



PORSCHE



The 911



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iconic
evolutionary
focused
direct
timeless
potent
determined
spirited

The 911

The 911.

The path to Intelligent Performance.

When the first 911 was revealed to the world back in 1963, its design reflected the mindset of the company's founder, Prof. Ferdinand Porsche. Never content to follow the path set by others, he insisted that a Porsche sports car derive its performance from efficiency, not merely raw power. And that its race-bred technology be suitable for everyday driving.

In the nearly 50 years since its debut, Porsche engineers have painstakingly refined the 911, always mindful of the original blueprint: a sports car whose six-cylinder boxer engine, fully independent suspension, and four-wheel disc brakes gave it impeccable road manners—with a spacious cockpit and ample room for groceries and luggage.

Formulated to achieve a balance of engineering priorities, the 911 became a rolling laboratory for what Porsche calls Intelligent Performance.

Icon and Iconoclast

Fifty years later, no sports car is so instantly recognizable as a Porsche 911. Yet here's the paradox: No sports car has undergone such constant change. No less than 90 percent of all components on the latest 911 are either new or have been fundamentally revised. Never change for the sake of change, any proposed alteration to the 911 must add to its performance without sacrificing its efficiency. This is how the 911 has remained unique among sports cars. Its identity is unmistakable. Its performance is unequalled.

Priorities in Balance

In the 911, Porsche applies this singular balance to the priorities of a new era. Tradition dictates that a 911 must outperform its predecessors in driving dynamics—no small feat considering the 30,000 racing victories won by the 911 over generations. At the same time, it must prove its relevance to a new generation. So the engineers at Weissach did more than invest the next 911 with breathtaking performance. They balanced it with intelligent solutions for the 21st century: engines that were more efficient and generated greater power; safety systems so advanced, they enhanced rather than intruded on the driving experience; and information and entertainment systems,

seamlessly integrated into the most rewarding 911 interior yet created.

The body is made from a composite of aluminum and various types of steels that increase torsional rigidity up to 25 percent over its predecessor. Its design has evolved the 911 shape in ways subtle and profound. The current generation has a longer wheelbase, wider front track, lower roofline, and on the Cabriolet a new top.

The engines have been developed to enhance efficiency. Technologies such as Auto Start Stop, thermal management, and electrical system recuperation help to reduce fuel consumption while optimizing performance. The first-ever seven-

speed transmission for Porsche vehicles allows for precise control of engine power while also improving fuel efficiency. The optional 7-speed Porsche Doppelkupplung (PDK)

transmission balances the thrill of lightning-quick gearshifts with the rewards of improved fuel efficiency.

Variations on a Theme

If there is one tradition we hold sacred, it is our commitment to innovation. If there is one car that crystallizes our latest thinking, it is the 911. The ideals

embodied in every generation of this legendary car—race-bred performance, everyday practicality—have once again been taken to the next level.



The shape of Intelligent Performance.

Exterior design.



The lines of the first 911 were drawn by the hand of a soon-to-be-discovered design talent, Ferdinand Alexander Porsche, grandson of Prof. Porsche. His early 911 established a design legacy that has shaped every Porsche sports car to this day. And while not a single surface remains unaltered from his original 911, the current shape retains its characteristic 911 profile. What makes the 911 such a design icon? It's what you see—and what you don't. In this and every 911, not a single line is wasted. By shunning the superfluous, its form invites the eye to slip over its surface, just as the air slips over its contours with a drag coefficient of just 0.29 for the Carrera

and Carrera S Coupes, 0.30 for the Carrera and Carrera S Cabriolets, and 0.31 for the Carrera 4 and 4S Cabriolets. It is by following function, rather than fashion, that this legendary sports car retains its timeless appeal. Its pure form also speaks volumes about the balanced temperament of the 911, an artful blend of athleticism and refinement.

Efficient Dimensions

In the latest 911, the tapering roofline was lowered to expose less surface to the air. To help improve cornering stability, the front track is wider by 1.8 inches (46 mm) on the 911 Carrera and Carrera 4 and just over 2 inches (52 mm) on the 911 Carrera S and Carrera 4S.

A Distinctive Front View

The 911 comes standard with Bi-Xenon™ headlights. Their classic oval shape reveals their technically impressive inner workings. The Porsche Dynamic Light System (PDLS), with dynamic cornering lights, speed-sensitive headlight range control, and headlight cleaners, is available as an option. LED technology is used in the separate front-light units. The direction indicators, daytime running lights, and side marker lights are all LEDs. Their slim, linear design contrasts with that of the rounded headlights. Together with the two integral air intakes, they make the front of the 911 unmistakable.

Balance in Profile

Circling around to the side of the 911, one can see that the exterior mirrors are now mounted directly on the doors. This results in improved aerodynamics. A firmly planted stance is also apparent—the result of a 3.9-inch (100mm) longer wheelbase, and shorter overhangs at both front and rear. These alterations do more than please the eye—they contribute to driving stability while offering greater interior room. On the 911 Carrera and Carrera 4, 19-inch wheels are standard, while the 911 Carrera S and Carrera 4S come standard with 20-inch

wheels. One inch larger than those of the previous model, they enhance the sporty presence of the 911, and their increased rolling circumference improves both comfort and performance. Increased agility is just one of the results of all these refinements.

Lasting Impression

Drivers are accustomed to seeing the 911 from behind, thanks to its effortless passing ability. From this perspective, the 911 makes a concise statement of power in perfect balance. This effect is accentuated by a crisp trailing edge that travels without interruption

over the LED taillights and across the rear deck. The wide track is also accentuated by a defined edge traveling over the repositioned rear reflectors. Stainless steel tailpipes feature an oval cross section on the 911 Carrera and Carrera 4, becoming the horizontal contours above. On the 911 Carrera S and Carrera 4S, twin tailpipes are fitted on both sides. In all current 911 models, the characteristic extendable rear spoiler has been widened to increase downforce. Finally, the Porsche badge occupies a place of prominence befitting the 911 model's status as the most enduring legend in the Porsche stable.



Comfort.

An essential component of 911 performance.

Interior design.

At Porsche, comfort is not only compatible with driving performance—it is essential. This is especially evident in the 911. The layout of the instruments and controls, the logic of their operation—even the tactile sensation engineered into every interior surface—are designed to relax the senses while providing all the information needed in a new generation of highly advanced sports car.

Classic yet Modern

The classic five-gauge layout is still the best way to provide essential driver information. In keeping with Porsche tradition, the tachometer is located at the center of the display, easily glimpsed through the sport steering wheel. The refined steering wheel features a high-grip Smooth-Finish Leather rim. Long-legged drivers now have ample room to stretch out, thanks to an additional inch (25 mm) of legroom. The sport seats of the 911 combine supple comfort with racing-style support and feature four-way power adjustment.

Advanced Technology

The new center console puts logically organized controls at the fingertips of the driver or front-seat passenger and includes a high-resolution, 4.6-inch full VGA TFT color display, for viewing onboard computer, audio system, or navigation information. Automatic climate control with 2-zone temperature controls for the driver and front passenger is standard.

Personalization

In the 911, the traditional choice of interior options includes an innovative lighting design package that allows you to customize the level of illumination in the footwells, ignition lock, storage compartments, rear compartment,

and overhead console. An extensive selection of interior colors and materials—such as Carbon, Leather, Wood, or Aluminum—allows a high degree of personalization. The acoustic sensations of driving a 911 extend beyond the music of the engine note. A nine-speaker, 235-watt audio system is standard, and can be combined with the optional HD Radio receiver or Bose® Surround Sound System. For the ultimate sound experience, Porsche offers the optional Burmester® High-End Surround Sound System.





The cylinders are opposed. Everything else is in perfect harmony.

Engineering.

Greater Power and Efficiency

The 911 is the summation of a core Porsche principle: Power should never be wasted. The 911 engines use six horizontally opposed cylinders to maximum effect. The design places the engine's rotating mass low in the engine block, creating a lower center of gravity than do more common configurations. In the 911 Carrera and Carrera 4, the engine's output is 350 horsepower; in the 911 Carrera S and Carrera 4S models, it stands at 400 horsepower. Both models are equipped with Direct Fuel Injection (DFI) and VarioCam Plus for increased power and reduced fuel consumption.* This power is transmitted to the wheels by a seven-speed manual

gearbox or, optionally, the Porsche Doppelkupplung (PDK) transmission, which offers gear changes with virtually no interruption in the flow of power. Despite this increased output, fuel consumption efficiencies are the result of several innovative technologies that optimize engine performance and reduce the load that's placed on the engine by peripheral systems.

All-Wheel Drive

On the 911 Carrera all-wheel-drive models, the enhanced Porsche Traction Management (PTM) distributes the power to the wheels according to weather and road conditions. Handling is even more poised, particularly when

the car is being driven to its limits. As a result, you are confident not just in wet conditions and snow, but also when adopting a sporty driving style.

Composite Architecture

The unibody employs a combination of aluminum and steel to reduce weight while improving the already remarkable rigidity of the 911 chassis. This innovative architecture helps achieve an impressive power-to-weight ratio of 7.7 lb./hp for the 911 Carrera S Coupe.

The chassis is also packed with forward-looking technology. Porsche Torque Vectoring (PTV), which increases dynamic performance and control, is standard

in the 911 Carrera S and Carrera 4S models. Available as an option for the S and 4S models, Porsche Dynamic Chassis Control (PDCC) improves dynamic performance further still. Dynamic engine mounts, included as part of the optional Sport Chrono Package, are also available for the 911 Carrera models. These provide perceptibly more stable handling during aggressive cornering. Through these advances, the 911 satisfies the enthusiast's desire for even greater performance and the world's need for greater efficiency.

*Please refer to U.S. EPA Fuel Economy Estimates on page 116.

Sensibly sensational.

The 911 Carrera.

The 911 Carrera is a sports car created to redefine the everyday driving experience. But let's be clear: By everyday, we do not mean ordinary. The 911 Carrera delivers exhilarating performance with surprising practicality. Although its engine displacement is 3.4 liters, it generates more power and faster acceleration than its celebrated 3.6-liter predecessor. The 911 Carrera sprints from 0–60 mph in just 4.6 seconds—4.2 seconds when equipped with the optional Porsche Doppelkupplung (PDK) transmission and the Sport Chrono Package.

Advanced Powertrain

How did Porsche engineers balance the sensible with the sensational? The new thermal management technology manipulates heat flow to bring engine and transmission to optimal operation temperatures faster, reducing fuel consumption. Electrical system recuperation reduces the alternator's draw on engine power, freeing it for pure exhilaration. Other benefits come from a choice of two advanced transmissions, including a seven-speed manual gearbox. The first six forward gears have a sport ratio, while the seventh has a long ratio that reduces fuel consumption

and engine noise at highway cruising speeds. The optional PDK also employs seven forward gears with a long-ratio top gear for efficient cruising.

PDK also features an ingenious coasting function, which eliminates engine braking in certain conditions for even greater fuel efficiency. The Sport button, which is fitted as standard in the 911 Carrera, makes it possible to select an even more responsive engine performance program. In vehicles equipped with PDK, the Sport button also selects more aggressive shift points when in automatic mode.

Sportiness and Safety

The 911 Carrera is fitted as standard with 19-inch wheels, which improve driving stability and performance while enhancing the car's visual presence. Powerful braking is provided by four-piston, aluminum monobloc brakes with black calipers, and optimized with ABS (Anti-lock Brake System) and standard Porsche Stability Management (PSM). In addition to helping provide stability, PSM improves braking response and braking power in emergency conditions. With its potent and efficient powertrain, luxurious and purposeful interior, and outstanding performance and safety, the 911 Carrera delivers a rare combination of driving passion and everyday practicality.



Unleashing the soul of a race car.

The 911 Carrera S.

No other sports car has the racing resume of a Porsche 911. The racetracks of the world have served as a virtual extension of Porsche engineering's Research and Development arm, a proving grounds where the extreme demands of motorsports helped forge the high-performance character of the 911 Carrera S. In its latest iteration, the 911 Carrera S takes track-ready performance to a higher level through a host of engine and chassis advancements. Impressively, its improved power and agility coexist with fuel efficiency.

400 Horsepower with Efficiency

The Carrera S achieves 400 horsepower from a 3.8-liter boxer engine. The engine benefits greatly from Porsche's ongoing development of VarioCam Plus, which optimizes power and torque at all engine speeds, and Direct Fuel Injection (DFI), which improves combustion. A suite of innovations—including the standard Auto Start Stop function, thermal management, and electrical system recuperation—provides even greater fuel efficiency while freeing more power.

Commanding Acceleration

The Carrera S accelerates from 0–60 mph in a breathtaking 4.3 seconds, and achieves a top track speed of 188 mph. When equipped with the optional PDK and Sport Chrono Package, it sprints from 0–60 in just 3.9 seconds.

Other Carrera S Sensations

Outstanding acceleration is just one sensation that sets the Carrera S apart. Visually, its standard 20-inch wheels make a bold statement while also improving stability. The resonant engine sound is enhanced by two

matched pairs of brushed stainless steel tailpipes. One also feels the superlative damping control of Porsche Active Suspension Management (PASM) and the increased agility and steering precision of Porsche Torque Vectoring (PTV), both standard in the Carrera S.

Shorter Braking Distance

The 911 Carrera S features front brakes with six (rather than four) pistons in a solid monobloc red caliper, resulting in even shorter braking distance. The 911 Carrera S has always been a bold expression of the 911 Carrera character. In the Carrera S, the performance envelope has expanded to embrace greater efficiency.



Here's to every day being 72 degrees and sunny.

The 911 Carrera Cabriolet.

If it seems curious to combine the words “practical” and “cabriolet” in the same sentence, consider this: With its re-engineered cabriolet top made of lightweight materials and an integrated fully electric wind deflector, the 911 Carrera Cabriolet brings an everyday practicality to the pleasures of top-down driving.

An Advanced Design

Smooth and firm, light and robust, the design of the cabriolet top is impressive in terms of both appearance and construction. It is made from three ultra-lightweight magnesium supporting elements and is covered in fabric. This saves weight and reduces unwanted noise. What you can still hear is the unadulterated sound of your 911. The wind deflector is fitted as standard and offers practically wind-free driving and

minimal wind noise. Integrated directly behind the rear seats, the wind deflector does not consume any interior room or cargo space when not deployed. Operation could not be easier, and it allows for quick and easy transition from reduction in wind to passenger utilization of the new rear seats. The wind deflector folds out electrically in just two seconds and remains operable no matter how fast you drive your 911.

Open-Top Performance

The performance figures of the 911 Carrera Cabriolet reflect the ambitious goals achieved by our engineers. The rear-mounted, 3.4-liter flat-six engine delivers 350 horsepower at 7400 rpm and enables a top track speed of 177 mph.

Bold exploration of new directions—the 911 Carrera Cabriolet.



For those who live life wide open.

The 911 Carrera S Cabriolet.

For sheer driving pleasure, there is simply nothing quite like a 911 Carrera S Cabriolet. Unless, of course, it is another drop-top, high-performance Porsche. Our long-standing tradition of open-top models began back in 1948 when the Cabriolet variant of the first 356 became a legend, as did its descendant, the Porsche 550 Spyder. In 1982, the first 911 Carrera model in Cabriolet form was introduced to the road.

The Top-Down Performance Experience

The current 911 Carrera S Cabriolet features a 3.8-liter engine with Direct Fuel Injection (DFI) and VarioCam Plus, which produces 400 horsepower at 7400

rpm. The new 911 Carrera S Cabriolet, when equipped with PDK and the Sport Chrono Package, completes the sprint from 0–60 mph in just 4.1 seconds and reaches a top track speed of 185 mph.

Forward-Thinking Design

Porsche Intelligent Performance has combined lightweight materials with re-engineered design to produce these impressive performance figures. The 911 Carrera S Cabriolet incorporates extensive use of lightweight materials. The cabriolet top has integrated magnesium elements resulting in a top that is light yet extremely robust. The top opens and closes in only 13 seconds and is operable at up to a speed of 31 mph. With the top closed, the car's profile is optimized for aerodynamic

performance, which explains the low drag coefficient of 0.30. Wind noise is practically eliminated. The integrated, fully electric wind deflector manipulates headwind to create ideal conditions. Electrically powered and installed directly behind the passenger compartment, it provides effective protection against air turbulence.

Performance at a Glance

Twin tailpipes in stainless steel also make a clear statement. The 20-inch Carrera S wheels afford an unobstructed glimpse of the brake calipers with a red-painted finish. As you would expect, the 911 Cabriolet offers a high level of occupant safety and

features an automatically deploying supplemental safety roll-bar system as well as full-size airbags for the driver and front passenger.

Without question, the 911 Carrera S Cabriolet has remained faithful to the performance spirit of its predecessors and is ensuring that the legacy lives on in the 21st century.

**The road.
Now under new management.**

The new 911 Carrera 4.

The 911 has always had its own strategy for managing traction, starting with the placement of its rear-mounted engine. In the new all-wheel-drive 911 Carrera 4, enhanced Porsche Traction Management (PTM) is tuned to provide even more poised and balanced handling during performance driving, especially in wet conditions and snow.

All-Wheel-Drive Performance

The key is to convert power directly into motion—not in a heavy-handed way, but intelligently. PTM is an active all-wheel-drive system that can continually respond to different driving

situations and precisely distribute drive forces between the front and rear axles. The system gathers intelligence from sensors that monitor the rotational speeds of all four wheels, the vehicle's lateral and longitudinal acceleration, and the steering angle.

The result is a remarkable level of grip. It's a prowess achieved through engineering and aesthetic details such as the wider body—the rear fenders are 1.7 inches (44 mm) wider than those of the 911 Carrera—the 295mm-wide rear tires, the special air intakes, the illuminated rear light strip with taillights and parking light function, and distinctive side skirts.

The ultimate source of its power over the road is, of course, the 911 Carrera 4 engine. The 3.4-liter flat six delivers 350 horsepower at 7400 rpm and accelerates the new 911 Carrera 4 from 0–60 mph in just 4.7 seconds. Top track speed is 177 mph. By downsizing the engine compared to its predecessor, Porsche engineers have reduced fuel consumption despite the increase in power output.

Channeling its power to the wheels is a seven-speed manual transmission or the optional Porsche Doppelkupplung (PDK). Both feature sport ratios for gears 1 to 6 and a long-ratio 7th gear for fuel efficiency.

When the Porsche Doppelkupplung (PDK) and the Sport Plus feature are added as options, the 0–60-mph sprint is 4.3 seconds. Top track speed is 175 mph.

With its superlative traction, the new 911 Carrera 4 builds on the inherent strengths of the 911 concept. Why not take your seat behind the wheel and make these strengths your own.



Every corner gives a lecture in physics. Here's to being a fast learner.

The new 911 Carrera 4S.

A sports car is all about controlling movement. The dynamics of driving—acceleration, braking, cornering—shift the forces of weight and momentum from front to rear, and from side to side. Every driving scenario is a pop quiz in physics. Fortunately, the new 911 Carrera 4S is a fast learner. With 400 horsepower from its 3.8-liter flat-six engine and enhanced Porsche Traction Management (PTM) active all-wheel-drive system, it provides the power to take the car to the limits of performance, and the grip to help control the car at the limits of adhesion.

To achieve this, Porsche engineers have traveled right to the physical boundaries—and extended them. PTM now ensures that the car is even more balanced when adopting a sporty driving style or traveling in extreme weather conditions. At the rear, the new 911 Carrera 4S is the embodiment of roadholding, with its 1.7-inch (44mm) wider fenders, wider track, and road-hugging 305mm-wide rear wheels.

Distinctive Accents

The seamless horizontal taillight strip continues the same styling

language. The Carrera 4S is also recognizable from the front thanks to its dynamically accentuated cooling air intakes in the front end.

Intelligent Performance

When combined with Porsche Doppelkupplung (PDK) and Sport Plus, this power unit can accelerate the new 911 Carrera 4S to 60 mph in just 3.9 seconds and continue up to a maximum track speed of 184 mph. This hasn't come at the expense of fuel consumption either. Fuel-efficient technologies, such as electrical system

recuperation, Auto Start Stop—both fitted as standard—and the “coasting” function of PDK, prove that Porsche is continually resolving conflicting aims through Intelligent Performance.

Where safety is concerned, the aluminum monobloc fixed calipers at the front have six pistons instead of four. The result is even shorter braking distances.





Connect to the earth and the sky. Simultaneously.

The new 911 Carrera 4 Cabriolet.

The new 911 Carrera 4 Cabriolet is entirely without contradiction. It combines the thrills of open-top driving with outstanding roadholding, putting earth and sky at your command.

The All-Wheel-Drive, Open-Air Experience

To keep you firmly grounded, Porsche Traction Management (PTM) active all-wheel-drive system works together with Porsche Stability Management (PSM) to ensure excellent levels of stability, whether the road is wet or dry. And the skies open in a mere 13 seconds. That's all the time it takes

for the new 911 Carrera 4 Cabriolet model's top to open or close, at road speeds of up to 31 mph.

The fabric top creates the same elegant silhouette as that of the 911 Coupe models. Magnesium support elements make the top structure lightweight, yet extremely rigid and robust. Qualities that help the new 911 Carrera 4 Cabriolet complete the benchmark sprint from 0–60 mph in 4.9 seconds with the seven-speed manual gearbox. Add the optional Porsche Doppelkupplung (PDK) and Sport Plus and 0–60 mph in 4.5

seconds results. Top track speed is 175 mph. To reduce buffeting and quiet the cabin, an integrated wind deflector is fitted as standard. Electrically powered, it extends in just two seconds.

Powered by a 3.4-liter, 350-hp flat-six engine, the new 911 Carrera 4 Cabriolet plants itself to the road—especially when the road twists and turns. What does not twist is the car's body—a body that, compared to the standard Carrera, is 1.7 inches (44 mm) wider at the rear, with a wider rear track and 295mm-wide rear tires.

Coupe-Like Handling

Unlike many convertible sports cars, the 911 Carrera 4 Cabriolet remains highly rigid under the stress of high-performance driving. Its body and chassis maintain their torsional stiffness, preserving the geometry between the suspension and the road. It's a key reason why the performance and handling of the new 911 Carrera 4 Cabriolet so closely mirror that of its Coupe counterpart. Anything less would simply be unacceptable to Porsche engineers—and Porsche owners.



In the search for engineering truth, fantasies are fulfilled.

The new 911 Carrera 4S Cabriolet.

How is it possible for Porsche to create so many variations on the 911 theme? The answer lies in the strength and substance of the underlying concept. This latest generation of 911 is the result of Porsche's relentless search for engineering truth. Blending advances in materials and technology with race-bred developments, Porsche is able to continuously build on the basic 911 architecture.

Engineered for Performance

Take everything that's true of the new 911 Carrera 4S and replace the Coupe roof with a sophisticated magnesium structure wrapped in fabric. And as the numerical

designation "4" indicates, the new 911 Carrera 4S Cabriolet takes traction a decisive step further, adding Porsche Traction Management (PTM) active all-wheel drive to create an even higher level of grip. That is the formula used to create the new 911 Carrera 4S Cabriolet.

Like its Coupe counterpart, the "S" at the end of its name indicates a significant increase in performance. It is powered by a 3.8-liter flat six featuring Direct Fuel Injection (DFI) and VarioCam Plus, an engine that generates 400 horsepower at 7400 rpm. The sprint to 60 mph takes a scant 4.5 seconds. Top track speed is

183 mph. Add PDK and Sport Plus and the 0–60-mph sprint time is reduced to 4.1 seconds. As with all 911 models, its 3.8-liter engine is mounted over the rear axle. This placement creates the handling prowess for which the 911 is renowned.

With the enhanced grip of Porsche Traction Management (PTM) active all-wheel drive, handling in this new Carrera 4S Cabriolet is even more poised and balanced, particularly during performance driving. Control is even easier—especially in wet conditions or on snow. After all, while you may want a

Porsche Cabriolet so you can let the sun shine in, isn't it reassuring to know you're always prepared for harsher elements?

With the new 911 Carrera 4S Cabriolet, you most certainly are.

everyday
superior relaxed agile
wild Performance
efficient intense spontaneous
true



More power. Less waste.
Once again, Porsche solves an engineering riddle.

Engines.

Porsche has always been a company focused on the future. By finding innovative ways to reduce fuel consumption, our engineers continue to ensure that Porsche sports cars remain relevant to today's realities.

The 3.4-liter engine of the 911 Carrera and Carrera 4 models demonstrates that at Porsche, performance and efficiency aren't mutually exclusive. Power and torque are increased compared with those of the previous model. Yet the engine itself is smaller and lighter, and uses less fuel.

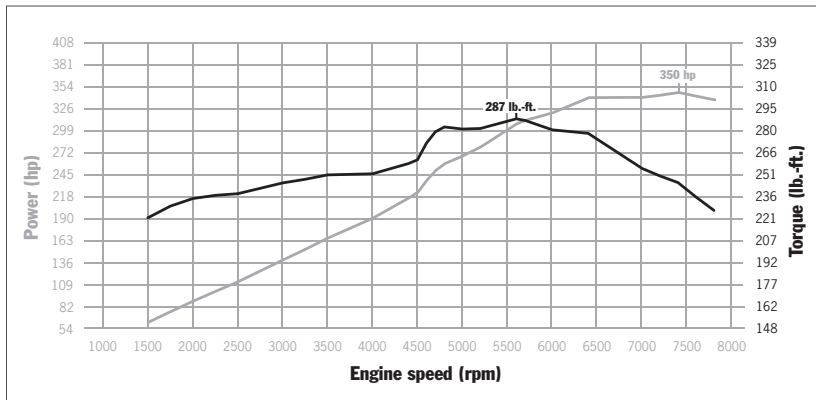
In their search for improved efficiency, our engineers analyzed an extensive

series of engine components. Answers were found, including rapid heating of the engine and gearbox to normal operating temperature after an engine start by the thermal management system, improved air induction, and extremely effective Direct Fuel Injection (DFI).

The same principle applies to the 3.8-liter engine in the 911 Carrera S and Carrera 4S models. There has been

no change in displacement since the previous model, but power output has been increased while fuel consumption has been reduced by up to 15 percent. Weight is critical to efficiency. This is why the engines have a light-alloy construction, making them lightweight and yet structurally rigid. The result is comparatively low fuel consumption and a long service life. The engine is the intelligent core of our identity. That is why we have the "Dr. Ing." designation in our company name.



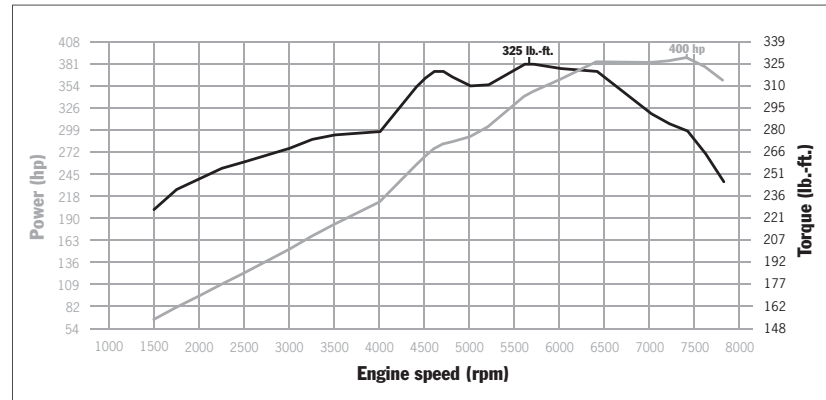


911 Carrera and Carrera 4: 3.4-liter engine, 287 lb.-ft. at 5600 rpm, 350 horsepower at 7400 rpm

The 3.4-Liter Engine

Each of the engines begins with a strong foundation, retaining a light-alloy construction to reduce weight while assuring structural rigidity for durability. The 911 Carrera and Carrera 4 models are equipped with a 3.4-liter boxer

engine that is more powerful than its 3.6-liter predecessor. Incorporating Direct Fuel Injection (DFI) and VarioCam Plus, it develops 350 horsepower at 7400 rpm and generates maximum torque of 287 lb.-ft. at 5600 rpm.



911 Carrera S and Carrera 4S: 3.8-liter engine, 325 lb.-ft. at 5600 rpm, 400 horsepower at 7400 rpm

The 3.8-Liter Engine

The 911 Carrera S and Carrera 4S models are powered by a 3.8-liter boxer engine with Direct Fuel Injection (DFI) and VarioCam Plus. It produces 400 horsepower at 7400 rpm, and a maximum torque of 325 lb.-ft. is achieved at 5600 rpm.



Engine cross section: 3.8-liter boxer engine

1. High-pressure pump
2. High-pressure injector
3. Ignition rod module
4. Camshaft controller
5. Valve-lift adjustment switch valve
6. Switch tappet with integrated valve-clearance compensation
7. Intake camshaft
8. Intake valves
9. Valve spring
10. Combustion chamber with Alusil cylinder liner surface
11. Forged aluminum piston
12. Forged connecting rod
13. Crankshaft
14. Water pump
15. Air-conditioning compressor
16. PDC servo pump
17. Vibration damper
18. Alternator pulley with freewheel
19. Hydraulic belt tensioner
20. Resonance valve
21. Resonance distributor
22. Resonance valve actuator
23. Intake manifold with integrated sound chamber
24. Electronically controlled throttle valve
25. Oil filter
26. Electronic map-controlled thermostat
27. Vacuum pump
28. Coolant jacket
29. Crankcase breather
30. Timing chain
31. Auto Start Stop module

Engineered for human nature.

Fuel-saving technologies.

To be embraced by humanity, fuel-saving technologies must embrace human nature. The 911 does exactly that, answering our desire for exhilaration and our need for efficiency—without compromising either one.



Auto Start Stop Function

The Auto Start Stop function is standard in the 911 models. In the 911 equipped with manual transmission, the engine switches off automatically when you come to a stop, select Neutral, and release the clutch pedal. In cars equipped with the optional Porsche Doppelkupplung (PDK) transmission, the engine switches off when you stop and leave your foot on the brake pedal. All audio and communication systems remain switched on and the climate control continues to maintain your selected temperature. The only differences you will notice are the silence at the rear and the fuel savings. As soon as you engage the clutch or release the brake, the engine will restart instantly and smoothly.

The Auto Start Stop function may remain inactive under certain circumstances—for example, during extreme outside temperatures, if the battery charge is low, or if the Sport button is selected. It is also possible to deactivate the function manually using a separate button on the center console.

Thermal Management

The thermal management system regulates the temperature in the engine and gearbox through the intelligent manipulation of heat flow. In this way, the engine and gearbox reach their optimal operating temperature sooner, reducing fuel consumption through increased combustion efficiency and lubrication performance.

Electrical System Recuperation

The 911 models are also equipped as standard with fuel-saving electrical system recuperation technology. The vehicle battery is recharged by the alternator, predominantly under braking. Under acceleration on the other hand, the power draw of the alternator is limited to increase the engine output available for driving. The electrical systems are supplied by the electrical energy stored during the recharging process.

What lies between your home and Le Mans? Advanced engineering as standard.

The recipe for internal combustion—air, fuel, spark—has never changed. But through over 60 years of engineering advancement, Porsche has turned this simple recipe into a work of art by fine-tuning the precise timing, volume, and movement of these ingredients to suit the full range of driving demands.



Direct Fuel Injection (DFI)

DFI delivers fuel directly into the combustion chamber. Injected under pressure, the atomized fuel has a cooling effect that allows for a higher compression ratio, resulting in greater power output.

In the 911 engines, the spray and cone angles of the new multi-hole injectors have been further optimized for torque, power output, fuel consumption, emissions, and combustion efficiency. Depending on conditions, DFI performs up to three injection pulses per combustion cycle. These multiple pulses generate greater torque in the upper load range, and faster heating of the catalytic converters after a cold start.

VarioCam Plus

The VarioCam Plus system adjusts valve timing and valve lift on the inlet side to provide optimal performance under different driving conditions. The system differentiates between driver inputs that typify normal, everyday motoring and those that demand maximum engine response. Based on these factors, it adapts valve operation to the prevailing conditions. This results in smooth running, responsive acceleration, extraordinary power on demand, and efficient fuel consumption.

Integrated Dry-Sump Lubrication

Integrated dry-sump lubrication ensures steady lubrication, even under severe and prolonged cornering, braking, and accelerating forces. An electronically controlled oil pump supplies the lubricating points inside the engine as required. In this way, the engine operates at peak efficiency even under extreme high-performance driving conditions. The oil tank is located in the engine, thereby eliminating the need for an external oil tank, which saves both space and weight.

Air-Intake System

This system adjusts the volume of air entering the engine to suit changes in engine speed. It does so by cleverly fine-tuning the air's vibration as it passes through the intake manifold. Benefits include higher torque at low engine speeds, a flatter torque curve, and a sporty sound at higher revolutions. The Carrera S and Carrera 4S operate a two-stage system. The entire intake system is made from a durable, lightweight synthetic material.

Exhaust System

The exhaust system of the 911 models has been completely redesigned. The stainless steel system comprises two fully independent exhaust tracts. Each is served by its own catalytic converter, engineered to heat up rapidly for effective emissions reduction. A twin-tube sport exhaust system is available as an option. With the touch of a button, it produces an exhaust note with an even more aggressive sporting character.



Single-tube tailpipe on the 911 Carrera and Carrera 4



Twin-tube tailpipe on the 911 Carrera S and Carrera 4S



Twin tailpipe of the sport exhaust system

A seven-speed manual transmission.

An experience without equal.

Transmission.

Seven-Speed Manual Transmission

Pure, direct, precise. Short shift movements and an optimal transition from one gear to the next. That's exactly what you would expect of a Porsche manual gearbox.

What you might not have expected is a seven-speed manual gearbox that combines a high level of sport performance with an equally high level of efficiency and offers extra comfort for longer journeys. It's

an exceptional innovation, and not only in the sports car segment. The design of this manual gearbox is based in principle on that of Porsche Doppelkupplung (PDK). Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. The additional 7th gear, however, has a long ratio, which reduces torque and helps to reduce fuel consumption. Lower engine revs at fast driving speeds also ensure a high level of comfort on long stretches of road. In addition, a gear indicator in the tachometer reminds you which

gear has been selected. The upshift indicator in the instrument cluster helps you actively conserve fuel.

Thanks to the elevated center console, the gear shifter is within easy reach—ideal for sporty gear changes. Whether you select a performance or comfortable gear, the way you reach your destination is in your own hands.



Porsche Doppelkupplung (PDK)

The 7-speed PDK is available as an option for all of the 911 models, giving the driver the ability to enjoy driving in either manual or automatic mode, with significant performance and efficiency benefits. This double-clutch transmission has been further refined for the 911, enabling fast gear changes in

milliseconds with no interruption in the flow of power, improving acceleration while reducing fuel consumption.

PDK has seven forward gears. Gears 1 to 6 have a sport ratio, and top speed is reached in sixth gear. Seventh gear has a long ratio and helps reduce

fuel consumption and engine noise by reducing engine revolutions.

PDK is essentially two gearboxes in a single unit: One gearbox contains the odd gears (1, 3, 5, 7); the other contains the even gears (2, 4, 6). Each gearbox has its own clutch. During a gear change, one clutch opens at the precise

moment the other closes. Gear changes can therefore take place in an instant. When the Sport button is engaged, PDK is optimized for rapid shifts. Choose the optional Sport Chrono Package, and PDK is enhanced by the Launch Control and motorsport-derived gearshift strategy functions.

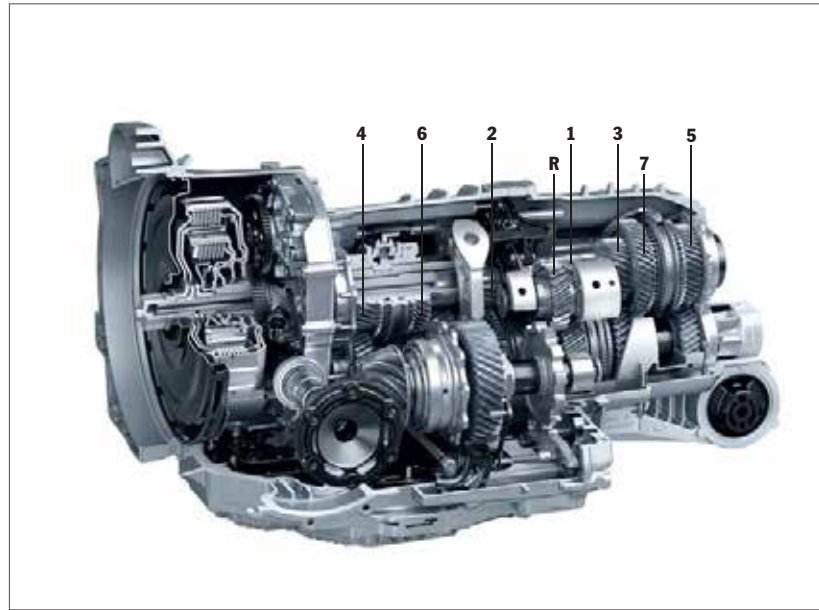
Coasting

The “coasting” function available with Porsche Doppelkupplung (PDK) enables you to save even more fuel when the situation allows. The engine is decoupled from the transmission to prevent deceleration caused by engine braking. In this way, optimal use is made of the vehicle’s momentum, allowing it to coast for longer distances.

Another way to reduce fuel consumption is to utilize the coasting function on downhill gradients that are gentle enough for you to maintain a constant speed. Efficient on long journeys, such as on the highway, PDK remains ready to respond as swiftly and precisely as you would expect.

In short, driving that utilizes coasting mode makes a real impact on fuel consumption without any need for compromise on comfort or sport performance.

For example, you may want to slow down from 60 to 50 mph in anticipation of the change of speed limit ahead. As soon as you gently release the accelerator pedal, PDK deselects the current gear automatically, and you begin to coast in Neutral until you have reached your desired speed. The moment you engage the accelerator or brake pedal, PDK selects the appropriate gear smoothly and seamlessly within a fraction of a second.



Porsche Doppelkupplung (PDK)



Power, intelligently applied.

Porsche Traction Management (PTM).

It is possible to have a lot of power and yet not be able to move anything. Only by using your power intelligently will you truly progress.

Enhanced Porsche Traction Management (PTM) is standard on all 911 Carrera all-wheel-drive models. It is an active all-wheel-drive system with an electronically variable map-controlled multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR).

Drive power is distributed between the permanently driven rear axle and the front axle by means of the electronically variable multiplate clutch.

The status of the vehicle is continuously monitored so that it is possible to respond to changing driving situations. Sensors are used to collect a range of data, including the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car, and the current steering angle.

If, for example, the rear wheels begin to lose traction under acceleration, a greater proportion of the drive power is automatically transmitted to the front axle by a more positive engagement of the multiplate clutch. In addition, ASR prevents wheelspin by adapting the engine's power output. During cornering, the optimal level of drive power is distributed to the front wheels to ensure excellent lateral stability.

In conjunction with Porsche Stability Management (PSM), PTM helps to ensure a more ideal distribution of drive power for optimal traction in most road scenarios, whether on long straights, through tight corners, or on surfaces with different friction coefficients.



“That can’t be done.”

If ever a sentence gave motivation to sports car designers, this is it.

Body and chassis.

The car’s body and chassis are the unsung heroes in vehicle dynamics. Agile, predictable handling rests on the car’s ability to let suspension, engine, steering, and brakes do their job without the body twisting. The challenge is to achieve this strength without adding weight—the shared enemy of performance and fuel efficiency.

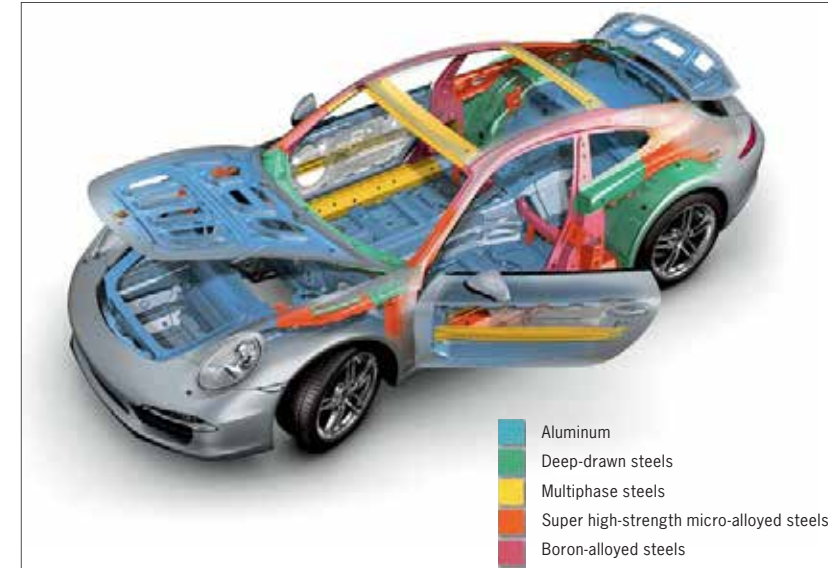
The 911 fulfills these opposing goals with its completely new bodyshell. Dynamic torsional stiffness has been increased up to 25 percent over its already impressive predecessor. Amazingly, this was achieved while shedding up to approximately 100 pounds (45 kg).

How is this done? Precise, innovative techniques are used to combine

diverse metals, whose specific material properties are applied exactly where needed for optimal strength. Thin yet extremely rigid sheets of steel form the bodyshell. Aluminum and magnesium are used extensively in areas such as the roof, underbody, front end, doors, and rear quarters, as well as in the engine and luggage compartment lids. Lightweight magnesium is also selected for the cockpit support beam and, on the Cabriolet models, the top frame.

This intelligent blend of materials reduces the weight of the vehicle, which brings a host of benefits: more precise and predictable handling, improved acceleration, lower braking demands, and better fuel efficiency. Its excellent vibration-damping characteristics also

improve driving comfort. Stability and ride quality are further enhanced by the 3.9-inch (100mm) longer wheelbase.



Front and Rear Axles

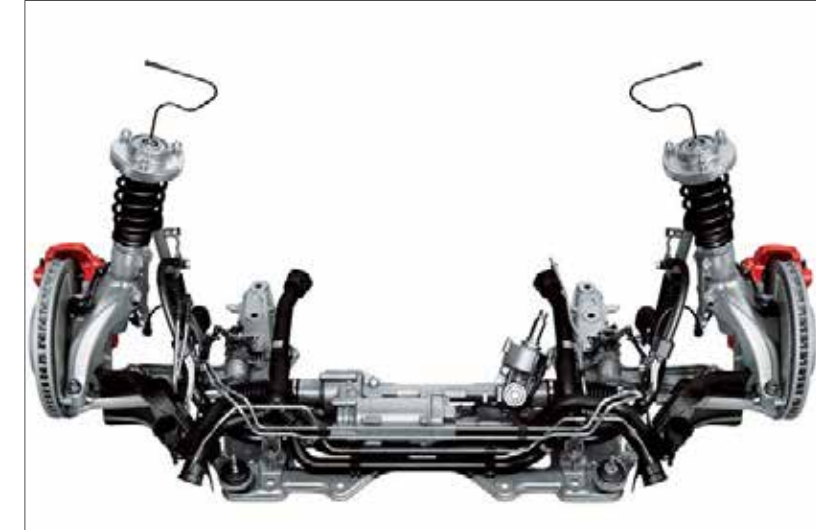
The redesigned independent suspension at the front features a lightweight spring-strut axle with longitudinal and transverse links and crossmembers that have been refined for stiffness. With this design, the front wheels remain precisely located, providing excellent directional stability, superior handling, and reduced dive—or

pitching—under heavy braking. The new, wider front track optimizes turn-in.

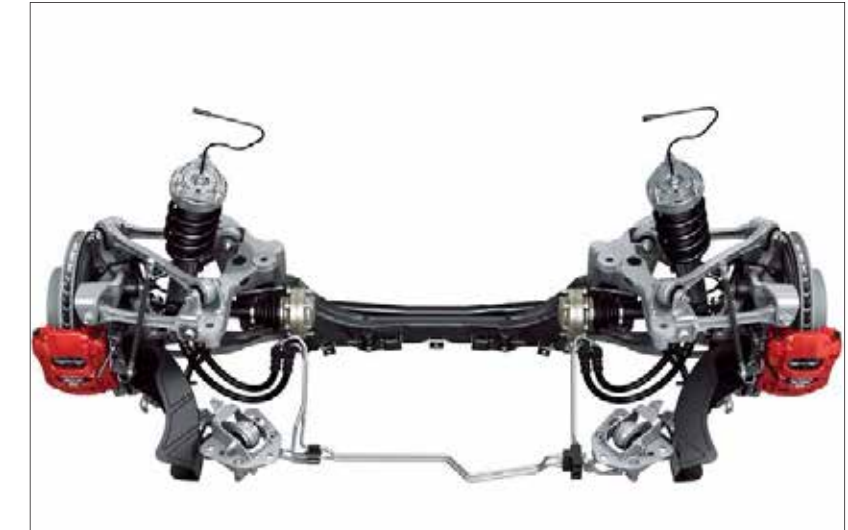
The rear axle is equipped with a motorsport-derived multi-link suspension and chassis subframe based on the LSA concept (Lightweight, Stable, Agile), which has been modified to provide an even quieter ride. Refined axle kinematics improves damping,

reduces acceleration squat, and increases comfort. Lightweight spring struts further enhance agility.

The high proportion of aluminum in the axle assemblies reduces the weight of the vehicle and of the unsprung masses, helping to improve agility, efficiency, and driver comfort.



Front axle of the 911 Carrera S



Rear axle of the 911 Carrera S

Taking control to a new level.

Porsche Active Suspension Management (PASM)

An even more advanced version of PASM comes standard in the 911 Carrera S and Carrera 4S models, and is available as an option in the 911 Carrera models. This system actively and continuously

regulates damping forces according to driving style and road conditions. In addition, it allows for a 0.39-inch (10mm) lower ride height, improving stability.

Sensors monitor body movements generated by powerful acceleration,

braking, or uneven road surfaces. The PASM control unit modifies the damping force at each of the wheels accordingly. In the 911, the number of sensors has been increased for improved data acquisition and even more efficient control interventions.

PASM has two modes, which can be selected using a separate button on the center console: "Normal," which is a blend of performance and comfort, and "Sport," with harder damping, appropriate for high-performance driving.

When uneven roads are encountered in Sport mode, PASM immediately switches to a softer rating, improving road contact. When the road surface improves, PASM automatically reverts to the original damping. If Normal mode is selected and the driver's style becomes more assertive, PASM automatically switches to a harder rating.

The results are tangible: increased driving stability, enhanced roadholding, and improved comfort.

PASM Sport Suspension

The PASM Sport Suspension is available as an option for all Coupe models, in conjunction with 20-inch wheels and Porsche Torque Vectoring (PTV) or Porsche Torque Vectoring Plus (PTV Plus).

The ride height is 0.79 of an inch (20 mm) lower than the standard 911 Carrera suspension, and 0.39 of an inch (10 mm) lower than the PASM suspension. The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. Front spoiler lip and rear spoiler control are revised to further reduce lift at the front axle and

even provide downforce at the rear axle. The improved aerodynamics provides even better performance.



Porsche Dynamic Chassis Control (PDCC)

PDCC, an option available on the 911 Carrera S and Carrera 4S models, is an active anti-roll system that reduces lateral body movement during cornering. With this system, hydraulic stabilizing actuators located at each wheel actively optimize wheel camber, their action moderated based on steering angle and lateral acceleration.

The result is more stable lateral load transfer, sharper turn-in, and improved dynamic performance. PDCC is also helpful in minimizing the car's lateral instability over uneven ground and in emergency maneuvers requiring sudden steering inputs. In simple terms, the vehicle holds the road better and you can steer through corners faster and in a more relaxed manner with greater ride comfort. In this way, PDCC contributes to a new benchmark in dynamic performance.

Porsche Stability Management (PSM)

The 911 models feature enhanced PSM as standard equipment. Sensors within the car continuously monitor direction, speed, yaw velocity, and lateral acceleration. Using this information, PSM is able 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 help restore stability. Under acceleration on wet or low-grip road surfaces, PSM improves traction

using the Automatic Brake Differential (ABD), Anti-Slip Regulation (ASR), and Engine Drag Torque Control (EDC).

In cars equipped with the optional Sport Chrono Package, the driver can raise the PSM activation threshold by selecting the Sport Plus setting. For an even more dynamic experience, the driver can fully deactivate PSM. The system is automatically reactivated only if the driver brakes hard enough to require ABS engagement at one of the front

wheels (or both front wheels, if the driver has selected Sport Plus mode). ABS and ABD, however, remain active at all times.

Electromechanical Power Steering
Research shows that a car drives in a straight line 90 percent of the time. That inspired Porsche to develop a new electromechanical power-steering system for the 911. In place of a conventional hydraulic steering pump, which constantly demands a portion of the engine's power, this system

employs an electric motor that uses energy only when the steering wheel is actually turned. The absence of hydraulic fluid also makes the system more beneficial to the environment. When twists and turns beckon, the

steering system has the classic Porsche feel. It features a variable-steering ratio and responds sensitively and directly, providing the driver with the agility and feedback customary in a 911.

Power Steering Plus

Power Steering Plus, the speed-sensitive power-steering system, is available as an option for the 911 Carrera models. At high speeds, the steering is firm. At low speeds, the steering support of Power Steering Plus adjusts for much easier maneuvering and parking.

Tire Pressure Monitoring System (TPMS)

This safety system sends warnings to the onboard computer's display screen in the event of a gradual or sudden loss of pressure. The individual pressures in all four tires can be displayed in the instrument cluster.



Rapid cornering in the 911 Carrera without PDCC (illustrative example)



Rapid cornering in the 911 Carrera S with PDCC (illustrative example)



Sport tuning at the touch of a button.

Additional performance systems.

Sport Button

An exhilarating feature is the Sport button, now standard on the 911. The Sport button adjusts the engine's response to suit one's preferred driving style. Pressing the Sport button changes the electronic engine mapping so it engages a sharper throttle response. In vehicles with Porsche Doppelkupplung (PDK), automatic upshifts take place at higher rpm's and downshifts happen sooner, while coasting mode of the PDK and the Auto Start Stop function are deactivated. In cars equipped with the optional sport

exhaust system, a more assertive exhaust note is also activated. Turning the Sport button off allows the driver to adjust for a more leisurely driving style with smoother throttle response.

Sport Chrono Package

The Sport Chrono Package is optional in the new 911 models. With a touch of the Sport Plus button, this integrated system adjusts engine and transmission for high-performance driving. In addition, it includes a performance display with both digital and analog stopwatches, and the Sport Plus button. An additional display in the steering wheel and instrument cluster indicates whether the Sport button and Launch Control have been activated.

On activation of Sport Plus mode, Porsche Active Suspension Management (PASM) and, in the S and 4S models, the optional Porsche Dynamic Chassis Control (PDCC) switch to a firmer damping setting for more direct steering and better roadholding.



In Sport Plus mode, the trigger threshold for PSM is raised. Agility is perceptibly enhanced when braking for corners with PSM, allowing for sportier braking and exit acceleration. For maximum dexterity, PSM can be set to standby while the car is

still in Sport Plus mode. For safety, it is set to intervene automatically only when ABS assistance is required on both front wheels.

In cars equipped with Porsche Doppelkupplung (PDK), the selection of Sport Plus adds two additional high-performance functions ideal for motorsports. The first is Launch Control, which can be used on the track or autocross course to achieve the fastest possible standing start. The second is a motorsport-derived gearshift strategy: Shifting becomes lightning-fast and shift points are optimized for maximum acceleration.

The Sport Chrono Package includes a stopwatch mounted on the dashboard. The driver can store and evaluate lap times via the Porsche Communication Management (PCM) system. The display shows lap distance, lap number, individual lap times, and total driving time.

Dynamic Engine Mounts

Dynamic engine mounts are included in the new Sport Chrono Package. Based on the dynamic engine mounts formerly available in 911 GT3 and 911 Turbo models, they make a decisive contribution to dynamic performance by controlling centrifugal forces.

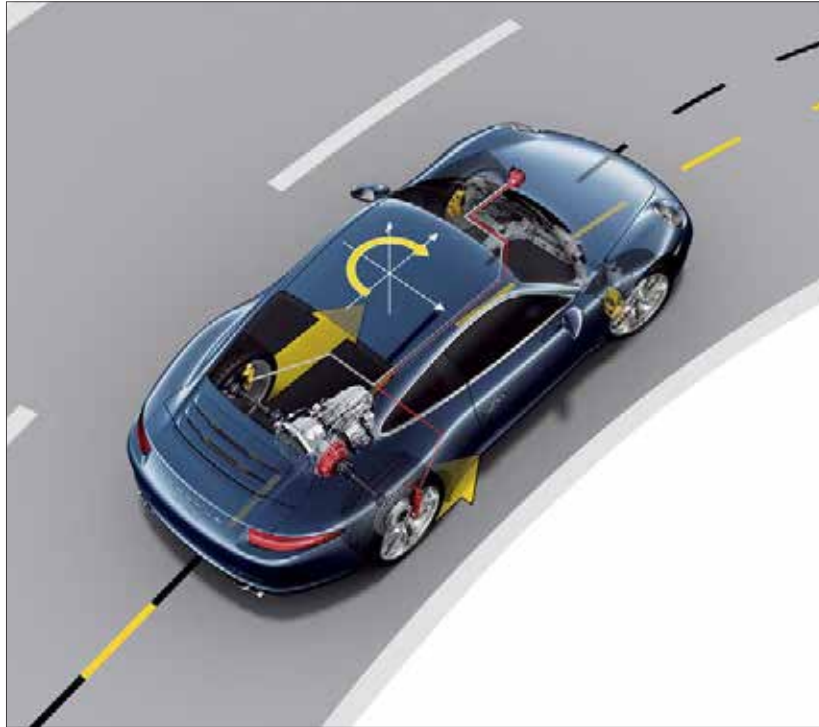
The electronically controlled system minimizes the oscillations and vibrations of the entire drivetrain, especially the engine. The engine is bolted to the body by two mounts. Like any mass, it obeys the law of inertia. This means that it will continue moving in a uniformly straight line unless some force causes it to change direction. Dynamic engine mounts minimize the centrifugal effect. Steering angle and both longitudinal and lateral acceleration are constantly recorded by

sensors. The stiffness and damping performance of the engine mounts adapt to changes in driving style and road surface conditions, which is achieved by use of a fluid magnetized in an electrically generated field.

This results in greater traction and more stable handling under load change conditions and in fast corners.



Attack the corners. Maintain good posture.



Porsche Torque Vectoring (PTV) and Porsche Torque Vectoring Plus (PTV Plus)

PTV in conjunction with the manual gearbox, and PTV Plus with Porsche Doppelkupplung (PDK), are available as options for the 911 Carrera and Carrera 4 models and standard in the 911 Carrera S and 4S models. Both systems actively enhance vehicle dynamics and stability. Operating in conjunction with a mechanical (PTV) or electronic (PTV Plus) rear differential lock, they work by braking the rear wheels as the situation demands.

As a function of steering angle and steering speed, accelerator pedal position, yaw rate, and vehicle speed, PTV and PTV Plus

are able to improve steering response and steering precision by specific braking of the right or left rear wheel.

To be more precise, this means that when the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Comparatively, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV and PTV Plus significantly increase agility and steering precision. At high speeds

and when accelerating out of corners, the rear differential lock ensures greater driving stability. With PTV, the differential lock is regulated mechanically; with PTV Plus, it is regulated electronically and the torque distribution is infinitely variable. Whichever system is fitted, it interacts with Porsche Stability Management (PSM) to improve driving stability on a range of surface conditions, including wet conditions and snow.

For the driver, this means remarkable stability, easier handling, and outstanding traction as well as greater agility at speed with precise steering and stable load transfer characteristics. What else? Unrivaled driving pleasure at every twist and turn.



Open, flexible, independent. A long-term relationship is in the air.

Cabriolet technology.

Cabriolet Top

Our engineers have completely redesigned the top for the Cabriolet models. The result is a flexible roof comprising a glass rear window and three individual and integral cabriolet top elements, which are manufactured from magnesium and covered in fabric. This makes the top highly robust and lightweight.

Another benefit of the design is that the top is smooth and firm. The fabric remains taut and has elegant design lines. Aerodynamic design produces a low drag coefficient of just 0.30 on Carrera and Carrera S models and 0.31 on Carrera 4 and Carrera 4S models. A further feat of Porsche engineering.

The rear window is made from glass and is electrically heated and

scratch-resistant to provide excellent rearward visibility. A rain channel on the top carries away water to avoid dripping when the doors are opened.

Electrically powered, the top is operated using a button on the center console. It opens or closes in approximately 13 seconds and remains operable at up to a speed of 31 mph. The concertina action ensures optimal protection for the interior lining.

The interior top lining is made from a heat-insulating and sound-absorbing material. Consistent interior temperatures and an effective suppression of wind noise are the perceptible results. Thankfully, however, even the top's soundproofing properties are no match for the resonant Porsche sound.



Electrically Powered Wind Deflector

Once again, our engineers have explored new directions, this time in the wind tunnel. The Cabriolet models are equipped as standard with an electrically powered wind deflector, which offers practically wind-free driving and minimal wind noise with the top down.

With the 911 Cabriolet, installing and removing the wind deflector is now a

thing of the past because it is integrated directly into the body behind the rear seats—ready for use at all times.

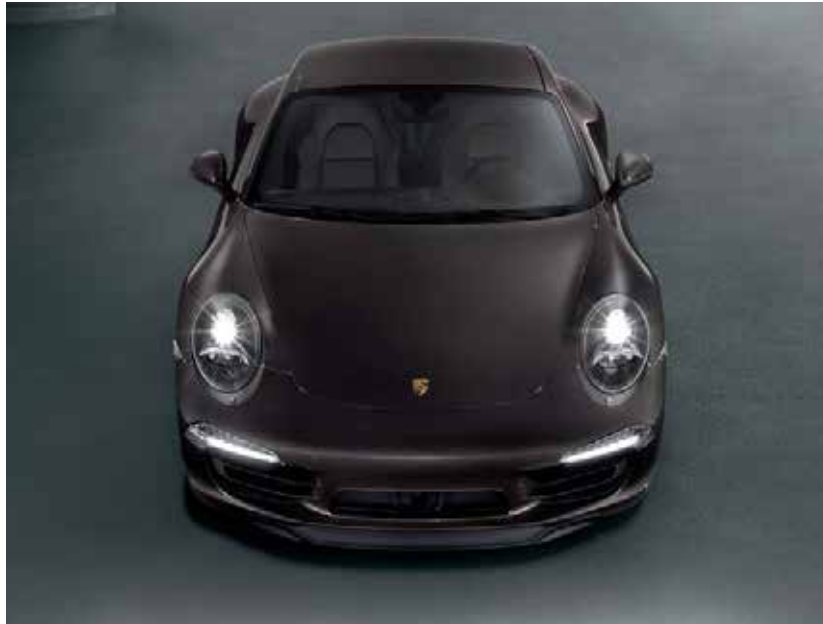
For unrestricted top-down driving pleasure, the wind deflector extends or retracts in approximately two seconds, no matter how fast you are driving.



Electrically powered wind deflector

Allow us to illuminate the subject of illumination.

Lights.



Porsche Dynamic Light System (PDLS) headlights



Taillights and light strip (Carrera 4 and Carrera 4S models)

Headlights

Bi-Xenon™ headlights are standard on the 911 models. The lights illuminate the road ahead more uniformly. Automatic headlight activation is standard: As you drive into the dark of evening, the daytime running lights switch off and the low-beam headlights switch on automatically. When the vehicle ignition is shut off, the headlights are shut off automatically.

The “Welcome Home” lighting feature automatically switches on the LED daytime running lights for a defined period whenever the vehicle is unlocked or locked using the key remote. The daytime running lights, taillights, and, where applicable, the courtesy lights remain on for the time interval you preselect.

Advanced LED technology

The LED front light units incorporate direction indicators, daytime running lights, and position lights. Cutting-edge LED technology is also used for the taillights, the high-level third brake light, the license plate illumination, the rear direction indicators, and the rear fog light. LEDs provide better illumination and respond more quickly to driver input.

Porsche Dynamic Light System (PDLS)

The Porsche Dynamic Light System (PDLS) with the headlight-cleaning system is available as an option for all models. Its dynamic cornering light function swivels the headlight beam toward the inside of a turn, based on steering angle and road speed, providing additional light where it’s needed.

The system also offers speed-sensitive headlight range control. PDLS automatically adjusts the low beam to project to the appropriate range for your driving speed. The short-range covers

most city traffic speeds. A mid-range extends the beam further for moderate speeds, such as on an open road. A long-range engages at high speeds.

PDLS also includes an adverse weather function, activated whenever the rear fog light is switched on. It reduces the effect of light reflection in poor-visibility

conditions, and minimizes reflection bounce-back that may dazzle the driver.

Light Design Package

The optional light design package adds practical and aesthetic appeal to the interior of your 911. It comprises dimmable LEDs in the door panels, overhead console, footwells, ignition lock, and rear compartment.



Porsche Dynamic Light System (PDLS) cornering lights

Control, discipline, precision.
At Porsche, we take driving very seriously.

Safety.

Brakes

Porsche sports cars are famous not just for their brief sprint times, but for their even more concise braking distance. The braking systems in the Porsche 911 set the standard for deceleration and stability, and give the driver the reassurance needed to push the car to the limits.

The 911 Carrera and Carrera 4 are fitted front and rear with black anodized, four-piston, aluminum monobloc fixed calipers. All brake rotors have a diameter of 330 mm.

On the 911 Carrera S and Carrera 4S models, the brakes are differentiated not just by the red calipers, but by larger brake rotors and more brake pistons at the front wheels, to cope with their increased engine power. The new generation of brakes features six-piston, aluminum monobloc fixed calipers at the front and four-piston, aluminum monobloc fixed calipers at the rear. The brake disc diameter is 340 mm at the front and 330 mm at the rear. The results are enhanced braking performance and a reduction in stopping distance compared with that of the previous model.

On all models, the brake calipers have an enclosed monobloc construction. This makes them tougher but lighter and enables a more rapid engagement and release of the brake, even under extreme loads. The pedal travel is short and the biting point precise. The brake discs are cross-drilled for better characteristics in wet conditions. Also standard is the Anti-lock Brake System (ABS), designed to keep deceleration constant. Pedal effort is reduced and braking response improved by a newly developed tandem vacuum brake booster. In the Carrera S and Carrera 4S models, brake disc cooling is further enhanced by modified air spoilers.



Standard brake system on the 911 Carrera and Carrera 4



Standard brake system on the 911 Carrera S and Carrera 4S



What we've discovered from over 30,000 racing victories: Brake later; finish sooner.



Porsche Ceramic Composite Brakes (PCCB)

The Porsche Ceramic Composite Brakes (PCCB) were developed to cope with the harshest track requirements in mind and are fitted in cars that compete in demanding events such as the Porsche Mobil 1 Supercup. They are now also available as an option on all 911 models.

The cross-drilled PCCB ceramic brake rotors for the 911 have a diameter of 350 mm front and rear for even more formidable braking performance.

The use of six-piston, aluminum monobloc fixed calipers on the front axle and four-piston units at the rear (all finished in yellow) imparts high and consistent brake pressure. PCCB provide



all the ingredients for short stopping distance, especially under the toughest road and track conditions. Excellent fade resistance allows consistent brake control when slowing from track speeds.

The key advantage of PCCB is the extremely low weight of the ceramic brake rotors, which are 50 percent lighter than standard rotors of similar size and design. This represents a major reduction in unsprung and rotating masses. The consequence of this is better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Keep in mind that the service life of any brakes—even the most durable—will be greatly reduced if used for circuit racing, track days, or other high-performance driving. As with conventional high-performance braking systems, Porsche recommends that all PCCB components be professionally inspected and serviced, as needed, before and after every track event.



Electric Parking Brake

The new electric parking brake, which you can activate and deactivate manually, releases automatically as you pull away. The hold function assists the driver in making a comfortable, smooth, and roll-free start on an incline. The system automatically detects that the vehicle has been braked to a halt on an incline. Provided a gear is engaged, the brake pressure is maintained at all four wheels for approximately two seconds once the brake pedal is released. The vehicle is therefore temporarily prevented from rolling backward. This brake pressure is reduced once sufficient revs have been generated by the driver depressing the accelerator pedal (or, in the case of manual transmission, the accelerator pedal is depressed and the clutch is released).

Airbags

The 911 models offer advanced airbag technology in the form of full-size driver and front-passenger airbags, which are inflated in two stages depending on the severity and angle of impact (for example, frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimizing discomfort to the occupants.

Also included are knee airbags for both the driver and passenger.

In addition to the central airbag control unit on the transmission tunnel, two impact sensors are located near the headlights. This allows a crash to be detected and evaluated.

Porsche Side Impact Protection (POSIP) System

All of the 911 models are equipped as standard with the Porsche Side Impact Protection (POSIP) system.

It comprises side impact protection elements in the doors and two airbags on each side. An integral thorax airbag is located in the seat backrests, while the door panels each contain

an upward-inflating head airbag. Each thorax airbag has a volume of 2.6 gallons (10 liters) and each head airbag 3.9 gallons (15 liters), to help provide protection in the event of a side impact.

Cabriolet Rollover Protection

Despite their low weight, the 911 Carrera Cabriolet models have exemplary torsional rigidity and flexural strength. Body flexing is minimal, even on the most poorly surfaced roads.

Increased protection is provided by an automatically deploying rollover protection system if the car were to overturn. Two spring-loaded, automatically deploying supplemental safety roll bars are neatly incorporated behind the rear seats. The rollover sensor continuously monitors the car's pitch and roll, and contact with the road, as well as lateral and longitudinal forces. If the car were to overturn, the automatically deploying supplemental safety roll bars would be deployed.





discerning

reassuring

intuitive

Comfort

uncompromising

refined

Balanced

precise

integrated

**An interior focused on the driver.
For drivers focused on the road.**

Comfort.

What makes the 911 interior so engaging? It was designed that way. Every curve, every plane, every control and information system was developed to engage the driver in the art of driving with maximum enjoyment and minimal disruption.

Leather provides more than lasting elegance. It enhances tactile grip on the steering wheel rim, door handles, and armrests—all standard—while the standard Leather seating surfaces help keep the driver firmly in place. The Coupe roof liner is finished in Alcantara®.

For greater personalization, the 911 offers a wide choice of interior colors. Standard color choices include Black, Platinum Grey, Luxor Beige, and Yachting Blue. Two-tone combinations, special

colors, and Natural Leather are also available. Further personalize your 911 by choosing optional Carbon, Aluminum, or Wood accents.

Instruments

The five-dial instrument array provides the driver with vital information at a glance. The tachometer is exactly where Ferry Porsche intended it to be: at the center.

In the first gauge to the right is a high-resolution, 4.6-inch TFT color screen, where the driver can quickly check information from the onboard computer, such as speed, trip mileage, journey time, or current fuel consumption. It also displays the navigation system map, delivers various warnings—including alerts from the Tire Pressure

Monitoring System (TPMS)—and reminds you of your selected communication and audio settings.



TFT display



Instruments in the 911 Carrera S with Aluminum-colored tachometer



Sport Steering Wheel

In the 911, there is a point at which all forces come together: the steering wheel, the most important interface between driver and sports car. This is why a sport steering wheel is standard in all 911 models. It features a high-grip rim in Smooth-Finish Leather and offers outstanding ergonomics. It is also available in Carbon or Mahogany. A full-size airbag is integrated at the wheel's center. For optimal comfort, the steering wheel adjusts for both height and reach.

Multifunction Steering Wheel

An optional multifunction steering wheel provides four function buttons and two thumbwheels for convenient operation of audio, Bluetooth® phone and navigation functions, TFT display, and onboard computer.

In conjunction with the PDK, the steering wheel is equipped with two ergonomic gearshift switches, enabling you to change gear directly from the steering wheel. With the optional Sport Chrono Package, the steering wheel also features a display above the airbag module to inform you whether the Sport, Sport Plus, and Launch Control functions have been activated.



Multifunction steering wheel in conjunction with PDK and Sport Chrono Package



Sport steering wheel

SportDesign Steering Wheel

The optional SportDesign steering wheel employs high-grip moldings and, in conjunction with PDK, two gearshift paddles. These are made from a strong alloy and are ergonomically located behind the left- and right-hand steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand

paddle and PDK shifts down. When PDK has been combined with the optional Sport Chrono Package, the left- and right-hand spokes additionally feature an integrated display that tells you whether the Sport, Sport Plus, and Launch Control functions have been activated.



SportDesign steering wheel with gearshift paddles

Steering Wheel Heating

For increased comfort on cold days, steering wheel heating is available as an option for the sport steering wheel and multifunction steering wheel (only in conjunction with seat heating).



SportDesign steering wheel

The ideal basis for any relationship: support as well as freedom.

Seating.

Sport Seats

Fitted as standard, the 911 has refined sport seats that combine even greater comfort with racing-style support and now feature four-way power adjustment.

Sport Seats Plus

Available as an option are Sport Seats Plus in Leather, with electric seat-height and backrest adjustment and mechanical fore/aft adjustment. The thigh and back side-bolsters have firmer, sportier padding for even better lateral support. The backrest shell is finished in Silver Grey.

Power Sport Seats

The optional 14-way Power Sport Seats with memory package offer full power adjustment of the front

seats—including seat height, bottom cushion and backrest angle, thigh-support depth, four-way lumbar support, and fore/aft position—as well as a power-adjustable steering column.

The integrated memory system stores the driver's seating preferences, as well as settings for the steering-wheel position, outside mirrors, lights, wipers, climate control, door locks, PCM, and instrument cluster.

Adaptive Sport Seats Plus

The optional 18-way Adaptive Sport Seats Plus are the ideal combination of sport and comfort. Finished in Leather, they feature firmly padded side bolsters and shoulder supports.

The driver memory function allows storage of driver seating preferences as well as settings for the steering wheel position, outside mirrors, lights, wipers, climate control, door locks, PCM, and instrument cluster. Offering 18-way electric adjustment, the seats can be adjusted for seat height, bottom cushion and backrest angle, thigh-support depth, four-way lumbar support, and fore/aft position. The seat also features inflatable side bolsters for bottom cushion and backrest. Although not part of the memory function, the thigh and back side-bolsters are independently adjustable for added comfort and precision lateral support on winding roads. The steering column is also power-adjustable.

Seat Heating and Ventilation

Seat heating is available as an option for the front seats. Seats are heated in the bottom cushion, backrest, and the side bolsters.

In conjunction with seat heating, Porsche will equip the seats with seat ventilation on request. A slipstream effect is produced by active ventilation of the perforated seat center and backrest and by passive aeration at the side bolsters, improving your comfort in hot weather.

Rear Seats

The rear seats are remarkably comfortable for a sports car, and the shelf behind offers additional storage space. In the Coupes, the backrests fold to offer a generous 9.1 cubic feet (260 liters) of luggage space in the rear. The Cabriolet models offer split-folding rear seat backrests offering 5.6 cubic feet (160 liters) of storage.

Child Seats

LATCH child seat preparation including top tether is standard on the rear seats.



Rear seats



Sport seat



Sport Seat Plus



Power Sport Seat



Adaptive Sport Seat Plus

Find your comfort zone.

Comfort and convenience features.

Climate Control

The new 911 features standard two-zone automatic climate control, including separate temperature controls for the driver and front passenger, enhanced ventilation, and three air-conditioning modes: gentle, normal, and strong.

In addition to controlling temperature, the system also enhances air quality. An active carbon filter traps particles, pollen, and odors, while an automatic air-recirculation function monitors air quality, reduces humidity, and switches from fresh to recirculated air as required. A defogger keeps the windows clear in cold weather. In warmer weather, a solar sensor detects strong sunlight and automatically

compensates for the comfort of both the driver and front passenger.

HomeLink®

The standard HomeLink® is integrated into the overhead console. At the push of a button, it controls up to three different garage doors or gates, lighting systems, or alarm systems.

ParkAssist

Rear ParkAssist (standard for the Cabriolet models and optional on the Coupes) features four sensors neatly concealed in the rear bumper. When the driver is backing the car, an intermittent warning tone increases in rapidity as a detected obstacle is approached.

An enhanced version of ParkAssist, with an additional four sensors concealed in the front bumper, is available on request. The audible alert is supplemented by a visual warning in the central display screen, which shows a graphical representation of the vehicle from overhead.

Exterior Mirrors and Rearview Mirror

Power-adjustable exterior mirrors are standard, and are distinguished in the new 911 by their mounting point, located on the doors for improved aerodynamics. Electrically folding exterior mirrors with courtesy lighting on both sides of the vehicle are available as an option. By illuminating the area in front of the doors, they make it easier to find your way in the dark.

An auto-dimming function for the rearview mirror and exterior mirrors is also available as an option.

Cruise Control

As the driver of a Porsche 911, you naturally prefer to keep your right foot actively engaged in applying the throttle—most of the time. But on long stretches of road, standard cruise control offers a welcome alternative. It can be used at speeds over 20 mph and is activated by a button on the steering column.

Adaptive Cruise Control with Porsche Active Safe (PAS)

Available as an option, this cruise control function regulates your speed according to the distance between your vehicle and the vehicle in front. A

radar sensor monitors the road ahead up to a distance of 650 feet. If you have set a cruising speed but have begun to gain on the vehicle in front because it is driving more slowly, this is detected by the radar sensor.

The system now reduces the speed of your vehicle at a maximum rate of 11.4 ft./sec² by restricting the throttle

or gently applying the brakes, until the distance that you have preset is maintained. Your vehicle will now continue at a reduced speed. If the other vehicle decelerates further, Adaptive Cruise Control will continue to reduce your cruising speed—even down to a halt.

For additional safety, if the system detects that the distance from the

vehicle in front is decreasing, it will also prepare your vehicle for braking by precharging the braking system so that the brake pads are already in light contact with the brake discs. However, drivers still have to perform heavier braking themselves.

As soon as the road ahead clears again, your vehicle will accelerate back up to the cruising speed originally set. If your vehicle approaches the vehicle in front too quickly, Porsche Active Safe (PAS) will issue audible and visual warnings. In addition, the system briefly jerks the brakes and if necessary initiates target braking, with any braking pressure applied by the driver being increased within certain system limits.



Radar sensor of Adaptive Cruise Control



Adaptive Cruise Control display

Sunroof

The optional electrically adjustable tilt/slide sunroof for the Coupe models features an all-new design that opens outward, so that it doesn't sacrifice headroom. Another advantage of the new design is the much larger sunroof opening, adding to the sensation of open-air driving. The new two-position, net-type wind deflector protects against draft and minimizes wind noise.

Sunroof in Glass

The electrically adjustable tilt/slide sunroof is also available in tinted single-glazed safety glass. An integral electric sunblind provides shade from unwanted bright light. It is available in five different colors. The design, headroom, and aperture of the glass roof are identical to those of the regular tilt/slide sunroof. The only difference is that, even when closed, the glass sunroof still gives you that open-to-the-sky feeling.



Glass tilt/slide sunroof

Roof Transport System

Available as an option for the Coupe models, the new aluminum Roof Transport System is aerodynamically efficient, very lightweight, and easy to attach. A range of attachments is available, such as a roof box, a bike carrier, or a ski/snowboard carrier. Maximum roof load is 165 pounds (75 kg).

Luggage Compartment

The luggage compartment volume in the 911 Carrera and Carrera S models is 4.7 cubic feet (135 liters) and 4.4 cubic feet in the Carrera 4 and Carrera 4S models. The luggage compartment is fully trimmed in scratch-resistant materials—perfect for weekend adventures.

Porsche Entry & Drive

With the optional Porsche Entry & Drive, you can enter and drive without removing your electronically coded key from your pocket. As soon as you touch the door handle or the Porsche Crest on the luggage compartment lid, the system checks the encrypted access code embedded in your key. Once the key is validated, the door or the luggage compartment lid unlocks. The engine can then be started and switched off using the electronic ignition switch.

Anti-Theft Protection

All 911 models are equipped with anti-theft protection, which includes an immobilizer with in-key transponder and an alarm system with radar-based interior surveillance. The system secures the doors, luggage compartment, passenger compartment, and ignition lock.



Electric tilt/slide sunroof

**Identity has to do with where you come from.
Sometimes, it also has to do with where you want to be.**

Audio and communication.

Porsche Communication Management (PCM) Including Navigation Module

The latest version of Porsche Communication Management, PCM 3.1, is standard equipment on the new 911. Powerful, multifunctional, and easy to use, PCM is your control center for audio, navigation, and communication functions.

The main feature is the larger, more intuitive seven-inch touchscreen. Alternatively, you can choose to operate PCM using conventional rotary push-button controls. With a maximum of five list items per page, the screen display is very clearly presented. A useful help function is displayed at the foot of the screen.

Radio functions include up to 42 memory presets and an FM dual tuner, which continuously scans in the background for the best signal. The DVD audio drive plays CDs and audio DVDs and is MP3-compatible. Audio playback of video DVDs is also supported. A six-disc CD/DVD changer integrated into PCM is available as an option.

A navigation module with high-speed hard drive is included with PCM. Route guidance can be displayed in either 2-D or 3-D perspective. In some regions, topographical features and buildings can be displayed in 3-D. Split-screen mode enables you to view two functions

at once, such as the current navigation map and a list of symbols that represent the next driving instruction.

Bluetooth® Hands-Free

A standard Bluetooth® interface lets you connect your Bluetooth®-enabled mobile phone to the PCM with Hands-Free Profile (HFP), allowing you to receive and place calls. Basic functions can be controlled via PCM or the optional multifunction steering wheel.

Telephone Module

The optional quadband GSM telephone module offers convenience and excellent reception. The Bluetooth® capability of a mobile phone can be used to make

calls via the SIM Access Profile (SAP). Once automatic pairing is complete, the mobile phone's antenna is switched off to conserve battery charge and the phone operates via the car antenna. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory. Depending on the phone, it can also be controlled using PCM, the optional multifunction steering wheel, or the optional voice-control system, without it ever leaving your pocket.

The telephone module also enables you to establish a Bluetooth® link with those mobile phones that support only the

Hands-Free Profile (HFP). In this case, the GSM connection is always established through the antenna of the mobile phone. PCM acts as a hands-free system and you can leave the mobile phone tucked away.

On request, a cordless handset for the telephone module is also available. Stored in the center console storage compartment, it features a display and keypad. However, the handset cannot be used for Bluetooth® links established using the Hands-Free Profile (HFP).



Porsche Communication Management (PCM) including navigation module

SiriusXM® Satellite Radio Receiver

The SiriusXM® Satellite Radio receiver, available as an option for all 911 models, includes a three-month free trial period.* This service provides over 130 channels coast to coast, including commercial-free music, plus the best sports, news, talk, comedy, and entertainment. Welcome to the world of satellite radio.

Sports and stocks, also provided by SiriusXM®, give you customized updates on your favorite teams and stocks, so you can arrive at your destination well-informed.

The optional NavTraffic® service, available with SiriusXM®, enables PCM to display continuously updated traffic information in over 130 markets. Avoid congestion before you reach it with information on traffic speed, accidents, construction, and road closings.

The optional SiriusXM® NavWeather® service, available with SiriusXM®, allows you to stay informed with driver-friendly weather information on the PCM screen. See storms and severe weather, keep track of weather warnings, and see the current conditions and 3-day forecasts.

HD Radio Receiver

For the first time, an HD Radio receiver is now available as an option on the 911. HD Radio technology provides access to all of your favorite FM stations plus a broad range of new digital programming.** HD Radio also includes advanced audio and data features that enhance your listening experience.

Online Services

Online services give you the option of accessing a variety of content from the Internet via PCM. The data is transferred to PCM via a smartphone app (AHA® Radio). The app is available free of charge from iTunes® (for iPhones®) and Google Play™ (for Android™ devices).

Online services include Web radio and personalized Web music, news feeds, podcasts, and audio magazines, Facebook®, location-based content with prerecorded announcements (gas station prices, parking situations), and weather information. The results of an online Points of Interest (POI) search can be imported into PCM as a navigation destination.

Universal Audio Interface

In conjunction with PCM, you can access content from your iPod® or any other compatible USB device. The USB port, safely located inside the glove compartment, can also recharge your audio device. You can control your iPod® or USB device conveniently and safely using PCM, the optional multifunction steering wheel, or the optional voice-control system. The USB port is also useful for downloading information from the onboard computer, such as performance data from the Sport Chrono Package or the optional electronic logbook.

Voice-Control System

Audio options, route guidance, phone calls, and many other PCM functions can all be controlled using the optional voice-control system. In most cases, you simply say the name of the menu item as seen on the screen. Even lists can be browsed by voice command. For added convenience, there is no need to “train” the system.

Electronic Logbook

An electronic logbook is available for PCM as an option. It enables automatic logging on every journey of mileage, route distance, date, time, starting location, and destination. Data can be downloaded to a USB device and evaluated on your home PC using the software supplied.

*SiriusXM® Satellite Radio requires a subscription, sold separately after any trial included with vehicle purchase or lease. **If you decide to continue your SiriusXM® service at the end of your subscription, service will automatically renew and bill until you call SiriusXM® at 1-866-635-2349 to cancel.** See SiriusXM® Customer Agreement for complete terms at www.siriusxm.com. Satellite service available only to those at least 18 and older in the 48 contiguous United States and D.C. Sirius, XM, and all related marks and logos are trademarks of SiriusXM® Satellite Radio Inc.

**Please visit hdradio.com for stations and up-to-date information.



Universal audio interface



Porsche Communication Management (PCM) including navigation module

Bose® Surround Sound System

The optional Bose® Surround Sound System was specially developed and tuned to the interior acoustics of the 911.

With 445 watts of total output, it comprises eight amplifier channels, 12 loudspeakers, and a patented integral 200-watt active subwoofer. The combined effect is a balanced acoustic pattern that transforms your 911 into a fast-moving concert hall.

The DVD audio playback capability of Porsche Communication Management (PCM) enables the Bose® Surround Sound System to make full use of the impressive sound spectrum of 5.1 digital recordings.

Of course, you can still play other audio sources, such as CDs and MP3s, in stereo or, at the push of a button, in one of the virtual surround modes generated by Bose® Centerpoint® 2.

The Bose®-patented AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapt music playback automatically,

resulting in consistent sound quality across changing driving conditions.

With the Bose® Surround Sound System, you'll enjoy balanced, faithfully reproduced sound and a captivating 360-degree acoustic experience.



Burmester® High-End Surround Sound System

Burmester®, one of the most respected manufacturers of high-end audio equipment worldwide, has developed the Burmester® High-End Surround Sound System as the ultimate audiophile experience for the 911.

The technologies behind the system are based on the finest premium home audio systems Burmester® has to offer. The system owes its eminence to countless details, and one goal: perfection in sound. The system has 12 amplifier channels with a total output of 821 watts, 12 loudspeakers including an active subwoofer with 300-watt Class D amplifier, a total diaphragm surface area of more than 207 square inches (1,340 cm²), and a frequency response of 35 Hz to 20 kHz.

Burmester® has introduced the patented integral subwoofer, which replaces the familiar separate subwoofer and loudspeaker arrangement of other systems. This saves weight and has a beneficial impact on acoustic performance.

Crossover technology has been carried over from the home audio sector. Analog and digital filters have been optimally defined for their new installation locations and finely tuned after extensive in-car audio testing.

The tweeters are ribbon-based Air Motion Transformers (AMT) that have been designed specifically for the 911, resulting in unmistakably fine,

clear, and undistorted high-frequency sound reproduction with excellent level stability. All loudspeaker housings are perfectly matched and deliver superior bass foundation, definition, and impulse accuracy. This results in a natural and richly textured spatial sound, even at top volume.





optimistic
spirited
inventive
realistic
Responsibility
principled
agile
alert
intelligent

Earth is a beautiful place to drive.

The 911 helps to keep it that way.

Porsche and the environment.

In a racing series, every competitor reads the same rulebook—which is why so many arrive at similar solutions. At Porsche, we realized long ago that the best way to beat the competition was by thinking and doing the unconventional.

Our approach to the environment is no different. We share with other carmakers the concern with global climate change and CO₂ emissions. But we bring novel solutions that not only reduce environmental impact, but enhance overall performance. We call this Intelligent Performance.

Through its application, Porsche has managed to reduce fuel consumption in every model range, when compared to their predecessors. At the same time, we've improved acceleration and responsiveness, to make performance vehicles that are better for the environment and the driver.

This is achieved through a disciplined approach to every vehicle system.

With its aerodynamic shape, lightweight composite construction, and a powerful and efficient engine, the new 911 demonstrates the beauty of Intelligent Performance.

Long service intervals are not only more convenient—they also reduce ownership costs. They promote a more sparing use of consumables and replacement parts, which for you lowers costs and saves time. Perhaps the greatest benefit, however, is for the environment.

Additionally, Porsche Cars North America offers Service and Maintenance packages. Please see your Authorized Porsche dealer for more information.

As standard, Porsche provides a limited 4-year/50,000-mile warranty, which includes a limited 12-year anti-corrosion warranty. You will also receive Porsche Roadside Assistance for the duration of the warranty.





Exhaust Emissions Control

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emissions values in their respective category.

This is achieved, on the one hand, through the use of fuel-efficient technologies such as Auto Start Stop, thermal management, electrical system recuperation, Direct Fuel Injection (DFI), VarioCam Plus, and, in conjunction with optional PDK, coasting mode.

On the other hand, new catalytic converters developed for the 911 provide efficient emissions control.

The stereo lambda sensor circuitry controls and monitors each cylinder bank separately. For each exhaust tract, oxygen sensors regulate the

composition of the exhaust gas, while another lambda sensor on each cylinder bank monitors pollutant conversion in the respective catalytic converter.

Fuel Economy and Recycling

Intelligent lightweight construction has been fundamental to the Porsche identity since 1948, for both technical and ecological reasons. This forms the basis for achieving low fuel consumption values in conjunction with outstanding performance.

On the technical side, we use a high proportion of aluminum, magnesium, plastics, and super high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter than conventional steel.

On the ecological side, all materials used are meticulously selected. All synthetic components are easily recyclable and

each material is labeled to facilitate its separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting technical requirements.

In short, the 911 is approximately 95% recoverable.

In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.

Fuel

All Porsche models are designed to operate on fuels with an ethanol content of up to 10 percent. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb CO₂ from the atmosphere.

The release of hydrocarbons from the fuel system has been minimized thanks in no small part to the active carbon filter and the multilayered material from which the fuel tank is made. All fuel lines are made from multilayered plastic, steel, or aluminum.

It's not a race to the finish.

It's a race to the future.

Motorsports.

Why has Porsche devoted so much effort to motorsports over the past 60 years? Despite our storied past, our purpose is not to make history—it is to shape the future. In a lifetime of competition, we have renewed, time and again, man's understanding of what is possible in an automobile. It is this perpetual racing development that has kept Porsche cars at the vanguard of innovation.

Today, we remain steadfast in our commitment to motorsports as the ultimate R&D laboratory, as we pursue the quest for sustainable transportation. Driven by racing's culture of speed and urgency, we have already achieved novel solutions with promising results.

911 GT3 R Hybrid

May 15, 2010—For the first time, a hybrid-powered vehicle is entered in the grueling 24 Hours of Nürburgring. The 911 GT3 R Hybrid features an electrically powered front drive, with two electric motors supplementing the 480-hp, 6-cylinder boxer engine that drives the rear axle. Instead of heavy batteries, the electric motors are powered by an energy-storing flywheel. When the driver applies the brakes, the electric motors act as generators that spin the flywheel at up to 40000 rpm. As the driver exits a turn, the power stored in the flywheel can be tapped for an extra burst of acceleration.

Powered by these innovations, the 911 GT3 R Hybrid led the field at 22 hours and 15 minutes into the race. An unrelated engine component failure forced its retirement. But Porsche came away with something more valuable than a trophy: evidence that the most efficient car in the field could also be the fastest. Within a few months, the 911 GT3 R Hybrid proved that theory outright with its first endurance racing win at the International Le Mans Racing Cup in Zhuhai, China, and in electrifying performances at Nürburgring in 2011 and Daytona.

So begins a new era of Intelligent Performance.

918 RSR Race Lab

January 10, 2011—Porsche takes its hybrid technology to the next level in the 918 RSR, unveiled at the North American International Auto Show. The RSR is powered by a 563-hp V8 engine driving the rear wheels, with dual electric motors driving the front. Power to the electric motors is provided by a flywheel system that boosts the total power to 767 horsepower for acceleration bursts of up to eight seconds. The 918 RSR is certain to open a new, more efficient chapter for world-class super cars.

Porsche Sport Driving School (PSDS)

At the Porsche Sport Driving School, students enjoy more track time than at any other North American school. You'll be piloting many of the newest Porsche models, with coaching from certified Porsche driving instructors.

For experienced drivers, the GT3 Cup Experience is the most advanced manufacturer driving curriculum available in North America. Students will pilot the 911 GT3, 911 Turbo, and GT3 Cup Car in a course centered around track time.

PSDS is located at Barber Motorsports Park—one of the newest and most exciting tracks in the country. With

2.38 miles, 16 turns, and over 80 feet of elevation change, the circuit is exciting and challenging.

The Renaissance Ross Bridge Golf Resort & Spa is the host hotel for the Porsche Sport Driving School—a luxury hotel surrounded by the natural beauty and lush landscape of a Robert Trent Jones championship golf course.

Novice or veteran, you'll come away with a greater appreciation of your Porsche and a powerful addiction to high-performance driving.

For more information, visit porschedriving.com.



Porsche Sport Driving School—GT3 Cup Experience



subtle

direct

determined

genuine

Personalization

perfectionist

clear

mature

nonconformist



**Every 911 says something about its driver.
Make sure yours says exactly what you want it to.**

Personalization options.

One of the things Porsche has learned through its legendary racing program is that no two drivers are alike. Each driver has their own preferences, and great efforts are made to adapt a Porsche race car to the unique desires of its driver. You can do something similar with your own Porsche. There are many ways to make your 911 fit your personal sense of style.

One way to personalize your 911 is with a variety of exterior and interior options detailed in the following

pages. See your Authorized Porsche dealer for more information. These are not the only ways to style your 911 to your personal preference. How about the personalization of your 911 at the factory through Porsche Exclusive? Or consider our range of aftermarket accessories from Porsche Tequipment. You will find inspiring ideas in the relevant catalogs available at your Authorized Porsche dealer.

And while there are many ways to express your individuality, the identity of your Porsche as a 911 will remain evident to all.

Solid exterior colors.



White



Racing Yellow



Guards Red



Black



Metallic exterior colors.



Platinum Silver Metallic



Aqua Blue Metallic



Dark Blue Metallic



Mahogany Metallic



Anthracite Brown Metallic



Agate Grey Metallic



Basalt Black Metallic



Special exterior colors.



GT Silver Metallic



Lime Gold Metallic



Cognac Metallic



Cabriolet top colors.



Red



Blue



Brown



Black

Color to Sample

Have a color you can't live without? A favorite shade that reflects your personal sense of style? With our Color to Sample program, Porsche can paint your new 911 practically any color you wish. It's the ultimate way for us to create a 911 that

is precision-tuned to the personality of its owner. The cost of this option varies based on the specific requirements of each custom paint mix. See your Authorized Porsche dealer for details.

*Standard.
**Optional.

Standard interior.

With Partial Leather seats.

With Leather front seats.

With Leather seats.

Leather interior.



Black

Roof liner.^{1,2}



Black

Carpet.



Black

Floor mats.



Black

Leather interior.

Special colors.

Two-tone color combination.



Agate Grey

Roof liner.¹



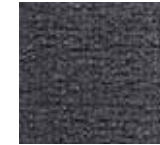
Agate Grey

Carpet.



Agate Grey

Floor mats.



Agate Grey

Natural Leather interior.¹

Leather/soft-touch paint in interior color.



Espresso

Roof liner.¹



Espresso

Carpet.



Espresso

Floor mats.



Espresso



Platinum Grey



Platinum Grey



Platinum Grey



Platinum Grey



Agate Grey and Pebble Grey



Agate Grey



Pebble Grey



Agate Grey



Carrera Red



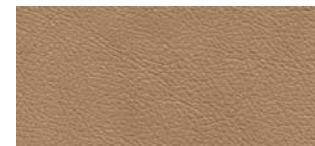
Black



Carrera Red



Carrera Red



Luxor Beige



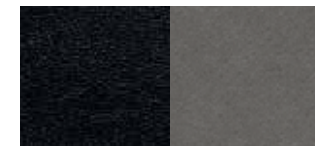
Luxor Beige



Luxor Beige



Luxor Beige



Black and Platinum Grey



Black



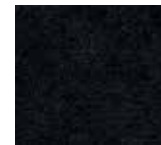
Platinum Grey



Black



Yachting Blue



Black



Yachting Blue



Yachting Blue

¹Roof liner in Alcantara®.
²Roof liner is always black cloth in Cabriolets.



Porsche Exclusive

A distinctive identity is another form of exclusivity.

Everything starts with the right advice to complement your exclusive wishes and requirements. We offer personal support and individual expert advice to each and every customer.

So, why wait? Make an appointment with your Authorized Porsche dealer to discuss your requirements.

For the truly personal touch, contact our Porsche Customer Consultation Specialists at customerconsultations@porsche.us.

You can see what we really mean by “customization” by making an appointment to visit our Customer Consultation Center in Beverly Hills, California. Here, you can select the materials, such as Leather, Wood, Carbon, or Aluminum, and the paint finish you desire. With the advanced

Porsche Car Configurator, you will be able to see a nearly life-size wall display of your creation. We want to show you what we can do and experience how we turn customer requirements into reality. All down to the smallest detail, just as you would expect from Porsche Exclusive.

The Porsche New-Vehicle Limited Warranty applies for all Porsche Exclusive options and special designs. Please understand that some Porsche Exclusive options may require a longer delivery lead time.

- 1 Wheels painted in exterior color (partially), sport exhaust system
- 2-3 Mahogany interior package, multifunction steering wheel in Mahogany, center console trim in Mahogany, PCM package in Leather, air vents in Leather, seat-belt buckles in Leather, Sport Chrono clock dial in Luxor Beige
- 4 Carrera S Powerkit
- 5 Additional interior package, door panel in Leather, Mahogany interior package



Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)



ParkAssist, rear

Building Your Porsche Dream Efficiently

The Porsche Option Packages: our most popular options, grouped to offer you more Porsche, more efficiently than ever.

Now we're offering select options as part of a series of packages.

Our Option Packages make it easier to personalize your Porsche in the most efficient manner and at a better cost to you, making it easier to build that Porsche you have always dreamed of.

Option Package	Page
A few indulgences that increase your driving pleasure.	
Premium Package	
Auto-dimming mirrors	73
Power Sport Seats (14-way)	71
Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)	58
Seat heating, front	71
Premium Package Plus. Includes all of the Premium Package and adds—	
Light design package	58
Porsche Entry & Drive	76
Ventilated seats	71

Option Package	Page
Choices that blend sport and comfort.	
Premium Package (with Adaptive Sport Seats Plus)	
Auto-dimming mirrors	73
Adaptive Sport Seats Plus (18-way)	71
Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)	58
Seat heating, front	71
Premium Package Plus (with Adaptive Sport Seats Plus). Includes all of the Premium Package (with Adaptive Sport Seats) and adds—	
Light design package	58
Porsche Entry & Drive	76
Ventilated seats	71

Option Packages	Page
Bring advanced audio and information features to the cockpit of your 911.	
Bose® Audio Package	
Bose® Surround Sound System	81
SiriusXM® Satellite Radio receiver	79
HD Radio receiver	79
Six-disc CD/DVD changer	77
Burmester® Audio Package	
Burmester® High-End Surround Sound System	82
SiriusXM® Satellite Radio receiver	79
HD Radio receiver	79
Six-disc CD/DVD changer	77



Bose® Surround Sound System



Burmester® Audio Package

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Window trim in high-gloss Aluminum



Rear wiper

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	Code	Page
Exterior.										
Metallic paint	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	95
Special colors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	96
Colors to sample	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	
Trim strips in a high-gloss finish	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	559	
Deletion of model designation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	498	
911 badge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	911	8
ParkAssist (rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	635	73
ParkAssist (front and rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	636	73
Rear wiper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	425	103
Auto-dimming exterior and interior mirrors with integrated rain sensor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P13	73
Electrically folding exterior mirrors including courtesy lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	748	73
Sunroof in glass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	653	75
Roof Transport System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	549	76

The vehicles illustrated in the chapter on personalization may include additional options not featured in this catalog. For information on these options, please consult your Authorized Porsche dealer.

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	Code	Page
Engine, transmission, and chassis.										
Porsche Doppelkupplung (PDK, 7-speed)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	250	41
Porsche Ceramic Composite Brakes (PCCB)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	450	62, 104
Porsche Active Suspension Management (PASM)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	475	47
PASM sport suspension (20 mm lower) only in conjunction with PTV/PTV Plus and 20-inch wheels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	030/031	50
Porsche Dynamic Chassis Control (PDCC)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	031/352	51
Porsche Torque Vectoring (PTV) with mechanically locking rear differential in conjunction with manual gearbox	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	220	53
Porsche Torque Vectoring Plus (PTV Plus) with electronically locking rear differential in conjunction with optional PDK	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	221	53
Power Steering Plus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	658	50
Sport Chrono Package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	639/640	51
Sport exhaust system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	176	38
Wheels.										
20-inch Carrera S wheels	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	423	104
20-inch Carrera Classic wheels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	427	104
20-inch SportDesign wheels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	428	104
20-inch SportTechno wheels with full-color Porsche Crest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	XRT	
Wheel centers with full-color Porsche Crest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	446	

– not available extra-cost option standard equipment available at no extra cost



Porsche Ceramic Composite Brake (PCCB)



20-inch Carrera S wheel

20-inch SportDesign wheel



20-inch Carrera Classic wheel



Sport seat



Sport Seat Plus



Adaptive Sport Seat Plus



Power Sport Seat

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	Code	Page
Interior.										
Adaptive Cruise Control including Porsche Active Safe (PAS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	456	73
Power Sport Seats (14-way) with memory package including electric steering-column adjustment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P06	71–72, 105
Sports Seats Plus (4-way electric)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P05	72, 105
Adaptive Sport Seats Plus (18-way) with memory package including electric steering-column adjustment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P07	71–72, 105
Seat heating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	342	71
Seat ventilation (only in conjunction with seat heating)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	541	71
Steering wheel heating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	345	70
Fire extinguisher	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	509	
Smoking package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	583	
Rev counter dial face in black	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	022	

– not available extra-cost option standard equipment available at no extra cost

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	Code	Page
Interior: Leather.										
Leather seats in standard color	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	
Leather interior package in standard color	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	97, 106
Leather interior package in special color	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	97
Leather interior package in two-tone combination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	970	97
Leather interior package in Natural Leather	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	998	98, 106
Leather interior package in color to sample	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Code	
Multifunction steering wheel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	844	69
SportDesign steering wheel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	840	70
Audio and communication options.										
Electronic logbook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	641	80
Voice-control system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	671	80
Cordless handset for telephone module	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	669	78
Online services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UN1	79



Leather interior package in Luxor Beige



Leather interior package in two-tone combination of Black and Platinum Grey



Porsche Tequipment

There's nothing over-elaborate or fanciful about our accessories. They integrate with the vehicle to form a harmonious whole.

1963 saw the first-ever Porsche 911 sports car. Styled the way we envisioned.

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All accessories available from Porsche Tequipment were developed in parallel with the 911 itself. How else could we have achieved such a harmonious combination.

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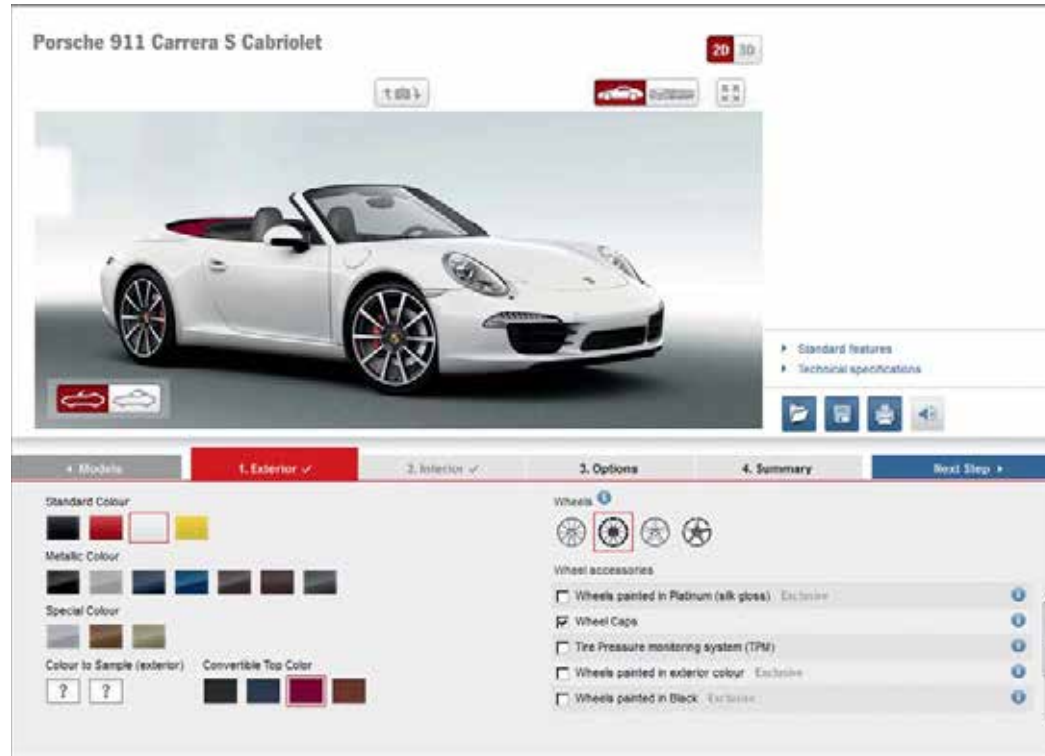
- 1 20-inch SportDesign wheels
- 2 Carbon PDK steering wheel
- 3 Aerokit Cup
- 4 Roof box
- 5 Outdoor car cover

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The first time that you drive your new Porsche will be a truly special moment. Nevertheless, you can make it even more special with Porsche European Delivery. Come and collect your Porsche in Stuttgart-Zuffenhausen or Leipzig and be the one to take it to its rightful place: on the road.

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Panorama



Porsche European Delivery

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Porsche Museum

More than 80 vehicles are waiting to take you back through every stage of Porsche history. They include such icons as the 356, 911, and 917, and many other special exhibits presented in an atmosphere you can't experience anywhere else.



You can obtain the latest brochures for Porsche Exclusive, Driver's Selection by Porsche Design, and Porsche Sport Driving Schools from your Authorized Porsche dealer.



visionary balance power
Specifications
functional practical agile form
Dr. Ing.

Technical data.

	911 Carrera/911 Carrera Cabriolet	911 Carrera S/911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	3.4 liters	3.8 liters
Max. power (DIN) at rpm	350 hp 7400	400 hp 7400
Max. torque at rpm	287 lb.-ft. 5600	325 lb.-ft. 5600
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable-steering ratio, power-assist (electromechanical)	Variable-steering ratio, power-assist (electromechanical)
Turning circle	36.4 ft.	36.4 ft.
Brakes	Four-piston, aluminum monobloc fixed calipers front and rear; discs internally vented and cross-drilled	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc fixed calipers at rear; discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
Anti-lock Brake System	ABS 8.0	ABS 8.0
Standard wheels	Front: 8.5J x 19; Rear: 11J x 19	Front: 8.5J x 20; Rear: 11J x 20
Standard tires	Front: 235/40 ZR 19; Rear: 285/35 ZR 19	Front: 245/35 ZR 20; Rear: 295/30 ZR 20

	911 Carrera		911 Carrera Cabriolet		911 Carrera S		911 Carrera S Cabriolet	
Weights	Manual	PDK	Manual	PDK	Manual	PDK	Manual	PDK
Curb weight	3,042 lb.	3,086 lb.	3,197 lb.	3,241 lb.	3,075 lb.	3,120 lb.	3,230 lb.	3,274 lb.
Performance								
Top track speed (mph)	179 mph	178 mph	177 mph	176 mph	188 mph	187 mph	187 mph	185 mph
Acceleration 0–60 mph	4.6 secs	4.4 secs	4.8 secs	4.6 secs	4.3 secs	4.1 secs	4.5 secs	4.3 secs
Sport Chrono Package (with PDK) 0–60 mph	–	4.2 secs	–	4.4 secs	–	3.9 secs	–	4.1 secs
Acceleration 0–100 mph	10.4 secs	10.0 secs	10.8 secs	10.4 secs	9.4 secs	9.0 secs	9.8 secs	9.4 secs
Sport Chrono Package (with PDK) 0–100 mph	–	9.7 secs	–	10.1 secs	–	8.7 secs	–	9.1 secs
Fuel consumption*								
City (mpg)	19	20	19	20	19	19	19	19
Highway (mpg)	27	28	27	28	27	27	27	27
Combined (mpg)	22	23	22	23	22	22	22	22
Dimensions/aerodynamics								
Length	176.8 in. (4,491 mm)		176.8 in. (4,491 mm)		176.8 in. (4,491 mm)		176.8 in. (4,491 mm)	
Width (without door mirrors)	71.2 in. (1,808 mm)		71.2 in. (1,808 mm)		71.2 in. (1,808 mm)		71.2 in. (1,808 mm)	
Height	51.3 in. (1,303 mm)		51.1 in. (1,299 mm)		51.0 in. (1,295 mm)		50.9 in. (1,292 mm)	
Wheelbase	96.5 in. (2,450 mm)		96.5 in. (2,450 mm)		96.5 in. (2,450 mm)		96.5 in. (2,450 mm)	
Luggage compartment volume	4.76 cu. ft. (135 liters)		4.76 cu. ft. (135 liters)		4.76 cu. ft. (135 liters)		4.76 cu. ft. (135 liters)	
Tank capacity (refill volume)	16.9 gal.		16.9 gal.		16.9 gal.		16.9 gal.	
Drag coefficient	0.29		0.30		0.29		0.30	

*Fuel consumption figures based on EPA estimates.

Technical data.

	911 Carrera 4/911 Carrera 4 Cabriolet	911 Carrera 4S/911 Carrera 4S Cabriolet
Engine		
Cylinders	6	6
Displacement	3.4 liters	3.8 liters
Max. power (DIN) at rpm	350 hp 7400	400 hp 7400
Max. torque at rpm	287 lb.-ft. 5600	325 lb.-ft. 5600
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable-steering ratio, power-assist (electromechanical)	Variable-steering ratio, power-assist (electromechanical)
Turning circle	36.4 ft.	36.4 ft.
Brakes	Four-piston, aluminum monobloc fixed calipers front and rear; discs internally vented and cross-drilled	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc fixed calipers at rear; discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
Anti-lock Brake System	ABS 8.0	ABS 8.0
Standard wheels	Front: 8.5J x 19; Rear: 11J x 19	Front: 8.5J x 20; Rear: 11J x 20
Standard tires	Front: 235/40 ZR 19; Rear: 295/35 ZR 19	Front: 245/35 ZR 20; Rear: 305/30 ZR 20

	911 Carrera 4		911 Carrera 4 Cabriolet		911 Carrera 4S		911 Carrera 4S Cabriolet	
Weights	Manual	PDK	Manual	PDK	Manual	PDK	Manual	PDK
Curb weight	3,153 lb.	3,197 lb.	3,307 lb.	3,351 lb.	3,186 lb.	3,230 lb.	3,340 lb.	3,384 lb.
Performance								
Top track, speed (mph)	177 mph	175 mph	175 mph	173 mph	185 mph	184 mph	183 mph	182 mph
Acceleration 0–60 mph	4.7 secs	4.5 secs	4.9 secs	4.7 secs	4.3 secs	4.1 secs	4.5 secs	4.3 secs
Sport Chrono Package (with PDK) 0–60 mph	–	4.3 secs	–	4.5 secs	–	3.9 secs	–	4.1 secs
Acceleration 0–100 mph	10.6 secs	10.2 secs	11.0 secs	10.6 secs	9.6 secs	9.2 secs	10.0 secs	9.6 secs
Sport Chrono Package (with PDK) 0–100 mph	–	9.9 secs	–	10.3 secs	–	8.9 secs	–	9.3 secs
Fuel consumption								
City (mpg)	19	20	19	20	18	19	18	19
Highway (mpg)	27	28	26	27	26	26	26	26
Combined (mpg)	22	23	21	22	21	22	21	21
Dimensions/aerodynamics								
Length	176.8 in. (4,491 mm)		176.8 in. (4,491 mm)		176.8 in. (4,491 mm)		176.8 in. (4,491 mm)	
Width (without door mirrors)	72.9 in. (1,852 mm)		72.9 in. (1,852 mm)		72.9 in. (1,852 mm)		72.9 in. (1,852 mm)	
Height	51.3 in. (1,304 mm)		51.2 in. (1,300 mm)		51.0 in. (1,296 mm)		50.9 in. (1,294 mm)	
Wheelbase	96.5 in. (2,450 mm)		96.5 in. (2,450 mm)		96.5 in. (2,450 mm)		96.5 in. (2,450 mm)	
Luggage compartment volume	4.41 cu. ft. (125 liters)		4.41 cu. ft. (125 liters)		4.41 cu. ft. (125 liters)		4.41 cu. ft. (125 liters)	
Tank capacity (refill volume)	18.0 gal.		18.0 gal.		18.0 gal.		18.0 gal.	
Drag coefficient	0.30		0.31		0.30		0.31	

*Fuel consumption figures based on EPA estimates.

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