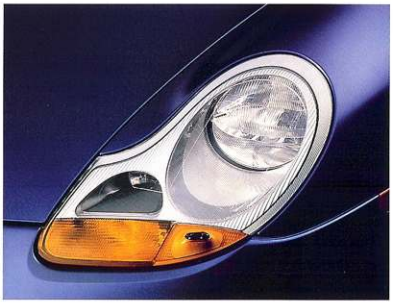
For the first time, the windshield has been reprofiled, raked more steeply at 55 degrees versus 60. The low-angle headlights fit seamlessly into the hood and fender contours. Bumpers integrate with the body. The side-view mirrors have been repositioned at the apex of the A-pillar to follow the flow of air over the fenders. Even the underbody has been reshaped, painstakingly smoothed to reduce drag. And to help hit the New 911's aerodynamic target—a low .30 coefficient of drag.

Of more interest to the Porsche aerodynamicists, however, is how the air performs as it flows over, around and through the New 911. Endless hours in the wind tunnel are spent shaping, shifting and refining the air flow. All to ensure the 911 brakes, turns and tracks with the same stability on a high-speed sprint down the autobahn or a quick dash to the supermarket.

Charge into the wind, and air is routed over the top or around the sides, creating a low pressure area beneath the car. Air passing through the sculpted front air dam cools the twin radiators, exiting through the front wheel wells instead of under the chassis. The sculpted wheels draw air ducted through the ventilated disc brakes out around the sides of the car. Air flowing over the car finally arcs down the sloping rear deck, applying downforce to the extended spoiler, and augmenting the low-pressure vacuum under the car.

So what's the payoff? Sharper, surer handling. A low .05 degree of lift on the rear axle helps the rear wheels remain anchored to the road and faithfully in line. A fractionally greater .08 degree of lift in front takes the critical edge off the 911's revised steering to decrease sensitivity and increase control at high speeds.

Equally elemental to the 911's increased stability is a new chassis. Modeled after our racing designs, the spaceframe-like structure employs a labyrinth of lateral and longitudinal supports. And it uses a precise combination of standard steel and specially placed high-strength alloys like boron steel—so strong it can only be molded when it's molten. With integrated high-strength body panels, the chassis sports a 45% increase in torsional stiffness and 50% more bending stiffness, all while cutting weight by 154 lbs. You'll feel it in the precise, predictable handling under extreme cornering loads.



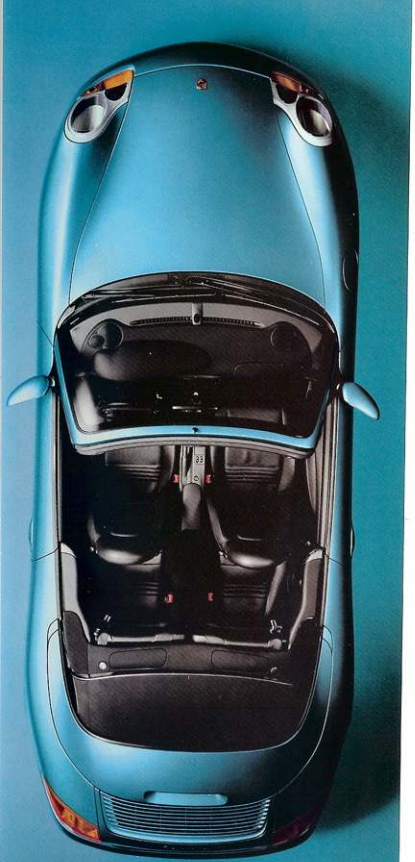
The all-new chassis design proves equally adept at distributing impact forces in a collision. The New 911 displays better crash test performance than any previous Porsche production model. Period.

Adding to the list of safety innovations is the Porsche Occupant Side Impact Protection System: boron steel side-door beams and the largest side air bags of any car in any class. Porsche also offers three sizes of child seats made to the exact dimensions of your 911, and fitted with an electronic contact point that deactivates the passenger air bag when fastened securely in place. Ensuring the New 911 is not only the most aerodynamic, but the most confidence-inspiring evolution ever built.

# cabriolet

**Everything about it has changed—except the thrill.**

The first car ever to bear the Porsche name was a roadster. Five decades later, we are introducing the latest, and greatest, evolution—the New Porsche 911 Cabriolet. It is the crystallization of everything we know so far about performance, safety, efficiency, and above all, exhilaration. Indeed, the New Porsche 911 is the most technologically advanced road car we have ever built. But there is one thing we've learned not to forget as we hurtle down the highway of technical achievement: the pure visceral thrill of feeling the sun on your face and the wind in your hair at speed. Fifty years after Porsche Number 1, there is still no substitute for the sheer inspiration of piloting an open-topped Porsche at speed.



**Own the road.**
**Share the air.**

Few convertible sports cars match the capabilities of the Porsche 911 Cabriolet. Fewer still offer the ability to share the top-down touring experience with your family.

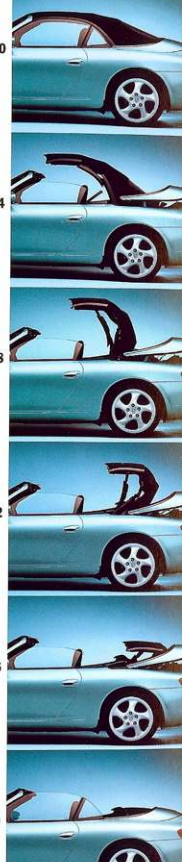
Since the beginning, Porsche's newest sports car was designed with the unique requirements of a convertible in mind. Porsche engineers created a new chassis structure so strong it needs no reinforcement to compensate for the lack of a fixed roof. And they devised a compact folding top that leaves room for the entire rear seating area.

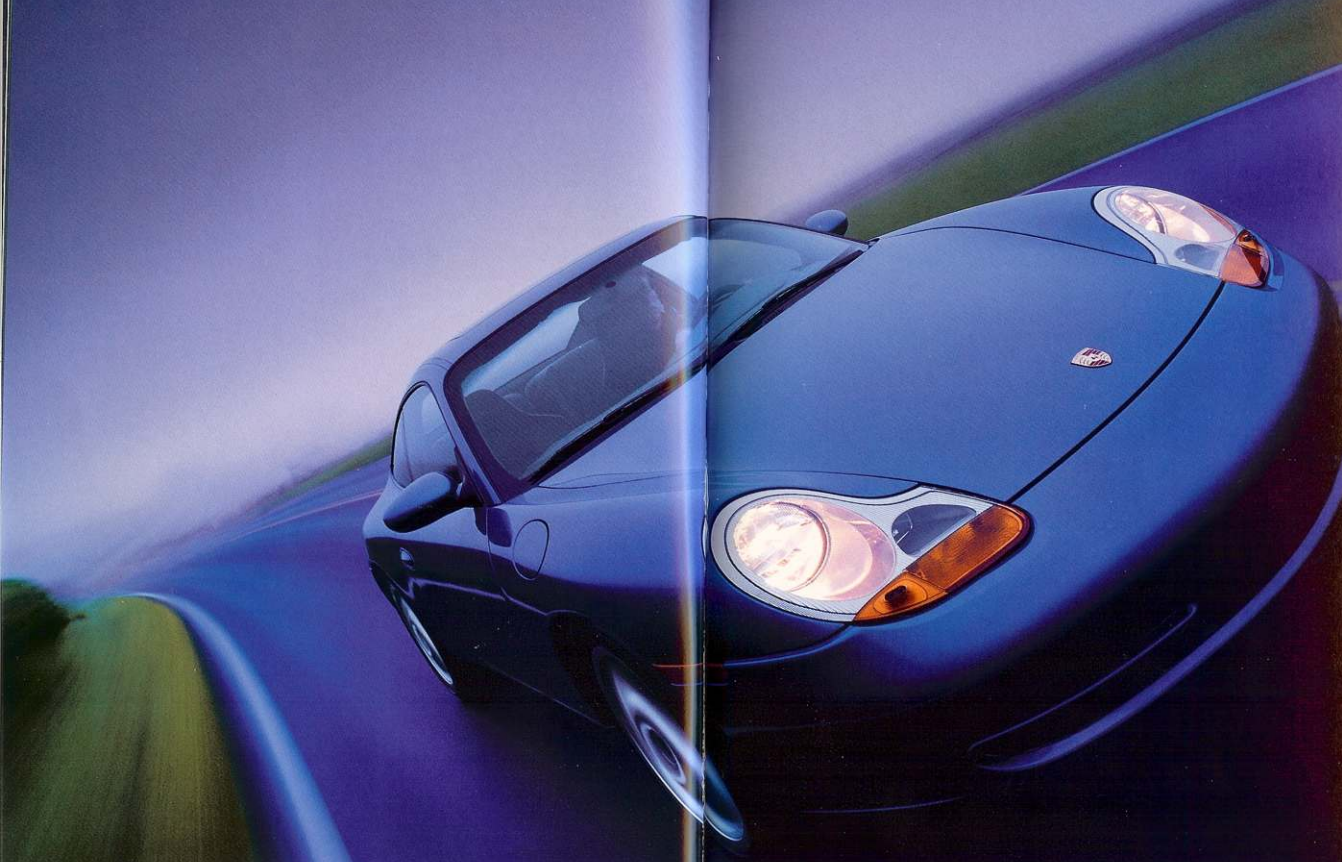
The Cabriolet weighs just 165 lbs more than the coupe—merely the weight of the folding top mechanism. The result is a convertible of nearly unrivaled performance.

**In twenty seconds it can be a 296-horsepower blow dryer.**

A simple one-latch, one-button sequence is all it takes to lower the 911 Cabriolet's folding top. And thanks in part to its lightweight frame, the top is completely stowed under the smoothly shaped rear deck lid in about the same time it takes to locate your sunglasses.

On the rare occasions you prefer to drive with the soft top up, the simple two-fold design means there are few seams and ridges in the tight-fitting canvas—and little high-speed turbulence or wind noise to disturb your driving. Or you can fit the aluminum-alloy removable hard top. Weighing just 73 lbs, the hard top secures in seconds with four catch points. And gives your 911 Cabriolet the security and all-season versatility of a coupe.





# cockpit

**More comfort.**
**More utility.**
**(Yes, you can have both.)**

Open the door of the New 911 Carrera, and you'll note the solid, substantial feeling. Redesigned for the first time in over three decades, it still closes with the same satisfying sound. Inside, the smell of leather and the expertly stitched seats confirm that the Porsche craftsmen are still at work.

Eye the lines of the dash, doors and console, and you'll see that Porsche's designers did not exhaust their efforts shaping the exterior. But perhaps what you'll notice most vividly is added space. With the 911's wider chassis comes a more spacious interior, more storage areas, and most important, more room to drive. No longer is spirited driving coupled with spirited jostling for elbow room.

Charge into the corners, and you will feel the support of the new front seats, redesigned to clarify the connection between car and driver. Those who plan on exploiting the outer limits of the 911's performance can opt for the more deeply bolstered sports seats. Contoured to finely fit the body, the sports seats' reinforced side bolsters are augmented by lateral shoulder supports that hold you comfortably and securely in place under high cornering forces.

Although the 24 miles to the office is a far cry from the 24 Hours of Le Mans, the benefits of our racing heritage are evident every time you slip behind the wheel. While Porsche racecars are not known for their luxury, our race drivers have been known to spend more than six consecutive hours in the cockpit during an endurance event. And a few hot laps quickly confirm that a comfortable driver is a better driver. The New 911's cockpit, from the placement of every gauge to the action of every control to the relationship of the seat and wheel, is precisely engineered to make you more relaxed. More comfortable. And ultimately more in command.

European-specification vehicle shown.

**Tachometer? In the center.**
**Key? On the left.**
**Any other questions?**

They are as much a hallmark of a Porsche's interior as the crest on the steering wheel—unmistakable testaments to the 911's racing heritage. When our drivers were seeking a few extra tenths at the start of a race, we put the key on the left so they could start the car

with one hand while slamming it into gear with the other. When they were looking for vital engine speed information while traveling at upwards of 200 mph in the dark at Le Mans, we fitted an extra-large tachometer directly in the center of the instrument panel, and enhanced it with clearly legible analog markings. Today, the gauge cluster is still punctuated by the traditional center-mounted tach. A tightly grouped overlapping layout ensures each gauge is visible through the wheel. And a digital speed indicator in the tachometer, complementing the analog speedometer to the left, facilitates even faster decision-making.

**The thrill of driving.**
**The necessities of traveling.**

The definition of what is "essential" in a sports car is radically different today than in 1948. Where once a top-end sports car was complete with a spartan interior and a healthy reserve of power, today's sports cars should feel just as at home on a slow commute to work as a high-speed run around the Nürburgring.

At Porsche, we've never been willing to sacrifice the integrity of our cars to satisfy the marketing trends of the moment. Changes are made only when they can contribute to your enjoyment of the driving experience. Our latest interior contributions begin with the addition of larger rear seats. With its added seating space, the Porsche 911 Carrera remains perhaps the only sports car in which a family of four can enjoy supercar-quality performance. Precisely one of Butzi Porsche's goals when he first penned the original 911 nearly 40 years ago.

Another welcome benefit of the New Carrera's increased overall size: the addition of precious cargo space. The expanded front luggage compartment holds 4.59 cubic feet of baggage, enough for two suitcases with the spare in place. Another 2.3 cubic feet of luggage fits behind the rear seats. And you can fold down one or both of the rear seatbacks to make even more room for luggage, proving there is no longer any reason to limit the length of your travels.

Porsche's Roof Transport System can expand the 911's cargo-carrying options. Every 911 is equipped to attach the lightweight aluminum rack—engineered to handle skis, bicycles, surfboards, sailboards or an additional 150 lbs of luggage. What other sports car can carry so much fun beyond the blacktop?

To match your Carrera's high performance with high fidelity, you can choose from four sound systems. Ranging from a "standard" stereo cassette to a full-feature stereo with built-in CD player, every system is specially adapted to the speakers used in your Porsche. And acoustically engineered for the Porsche 911's passenger compartment. Accelerate, and the volume will automatically elevate, adjusting sound levels according to your speed.

You can enhance any of the systems with a 6-disc autochanger mounted in the front luggage compartment. And you can upgrade with the Porsche Sound Package. Broadband speakers are replaced by a special tweeter and midrange dual speaker. Bass reflex boxes are fitted in both doors. And an additional 6-channel amplifier minimizes interference while mixing the ideal sound.

True audiophiles, however, will find the Digital Sound Processing system essential. Precisely engineered to match the resonance space of your 911, digital sound processing lets you tune the sound experience to your taste, your music or even your mood. The system can simulate a concert hall, cathedral, studio, jazz cellar, or simply emphasize bass. All of which proves that in a Porsche, the "essentials" are whatever you deem them to be. Yet another reason *Automobile Magazine* proclaimed, "There has never been a more complete 911."

# Specifications

## Engine

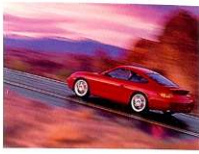
| | |
|---|---|
| Type | Rear-mounted, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons |
| Valvetrain | Dual overhead camshafts, four valves per cylinder with VarioCam variable valve timing system |
| Induction | Two-stage resonance |
| Displacement | 3.4 liters (3387 cc) |
| Horsepower | 296 hp (221 kW) @ 6800 rpm |
| Torque | 258 lb-ft (350 Nm) @ 4600 rpm |
| Bore/Stroke | 96.0 mm/78.0 mm |
| Compression Ratio | 11.3:1 |
| Engine Management | Bosch Motronic M5.2.2 system with high-voltage ignition, sequential injection, cylinder-selective knock control and stereo lambda exhaust regulation |

## Chassis

| | | |
|---|---|---|
| Front Suspension | | Independent MacPherson struts with aluminum-alloy control arms, coil springs, stabilizer bar and negative steering roll radius |
| Rear Suspension | | Independent multi-link with LSA design, stabilizer bar and self-stabilizing toe characteristics |
| Steering | | Hydraulically assisted force-sensitive rack-and-pinion |
| Steering Wheel Turns | | 2.98 lock-to-lock |
| Turning Circle Diameter | | 34.8 ft (10.6 m) |
| Brakes | | 4-wheel cross-drilled ventilated discs with aluminum-alloy 4-piston fixed monobloc calipers |
| Anti-lock Braking System | | Bosch ABS 5.3 |
| Disc Diameter | | 12.53 in (318 mm) front<br>11.78 in (299 mm) rear |
| Wheels | standard | Cast alloy<br>7Jx17 front<br>9Jx17 rear |
| | optional | Cast alloy<br>7.5Jx18 front<br>10Jx18 rear |
| Tires | standard | 205/50ZR17 front<br>255/40ZR17 rear |
| | optional | 225/40ZR18 front<br>265/35ZR18 rear |

## Transmission

| Type | 6-speed manual or optional<br>5-speed Tiptronic S dual-mode | |
|---|---|---|
| Gear Ratio | Manual | Tiptronic S |
| 1st gear | 3.82 | 3.66 |
| 2nd gear | 2.20 | 2.00 |
| 3rd gear | 1.52 | 1.41 |
| 4th gear | 1.22 | 1.00 |
| 5th gear | 1.02 | 0.74 |
| 6th gear | 0.84 | N/A |
| Reverse | 3.55 | 4.10 |
| Axle Ratio | 3.44 | 3.55 |



## Safety

| | |
|---|---|
| Active | Bosch ABS 5.3, Traction Control system (optional) |
| Passive | Dual front and side air bags, front deformable structure, side-guard door beams |

## Weights and Dimensions

| | |
|---|---|
| Curb Weight | 2910 lbs/3010 lbs with Tiptronic S |
| Weight Distribution | 38/62 front/rear (%) |
| Length | 174.4 in (4430 mm) |
| Width | 69.5 in (1765 mm) |
| Height | 51.4 in (1305 mm) |
| Wheelbase | 92.5 in (2350 mm) |
| Min. Ground Clearance | 3.9 in (100 mm) |
| Track (with 17" wheels) | 57.3 in (1455 mm) front<br>59.1 in (1500 mm) rear |
| Cargo Area Volume | 4.59 cu ft (130 liters) |

## Performance

| | | Manual | Tiptronic S |
|---|---|---|---|
| 0–60 mph | | 5.2 sec | 6.0 sec |
| Flexibility (50-75 mph) | | 7.1 sec (5th gear) | 6.9 sec (4th gear) |
| Maximum Speed | | 174 mph | 171 mph |
| Fuel Economy (EPA estimated) | city | 19 | 19 |
| | hwy | 28 | 26 |

**Standard Exterior Colors**

Black

Guards Red

Pastel Yellow

Glacier White

**Optional Exterior Colors**

Ocean Blue Metallic

Black Metallic

Arena Red Metallic

Vesuvio Metallic

Zenith Blue Metallic

Arctic Silver

**Interior Leather**

Black

Metropol Blue

Savanna Beige

Graphite Grey

Space Grey



**Porsche Exclusive**

Exclusive lets you personalize your Porsche while it is being built. Make your 911 a truly unique car in looks, technical specification, or both. From outfitting the interior in carbon fiber to dying leather to match a favorite lipstick, there's virtually nothing we can't do.

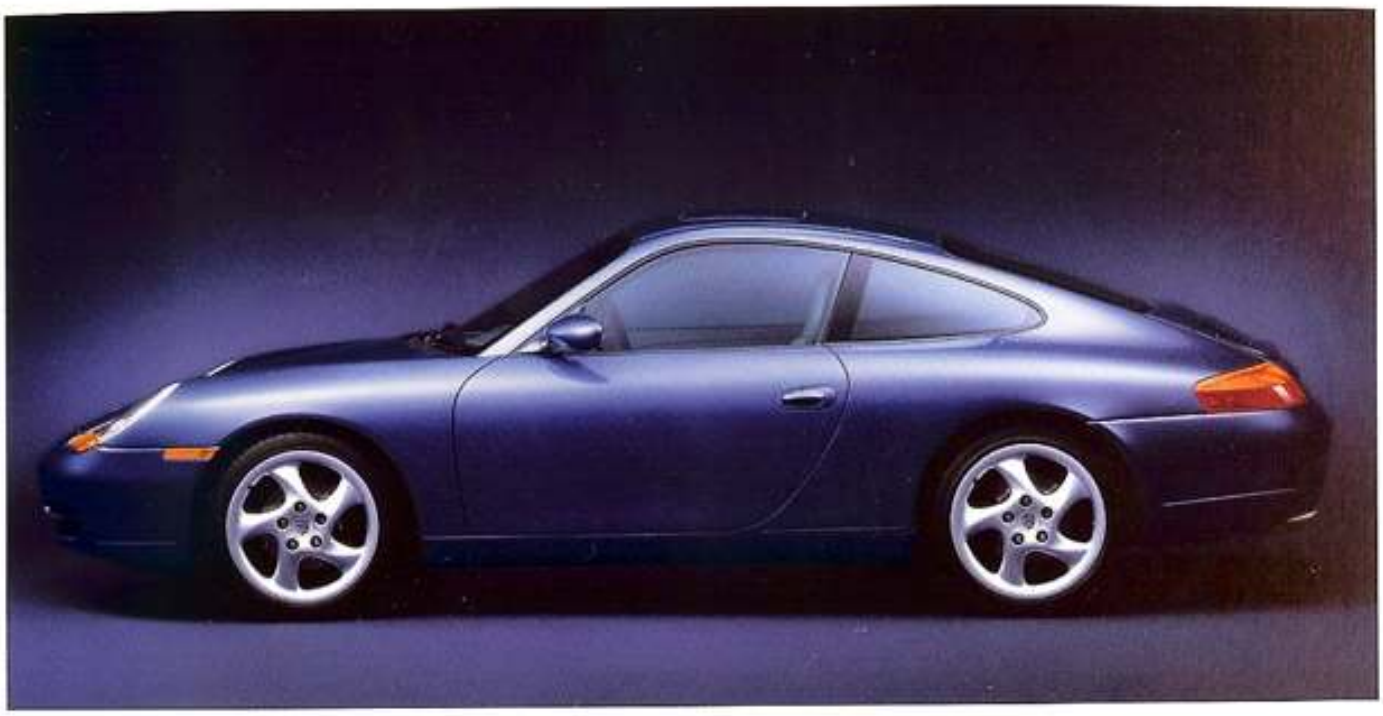
**Porsche Tequipment**

Porsche Tequipment offers you the freedom to individualize your New 911 with a range of genuine Porsche accessories. Expertly crafted to fit your Porsche to perfection, Tequipment is available from your dealer and won't affect your warranty in any way. Just in case the standard equipment is a bit too standard for your taste.

**Porsche Selection**

An exclusive collection of personal accessories and clothing designed with you and your Porsche in mind. From wrist watches to driving jackets, these timeless, high-quality products are designed with the same functional flair and manufactured with the same attention to detail as your Porsche automobile.

The new Exclusive, Tequipment and Selection catalogs are available from your Porsche Dealer.



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