

PORSCHE



**The
New 911 Carrera**



Porsche recommends seat belt usage and observance of all traffic laws at all times. Performance numbers are stated for comparison purposes only.

Porsche Cars North America, Inc. believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when your car is built.

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A 911 Carrera is about driving in its pure state. It's about agility and handling so responsive to your reflexes that the car no longer seems to be merely a machine, but an extension of yourself. A sixth sense, if you will. The feeling of





**driving at its most precise, most exquisite moment.
It is a moment that has lasted for nearly three decades,
a moment shared by those who have taken the time to
experience a 911.**



Technical Specifications

Engine Design: Air-cooled, lightweight aluminum alloy, horizontally opposed 6-cylinder, crossflow, hemispherical combustion chambers, 2 valves-per-cylinder, dual resonant induction, rear mounted.

Displacement: 3.6 liter

Horsepower (SAE net):
270 @ 6,100 rpm

Torque:
243 lb-ft @ 5,000 rpm

Compression Ratio: 11.3:1

Fuel/Ignition System:
Electronic fuel injection, DME controlled, dual knock sensors.

Transmission:
6-speed manual transaxle or 4-speed Tiptronic dual function (optional).

Suspension, Front:
Independent MacPherson struts, aluminum alloy lower control arms, coil springs, stabilizer bar, negative steering roll radius.

Suspension, Rear:
Independent multi-link with LSA, self-stabilizing toe characteristics, stabilizer bar.

Brake System:
Power assisted, dual circuit, four-piston aluminum alloy fixed caliper, revised anti-lock braking system (ABS 5), vented cross-drilled discs, (front 11.97in./rear 11.77in.).

Steering:
Rack and pinion, force sensitive hydraulically assisted.

Std. Cast Alloy-Front:
7J x16, 205/55ZR 16
Std. Cast Alloy-Rear:
9J x16, 245/45ZR 16
Opt. Cast Alloy-Front:
7J x17, 205/50ZR 17
Opt. Cast Alloy-Rear:
9J x17, 255/40ZR 17

Acceleration:
0-60 mph in 5.4 seconds

Top Track Speed: 168 mph

Wheelbase: 89.4 in.

Overall Length: 167.7 in.

Width: 68.3 in.

Height: 51.8 in.

Track-Front/Rear:
55.3 in./56.9 in.

Ground Clearance: 4.7 in.

Curb Weight: 3,064 lbs.

Fuel Consumption City/Highway **
17/25

Dual Airbags: Standard

Standard and Optional Equipment

Exterior Features

- 10-year limited anti-perforation corrosion warranty.
- 2-year, new vehicle limited warranty with unlimited mileage, including the Porsche roadside assistance program.
- 26-step paint process with 3 year limited warranty.
- Aerodynamic, redesigned front and rear bumpers.
- Unique modular poly-ellipsoid headlights with variable focus and washer system.



The Porsche 911 engine is as different from ordinary engines as a Porsche is from ordinary sports cars. Its virtues are as legendary as the sound of its exhaust note. The air-cooled engine, mounted behind the rear wheels to increase traction, is a design that remains essential to the character of the 911. The cylinder banks are arranged not in a "V" or in an in-line position, but are laid flat. (It's sometimes called a "boxer" design, referring to the punch and counterpunch of the horizontally opposed pistons.) The low center of gravity that results helps create the 911's road hugging handling. And the engine's low mass means more efficient performance.

The capabilities that make a Porsche a pleasure to drive can also take an active rôle in helping you avoid a serious accident. The 911's abundant power and quick acceleration allow you to "power out" of potentially dangerous situations. The quick, stable handling can help you to steer clear of trouble. The anti-lock braking system engages to prevent wheel lockup and preserve steering control. The 911's large, ventilated disc brakes are a powerful asset in accident avoidance. It is a dual circuit braking system: if one circuit is damaged, the remaining circuit provides stable, controlled stopping.



The New 911 achieves a level of handling agility and ride comfort that will astonish even those familiar with Porsche. The multi-link twin A-arm rear **suspension** design is mounted to a cast aluminum subframe: the weight savings translate directly into improved performance and efficiency. Four links, arranged in two horizontal planes, precisely control wheel movement for maximum stability, especially through high lateral acceleration. Excellent anti-dive and anti-squat characteristics add to the car's stable driving demeanor. To enhance ride comfort, the rear suspension subframe is isolated from direct contact with the body via rubber mounts; noise vibration and harshness are denied an opportunity to disrupt

your driving pleasure. Your first encounter with the **Tiptronic®** is likely to be a revelation. After all, it's hard for some drivers to imagine a Porsche without a clutch pedal. Yet there is no question that the Tiptronic shifter you've got gripped in your hand is allowing you the full privileges of driving a Porsche. As you ease through snarls of traffic, the automatic mode suits you just fine. It seems to intuitively know which of its five shift patterns to follow. As the road opens up, you move the Tiptronic lever into the manual slot, and go about the business at hand. Pick your shift points, and The New 911 reacts as you have imagined: with an uninterrupted rush of pavement shrinking power.



Your initial impression of The New 911 Carrera interior is likely to be the leather. The way it feels to the touch. The soft aroma. Once you've taken the new 911 Carrera on an extended journey, what may impress you more than the leather is what it conceals: layers of deep, supportive cushioning designed to keep you comfortable even after many hours of the most spirited kind of driving.

Yet the new 911 Carrera managed to comfort and soothe without dulling the senses. You emerge energized by what may be the most luxurious feeling of all: a sensation of seeing the world from the inside of a Porsche.

Look closely at the design of The New 911 Carrera and you'll see that Porsche still insists form follows function. Aerodynamic testing helped achieve not only impressive Cd figures, but exceptional stability, quietness and visibility at high speeds.

The shapes are unmistakably those of a Porsche. The silhouette unquestionably that of a 911. Yet, taken together, they create something quite apart from anything you've ever seen before:

The New
Porsche 911 Carrera.





with resume feature.

- Larger, speed-dependent extendible rear spoiler.
- Redesigned third brake light.
- Full-power top on Cabriolet with automatic latching and unlatching.
- Electric sliding sunroof on coupe.
- Heated windshield washer nozzles.
- Electrically adjustable & heated outside rearview mirrors.
- Windshield antenna with interference suppression & signal amplifier.
- Wheel anti-theft device.
- Two-stage rear window defroster on coupe.
- Redesigned outside door handles, painted to match exterior color.

Interior Features

- 2+ 2 seating.
- Automatic temperature control air conditioning with a new particle filtering system.
- Redesigned leather steering wheel.

Safety

- Driver and front passenger air bag supplemental restraint system.
- Inertia reel front/rear, 3-point seat belts.
- Energy absorbing steering column.
- Brake pad wear indicators.
- Standard vented cross-bored disc brakes.
- ABS 5.
- Redesigned dual wiper system with variable delay.

Comfort and Convenience

- One key central locking/alarm with LED warning lights.
- Power windows.

- Mirrors in sun visors.
- Porsche digital display AM/FM cassette stereo 6-speaker audio system with anti-theft coding.
- Cassette holder.
- Interior light with fade out feature.
- Cruise control.

911 Series Optional Equipment

- Limited slip differential with automatic brake differential (ABD) traction system and lock-up (six-speed only).
- Automatic brake differential (ABD) traction system (Tiptronic only).
- Sport package includes chassis with larger front and rear stabilizer bars, stiffer springs, specially tuned front and rear shock absorbers and 17-inch wheels (coupe only).
- Carrera Cup 5-spoke 17 inch wheels.
- Six-function computerized driver-information center (standard with Tiptronic.)
- Porsche Pocket Commander cellular phone with exclusive console.
- Remote compact disc player.
- Hi-Fi sound system with 10-speakers (8 speakers on cabriolet), 6 x 25 watt amplifier.
- Redesigned sport seats with electrical height adjustment.
- Front seats with adjustable lumbar support.
- Full power front seats.
- Heated front seats.
- Leather seats.
- Tonneau cover to match Cabriolet top.

**1994 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Your actual mileage will vary with speed, weather and trip lengths.