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All fuel consumption and emissions data contained herein are derived from U.S. tests and were accurate at time of press.

The 911

The 911





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The 911

Porsche, Weissach

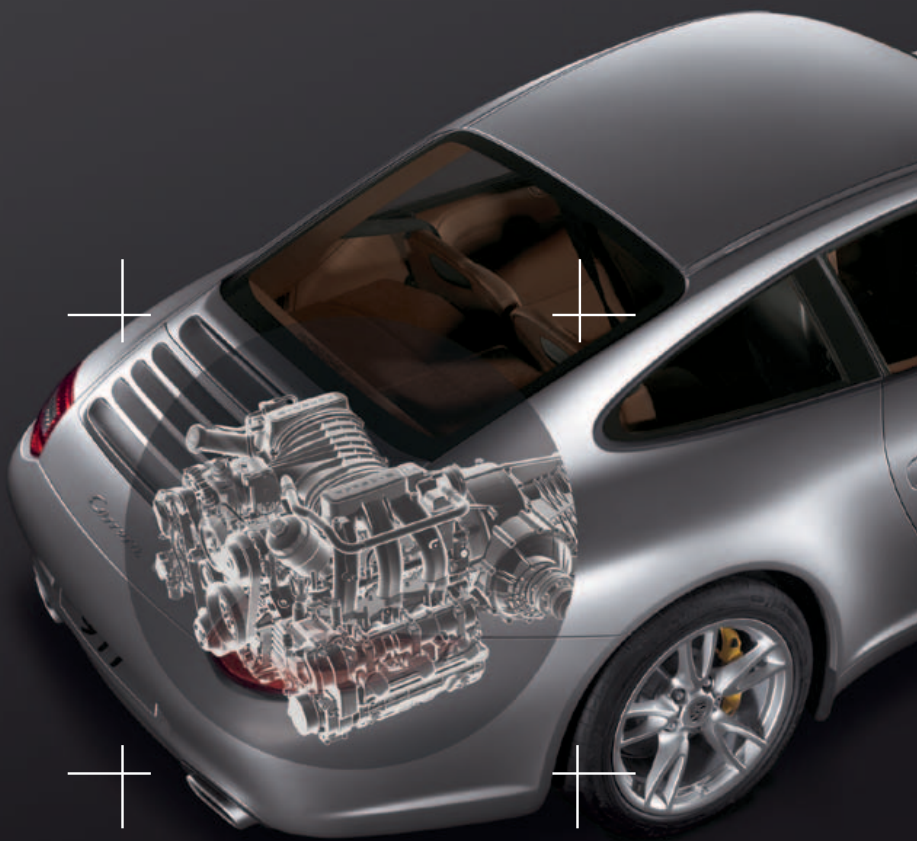


Image 000001
911

911 Carrera



**The new 911.
45 years in the making.**

That phrase—the new 911—was first heard in 1963. Since then, it's been said many times, yet never without merit. It marks not merely the arrival of another model year, but a new milestone in the advancement of sports-car performance. With this new 911, Porsche engineers have once again proven that no matter how high the bar is set, it can be set higher still.









Descended from an idea, it's spent its life chasing an ideal.

The 911 range.

The 911 stirs emotions in many. Timeless emotions that have been experienced by generations since 1963.

Emotions that can also be verified. Indeed, with impressive regularity, the 911 is voted "Best Sports Car" in readers' polls held by leading automotive magazines.

These emotions are evoked by two characteristics: distinctive design and inner strength.



With the 911, these characteristics are born out of progressive engineering above all else—for example, the engines with Direct Fuel Injection (DFI), the optional Porsche Doppelkupplung (PDK), the Porsche Traction Management (PTM) active all-wheel drive, or the intuitive Porsche Communication Management (PCM).

Not only is this inner strength built on technological achievements—it also comes from the harmonious relationship between design and functionality, and between everyday road use and sport driving. The 911 Coupe models, the 911 Cabriolet models and the 911 Targa 4 models are the result of our engineers' striving for excellence.

Over 45 years in the making. The 911.



The engineering of a 911 starts with its engine.

Two engines with Direct Fuel Injection (DFI) and power output of 345 horsepower and 385 horsepower. The optional Porsche Doppelkupplung (PDK). Porsche Communication Management (PCM) with touchscreen and, on request, a voice-control system. All progressive technologies. It would be so easy just to sum up the meaning of inner strength. We, however, prefer to get to the root of it.

All of the 911 Carrera and 911 Targa 4 models have Direct Fuel Injection (DFI). So how does this compare with standard fuel injection? The air/fuel mixture is prepared entirely in the combustion chamber after having been metered and injected directly, with millisecond precision.

From a technical perspective, this means an accurate air/fuel

mixture and, therefore, optimal combustion. For the driver, it means a distinct rise in power and torque, and a distinct fall in fuel consumption and emissions.

Porsche Doppelkupplung (PDK), available as an option, is based on a development that helped Porsche racing cars in the 1980s to dominate racetracks around the world.

PDK, with both a manual gearshift and an automatic mode, has seven gears at its disposal. It is like having two gearboxes in one, and two clutches. Whenever a particular gear is engaged, the next gear is always preselected. Gearshifts, therefore, take place within hundredths of a second, without any interruption in the flow of power. In comparison with conventional manual transmission, PDK achieves a considerably faster rate of acceleration for the

same rate of fuel consumption. When compared with the previous automatic transmission, it provides significantly more driving pleasure, thanks to improved responsiveness and greater agility—with the same degree of comfort at a reduced rate of fuel consumption.

In combination with the Sport Chrono Package Plus, PDK has a choice of two additional functions beyond “Sport”: “Launch Control,” for optimal acceleration from a standing start, and a “motorsport-derived gearshift strategy,” bringing gearshift characteristics straight from the racetrack. An additional display on the steering wheel notifies you when the Sport, “Sport Plus” and Launch Control functions have been enabled.



911 Carrera



911 Carrera

The 911 Carrera 4 models and the 911 Targa 4 models have Porsche Traction Management (PTM), where an electronically controlled multiplate clutch regulates the distribution of drive force to the front axle according to the driving conditions.

The steering wheel, with its sporty three-spoke design, feels comfortable and provides excellent grip, even through high-speed turns.

The standard Porsche Communication Management (PCM) with touchscreen and MP3-compatible CD/DVD drive is also extremely ergonomic. Featuring a standard universal audio interface enabling you to connect and easily control an iPod®, for example, it is intuitive to operate. An enhanced voice-control system with word-by-word input is also available as an option.

For all its advanced technologies, one thing cannot be denied: The inner strength of the 911 is what makes this 911 the best 911 of all time.





911 Carrera



911 Carrera 4

**Character traits cannot be changed.
But they can be reinforced.**

The design of the 911.

Every element fulfills a function. From this principle, the 911 draws its inner strength. The logical consequence of this is the 911 Carrera's very low drag coefficient of 0.29.

The large air intakes on the front end provide highly effective cooling power and give the 911 a sporty and dynamic appearance.

Bi-Xenon™ headlights are fitted as standard on all 911 models. The indicators and LED daytime running lights and position lights

are harmoniously integrated into the separate front light units above the outer air intakes for an imposing look. The optional dynamic cornering lights have a swiveling module for the low beams—visible engineering for improved visibility. As with the modified exterior



911 Carrera 4

mirrors, which provide an even better view out the back.

The rear end follows the design cues of the front. The imposing LED taillights are drawn right into the wing and taper off to the outside. Unmistakable—especially at night. The stainless steel tailpipes, designed as twin tailpipes on the “S” model range, are integrated seamlessly. Another important aesthetic contribution

is the wheel design. Models with the 3.6-liter engine are fitted as standard with 18-inch wheels, and S models with the 3.8-liter engine have 19-inch wheels.

Specific to the all-wheel-drive variants is the 1.73-inch (44mm) wider stance at the rear and the taillight strip, which, as a striking design feature, lends even more impact to the rear end.

In every respect, the design is unmistakably 911—because its form follows function. And all the while it maintains its unique appeal.

The 911 models

Porsche, Weissach

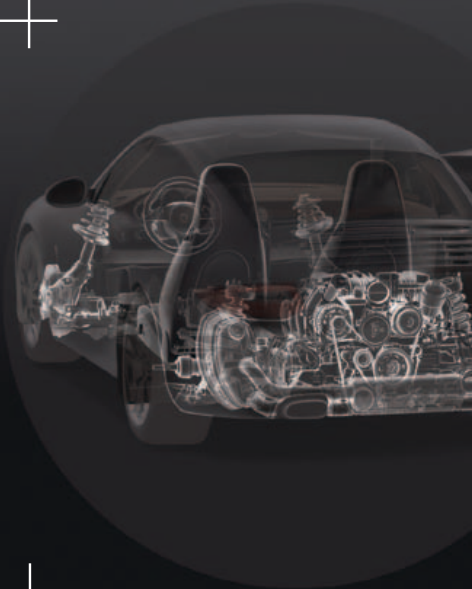


Image 000002
Model range

911 Carrera 4S Cabriolet,
911 Carrera,
911 Targa 4S



What's the effect of inner strength? It makes it possible to constantly seek innovations without having to change the car's unique character.

This inner strength has distinguished the 911 concept since it began. The evidence? A history of success spanning more than 45 years, and the 10 models in the current range. Each one has its own character, its own personality.

But they all share the same heritage.



**The 911 has always had character.
Which one is up to you.**

The 911 models.

**The 911 Carrera.
The 911 Carrera S.
The 911 Carrera 4.
The 911 Carrera 4S.**

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

**The 911 Targa 4.
The 911 Targa 4S.**



Inner strength defines character and manifests itself in various ways.

Just like the 911 model range. The models all exemplify our ideal of a sports car—the marriage of contrasts: sportiness and comfort; functionality and design; tradition and innovation.

These are the foundation of the 911. Each model stands for itself. And for a driver's individual requirements of a sports car.

For one driver, it's about purity of design and lightweight construction—traditional sports-car characteristics. For another, performance is paramount. Others like nothing

better than open-top driving—in classic sports-car style with a 911 Cabriolet, or in a supremely individual way in a 911 Targa 4.

These are all very different requirements, and, as we said before, highly individual. It is our pledge to meet them.

And has been for over 45 years.



911 Carrera

How often in life have you wanted to change something about yourself intrinsically and yet also stay the same?

The 911 Carrera.

Efficiency, power and sportiness. These virtues are the basis of the traditional sports car, and are the essence of the 911 Carrera.

In terms of efficiency, its engine has Direct Fuel Injection (DFI).

The power is provided by a 3.6-liter, 6-cylinder boxer engine, positioned low in the rear of the chassis. As usual.

With this power unit, the 911 Carrera is now able to deliver 345 horsepower at 6500 rpm and a maximum

torque of 288 lb.-ft. at 4400 rpm. All this with a reduction in fuel consumption emissions and a six-percent reduction in fuel consumption in conjunction with the manual gearbox. Compelling figures. Just like these: 0–60 in mph 4.7 seconds and a top track speed of 179 mph.



911 Carrera

The six-speed manual sport transmission with self-adjusting clutch, fitted as standard, ensures that the correct ratio is always at hand.

Sporty and imposing describes the two single tailpipes. Just like the typical Porsche sound.

18-inch Carrera IV wheels are fitted as standard. The black, four-piston, aluminum monobloc calipers of the brake system are extremely rigid, thanks to their closed-type design. The front and rear brake discs have a diameter of 13 inches (330 mm) for impressive braking performance.

Other safety features include enhanced Porsche Stability Management (PSM) and Bi-Xenon™ headlights.

Efficiency, power, sportiness. Three virtues that distinguish the 911 Carrera.



911 Carrera S

**It's not only heritage that defines character.
Values do, too.**

The 911 Carrera S.

As far as the 911 Carrera S is concerned, the driver can take this quite literally. This is where performance is paramount. The car's performance values are a testament to its inner strength: a 3.8-liter engine with Direct Fuel Injection (DFI). Power output: 385 horsepower at

6500 rpm. Maximum torque: 310 lb.-ft. at 4400 rpm.

Values that are impressive in themselves: 0–60 in 4.5 seconds. Top track speed isn't reached until 187 mph. Also available as an option is the Porsche Doppelkupplung (PDK), which improves

acceleration values further still: 0–60 in 4.3 seconds.

And if you combine PDK with the optional Sport Chrono Package Plus, the sprint to 60 mph takes just 4.1 seconds.

Additionally, the sound produced by the two stainless steel



911 Carrera S

twin tailpipes is characteristic. Characteristically Porsche.

The four-piston, aluminum monobloc calipers have a striking red-painted finish, and the generously dimensioned brake discs make for outstanding deceleration. These complement the 19-inch Carrera S II wheels with their sporty design.

The Porsche Ceramic Composite Brake (PCCB) is also offered as an option.

The Porsche Active Suspension Management (PASM) and the 0.39-inch (10mm) lowered suspension offer a balance of ride comfort and roadholding.

For those who appreciate more uncompromising qualities, the PASM sport suspension with a 0.79-inch (20mm) reduction in ride height and a mechanically locking rear differential is available as an option, whichever transmission you choose.

However, along with all these sporting features, this remains a practical everyday sports car, as evidenced by the Porsche Communication Management (PCM) and the optional dynamic cornering lights.

To sum it up, the inner strength of the 911 Carrera S is pure performance.



911 Carrera 4

**How do you combine safety and dynamics?
With inner strength, for instance.**

The 911 Carrera 4 models.

Outstanding driving dynamics and traction are what the all-wheel-drive variants of the 911 have to offer above all else. And they're instantly recognizable. By their wider body—an extra 1.73 inches (44 mm) at the rear wings,

and the wider rear tires. Also, by their titanium-colored front air-intake grilles and slats, and seamless taillight strip. Painted in black for contrast, the trims on the lower rear panel and

the side skirts provide improved protection against stone impact.



911 Carrera 4S

The performance of the 911 Carrera 4 with the 3.6-liter engine is 0–60 in 4.8 seconds, with a top track speed of 176 mph.

The 911 Carrera 4S completes the 0–60 sprint in just 4.5 seconds and reaches a top track speed of 184 mph.

Both models are equipped with Porsche Traction Management (PTM) active all-wheel drive. PTM has been optimized for outstanding driving dynamics, which are also underpinned by the mechanically locking rear differential. In addition, the traction offered by PTM represents a significant safety feature—especially in wet and snowy conditions.

The 911 Carrera 4 models, therefore, deliver improvements in both safety and dynamics. However, this is no surprise to their drivers, who see them as an indication of their inner strength.



911 Carrera Cabriolet

It's what we give every 911 Cabriolet: openness to enthusiasm.

The 911 Carrera Cabriolet models.

Irresistible appeal. This has always been a driving force in the development of the 911. There is nowhere better to experience it than during an involving Sunday drive in an open-top 911. This is why every 911 Carrera model is also offered in Cabriolet form.

Technically, these models emulate the performance of their closed-top counterparts, with a 3.6-liter or 3.8-liter power unit and two- or four-wheel drive, including Porsche Traction Management (PTM).

Offering uncompromising sports performance to 911 standards, no less.



911 Carrera S Cabriolet

The same applies where safety is concerned. All 911 models are equipped as standard with full-size driver and passenger airbags and the Porsche Side Impact Protection (POSIP) system. On Cabriolet models, these are complemented by an effective rollover protection system.

The optional seat ventilation provides added comfort for open-top driving on particularly hot days.

Incidentally, the 911 Cabriolet models are Cabriolets in the traditional sense: They have a fabric top. This saves on weight in just the right place—for that low center of gravity typical of a sports car, and for reduced fuel consumption. Further refinements to provide that irresistible appeal, even in bad weather.



Top.

Here's one consolation for anyone forced to close their top on a rainy day: You're still driving a 911.

The top system of the 911 Cabriolet models is both lightweight and robust. The roof frame also has a lightweight structure. The glass rear window is scratch-resistant and electrically heated—for excellent rearward visibility. An integral rain channel along the edge of the top removes standing water to prevent dripping when the doors are opened.

Operation of the convertible top is fully electric, by using a button on the center console.

The convertible top has a concertina folding action, ensuring optimal protection for the interior surface of the lining. It opens and closes in approximately 20 seconds from start to finish and can be operated when the vehicle is traveling at speeds up to 30 mph.

The interior top lining is made from a heat-insulating and soundproofing fabric. Noise levels are, therefore, almost as low as in the Coupe models, even at high speeds. So you hardly hear anything at all—apart from the distinctive Porsche sound, of course.

Wind deflector.

The detachable wind deflector is fitted as standard. It was specially developed in the wind tunnel for practically draft-free driving and minimal wind noise. When folded, it can be stowed in the luggage compartment with room to spare.

Hardtop.

Optional equipment includes a tough and lightweight aluminum hardtop, which is also easy to fit. The inside is lined with a soundproofing fabric which is matched to the interior of the vehicle.



Wind deflector



Hardtop



911 Targa 4

**Remember what your mother told you.
You should see something of the world.**

The 911 Targa 4 models.

Coupe or Cabriolet? We answered this question back in 1965: both. The result: the 911 Targa. Since then we've refined it continuously. And it's become even more comfortable and even more dynamic.

For example, take the drive: The 3.6-liter engine of the 911 Targa 4 delivers 345 horsepower at 6500 rpm and a maximum torque of 288 lb.-ft. at 4400 rpm. The engine of the 911 Targa 4S, with 3.8 liters, delivers 385

horsepower at 6500 rpm. The maximum torque of 310 lb.-ft. is available even at 4400 rpm.

More traction and more fun—in any weather—from the Porsche Traction Management (PTM) four-wheel-drive system fitted



911 Targa 4S

as standard. Like that of the 911 Carrera 4 models, the body is 1.73 inches (44 mm) wider at the back, for an even more sporting appearance and better driving dynamics. The wider rear track and wider tires allow even better transverse acceleration in corners.

The electrically operated glass roof is fully integrated into the body and gives a sensation of infinite width—open or closed. Despite the large glass areas,

body rigidity is extremely high and loading comfort is increased, thanks to the opening glass rear window.

A complete decor strip of anodized and polished aluminum emphasizes the elegant lines of the roof. It accents a tight arc from the A-pillar back to the rear quarter windows with their characteristic pointed style, for an unmistakable silhouette. The rear section is accentuated by the striking taillight strip.

So the 911 Targa 4 models combine design and comfort with unsurpassed performance. For a unique driving experience—as they have since 1965.



Roof concept.

Even with the roof closed, the view upward is unlimited. Just like the possibilities offered by the glass roof on the 911 Targa 4 models. Because *you* decide how open you want to drive. At any speed.

Simply press the switch in the center console. The glass roof lowers. Now it can be moved back into any position you want. The automatically extending wind deflector reduces air turbulence and wind noise. So you can enjoy open-top

driving even in damp or cold weather and on long journeys.

The glass roof is made of tinted laminated safety glass. Combined with the electrically extending extra sunblind, it offers good protection against



911 Targa 4



Glass roof open



Tailgate open

strong sunlight or heat loss at low external temperatures.

The glass rear window can be opened for easier loading of luggage into the rear. It is opened either from the inside or by remote control from the

vehicle key. An electric closing aid ensures comfortable closing.

In brief: The 911 Targa 4 models have a special place, thanks to the combination of a unique roof concept and active all-wheel drive. Almost no other vehicle

combines driving dynamics with function and design so superbly.

Engine

Porsche, Weissach



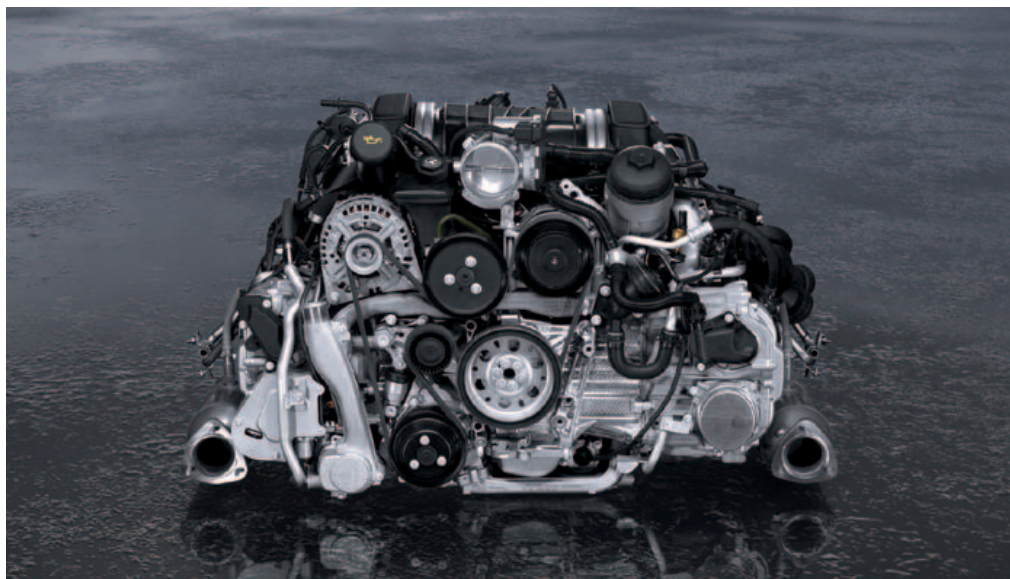
Image 000003
Engine

911 Carrera



First, the good news: The engine is at the rear. It has six cylinders and, naturally, it's a boxer engine available with a 3.6-liter or 3.8-liter capacity and VarioCam Plus.

Now for the even better news: The 911 features Direct Fuel Injection (DFI). For increased output, increased torque and increased fuel economy.



3.8-liter boxer engine

**Why it always pays
to take the direct route.**

The engine of the 911.

All 911 models feature Direct Fuel Injection (DFI). The 3.6-liter horizontally opposed engine generates 345 horsepower, and the 3.8-liter version has an output of 385 horsepower. The results are outstanding performance and

surprisingly low fuel consumption and emissions values. All made possible thanks to DFI, VarioCam Plus, a lightweight construction, low friction and a number of detailed technical solutions.

Direct Fuel Injection (DFI).

With millisecond precision, DFI injects fuel at up to 1,740 psi (120 bar), directly into the combustion chamber by means of electromagnetically actuated injection valves.



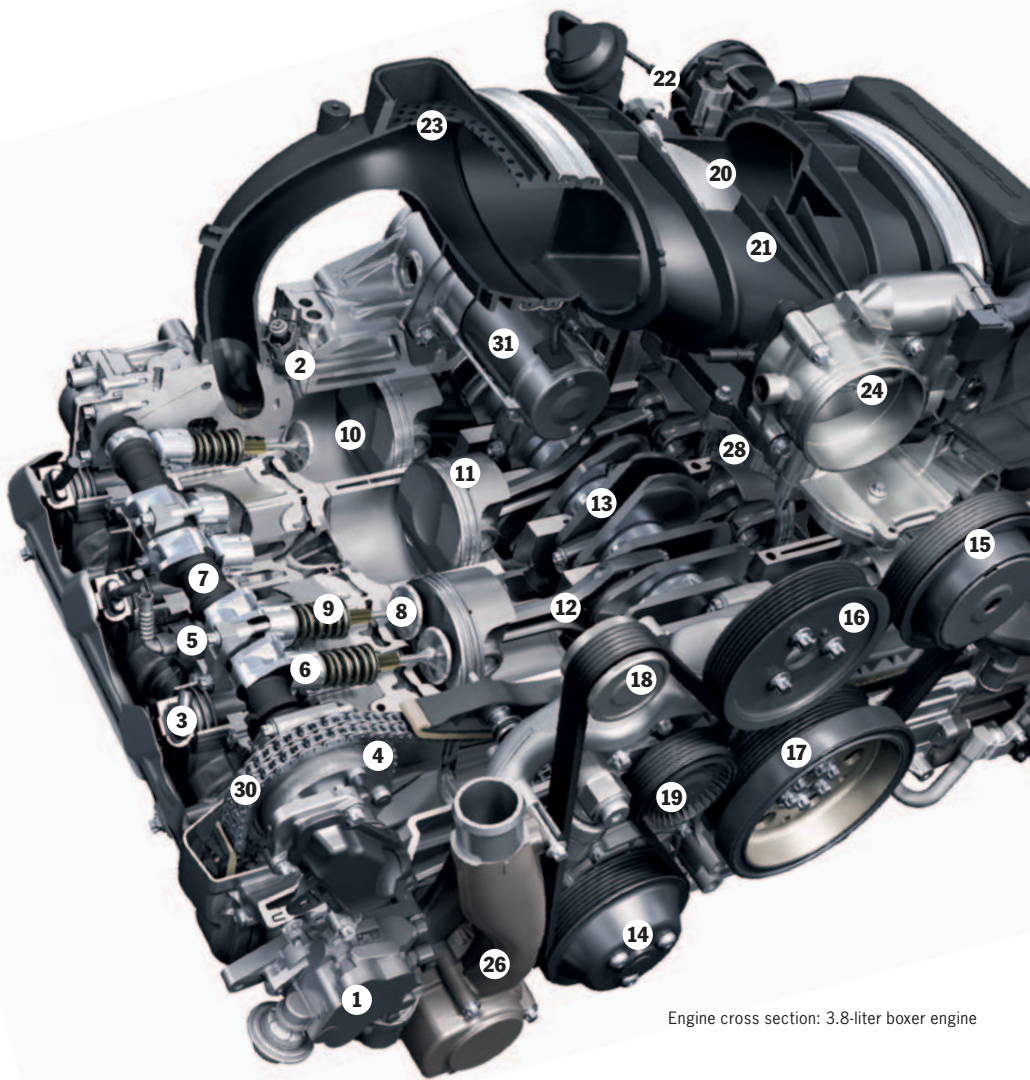
The spray and cone angles have been optimized for torque, power output, fuel consumption and emissions by enabling a homogeneous distribution of the air/fuel mixture and, therefore, effective combustion. With direct injection, the EMS SDI 3.1 engine control regulates injection timing individually for each cylinder, as well as the injection rate for each cylinder bank. This optimizes the combustion process and fuel economy. A hot-film air mass meter takes care of the airflow, so that the combustion chambers contain exactly the right mixture at all times.

At up to 3200 rpm, the engine operates with dual injection; at up to 2500 rpm, it even works with triple injection. The required volume of fuel is distributed between two or three sequential injections, respectively—for faster heating of the catalytic converters after a cold start and for greater torque in the upper load range.

DFI improves the internal cooling of the combustion chamber by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio (12.5:1), which helps to

deliver more output along with enhanced engine efficiency.

Injection is regulated by the electronic engine management system. The exhaust gas cleaning system ensures that emissions remain well below the strict limits of the LEV II emissions standard, thus helping to protect the environment.

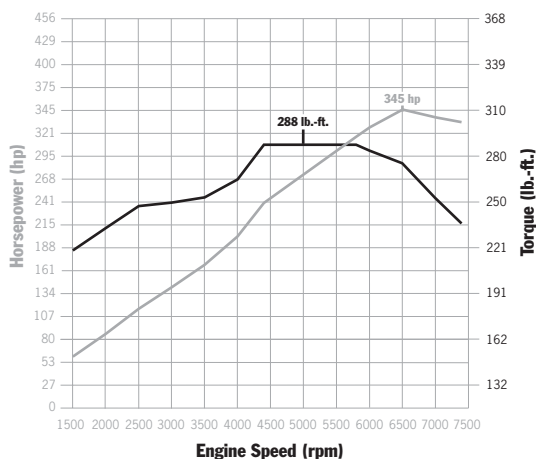


Engine cross section: 3.8-liter boxer engine

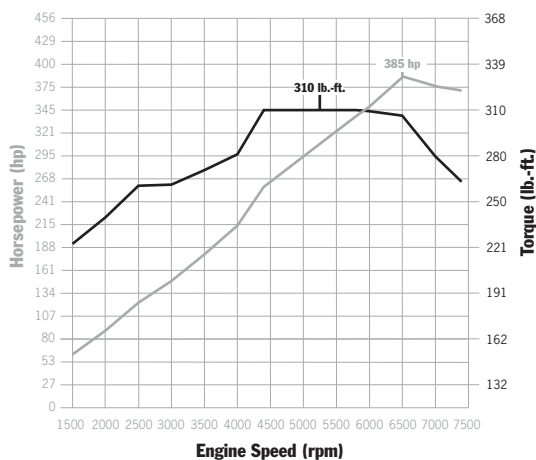
1. High-pressure pump
2. High-pressure injector
3. Ignition rod module
4. Camshaft controller
5. Valve-lift adjustment switch valve

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



911 Carrera/911 Targa 4: 345 hp at 6500 rpm, 288 lb.-ft. at 4400 rpm

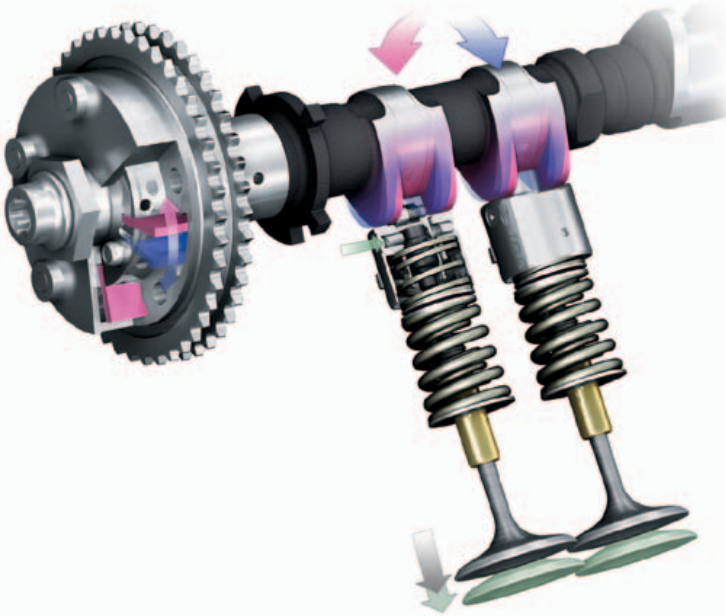


911 Carrera S/911 Targa 4S: 385 hp at 6500 rpm, 310 lb.-ft. at 4400 rpm

15. Air-conditioning compressor
16. Power-steering pump
17. Vibration damper
18. Alternator pulley
19. Hydraulic belt tensioner
20. Resonance valve

21. Distribution pipe
22. Selective resonator
23. Intake manifold with integrated sound chamber
24. Electronically controlled throttle valve
25. Oil filter

26. Thermostat
27. Evacuating pump
28. Coolant jacket
29. Crankcase breather
30. Timing chain
31. Starter



VarioCam Plus System.

VarioCam Plus combines variable-valve timing with two-stage lift on the inlet side. This results in smoother running, better fuel economy and lower exhaust emissions. As well as greater top-end power and low-end torque.

This two-in-one engine concept seamlessly adapts in response to driver input. The result: instant acceleration and extremely smooth running.

The variation in intake timing is steplessly controlled by means of an electrohydraulic rotary vane adjuster at the head of the corresponding camshaft.

To improve throttle response during the warm-up phase, VarioCam Plus selects high valve lifts with retarded valve timing. In the middle and low load ranges, low valve lifts with advanced timing reduce fuel consumption and exhaust emissions. High valve lifts generate high torque and maximum output.



911 Carrera 4S Cabriolet

Lightweight construction.

The advantages of an alloy engine are its low weight and reduced fuel consumption.

The intelligent engine design saves even more weight, for example, by fully integrating

the camshaft bearings into the cylinder heads.

Fuel economy has been further improved by the effectively designed oil-supply system and the low mechanical friction of the engine.



Integrated dry-sump lubrication.

The purpose of integrated dry-sump lubrication is to guarantee a reliable oil supply while reducing engine temperatures, even in sportily driven cars.

The oil reservoir is located inside the engine, making an external tank unnecessary. Four oil pumps remove the oil from the cylinder heads and send it directly into the oil sump. A fifth pump in the oil sump directly supplies the lubricating points in the engine.

To prevent foaming, the oil is channeled through cylinders known as swirl pots. In this way, optimal lubrication is guaranteed at all times, and the oil pressure is always maintained at the necessary level in order to ensure, for example, that hydraulic valve-



911 Carrera 4

pump supplies oil to the lubricating points inside the engine as and when required. This means that the oil pump does not work so hard when there is less demand for lubrication. The main benefit of an on-demand oil-supply system is optimal efficiency, ensuring low fuel consumption and reduced exhaust emissions.

Single-jet spray nozzles cool the piston crowns with oil from the main lubrication circuit—another detailed solution that helps to reduce the thermal load on the engine.

For the engine, all of these detailed solutions mean a consistent supply of oil regardless of gravitational loads, even in the most demanding track conditions.

Engine cooling system.

DFI and VarioCam Plus enable a tremendous amount of power to be produced with reduced emissions, fuel consumption and noise. The same applies to our efficient cross-flow cooling system, as used in motorsport,

where each engine cylinder is uniformly supplied with coolant.

In the 3.8-liter engine, the higher output demands a corresponding increase in cooling. The solution is a more powerful coolant pump and a more efficient oil/coolant heat exchanger expanded by two additional fins.

Ignition.

The ignition system is designed for static high-voltage distribution. Individual ignition coils on each of the spark plugs ensure perfect ignition every time.

clearance compensation remains fully functional—a condition that is crucial to the power and emissions characteristics of the engine.

To reduce power losses and increase efficiency, an electronically controlled oil



911 Carrera S with sport exhaust system

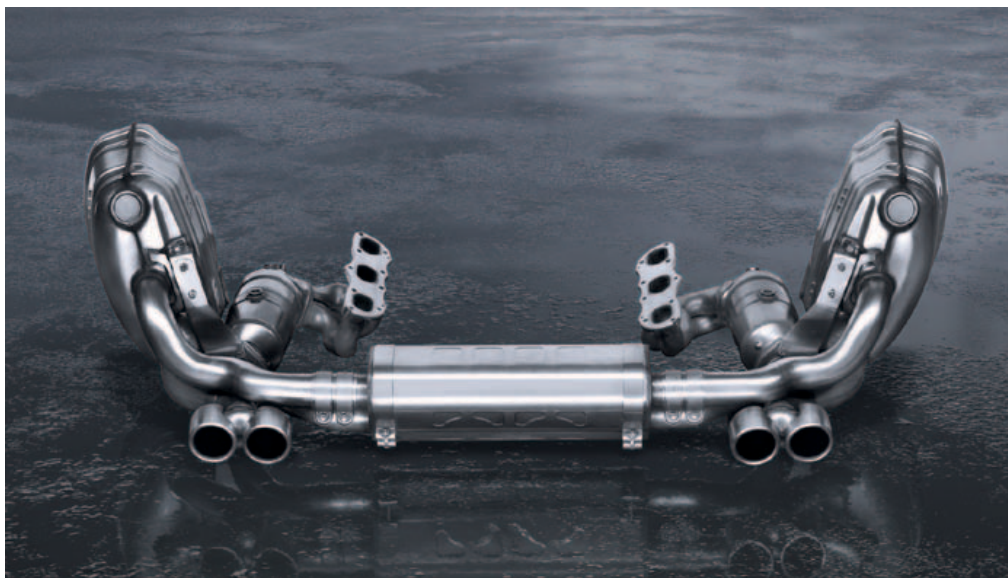
Air-intake system.

All models have a two-stage resonance intake system, which uses the vibration of the air as it passes through the intake manifold to increase the intake volume. The system can adjust to engine speed.

Benefits of this include higher torque at low engine speeds and a flatter torque curve.

The entire intake system is made from lightweight plastic. The air-filter housing of the 3.8-liter engine has a variable geometry that brings added character to

the engine sound, which becomes much more aggressive at higher rpm.



911 Carrera S exhaust system

Exhaust system.

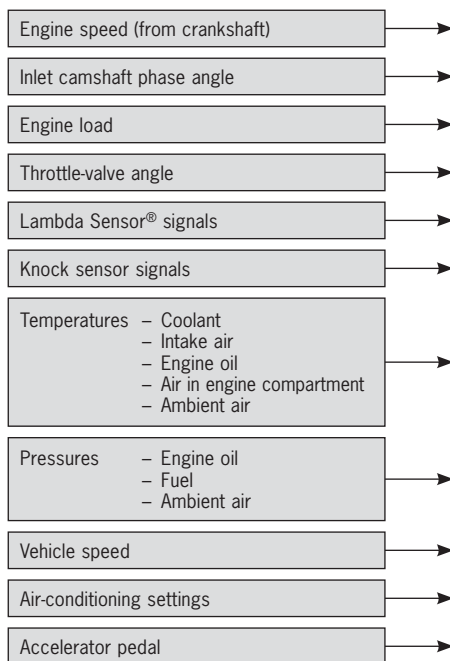
The stainless steel exhaust system comprises two independent and separate exhaust tracts. Its catalytic converters are highly temperature-resistant, and heat up rapidly for effective emissions reduction.

Thanks to advances in emissions technology, the converters are able to meet strict emissions standards, such as LEV II/LEV in the USA.

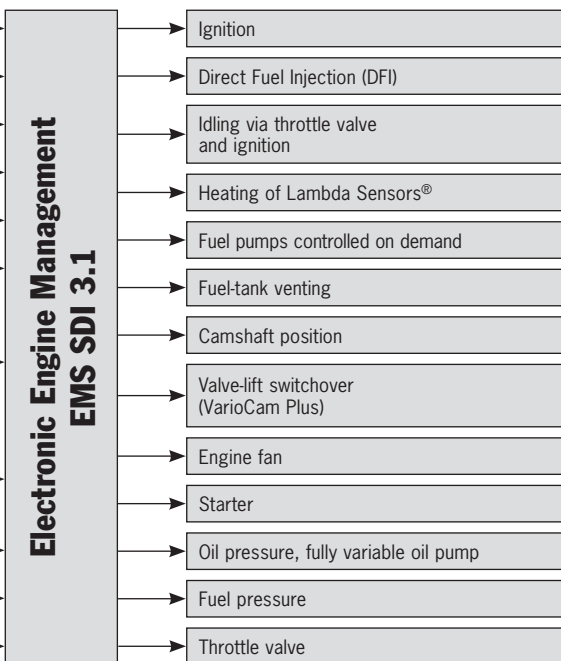
Using stereo Lambda control, two sensors continuously monitor the exhaust gas composition for each exhaust tract. A further sensor monitors the efficiency of the catalytic converters.

In addition, a sport exhaust system is available as an option. This can be activated as desired using a button on the center console.

Input data



Regulation/control of



CAN interface with driving dynamics control, transmission control, immobilizer, instrument cluster, climate control, Sport button, Sport Plus button, sport exhaust system button, diagnostics, etc.

Engine management system.

The EMS SDI 3.1 engine management system ensures optimal engine performance at all times.

In particular, it controls the position of the electronic throttle valve (ETV)—a prerequisite for

compatibility with the Porsche Stability Management (PSM), which comes as standard. Moreover, it regulates all engine-related functions and assemblies (see diagram). The results: optimal fuel economy, emissions and performance in all driving situations.

Another important function of the system is cylinder-specific knock control. Since the six cylinders never all work under exactly the same conditions, they are monitored individually by the knock control. The ignition point is shifted individually, as and when necessary to prevent damage to the cylinders and pistons at



911 Targa 4S

high engine speeds and loads. The onboard diagnostics, which are compliant with European standards, ensure timely detection of any faults and defects that may occur in the exhaust and fuel systems and notify the driver immediately. This also prevents increased pollutant emissions and unnecessary fuel consumption.

Servicing.

Every Porsche is designed with longevity in mind, and the 911 is no different. The alternator, power-steering pump and the air-conditioning compressor are all driven by a single self-adjusting belt. Hydraulic valve-

clearance compensation makes valve-clearance adjustment unnecessary. The drive chains on the camshafts do not require servicing. With the sole exception of the spark plugs, the ignition system is also maintenance-free. This all adds up to long maintenance intervals.

Transmission

Porsche, Weissach

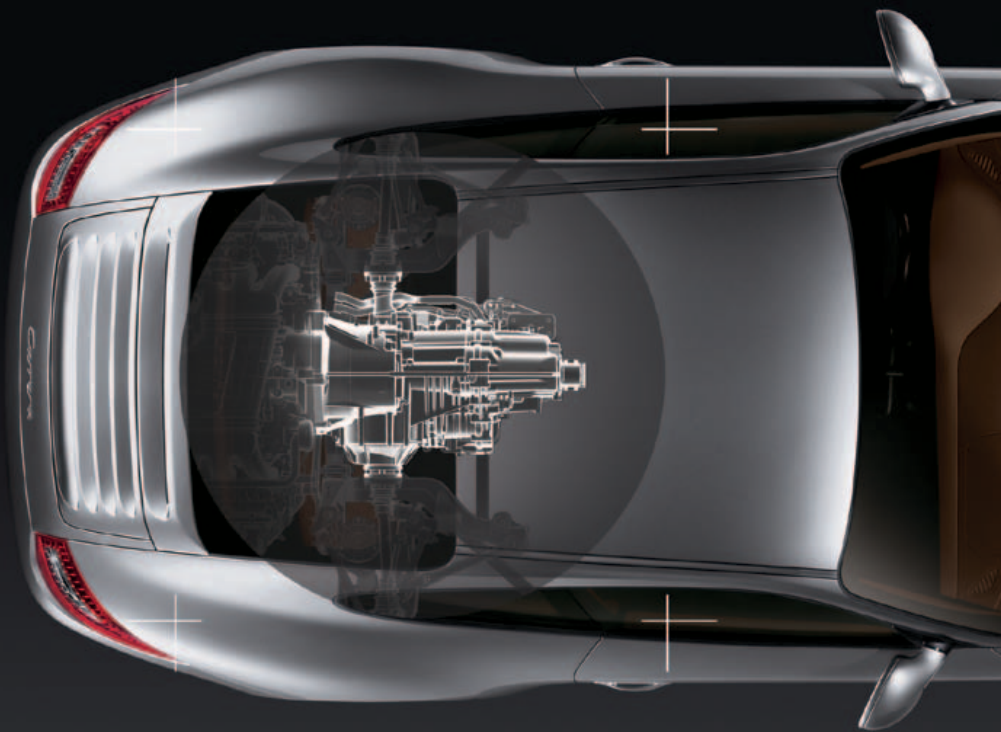


Image 000004
Transmission

911 Carrera



The simple act of shifting gears is one of the rich rewards of driving a 911, engaging the senses in the transfer of power into speed. The new 911 elevates this act to a remarkable level of sophistication, with technologies heightening those sensations as never before.

Shift gears with the new Porsche Doppelkupplung (PDK), and the effect is instantaneous. The gear change occurs at lightning speed, in mere hundredths of a second, and without any interruption in the flow of power. Porsche Traction Management (PTM) has a similar impact, creating a driving experience of astonishing clarity and control.



911 Carrera Cabriolet

As if one clutch didn't deliver enough performance already.

Porsche Doppelkupplung (PDK).

The optional Porsche Doppelkupplung (PDK), with both manual gearshift and an automatic mode, enables smooth gear changes with no interruption in the flow of power. This results in significantly faster acceleration and lower fuel consumption, without having to sacrifice the ease of automatic transmission.

In total, PDK has seven gears at its disposal. Gears 1 to 6 have a sport ratio and top speed is reached in 6th gear. The 7th gear has a

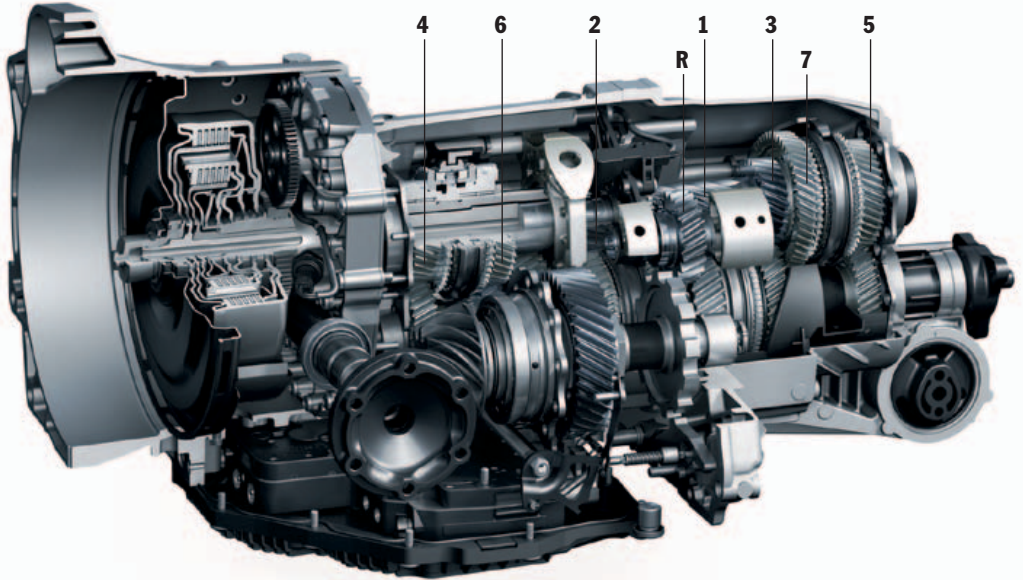
long ratio and reduces fuel consumption even further.

PDK is like having two gearboxes in one, and thus requires two clutches—designed as a double wet-clutch transmission.

This double clutch provides an alternating, non-positive connection between the gearbox and the engine by means of two separate input shafts (input shaft 1 is nested inside hollowed-out input shaft 2).

The flow of power from the engine is only ever transmitted through one clutch at a time, while the next gear is preselected by the second clutch. During a gear change, a conventional shift no longer takes place. Instead, one clutch simply opens and the other closes at the same time. Gear changes, therefore, take place within a few hundredths of a second.

Clutch 1 controls the odd gears (1, 3, 5, 7) and Reverse. Clutch 2 controls the even gears (2, 4, 6).



Porsche Doppelkupplung (PDK)

How Porsche Doppelkupplung (PDK) works.

The crankshaft transmits engine torque to the dual-mass flywheel, which is then channeled through the clutch housing and onto the multiplate clutches, or to be more precise, the outer disc carrier.

Under oil pressure, clutch 1 closes and forms a frictional connection with input shaft 1.

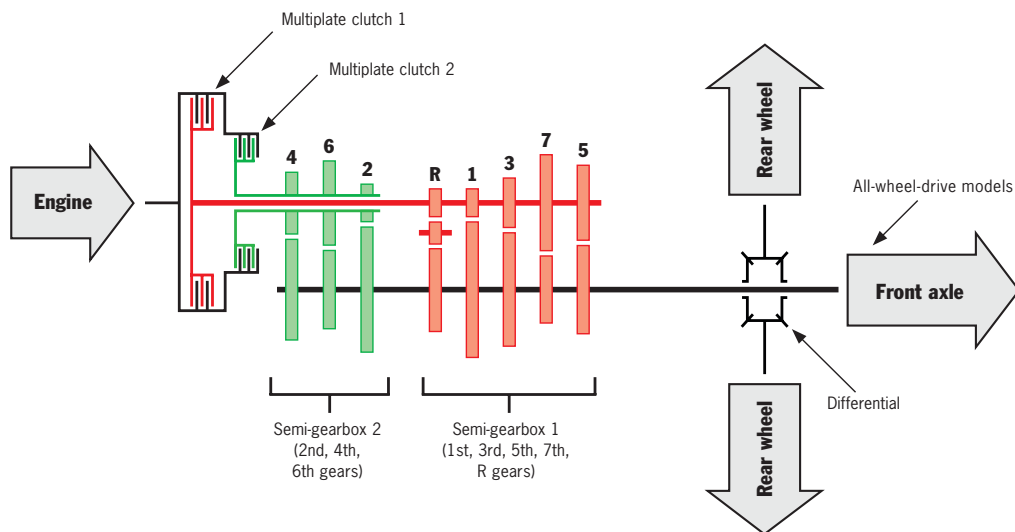
The torque is now transmitted through the differential to the rear axle or, in the all-wheel-drive variants of the 911, the front and rear axles.

At this stage, PDK has already preselected the next gear. Engine torque is already acting on the other outer disc carrier and, in response to a gear-change signal, the overlap shift is initiated, i.e., as clutch 1 opens, clutch 2 closes. The non-positive connection with input shaft 2 is established, and power is transmitted to the wheels. The

gear that is engaged is displayed on the instrument cluster.

PDK has distinct benefits. The very rapid gearshifts, with no interruption in the flow of power, produce faster acceleration.





PDK function diagram

Driving feels even sportier and more dynamic, and agility is increased. Depending on the gearshift program, the gear change is optimized for comfort or for sporty handling.

The compact dimensions of the gearbox reduce rotational masses, which means a more direct engine response, and the system is more lightweight.

This, along with the long-ratioed 7th gear, helps to achieve reduced fuel consumption and emissions figures comparable with those of a manual transmission. In conjunction with the engines featuring Direct Fuel Injection (DFI), it has been possible to reduce fuel consumption.

With the optional Sport Chrono Package Plus, PDK is enhanced by the Launch Control and motorsport-derived gearshift strategy functions. In essence, PDK combines sportiness with efficiency and comfort.

What could be more appropriate for a Porsche 911?



Three-spoke sport steering wheel with gearshift switches.

In conjunction with the optional Porsche Doppelkupplung (PDK), the standard three-spoke sport steering wheel features two ergonomic switches.

One press with the thumb and PDK shifts up. One pull with the index finger and PDK shifts down. Either the right or left hand can be used.

Also available in conjunction with PDK is a new three-spoke sport steering wheel with gearshift paddles.



Gear selector for Porsche Doppelkupplung (PDK).

The gear selector for PDK is ergonomic and designed for high functionality, enabling you

to change gears manually. The control concept mirrors the logic of the paddles on the three-spoke sport steering wheel—press forward to shift up; pull backward to shift down.

Even if the gear selector is set to automatic mode, you can still change gear manually using the paddles on the steering wheel.



A gear for each of your senses.

Six-speed manual transmission.

From the way it sounds when you turn the ignition to the way it feels when you grip the steering wheel, a Porsche 911 is designed to activate the senses. Even, perhaps, that intangible sixth sense, the one that often inspires your best decisions.

Like placing yourself in the driver seat of the new 911.

Accurate and involving: The six-speed manual gearbox is the link to each and every gear. The cable-operated gearshift unit is designed for optimal progression through the gears,

and the gear lever is insulated from the engine and gearbox.

The gear lever throw is short and precise, enabling a rapid gearshift action and positive response. An optional short shifter is also available.



911 Carrera S Cabriolet

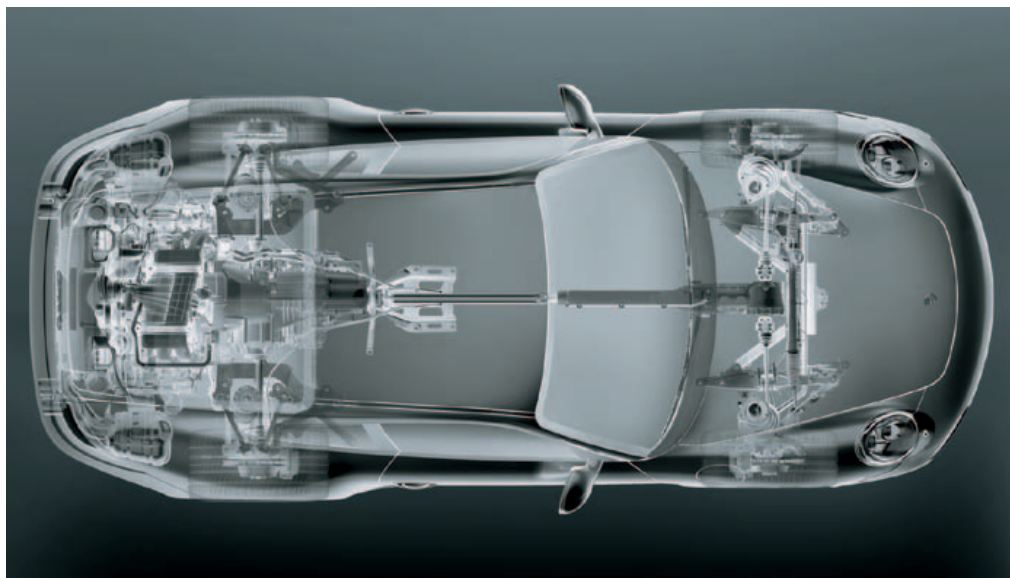
In addition, all 911 models have a self-adjusting clutch. In comparison with conventional clutches, this reduces by up to 50 percent the added release loads that normally occur as the clutch begins to wear.

Hill Start Assist.

Hill Start Assist comes as standard for manual and Porsche Doppelkupplung (PDK) transmissions. It assists the driver in making a comfortable, smooth and roll-free start on an incline.

The system automatically detects if 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 footbrake 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).



**At one time, curves would bow before the landscape.
Now they bow before engineering.**

Porsche Traction Management (PTM).

In a 911, engine power is not the only priority. There is always the question of how this power can be effectively and consistently delivered to the road. One solution to this is all-wheel drive. An even better one is active

Porsche Traction Management (PTM), comprising permanent all-wheel drive with an electronically controlled multiplate clutch, an Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR).

Featured as standard in 911 Carrera 4 and 911 Targa 4 models with all-wheel drive, the force between the front and rear axle is distributed actively by an electronically controlled multiplate clutch.

In comparison with a viscous multiplate clutch, where clutch regulation is not initiated until there is a difference in speed between the front and rear axles, the electronically controlled multiplate clutch responds much more rapidly. Through continuous monitoring of driving conditions, the electronics are able to respond to a variety of situations. Sensors check, among other variables, the rotation speeds of all four wheels, the longitudinal and lateral acceleration of the vehicle, and the steering angle. By evaluating the sensor data, the system can quickly adjust the distribution of drive force to the front axle in order to achieve optimal balance. If the rear wheels threaten to spin under acceleration, a greater proportion of drive force is sent forward by a more powerful engagement of the multiplate clutch. At the same time, ASR prevents the rear wheels from spinning. When cornering, the front wheels only

ever receive as much drive force as is necessary to prevent lateral instability. On uneven surfaces, the rear differential fitted as standard to all-wheel-drive models, in combination with ABD, also improves traction.

In this way, PTM, in conjunction with Porsche Stability Management (PSM), ensures that the perfect distribution of drive is achieved every time.

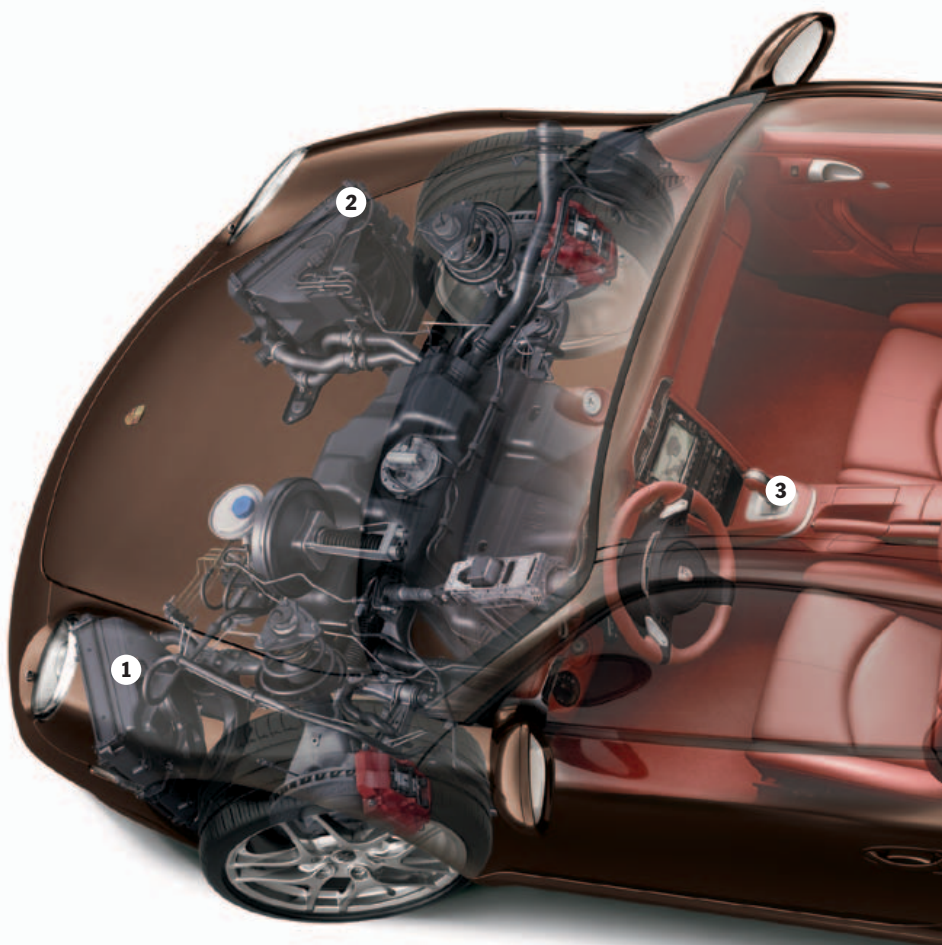
PTM really comes into its own in wet conditions or in ice and snow. In these conditions, the car's acceleration capability is simply breathtaking.

The result: a high level of safety and outstanding performance. Put to use in the most intelligent way.

Mechanically locking rear differential.

A mechanically locking rear differential is standard in the 911 all-wheel-drive variants and is available as an option for all other 911 models in conjunction with 19-inch wheels.

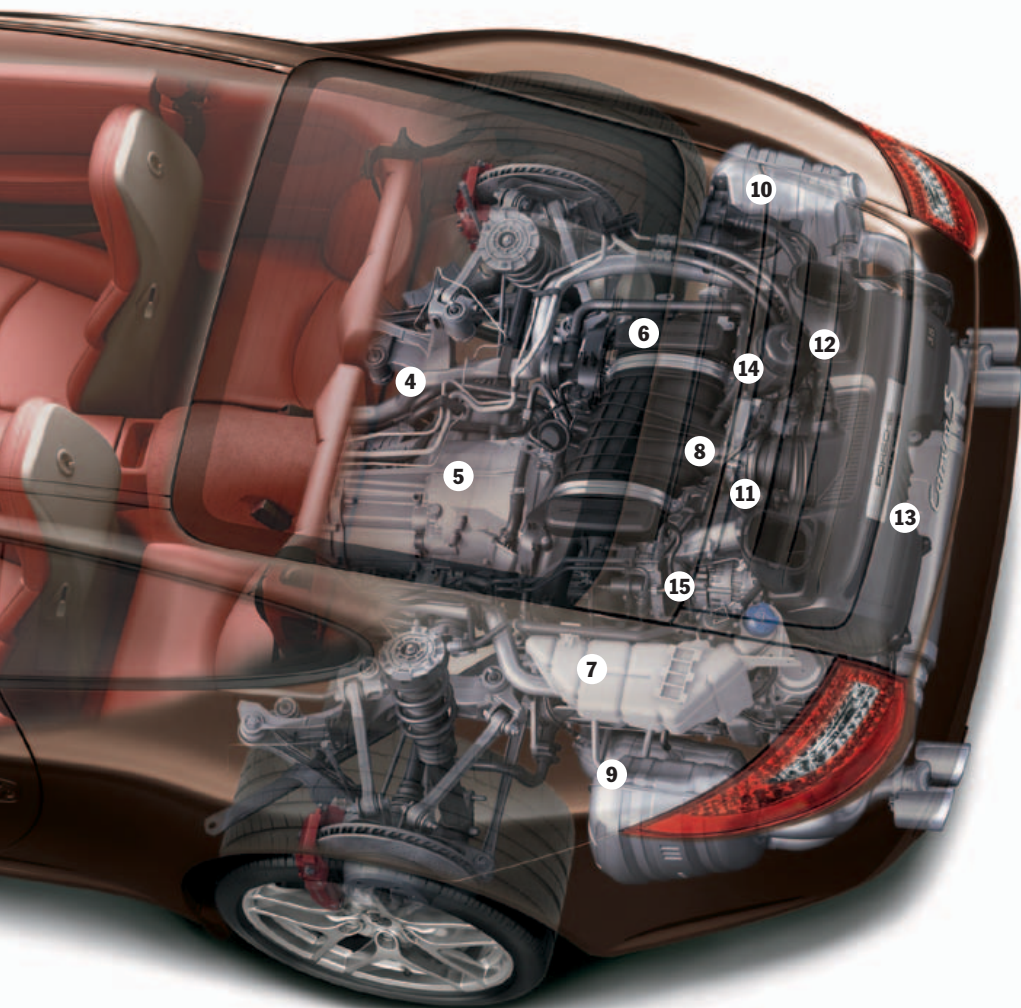
It further enhances traction at the driven rear axle on uneven roads and when accelerating out of tight curves. This is accomplished by the damping of load-change reactions during fast cornering.



- 1. Radiator module, left**
- 2. Radiator module, right**
- 3. Gear selector**
- 4. Coolant line**

- 5. 7-speed Porsche Doppelkupplung (PDK)**
- 6. Intake manifold**
- 7. Coolant expansion tank**

- 8. Electronically controlled throttle valve**
- 9. Rear silencer, left**
- 10. Rear silencer, right**
- 11. Oil filler pipe**



12. Air filter

**13. Front silencer/
center silencer**

14. Oil filter

15. Alternator

Chassis

Porsche, Weissach

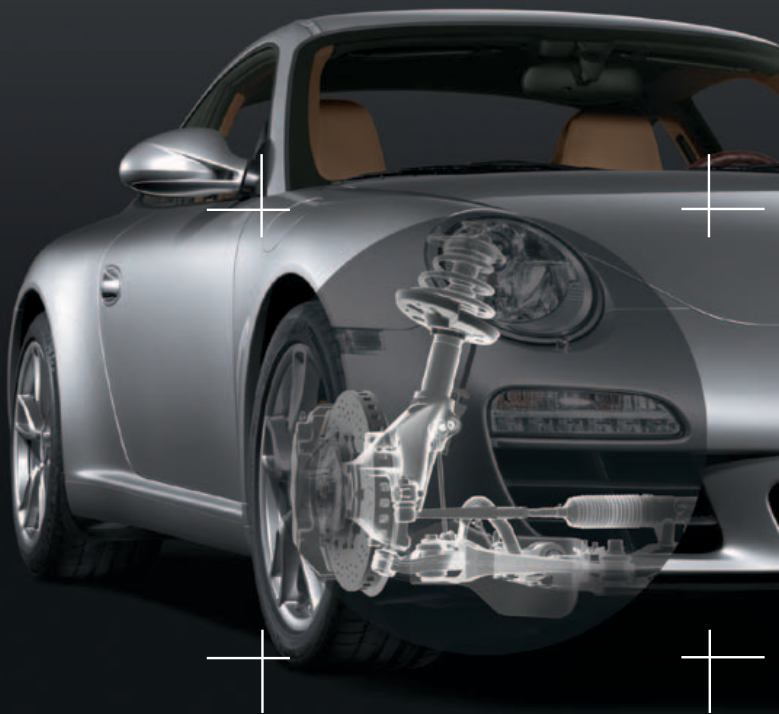


Image 000005
Chassis

911 Carrera



Inner strength means nothing if it's kept hidden. It has to be shown if it is to achieve its full effect.

In the case of the 911, this means that the power of the engine has to be unleashed onto the road. Effectively, directly and dynamically.

For this reason, chassis engineering is the logical continuation of drive engineering.



911 Carrera 4

To steer a true course, you sometimes have to be able to take the rough with the smooth.

The axles.

Standard suspension.

The front axle is equipped with MacPherson strut suspension, and wheel placement uses a high-precision arrangement of longitudinal and transverse links and reinforced wheel bearings.

The benefits on the road are precision wheel guidance, excellent straight-line stability and superior handling characteristics.

The rear axle has a race-derived multi-link suspension, following the LSA concept (Lightweight, Stable, Agile) for exceptional driving

dynamics. The axle kinematics significantly reduce the compression of the vehicle's suspension under acceleration. Lightweight spring struts with aluminum dampers on the rear axle help to maximize handling agility.

This lightweight construction keeps the vehicle gross weight and the weight of the unsprung masses low. The chassis allows for safe maneuvering, even at high speeds. The pitching of the body when pulling away and braking is minimal, as is body roll in corners. Rolling noises and vibrations are also kept to a minimum.



911 Carrera S front axle

Steering.

The power steering is sensitive and precise, providing excellent contact with the road and minimal steering effort by sports-car standards. It offers steering precision comparable with a race car's—even on those relaxing drives.



911 Carrera S rear axle

A special feature is the variable-steering ratio. Around the straight-ahead position, such as during highway driving, the ratio is less direct. The risk of losing control of the wheel at high speed is

reduced, with no loss of agility or feedback.

When the steering wheel is turned harder, the ratio becomes more direct, allowing for easier cornering and parking. The car has a turning circle of just 35.8 feet (11 m).



911 Carrera S Cabriolet

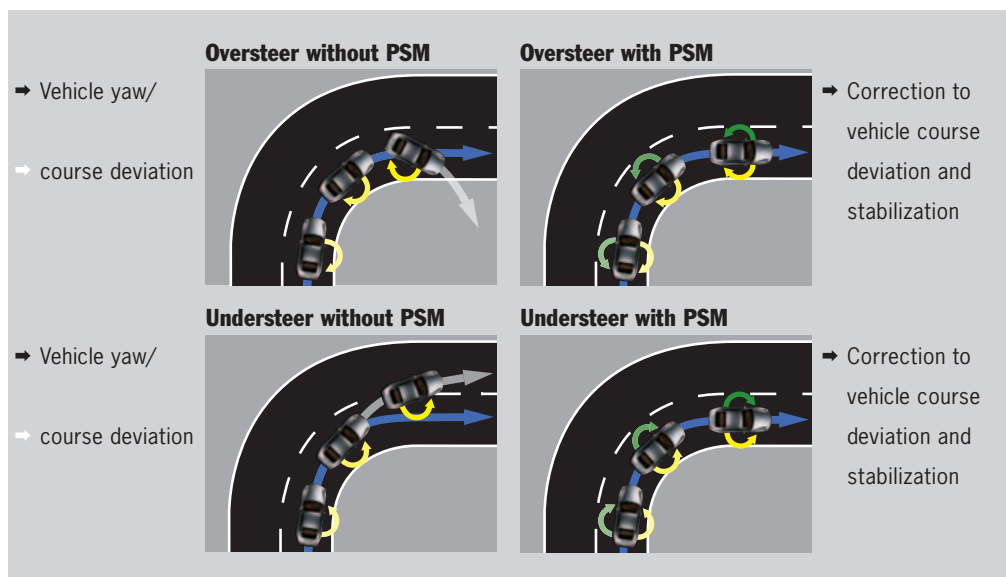
A turn for the better.

Porsche Stability Management (PSM).

PSM is an automatic control system for providing stability at the limits of dynamic driving performance, and is a standard feature of every 911. Sensors work continuously to monitor the driving direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM computes

the actual direction of motion. If this direction deviates from the desired course, PSM initiates braking interventions targeted at individual wheels—recognizable by the flashing indicator light in the cockpit—in order to stabilize the vehicle.

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the ABD (Automatic Brake Differential) and ASR (Anti-Slip Regulation) functions. The control interventions are smooth and precise, giving an agile response. When Sport mode is selected on the optional Sport Chrono Package Plus,



the PSM intervention threshold is raised to enable greater driver involvement—particularly at speeds of up to approximately 45 mph.

The integrated Anti-lock Brake System (ABS) shortens the braking distance even further and the braking inputs are smooth and precise, thereby enhancing comfort.

An enhanced PSM system is characterized by two additional functions: the precharging of the brake system, and Brake Assist.

If the driver suddenly releases the accelerator pedal, PSM automatically readies the braking system. With the braking system having been precharged, the brake pads are already in light contact with the brake discs. Maximum braking power is therefore achieved much sooner.

When sudden braking is detected—i.e., if the pressure on the brake pedal exceeds a predefined level—the Brake Assist function uses the PSM hydraulics to apply maximum brake pressure to all four wheels.

If you want a purely active driving experience, you always have the option to deactivate PSM. It is automatically reactivated, for your safety, if either of the front wheels (in Sport mode, both of the front wheels) requires ABS assistance. The ABD function, however, remains active at all times.

In conclusion, PSM offers a high level of driving stability and safety—and typical Porsche agility at the same time.

Two different modes. One driving feel: 911.

Porsche Active Suspension Management (PASM).

The electronic adjustment of the suspension system actively and continuously regulates the damping force for each wheel according to the road conditions and driving style. In addition, the suspension is 0.39 of an inch (10 mm) lower. PASM is fitted as standard in the S models and is optional for models with the 3.6-liter engine.

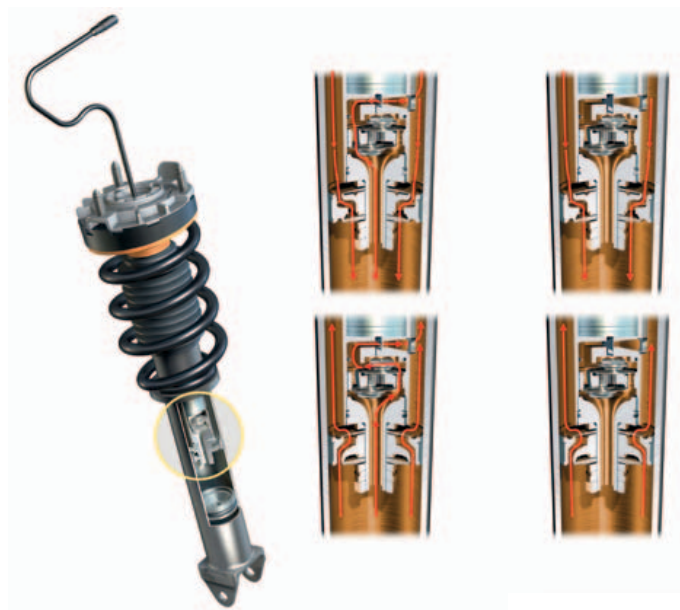
At the push of a button, the driver can select between two different modes: "Normal," which is a blend of performance and comfort, and "Sport," where the setup is much firmer. The two setup modes overlap slightly and so the balance between comfortable and uncompromisingly sporty

is struck more effectively than with a conventional chassis. Depending on the mode selected, therefore, PASM is sportier or more comfortable than the standard chassis of models with the 3.6-liter engine. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

Sensors monitor the movement of the vehicle body, for example, under heavy acceleration and braking or on uneven roads. The control unit tunes the dampers to the optimal hardness for the selected mode to reduce roll and pitch, and increase contact between each individual wheel and the road.

In Sport mode, the suspension is set to a harder damper rating. On uneven roads, PASM immediately switches to a softer rating within the Sport setup range, thereby improving contact between the wheels and the road. When the road surface improves, PASM automatically reverts to the original, harder rating.

If Normal mode is selected and the driver's style becomes more assertive, PASM automatically switches to a harder rating within the Normal setup range. Damping becomes harder, and driving stability and road safety are increased.



Left: Rebound in Normal mode—
working piston and bypass,
sporty-comfortable tuning

Right: Rebound in Sport mode—
working piston only, sporty-
hard tuning

Left: Compression in Normal mode—
working piston and bypass,
sporty-comfortable tuning

Right: Compression in Sport mode—
working piston only, sporty-
hard tuning

PASM sport chassis with mechanically locking rear differential.

The PASM sport chassis is available as an option for Coupe models and only in conjunction with 19-inch wheels.

The body is 0.79 of an inch (20 mm) lower than the standard suspension of the 3.6-liter engine

models, and 0.39 of an inch (10 mm) lower than the PASM suspension of the S models. The springs are harder and shorter, and the lateral stabilizers on the front and rear axles are stiffer. In combination with PASM, it offers greater comfort than that of a conventional sport suspension.

The mechanically locking rear differential further enhances

the traction of the driven rear wheels on uneven roads and, for example, when accelerating out of tight curves. Roadholding at the limits of performance is even more predictable. The car holds its course better and so PSM intervenes less often.



911 Targa 4S

**Euphoria.
At the push of a button.**

Sport Chrono Package Plus.

All 911 models can also be fitted with the optional Sport Chrono Package Plus. It offers even sportier tuning of the engine and chassis, and delivers even greater driving pleasure as a result.

Included in the package are a digital and analog timer, the Sport button, a performance display and a personal memory function in Porsche Communication Management (PCM). Also included—when fitted in combination with Porsche Doppelkupplung (PDK)—is the Sport Plus button, as well

as an additional display on the steering wheel, which indicates when the Sport button or Launch Control has been enabled.

When the Sport button on the center console is selected, the EMS SDI 3.1 engine management system enhances the engine response. A modified throttle



Steering-wheel display in combination with PDK and Sport Chrono Package Plus

map relates the pedal angle in the footwell to a much wider angle of opening on the throttle valve. Throttle response is significantly more immediate, and in the higher gears, a hard rev limiter helps protect the engine under acceleration.

The optional Porsche Active Suspension Management (PASM) also switches to Sport mode for harder damping and more direct steering, and, therefore, better roadholding.

A hard rev limiter is also applied in the automatic mode of the optional PDK, while gearshift points are delayed until the upper rev range. The shift times are shorter, the gear changes sportier. At low rates of deceleration—even with high engine speeds—

the system initiates a swifter brake-induced downshift. In manual mode, gear changes are faster and more dynamic.

In Sport mode, the trigger threshold for PSM is raised for increased longitudinal and lateral dynamics. Agility is enhanced under braking for corners with PSM, enabling greater maneuverability under braking and exit acceleration, especially at low speeds.

For maximum dexterity, PSM can be set to standby while the car is still in Sport mode. For safety, it is set to intervene automatically only when ABS assistance is required on both front wheels.

In combination with PDK, the Sport Chrono Package Plus has two additional functions that are activated by pressing the Sport Plus button, to take driving to an even sportier level.

Launch Control is used, for example, on the track to achieve the best standing start possible—a racing start.



Launch Control is operated via the Sport Plus button with the “D” or “M” drive position selected. While the driver depresses the brake pedal with the left foot, the right foot depresses the accelerator pedal to the floor. With the accelerator in the kickdown position, the system detects the

driver’s request for Launch mode and revs the engine to an optimal speed of approximately 6500 rpm. Engine torque increases and the clutch closes slightly. The message “Launch Control” appears in the PDK display on the steering wheel. The driver now quickly

releases the brake—and prepares for maximum acceleration.

The second function is the motorsport-derived gearshift strategy. Using this, Porsche Doppelkupplung (PDK) is geared up for extremely short shift times and optimal shift points for



911 Targa 4

maximum acceleration—ideal for the racetrack.

A key component of Sport Chrono Package Plus is the timer mounted on the dashboard. Porsche Communication Management (PCM) has a special performance display for viewing,

storing and evaluating lap times or other driving times. It shows the total driving time, lap distance, lap number and the lap times recorded so far. You can view the current fastest lap and the remaining range until empty. Traveled distances can be recorded and benchmark times defined.

The personal memory function of the Sport Chrono Package Plus can also be used to store personalized settings for a range of systems, including the orientation lighting or air conditioning.



911 Carrera 4 with 18-inch Carrera IV wheels

Even standing still, their effect is powerful.

Wheels.

The 911 Carrera models and the 911 Targa 4 are fitted with 18-inch Carrera IV wheels as standard. These wheels feature a classic sporty design.

The S models are equipped with 19-inch Carrera S II wheels as standard. The visual effect? Sporty and dynamic.

Both sets of wheels are designed to display the four-piston, aluminum monobloc calipers and promote efficient ventilation of the brake system.



911 Carrera S with 19-inch Carrera S II wheels



18-inch Carrera IV wheel



19-inch Carrera S II wheel

Tire Pressure Monitoring System (TPMS).

The optional Tire Pressure Monitoring System (TPMS) sends warnings to the onboard computer's display screen in the event of low tire pressure, as well as in the event of creeping or sudden loss of pressure.

The driver can check the pressure in all four tires from the instrument cluster. Each time the tires are reinflated, or whenever a wheel has been changed, the updated tire pressures are displayed with minimum delay—for increased comfort and safety.

Safety

Porsche, Weissach

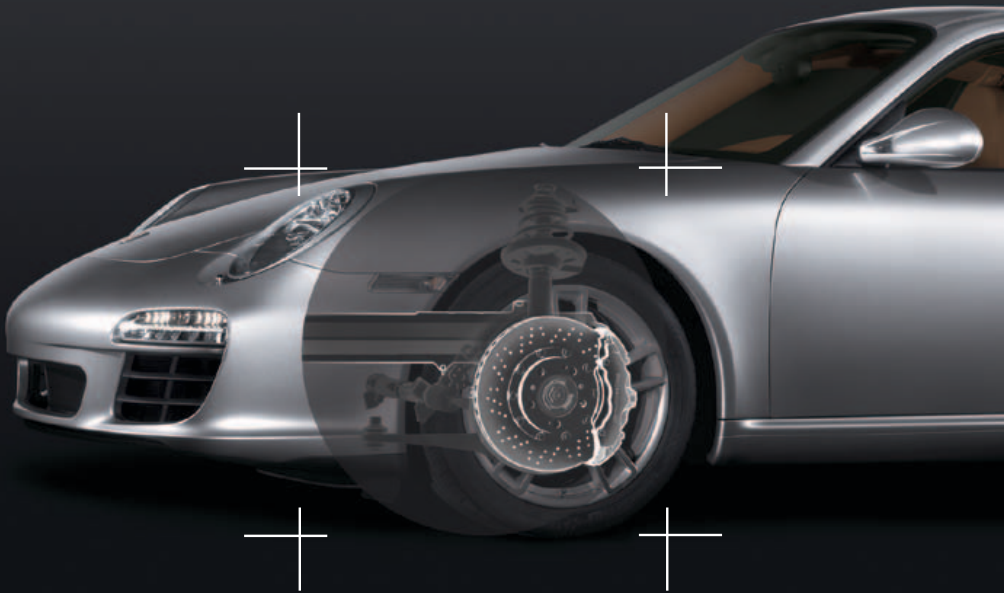


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Safety

911 Carrera



The 911 is a sports car built to provide astonishing levels of performance over many years.

Yet it is the ability of the 911 to perform during a few crucial split seconds that may ultimately prove most astonishing. Engineered with sophisticated active and passive safety technologies, the new 911 is designed to protect the most important thing about a Porsche: its occupants.



911 Carrera S

Safety to us is not merely an obligation.

It's part of our history.

Safety has always been given top priority at Porsche, since the very beginning. As far back as 1966, the 911 S was equipped with internally vented disc brakes. In 1972, the 911 RS 2.7 was the first production car in the

world to have both front and rear spoilers for increased downforce.

In 1973, the 911 RS 3.0 was fitted with cross-drilled, four-piston aluminum brake calipers. We were also the first manufacturer to equip our sports cars with full-

size airbags for the driver and passenger as standard.

Its effective aerodynamics increase downward force to provide excellent traction and ensure that the car remains stable on the road.



911 Carrera 4S

The chassis offers a uniquely balanced ride with generous safety reserves. Porsche Stability Management (PSM) stabilizes the chassis at the limits of dynamic driving performance. The powerful torque of the engine permits easier overtaking and evasive maneuvers.

The braking power of the 911 model range is simply outstanding. The high-performance Porsche Ceramic Composite Brake (PCCB) is offered as an option for the entire model range.

All of the 911 models are equipped as standard with full-size driver and passenger airbags and the Porsche Side Impact Protection (POSIP) system.

Headlights with Bi-Xenon™ technology are fitted as standard. Dynamic cornering lights are available on request.

The taillight units are fitted with LED lights as standard. The Tire Pressure Monitoring System (TPMS) is fast and reliable.

Safety. A Porsche tradition.



Dynamic cornering lights

Headlights.

Lots of light. No shade.

All 911 models come equipped as standard with Bi-Xenon™ headlights with dynamic range control. The resulting brightness is around twice that of conventional halogen lamps. With high or low

beams, the lights are stronger and more uniform, helping to minimize driver fatigue. A headlight cleaning system is built in.

Also available as an option are the dynamic cornering lights, offering particularly effective illumination of the road.



Sensors continuously monitor the speed, lateral acceleration and steering lock, and from these variables, calculate the course of the curve. This determines the angle of the dynamic cornering lights, with low beams able to swivel toward the inside of the curve up to a limit of 15 degrees. The road ahead is therefore illuminated much more effectively.

Lighting concept.

The front light units incorporate the direction indicators, LED daytime running lights and the position lights, which provide outstanding visibility and create an imposing look.

LEDs are also used for the direction indicators, the taillights and brake lights, the additional brake light in the rear spoiler, and the rear fog light. These provide better illumination and



respond more quickly to driver input, so that following traffic is alerted earlier. They are energy-efficient, eco-friendly and have a longer service life than do conventional bulbs—as well as an unmistakable design, day or night.

To guide you in and out of the car, reflector lamps and entry lamps are located on the inside of the doors.



911 Carrera 4

Standard braking system.

Positive feature: negative acceleration.

Porsche brakes are renowned for their stopping power, setting the standards for deceleration and stability. They are designed to cope with extreme forces such as those experienced during hard braking. Perfect for the 911.

The brake calipers have a monobloc aluminum construction. This makes them tough but light and enables a rapid response and release of the brake. The pedal travel is short and easy to modulate.

In models with the 3.6-liter engine, black anodized, four-piston, aluminum monobloc fixed calipers are used on the front and rear axles. The closed-type design of these brake calipers makes them particularly stiff.



Standard brake system, 911 Carrera/911 Targa 4



Standard brake system, 911 Carrera S/911 Targa 4S

The front and rear brake discs have a diameter of 13 inches (330 mm) for outstanding braking performance.

The S models have four-piston, aluminum monobloc calipers that are larger, reinforced and have a striking red-painted finish. The front axle has larger brake pads and thicker brake discs.

All models have cross-drilled brake discs, ensuring optimal braking in wet conditions. The discs are internally vented for rapid heat dispersal.

Other features include a powerful 10-inch (254mm) brake booster for reducing pedal effort in the rear-drive models, and integral air spoilers for enhanced airflow in the brake cooling ducts.

For even better braking performance with braking force support, a 9-inch (229mm) tandem brake-force amplifier is used on the all-wheel-drive models.



**Day-to-day practicality.
Straight from the racetrack.**

Porsche Ceramic Composite Brake (PCCB).

On request, we can provide you with a brake system that has already had to cope with the harshest requirements of motor racing—a brake system fitted in the cars competing in the Porsche Mobil 1 Supercup: the Porsche Ceramic Composite Brake (PCCB).

The PCCB ceramic brake discs for the 911 have a diameter of 13.78 inches (350 mm) front and rear—for formidable braking performance. The brake discs are formed from a specially treated carbon-fiber compound that is silicated in a high-vacuum process at approximately 3,100°F (1,700°C). Not only are the

resulting braking discs much harder than standard discs, but they are more resistant to heat.

PCCB is characterized by its low thermal expansion, which prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion



911 Carrera 4 Cabriolet

and offer more favorable noise-damping properties.

increased, thanks to the excellent fade resistance of PCCB.

The use of six-piston, aluminum monobloc brake calipers on the front axle and four-piston units at the rear ensures extremely high brake forces which, crucially, are exceptionally consistent. The pedal response is fast and precise with only moderate input required.

All the necessary ingredients are there for a short braking distance, even in the toughest conditions. Moreover, safety under braking at high speeds is

The key advantage of PCCB is the extremely low weight of the brake disc, which is approximately 50-percent lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, 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.

Please note that circuit racing, track-day use and other forms of performance driving can significantly reduce the service life of even the most durable brake pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.



Porsche Ceramic Composite Brake (PCCB)

Passive safety: engineered design.

A crucial quality of any boxer: the ability to take a punch.

The 911 complies with all statutory requirements worldwide in respect of occupant safety, well in excess of the legal limits in terms of front, offset, side and rear impact protection.

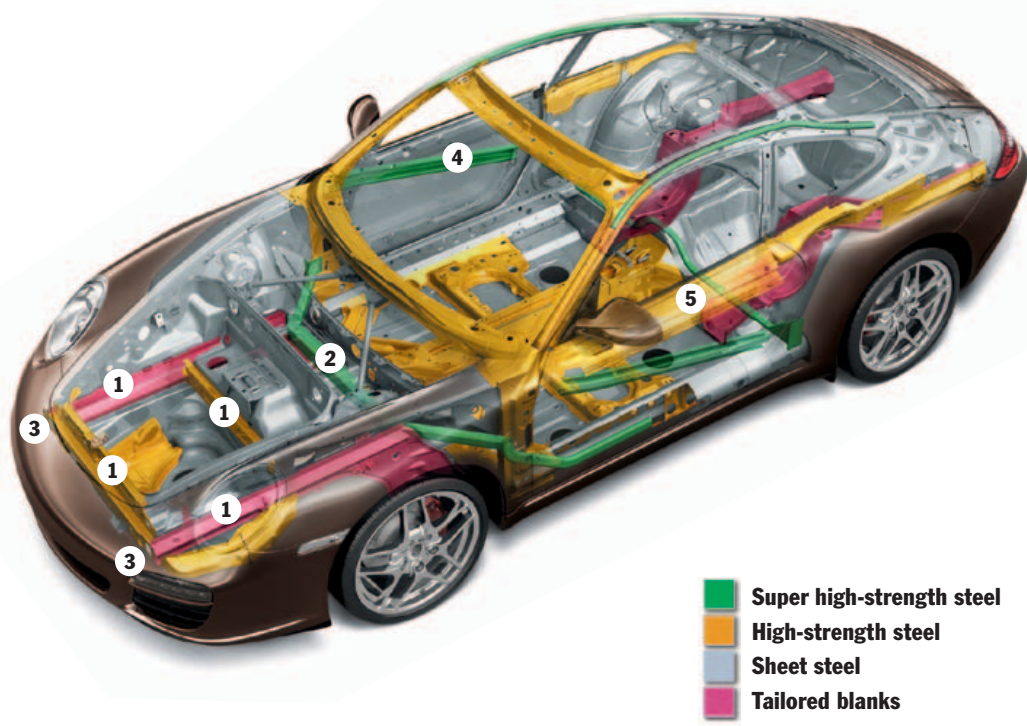
The reinforced bodyshell structure contains a highly resilient passenger cell, which offers high levels of protection in the event of an impact. A patented system of longitudinal and transverse members **(1)** is used at the front.

In the event of an accident, three separate load paths absorb

energy, disperse the force of impact and minimize deformation of the passenger cell.

In addition, the front benefits from an extremely rigid bulkhead cross-member **(2)** made of ultra high-strength steel. This is designed to absorb impact forces from the longitudinal members to reduce deformation of the footwell and provide improved protection for the feet and legs. In a minor collision, a system of easily replaceable impact absorbers **(3)** prevents costly damage to the underlying bodyshell.

Also contributing to the overall rigidity of the car are the reinforced doors **(4)**. The forces exerted in a frontal collision are additionally transmitted along a higher load path **(5)**. For the protection of its occupants, it has therefore been possible to improve the deformation characteristics of the passenger cell even further.



Since 1985, all Porsche doors have had a “crash barrier” made with ultra high-strength steel built into them—otherwise known as side impact protection. The 911 models also have

additional reinforcement with super high-tensile boron steel integrated into the doors.

Porsche was the first manufacturer in the world

to use a hot-dip galvanized steel shell. Today, too, high-quality surface protection ensures a consistently high level of crash protection, even after many years on the road.



911 Carrera 4S

Passive safety: airbags.

Performance and protection. A valued alliance.

We have been innovators not only in production installation, but also in airbag technology. Porsche set the benchmark by introducing a non-azide gas generant based on an organic propellant. This makes the driver airbag lighter and more compact, and also

makes it easier to recycle. The 911 models benefit from the latest airbag technology in the form of full-size airbags for driver and passenger. These airbags are inflated in two stages, depending on the severity and type of accident (e.g., frontal or offset

frontal). In less serious accidents, the airbag is only partially inflated, thereby minimizing discomfort to the occupants.

In addition to the central airbag control unit on the transmission tunnel, a pair of impact sensors

are located near the headlights. This allows a crash to be detected and evaluated far sooner and with considerably greater accuracy.

All 911 models are equipped with Porsche Side Impact Protection (POSIP) as standard. It comprises lateral impact protection in the doors as well as two side airbags. An integral thorax airbag is located in the seat backrests, while the door panels

each contain a head airbag. With each having a volume of approximately eight liters, the thorax and head airbags offer excellent protection in the event of a side impact. Naturally, their design protects the occupants of the 911 Carrera Cabriolet models and the 911 Targa 4 models, even with the roof open.

The head restraints are integrated into the backrests. Also standard

are the safety steering column, three-point seat belts, belt height adjustment (not on 911 Carrera Cabriolet models), front seat-belt pretensioners and force limiters, energy-absorbing elements in the dashboard and flame-retardant materials throughout the interior.



Porsche Side Impact Protection (POSIP) system



911 Carrera S Cabriolet

Passive safety in the 911 Carrera Cabriolet and 911 Targa 4 models.

No need to lose your cool here, either.

Despite the modest weight of the 911 Carrera Cabriolets, their torsional rigidity and flexural strength are exemplary. Body flexing is minimal, even on uneven roads. Additional brace

members at each of the rear wheel arches provide additional reinforcement of the bodyshell.

Increased protection if the car overturns is provided by an

automatically deploying roll-over protection system. Two spring-loaded rollover bars are located behind the rear seats. The rollover sensor continuously monitors changes



911 Targa 4S

in body tilt, longitudinal and lateral acceleration, and contact with the road surface. In an emergency, it deploys the rollover bars within a fraction of a second.

The 911 Targa 4 models offer excellent body rigidity—despite the large glass area. The roof bars, with optimized structure and strength, limit torsion to a minimum on uneven road surfaces. Additional stability

is provided by a crossmember integrated between the glass roof and the rear screen. The glass roof is made of laminated safety glass, the opening rear window of single-pane safety glass.

Naturally, all 911 Carrera Cabriolet models and 911 Targa 4 models are fitted with Porsche Side Impact Protection (POSIP) system as standard.

For open-top sports driving, even in changeable weather conditions, nothing stands in the way of relaxed driving pleasure. Another distinct advantage of passive safety.

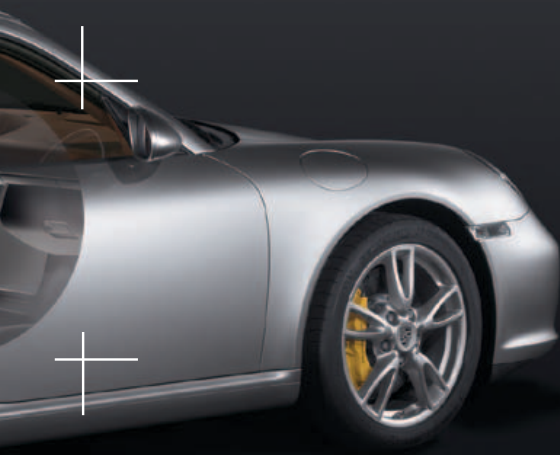
Comfort

Porsche, Weissach



Image 000007
Comfort

911 Carrera



**Inner strength works
below the surface.**

**In the 911, in the
form of efficient
engines and Porsche
Doppelkupplung (PDK).**

**And, of course, in the form
of Porsche Communication
Management (PCM).**

**To find out exactly what else
inner strength means, you'd
be better off discovering it
for yourself.**

By getting in.



The 911 is powerful, fast and efficient.

These aren't the only reasons why you can sit back and relax.

Comfort is something that can't be measured. Rather, it's a subjective matter. Nevertheless, it pays to develop a universal benchmark in terms of material selection, operating logic and ergonomics.

This is no simple task when faced with an uncompromising sports car—but it is possible. And this is where ergonomics are a fundamental prerequisite.

The result is an ingenious interior that puts the driver first, with the perfect blend of day-to-day practicality and a high degree of comfort.

The front center console is finished predominantly in traditional black. It contains Porsche Communication Management (PCM) fitted as

standard, the climate control panel, the switch panel and a storage compartment.

For clarity, the number of buttons has been deliberately kept to a minimum, and the one-touch switches with clearly defined pressure points are particularly easy and convenient to use. An even more convenient feature, made possible by the optional voice-control system, is the ability to control PCM without having to take your hands off the wheel.

If you opt for Porsche Doppelkupplung (PDK), the ergonomically designed three-spoke sport steering wheel is equipped with additional switches. A gear selector specifically for PDK is also included.

For maximum driving comfort, even when the weather is very hot, you can select the optional seat ventilation.



Porsche Communication Management (PCM)

PCM, like the 911, offers more power and control.

Porsche Communication Management (PCM).

The 911 model comes equipped with PCM as standard. As a central information and communication system, it is versatile and yet surprisingly easy to operate.

The main feature is the 6.5-inch touchscreen for intuitive control. Naturally, you can also choose to operate PCM using the 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 two-tuner frequency diversity with RDS, which continuously

scans for the best signal for the selected station by simultaneously switching to any number of the four radio antennae.

The integrated single CD/DVD drive is—in combination with the optional Bose® Surround Sound system—able to play back music from audio and video DVDs in the 5.1 digital format. A six-disc CD/DVD changer integrated into PCM is available as an option.

Navigation module.

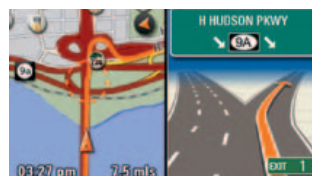
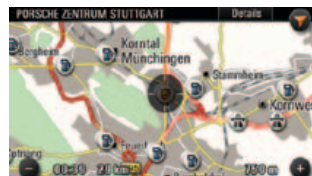
The optional GPS navigation system has a hard drive containing map data for most areas, allowing for fast route calculations with a choice of three alternate routes.

A touchscreen enables rapid destination input and instant viewing of traffic information and points of interest (POIs) by simply allowing you to touch the symbols on the map. Route diversions can therefore be incorporated quickly and easily into the current route guidance.

When viewing a map, it is possible to select between a 3-D perspective and a 2-D display. At highway exits, graphical turn indications are displayed for better orientation. In split-screen mode, you can choose to display not only the current map overview, but also a list of icons that represent dynamic route guidance.

Electronic logbook.

The optional electronic logbook enables automatic recording of mileage, route distance, time and date, starting point and destination as part of every journey. Once you have downloaded the logbooks from PCM via Bluetooth® or the optional USB interface, you can evaluate the data on your home PC using the software supplied.



Voice-control system.

Almost all of the functions of PCM can be controlled using the optional voice-control system. The menu item is read aloud exactly as it is displayed on the screen and the voice-control system recognizes commands or sequences of numbers, whoever the speaker. It then gives an audible acknowledgment and carries out the functions you request. Without the need to “train” the system, it is possible to view phone book entries, tune to radio stations and enter navigation destinations directly by speaking whole words.

Bluetooth® hands-free phone interface.

To enable Bluetooth® connection for those mobile phones that only support the Hands-Free Profile (HFP), standard mobile phone preparation is available. With HFP, PCM acts merely as a hands-free system. Here, too, the mobile phone can remain tucked away. PCM can be used to control only the basic functions of the phone.

Universal audio interface.

With this optional feature, the storage compartment in the center console will contain three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any compatible audio source of your choice. The iPod® or USB stick can be controlled conveniently and safely using PCM, the optional steering wheel or the optional voice-control system. Through the USB socket, it is also possible to download data from the Performance display of the Sport Chrono Package Plus, as well as data from the electronic logbook.



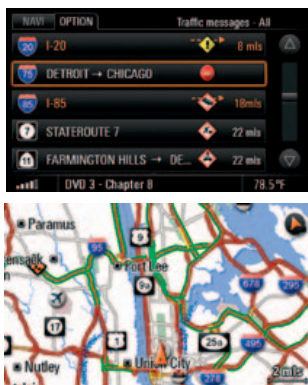
Electronic logbook

Sound Package Plus.

This high-quality sound system is fitted as standard on all 911 models. A separate amplifier with a total output of 235 watts and nine loudspeakers creates the perfect interior sound experience.

XM NavTraffic®

XM NavTraffic® works with your vehicle's navigation system to display continuously updated traffic information. Pinpoint traffic incidents, accidents and road closings. You can even determine average traffic speed and estimate travel time along your route. XM NavTraffic® is available in over 100 markets and uses the best traffic information from the best sources. It will transform your navigation system from a device you use on occasion to something you'll rely on every time you get behind the wheel. Don't drive through traffic, drive around it with XM NavTraffic.®



XM NavTraffic®

XM Satellite Radio

Everything worth listening to is on XM. Get over 170 channels, including commercial-free music plus the best sports, news, talk and entertainment. Get it all with coast-to-coast coverage, 24/7. Listen to every MLB® and NHL® game, NBA coverage, the PGA TOUR® Network, and complete coverage of the American Le Mans Series® races; exclusive entertainment and talk including Oprah Radio®, The Foxxhole produced by Jamie Foxx, Rosie Radio with Rosie O'Donnell, Opie & Anthony, and Bob Edwards; plus comedy, kids' programming, world-class news, and local traffic and weather.

XM NavTraffic® only available in select markets. XM Satellite Radio and XM NavTraffic® require subscriptions which automatically renew, and which are sold separately after trial period. Governed by XM Customer Agreement at www.xmradio.com. Fees and programming subject to change. Available only to those at least 18 years of age in the 48 contiguous USA and D.C. For more information, see www.xmradio.com/navtraffic. XM, NavTraffic® and all related marks and logos are trademarks of SIRIUS XM Radio Inc. and its subsidiaries. All other marks, channel names and logos are the property of their respective owners. All rights reserved.



XM Radio

BOSE® Surround Sound system.

The optional Bose® Surround Sound system was specially developed for the 911 and is, therefore, perfectly tuned to the car's specific interior acoustics. A total of 13 loudspeakers (12 in the Cabriolet and 911 Targa 4 models), including an active subwoofer and central speaker, and a seven-channel digital amplifier with a rated output of 385 watts, combine to produce a truly memorable sound experience.

During audio playback from audio or video DVDs, the system is able to make full use of the impressive sound spectrum of 5.1 digital recordings. With music in the 5.1 format, the sound has already been recorded in a multichannel format and is faithfully reproduced exactly as the original.

Five dedicated audio channels (front left, front right, center, surround left, surround right) deliver a sound that is as authentic as it is natural. The digital 5.1 surround sound is balanced,

lifelike and crystal clear. A 360-degree sound experience that is as close to a live performance as you could imagine.

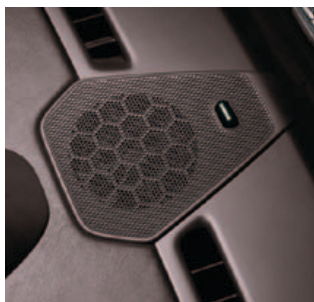
Of course, you can still play traditional music sources such as CDs, either in stereo or in one of the surround modes generated by the patented Bose® Centerpoint® system. The algorithm of Centerpoint® 2 extracts a precise and realistic sound from the stereo signal.

The SurroundStage® signal processing circuitry developed by Bose® assigns each individual audio channel, whether sourced from a DVD or generated by Centerpoint®, to a selected combination of loudspeakers and is, therefore, able to deliver an optimally balanced surround-sound experience to all seat positions.

To complement these features, the Bose® Surround Sound system offers a comprehensive selection of equalizer presets for customized sound. The dynamic loudness function increases

bass levels as you decrease the volume, thereby compensating for the decreasing sensitivity of the human ear at these frequencies. Moreover, the AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically so that a consistent sound is maintained in all driving conditions.

In short, welcome to your very own concert hall—one of the fastest around.



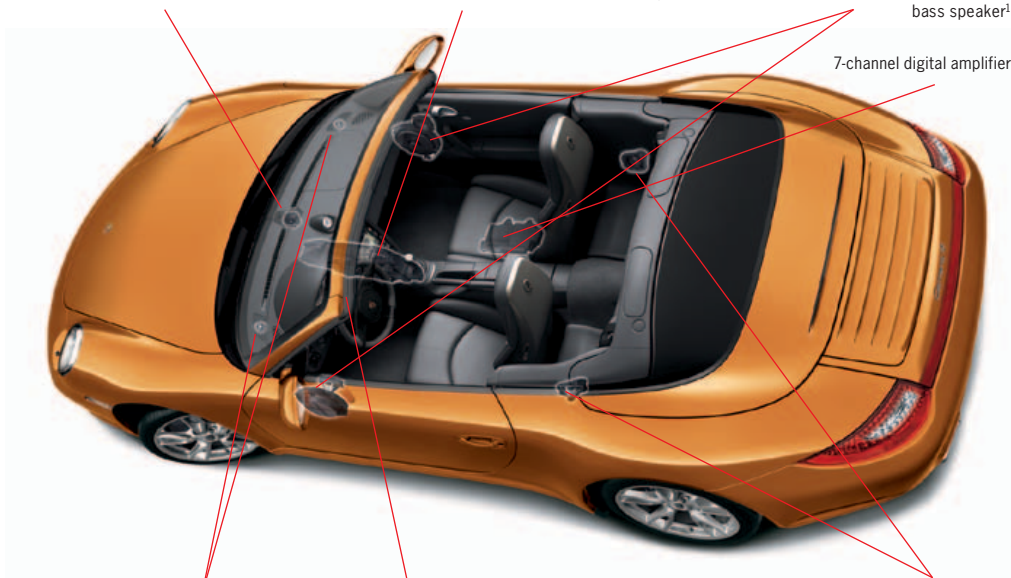
2.75-inch (7.0cm) center speaker



Subwoofer: 4 in. x 6 in. (10.2cm x 15.3cm)
in 6-liter bass reflex housing



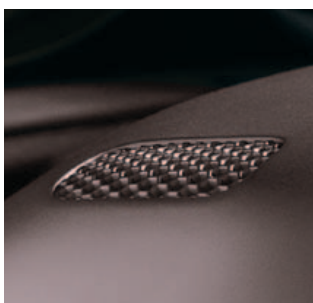
3-inch (8.0cm) neodymium mid-range
speaker and 8-inch Nd® (20.0cm)
bass speaker¹



7-channel digital amplifier



1-inch (2.5cm) neodymium tweeter



Microphone for AudioPilot®



1-inch (2.5cm) neodymium tweeter
3-inch (8.0cm) neodymium mid-range speaker

¹Neodymium subwoofer with Bose® patented technology for an extremely slim design and superior bass performance.



911 Carrera/911 Targa 4 instrument cluster

**How does the exchange of information with your 911 work?
Quickly, of course.**

Instruments.

Each circular dial in the instrument cluster—aluminum-colored in the S

models—provides important information at a glance. The digital display in the center-left

dial contains the main and trip odometers. In the central dial, the customizable display of the



911 Carrera S/911 Targa 4S instrument cluster

standard onboard computer is integrated into the rev counter.

Road speed is displayed permanently, while average fuel consumption, average road speed, fuel range and the data of the standard TPMS can be shown as desired.

The center-right dial displays the outside temperature and shift pattern of the optional Porsche Doppelkupplung (PDK), as well as the selected gear.

Text and symbols are displayed clearly by the high-resolution dot matrix. Design and legibility are also enhanced by the white backlit illumination.





911 Carrera/911 Targa 4 dashboard with various options, including Natural Leather interior, cruise control, navigation module and Tire Pressure Monitoring System (TPMS)





911 Carrera S/911 Targa 4S dashboard with various optional equipment, including two-tone leather interior, PDK, Sport Chrono Package Plus, three-spoke multifunction steering wheel, cruise control, navigation module



Three-spoke sport steering wheel



Three-spoke multifunction steering wheel in combination with PDK in Aluminum-Look

The decision is in your hands, literally.

Steering wheels.

As standard, all steering wheels have an integral full-size airbag, a high-grip rim in Smooth-Finish Leather and an ergonomic design.

Three-spoke sport steering wheel.

The standard three-spoke sport steering wheel adjusts up to 1.57 inches (40 mm) for both height and reach.

It has a diameter of just 14.57 inches (370 mm). Thanks to its grip moldings,

it's in safe hands—even on the sportiest of drives.

An optional three-spoke multifunction steering wheel offers direct access to the main audio, telephone and navigation functions. It is available in Smooth-Finish Leather, Aluminum-Look, Carbon Fiber or Makassar, on request.



Three-spoke sport steering wheel with gearshift switches in combination with PDK and Sport Chrono Package Plus

Three-spoke sport steering wheel with gearshift switches.

In conjunction with Porsche Doppelkupplung (PDK), the steering wheels are equipped with two ergonomic switches, which make it possible to change gear directly from the steering wheel.

With the optional Sport Chrono Package Plus, an additional display is located above the airbag module. This notifies you when the Sport, Sport Plus or Launch Control function is enabled.



Three-spoke sport steering wheel with gearshift paddles

Three-spoke sport steering wheel with gearshift paddles.

On request, you can even change gear like a racing driver, by choosing the optional three-spoke sport steering wheel with gearshift paddles. The solid, light-alloy paddles are ergonomically positioned behind the right and left steering-wheel spokes. Pull on the right-hand paddle and the PDK changes up a gear. Pull on the left-hand paddle and it changes down. This steering wheel also comes with an additional display if combined with the Sport Chrono Package Plus. If the Sport, Sport Plus or Launch Control function is enabled, this is displayed

on the left and right steering-wheel spokes. Also reminiscent of motorsport is the top center marking on the steering-wheel rim.

Heated steering wheel.

Available as an option for all steering wheels, including the three-spoke sport steering wheel with gearshift paddles, is a heating function (only in conjunction with heated seats) for increased comfort on cold days.

The heating is operated by a button on the rear of the lower steering-wheel spoke.



Standard seats

Climb into your new 911. An intimate relationship is about to begin.

Seating.

Standard seats.

The Partial Leather standard seats offer a high degree of comfort with good lateral support and optimized under-

seat suspension. Through curves, your seat gives you a feeling of security without restriction.

The seats are equipped as standard with manual height

and fore/aft adjustment, and an electric backrest adjustment, enabling virtually every driver to find the ideal seat position, regardless of physical build.



Power seat with driver memory

Power seats with driver memory.

Power seats with electric fore/aft, height, backrest and lumbar support adjustment are available as an option. The tilt angle of the seat cushion is also electrically adjustable. The memory function supports both exterior mirrors and all seat positions on the driver side.

Using the control switches in the door panel, it is possible to restore one of two personalized settings. Additionally, you can store a further seat position in each of the ignition keys.

As soon as you unlock the door using the key remote, the seat and exterior mirrors resume their stored positions.



Sport seat

Sport seats.

The sport seats have firmer upholstery than that of the standard design. Higher side bolsters on the seat cushion and backrest provide additional lateral support. The seat height and fore/aft position are adjusted manually, the backrest electrically.



Adaptive Sport Seat with driver memory



Sport bucket seat

Adaptive Sport Seats with driver memory.

The optional Adaptive Sport Seats offer high comfort with excellent sports performance. Along with all the adjustment features of the power seats, the side bolsters on the seat surface and backrest are individually electrically adjustable, for increased comfort on long journeys, and have tailor-made lateral support through curves or on the racetrack. The

memory function supports both exterior mirrors and all seat positions on the driver side, apart from the side bolsters.

Sport bucket seats.¹

For the ultimate sports experience, you could opt for sport bucket seats with a folding backrest, integral thorax airbag and manual fore/aft adjustment. The backrest shell is made from

glass/Carbon Fiber-reinforced plastic and has a stylish carbon-weave finish. The backrest pivots are positioned high in the side bolsters to provide lateral support to the pelvic region, characteristic of a race seat. In contrast to conventional bucket seats, the folding backrest enables easy access to the rear luggage area. The seat upholstery is offered in all available leather types and colors.

¹No child seats can be used in conjunction with the sport bucket seat.

Seat ventilation.

For standard seats and power seats, optional seat ventilation is available (only in conjunction with heated seats). The active ventilation—from the perforated center seat section and backrest—and passive ventilation—at the side bolsters—generate an airflow that evaporates perspiration moisture and, therefore, makes for a comfortable seating environment, even in hot weather. Ventilation intensity can be set to any of three levels, and simultaneous ventilation and heating is possible.



Seat ventilation

Seat heating.

As an option, all compatible seats—apart from sport bucket seats—can be equipped with two-level seat heating. Seats are heated in the seat cushion, backrest and side bolsters.

Rear seats.

The rear seats of the 911 models are surprisingly comfortable for a sports car. Fold the backrests down, and there is plenty of luggage space available: 7.24 cubic feet (205 liters) in the 911 Coupe models, 5.47 cubic feet (155 liters) in the 911 Cabriolet models and 8.12 cubic feet (230 liters) in the 911 Targa 4 models.

Child seats.¹

We've given special consideration to your child's safety and comfort. The front-passenger seat is engineered to accommodate a LATCH child safety seat (an optional dealer-installed kit is required). Our Tequipment program features a range of infant, child and booster seats. Ask your Porsche dealer for more information.



The new 911 interior.

The science of ergonomics, applied.

Storage.

Like everything else in the 911, the storage solutions have been ingeniously and ergonomically designed from the driver's perspective.

Compartments in the center console and door panels provide storage space for personal belongings. Twin cupholders are neatly concealed behind the dashboard trim, and below these is a lockable glove compartment with handy CD storage.

Two 12-volt sockets (including the cigarette lighter) enable you to connect your personal accessories.



Roof Transport System with roof box

Luggage compartment.

The volume of the luggage compartment, which is fully lined with scratch-resistant materials, is 4.77 cubic feet (135 liters) in the rear-drive 911 models, and 3.71 cubic feet (105 liters) in the all-wheel-drive variants.



Luggage compartment with PTS Aluminum Trolley Case M from Porsche Design Driver's Selection

Roof Transport System.

The aluminum Roof Transport System (optional for the Coupe models only) is aerodynamically efficient, very lightweight and easy to fit. A range of attachments is available, such as a roof box, a bike carrier and a ski/snowboard carrier. Maximum load-bearing capacity: 165 pounds (75 kg).

“Welcome Home” lighting.

When the vehicle is opened or closed using the key remote, the automatic locator lighting automatically switches on the LED daytime running lights. This is particularly convenient at night. In conjunction with the optional Sport Chrono Package Plus, you can program the delayed lighting switch-off period via PCM.

Automatically dimming mirrors.

An auto-dimming function for the rearview mirror and exterior mirrors, with an integrated rain sensor for the windshield wiper, is available as an option.

HomeLink® System.

The standard, freely programmable garage door opener is integrated into the roof console and remotely controls up to three different garage doors, gates, home lighting and/or alarm systems.

Slide/tilt sunroof.

This electrically and steplessly adjustable sunroof is standard for the Coupe models. The tilt position offers comfortable ventilation of the interior, even when the vehicle is traveling at high speeds.



Slide/tilt sunroof

ParkAssist.

Whenever Reverse gear is engaged, ParkAssist is automatically enabled. If you move too close to an obstacle, a warning signal begins to sound, becoming faster until the car stops. The sensors of the optional ParkAssist are neatly concealed in the rear bumper.



ParkAssist

Rear wiper.

This optional rear wiper with a flat, streamlined wiper blade blends seamlessly with the exterior of the car.



Rear window wiper

Motorsport

Porsche, Weissach



Image 000008
Motorsport

911 GT3 Cup



The inner strength of the 911 has its origin in motorsport.

Indeed, at Porsche the transfer of engineering technology from racetrack to road is a traditional principle and a winning formula, from the Porsche Sport Driving School to the Porsche one-make championships to prototype racing with the RS Spyder.

The 911 has always occupied a special position. Today, just as it did over 45 years ago. For factory teams and customer teams. And, as ever, for the personal success of its driver.



Porsche 911 GT3 RSR

Every 911 race car is a test machine for our production models.

Porsche Motorsport.

The connection between the Porsche 911 and racing is unlike any that exists in the world of sports cars. To us, motorsports is our breeding ground, a mobile laboratory where engineering ideas are tested under the harsh light of competition. The lessons learned on the race track translate directly to Porsche sports car on the road. To see

911 race cars in action on the world's most challenging tracks is to witness Porsche working out the fundamental questions of performance engineering. What innovations will make a 911 accelerate faster, stop quicker, steer with more accuracy and corner with higher levels of grip? What efficiencies are still to be achieved in the critical

areas of fuel consumption? What technologies can be devised to surround the driver with the most advanced safety systems?

So while there are trophies to compete for, and championships to win, we race for a prize far more relevant: the evolution of real-world performance.



Porsche RS Spyder

American Le Mans Series.

One place you'll see Porsche proving its engineering theories on the track is in the American Le Mans Series® (ALMS).

Founded in 1999, ALMS is an endurance racing series that has established itself as a vital forum for developing new technologies and transferring them to the street. It has established itself as the most important race series for GT sports cars and prototypes in North America.

Porsche customer teams have more than 100 class wins in

the ALMS. And for nine of the 11 years of ALMS' existence, Porsche has earned the GT/GT2 manufacturers title in the ALMS—all with the Porsche 911 GT3 R/RS/RSR family of race cars.

Since the 2006 season, Porsche has also been lining up on the starting grid with a prototype in the LMP2 (Le Mans Prototype 2) class: the RS Spyder. In winning the LMP2 manufacturers', drivers' and team championships in 2006, Porsche made an impressive return to prototype racing.

Since 2008, more customer teams have taken their place on the starting grid in the RS Spyder, not only in the ALMS, but also in the European Le Mans Series (LMS) and the legendary Le Mans 24 Hour race. In 2010, RS Spyder continues to write Porsche's story of success in motorsport.

With such a commitment to the proving grounds of motorsports, it's not far from the finish line to the Porsche assembly line. The race-ready versions of the 911 like the GT3 RS are made within the same assembly facilities as all other 911 models.



Porsche Mobil 1 Supercup

Porsche one-make championships.

At present, there are eight Porsche Carrera Cup championships worldwide—with races in 15 countries, from Australia to France—and the fastest manufacturers' cup in the world: the Porsche Mobil 1 Supercup.

The philosophy behind this series is equal opportunity. It's the performance of the drivers and teams that counts—which is why they all compete in technically identical vehicles.

This results in tough and exciting competition at the highest level.

With 911 GT3 Cup vehicles—based on the standard production 911 GT3 but with a 420-hp output and a top track speed of 177 mph—sprints lasting 30–40 minutes are held as part of leading international race events.

At all Carrera Cup events, Porsche supplies race-prepared cars, organizes the events and provides trackside support for the drivers, teams and sponsors.

Porsche Mobil 1 Supercup.

The Porsche Mobil 1 Supercup is the world's fastest international one-make race series. Since 1993, it has been held exclusively as part of the supporting program of the FIA Formula One World Championship®. In addition to European Grand Prix races, the Porsche Mobil 1 Supercup also accompanies F1™ to Bahrain and Turkey.



Porsche Carrera Cup Germany

The top-class grid sets established driving personalities up against ambitious new drivers to compete for the championship over 12 races, each with an average of over 120,000 spectators.

Porsche Carrera Cup Germany.

The Porsche Carrera Cup Germany made its debut in 1990 and has evolved into the fastest national manufacturers' cup in the world.

It is a permanent fixture in the calendar of the German Touring Car Masters (DTM), a race series that is popular not only due to the competitive sports cars on show, but also because of the attractive program of events.

Each season, nine championship rounds are held in Germany and its neighboring countries.

For further information, please call +49 (0) 711 911-84041.



Porsche Sports Cup

Porsche Sports Cup.

Six race tracks, six events, one experience: the Porsche Sports Cup. At this event, exclusive to Porsche cars, road-approved production cars line up against modified race cars on circuits such as the Hockenheimring, the Nürburgring or Spa-Francorchamps.

In an exciting series of races, Porsche drivers without a motorsport license participate in the Porsche Sports Cup open day and the Porsche Driver's Cup.

Drivers with a license enter the Driver's Challenge, the Sports Cup, the Super Sports Cup or the Sports Cup Endurance.

For further information, please call +49 (0) 711 911-12384.

Porsche Club Sport.

Porsche Clubs organize a variety of one-off competitions or full series in which drivers compete in various classes. The first Porsche Club was founded by a small group of friends back in 1952. Today, there are more than 570 Clubs in over 60 countries, with a total membership of approximately 120,000, and the numbers keep growing. The Porsche Club Organization is one of the largest and longest-established automotive associations in the world.



Porsche Sport Driving School

Porsche Sport Driving School—USA.

For more than 50 years, Porsches have been shaped, tested and celebrated on the world's most challenging racing circuits. At the Porsche Sport Driving School—USA, you will discover the true nature of a Porsche in its natural habitat. The school is located at the Barber Motorsports Park, one of America's newest and most exhilarating racing facilities. With over two miles of road circuit and

a jaw-dropping off-road course, it is the perfect place to experience the latest Porsche models.

The Porsche Sport Driving School—USA is the ultimate setting to experience the unbridled thrill of performance driving while making a marked improvement in your driving skills. Our renowned faculty will take you through “chalk talk” and in-car lessons, building your abilities in progressive steps. Before you know it, you'll have the confidence to experience

levels of Porsche performance you hadn't thought possible. Awaiting you on the racetrack tarmac is a fleet that includes the legendary 911 Carrera, the mid-engined Cayman, the acclaimed Boxster roadster, and the supremely versatile Cayenne sport-utility vehicle. With four programs to choose from, you can select the ultimate driving experience for yourself.

For complete course descriptions, or to reserve your seat, please visit porschedriving.com or call us at 888-204-7474.

Environment

Porsche, Weissach



Image 000009
Environment

911 Carrera



For us, developing a 911 will forever be an obligation. To our roots. To individuality. And, naturally, to sportiness.

Nevertheless, our efforts in development do not concern themselves solely with the hunt for the highest horsepower, but with the search for efficiency.

In fact, the 911 gives much and takes little.

Another sign of inner strength.



911 Carrera 4 Cabriolet

Harmony between driver and the 911.

Harmony with the environment as well.

In an era of intensifying debate about CO₂ emissions, every automotive manufacturer is being asked the question, "What is your answer to the issue of fuel consumption?" Our answer has long been the same: maximum efficiency.

Over the last 15 years, Porsche has reduced the CO₂ emissions of its vehicles annually by an average of 1.7 percent. As far as engine output is concerned, we are already among those manufacturers achieving the lowest CO₂ emissions. This has been achieved through the efficient Direct Fuel Injection

(DFI), lightweight construction, optimal aerodynamics and low rolling resistance.

This high level of environmental responsibility is clearly demonstrated by our approach to environmental management at the Porsche development center in Weissach. Here, all

technological developments are carried out with environmental protection in mind. The goal? Pure performance—but not at the expense of the environment. The result? The 911. Find out more on the subject of the environment at **porsche.com**.

Exhaust emissions control.

Both 911 engines comply with stringent emissions standards, including Euro 5 in Europe and LEV II in the USA. Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate emissions values in their respective categories. Indeed, not only is the 911 one of the most exciting cars around, but it is also one of the cleanest.

This is achieved through the use of a two-stage cascade-type catalytic converter which comprises two monolith substrates on each of the twin exhaust tracts. These specially coated substrates contain ultra-fine honeycomb channels in which pollutants are converted as exhaust gas passes through.

The stereo Lambda Sensor® circuitry controls and monitors each cylinder bank separately, while another Lambda Sensor® on each cylinder bank monitors pollutant conversion in the respective catalytic converter.

Fuel economy and recycling.

At Porsche, a fundamental aspect of design is intelligent lightweight construction. For both economical and ecological reasons. This forms the basis for low fuel consumption values in conjunction with outstanding performance.

It is economical, thanks to the high proportion of aluminum cast alloys, magnesium, plastics and super high-strength sheet steel used. This is substantially more stable and lighter than conventional steel. In the 911 models, approximately 20 percent of components is made from lightweight alloys.

It is also ecological because all materials used are meticulously selected. We use only innovative and environmentally friendly components. All lightweight

materials 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. This all combines to make the current 911 approximately 95-percent recyclable.

In addition, Porsche primarily uses environmentally friendly water-based paints. The 911 is absolutely free of asbestos, CFCs and components manufactured using CFCs. This is because, here at Porsche, environmental protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.

Fuel.

The 911 is already 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 is minimal. This is achieved through an active carbon filter and a special coating on the fuel tank. All fuel lines are made from aluminum and laminated plastic.

Noise.

The 911 complies with all applicable noise regulations without any form of engine encapsulation. To achieve this, noises are eliminated at source. Engine parts are stiff, moving parts are lightweight and tolerances are kept to a minimum. Large-volume silencers and resonators in the air-intake system minimize noise further. For the entire service life of the vehicle.

Servicing.

Long service intervals offer clear advantages. For you: lower costs and saved time. For the environment: the use of fewer consumables and replacement parts.





911 Targa 4

Personalization

Porsche, Weissach

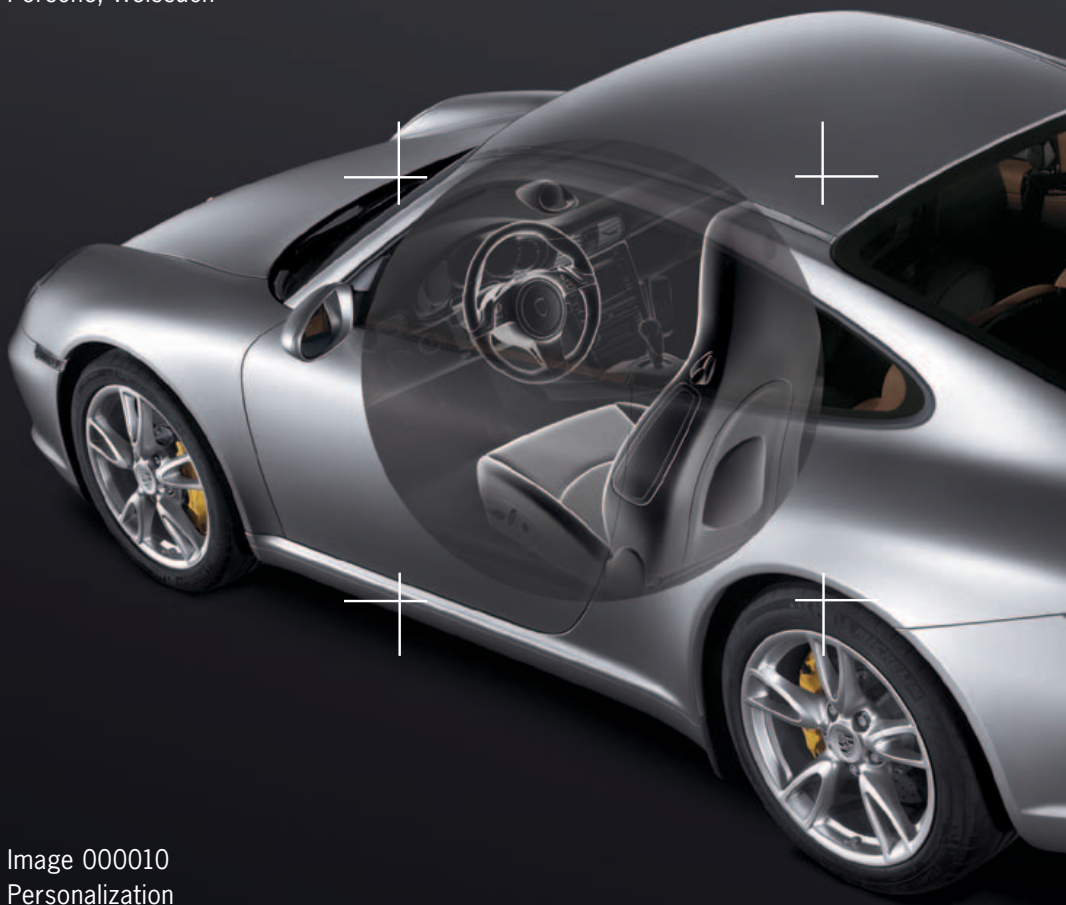


Image 000010
Personalization

911 Carrera



**Two engines.
Five body designs.
Ten different models.**

**The 911 is an expression
of individuality.**

**To enable you to make
your own personal mark, we
offer you a wide selection
of personalization options.**

**After all, isn't freedom of
choice the most important
thing about individuality?**



The uniqueness of a 911 goes further than you may think.

Personalization for your 911.

The standard specification of the 911 may already be second to none, but Porsche still gives you

the opportunity to personalize your car to your own taste. There is a comprehensive range

of individual items and equipment packages to choose from. For both the exterior and interior.



These are not the only ways to style your 911 to your personal preference.

How about personalization of your car at the factory through Porsche Exclusive? Or why not consider our range of after-market accessories available through Porsche Tequipment? You will find plenty of inspiring examples in all the relevant catalogs. Your Porsche dealer will be happy to advise you.

Colors.

One of the most important considerations in your expression of individuality and character is, of course, your choice of color.

In total, there are four solid, eight metallic, four special and four Cabriolet top colors to choose from. Then there are nine interior colors and three two-tone equipment finishes.

On request, you can order your 911 in virtually any other color of your choice. For further information, please refer to the Porsche Exclusive 911 catalog.

Using the Porsche Car Configurator at **porsche.com**, you can see how the available colors would look on your car.

Porsche always strives for efficiency.

Now that goes for getting the options you want, too.

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

You've always been able to order any available Porsche option on an individual basis. And that's not going to change.

Comfort Package	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Page
A few indulgences to driving ease that increase the 911's driving pleasure.											
• Front-seat heating	○	○	○	○	○	○	○	○	○	○	115
• Automatically dimming mirrors	○	○	○	○	○	○	○	○	○	○	118
• Power seats	○	○	○	○	○	○	○	○	○	○	113

Now we're also offering select options as part of a series of packages. Our new Option Packages make it easier to option out 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.

Infotainment Package	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Page
Bring advanced information, navigation and audio features to the cockpit of your Porsche 911.											
• Bose® Surround Sound system	o	o	o	o	o	o	o	o	o	o	102–103
• Navigation module PCM	o	o	o	o	o	o	o	o	o	o	99
• XM® Satellite Radio	o	o	o	o	o	o	o	o	o	o	101



Metallic paint, 911 logo

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Exterior.												
• Metallic paint	○	○	○	○	○	○	○	○	○	○	Code	140, 175
• Special colors	○	○	○	○	○	○	○	○	○	○	Code	173, 175
• Color to sample	○	○	○	○	○	○	○	○	○	○	Code	
• Dynamic cornering lights	○	○	○	○	○	○	○	○	○	○	603	82
• Deletion of model designation	W	W	W	W	W	W	W	W	W	W	498	140
• 911 logo	○	○	○	○	○	○	○	○	○	○	911	140
• Hardtop	–	–	–	–	○	○	○	○	–	–	550	31
• Roof Transport System	○	○	○	○	○	○	○	–	–	–	549	117

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 Porsche dealer.

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



Aerokit Cup without model designation

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Exterior.												
• ParkAssist (parking aid at rear)	o	o	o	o	o	o	o	o	o	o	635	119
• Aerokit Cup	o	o	o	o	-	-	-	-	-	-	XAA	141
• Rear wiper	o	o	o	o	-	-	-	-	o	o	425	119
• Automatically dimming mirrors with integrated rain sensor	o	o	o	o	o	o	o	o	o	o	267	118



Porsche Ceramic Composite Brake (PCCB)

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Engine, transmission and chassis.												
• Porsche Doppelkupplung (PDK, 7-speed)	○	○	○	○	○	○	○	○	○	○	250	53
• Porsche Ceramic Composite Brake (PCCB)	○	○	○	○	○	○	○	○	○	○	450	86, 142
• Porsche Active Suspension Management (PASM) with ride height lowered by 0.39 of an inch (10 mm)	○	●	○	●	○	●	○	●	○	●	475	70
• PASM sport suspension package [0.79 of an inch (20 mm) lower] with mechanically locking rear differential	–	–	○	○	–	–	–	–	–	–	030 P17	71
• Mechanically locking rear differential	○	○	●	●	○	○	●	○	●	●	220	61, 71

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 Porsche dealer.

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Sport exhaust system

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Engine, transmission and chassis.												
• Sport Chrono Package Plus	o	o	o	o	o	o	o	o	o	o	640	72
• Sport exhaust system with four-tube Sport tailpipes	o	o	o	o	o	o	o	o	o	o	176	47, 143
• Powerkit Carrera S (408-hp) including sport exhaust system with four-tube Sport tailpipes	–	o	–	o	–	o	–	o	–	o	X51	



19-inch Carrera S II wheel



19-inch SportDesign wheel



19-inch Turbo wheel

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Wheels.												
• 19-inch Carrera S II wheels	○	●	○	●	○	●	○	●	○	●	419	77, 151
• 19-inch Carrera Classic wheels	○	○	○	○	○	○	○	○	○	○	405	144
• 19-inch SportDesign wheels	○	○	○	○	○	○	○	○	○	○	407	144
• 19-inch Turbo wheels	○	○	○	○	○	○	○	○	○	○	404	144
• 19-inch Turbo II wheels	○	○	○	○	○	○	○	○	○	○	421	144
• 19-inch Carrera Sport wheels, including wheel centers with full-color Porsche Crest	○	○	○	○	○	○	○	○	○	○	XRR	144
• Wheel centers with full-color Porsche Crest	○	○	○	○	○	○	○	○	○	○	446	144

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 Porsche dealer.

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



19-inch Carrera Classic wheel



19-inch Carrera Sport wheel



19-inch Turbo II wheel

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior.												
• Fire extinguisher	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	509	



Sport bucket seat



Sport bucket seat folded down

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior.												
• Power seats with driver memory	○	○	○	○	○	○	○	○	○	○	P15	113
• Sport seats	○	○	○	○	○	○	○	○	○	○	P77	113
• Adaptive Sport Seats with driver memory	○	○	○	○	○	○	○	○	○	○	P01	114
• Sport bucket seats	○	○	○	○	○	○	○	○	○	○	P03	114, 146
• Seat heating	○	○	○	○	○	○	○	○	○	○	342	115
• Seat ventilation	○	○	○	○	○	○	○	○	○	○	541	115
• Heated steering wheel	○	○	○	○	○	○	○	○	○	○	345	111

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 Porsche dealer.

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



Carbon Fiber interior package, three-spoke multifunction steering wheel in Carbon Fiber, other optional equipment

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior: Carbon Fiber.												
• Carbon Fiber interior package	○	○	○	○	○	○	○	○	○	○	803	147
• Three-spoke multifunction steering wheel in Carbon Fiber	○	○	○	○	○	○	○	○	○	○	845	147



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

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior: leather.												
• Leather interior package (includes seats, dashboard upper/lower sections, door panels and rear side panels in Smooth-Finish Leather)												
– in standard color	○	○	○	○	○	○	○	○	○	○	Code	
– in special color	○	○	○	○	○	○	○	○	○	○	Code	173
– in two-tone combination	○	○	○	○	○	○	○	○	○	○	970	173
– in Natural Leather	○	○	○	○	○	○	○	○	○	○	998	174
– in color to sample	○	○	○	○	○	○	○	○	○	○	Code	

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 Porsche dealer.

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



Leather interior in two-tone combination (Black/Sand Beige) with other optional equipment

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior: leather.												
• Leather seats	○	○	○	○	○	○	○	○	○	○	Code	
• Soft ruffled leather on seats	○	○	○	○	○	○	○	○	○	○	982	
• Three-spoke multifunction steering wheel in Smooth-Finish Leather	○	○	○	○	○	○	○	○	○	○	844	
• Three-spoke sport steering wheel with gearshift paddles	○	○	○	○	○	○	○	○	○	○	840	56, 111



Makassar interior package, three-spoke multifunction steering wheel in Makassar, other optional equipment

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior: Makassar (dark wood with satin finish).¹												
• Makassar interior package	○	○	○	○	○	○	○	○	○	○	801	150
• Three-spoke multifunction steering wheel in Makassar	○	○	○	○	○	○	○	○	○	○	847	150

¹Since wood is a natural product, there may be variations in color and grain.
 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 Porsche dealer.
 – not available ○ extra-cost option ● standard equipment W available at no extra cost



Three-spoke multifunction steering wheel in Aluminum-Look, and other equipment

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Interior: Aluminum-Look.												
• Three-spoke multifunction steering wheel in Aluminum-Look	○	○	○	○	○	○	○	○	○	○	XPU	151
• Gear/handbrake levers in Aluminum l	○	○	○	○	○	○	○	○	○	○	ECA	151
• PDK selector/handbrake lever in Aluminum-Look	○	○	○	○	○	○	○	○	○	○	ECB	



Universal audio interface

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Audio and communication.												
• Voice-control system	○	○	○	○	○	○	○	○	○	○	671	100
• Bose® Surround Sound system	○	○	○	○	○	○	○	○	○	○	680	102
• Six-disc CD/DVD changer ¹	○	○	○	○	○	○	○	○	○	○	693	
• Rod antenna	W	W	W	W	W	W	W	W	W	W	461	

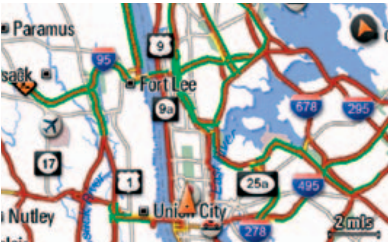
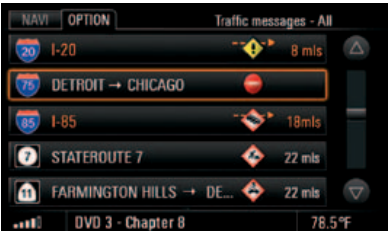
¹May be incompatible with some copy-protected audio CDs/DVDs.

²Please contact your Porsche dealer for information regarding the compatibility of the iPod® and iPhone® models. 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 Porsche dealer.

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



Electronic logbook



XM® NavTraffic®

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	Code	Page
Audio and communication.												
• Navigation module	○	○	○	○	○	○	○	○	○	○	672	99
• Electronic logbook	○	○	○	○	○	○	○	○	○	○	641	99, 153

¹For information on compatible mobile phones, please visit porsche.com or contact your Porsche dealer.



Porsche Exclusive

How do we build the perfect Porsche?

With the Porsche Exclusive program, you can make your Porsche even more special: direct from the factory.

Individually and exclusively tailored to your wishes. Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality. You will find a wide range of design options in the separate Porsche Exclusive 911 catalog.

Porsche

Tourist Delivery

**You won't be able to sleep
the night before.**

**The night after,
you won't want to.**

Almost 60 years ago, our first series production models were crafted by hand in a modest red-brick building here in Stuttgart-Zuffenhausen. From those humble beginnings, the factory has evolved into one of the most advanced production facilities in the world. Today, all Porsche engines are constructed here along with all 911 models.

Your visit to Zuffenhausen is also an opportunity to explore the origins of your Porsche. Our factory tour provides

a fascinating insight into the various production processes. These range from engine assembly and the preparation of upholstery, to the “marriage” of powertrain/chassis and body—one of the key moments in the construction of any car. The factory tour is one of our oldest traditions and is always conducted by a Porsche enthusiast with extensive knowledge of the marque.

Next, you can visit our newly redesigned Porsche Museum, where you'll find a

remarkable range of Porsche models from every era of our history. Completed in 2008, it offers even more exhibits, more historical interest and more of the Porsche experience than ever before.

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



Vehicle handover in Zuffenhausen



Porsche Tourist Delivery

Imagine touring the original factory and then being handed the keys for an even more gratifying opportunity: touring Europe in your brand-new Porsche. What happens next is up to you. Contact your local Porsche dealer for more information.



Porsche Roadside Assistance

Your ownership experience is enhanced with complimentary enrollment in the Porsche 24-Hour Roadside Assistance program. It includes coverage 24 hours a day, 365 days a year, for the duration of your warranty. Contact your Porsche dealer for specifics.



Porsche Financial Services

Competitive, convenient and carefully crafted financing options can be customized to meet your needs. Ask your certified Porsche Sales Consultant for details.

Service

Porsche Approved Pre-Owned

Only the best Porsche cars earn the right to be called "Certified." A meticulous 111-point inspection, a 2-year or 50,000-mile Limited Warranty, and 24-Hour Roadside Assistance make this program one of a kind. Contact your Porsche dealer for details.



Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation, as well as servicing, repair and restoration for all types of classic Porsches. For more information visit [**porscheusa.com/classic**](http://porscheusa.com/classic).



Christophorus

Our bimonthly magazine for Porsche owners is packed with news, articles and exclusive interviews covering every aspect of Porsche automobiles and the Porsche lifestyle.





Porsche Exclusive

Realize your vision of the perfect Porsche with our factory customization program.

From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalize your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your Porsche, every product is fully guaranteed.



Porsche Design Driver's Selection

Our distinctive collection of clothing and accessories combines timeless elegance with unmistakable quality. Visit your local Porsche dealer or shop online at **porscheusa.com/shop**.



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For all the latest news and information from Porsche, go to **porsche.com**.

Porsche Clubs

With more than 120,000 members worldwide in 60 countries, know you are not alone in your passion for Porsche. Learn more about the brand and meet other Porsche enthusiasts just like yourself. Visit **porsche.com** for more information.



Porsche Driving Experience

1. Porsche Travel Club.

Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, contact us by e-mail at **travel.club@porsche.us**.



2. Porsche Sport Driving School.

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn first-hand from famed Porsche Racing drivers while they teach you at a world-class racing facility. Visit **porschedriving.com** for more information.



Ask your Porsche dealer for the latest brochures from Porsche Exclusive, Porsche Tequipment, Porsche Design Driver's Selection and the Porsche Driving Experience.

Summary

Porsche, Weissach



Image 000011
Summary

911 Carrera 4S Cabriolet,
911 Carrera,
911 Targa 4S



**The 911. Its strength
lies within.**

**In its engines. For
maximum efficiency.**

**In its groundbreaking
transmission concept.
For maximum dynamics.**

**In its intuitively controlled
driving information system.
For maximum convenience.**

**In short: over 45 years of
911. Perhaps we've never
been closer to the heart
and soul of the concept.**

Technical data

	911 Carrera	911 Carrera S
Engine		
Cylinders	6	6
Displacement	3.6 liters	3.8 liters
Max. power at rpm	345 hp 6500	385 hp 6500
Max. torque at rpm	288 lb.-ft. 4400	310 lb.-ft. 4400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-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	Power-assist (hydraulic), with variable-steering ratio	Power-assist (hydraulic), with variable-steering ratio
Turning circle	35.8 ft.	35.8 ft.
Brakes	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs
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
Wheels	Front: 8J x 18 ET 57 Rear: 10.5J x 18 ET 60	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 67
Tires	Front: 235/40 ZR 18 Rear: 265/40 ZR 18	Front: 235/35 ZR 19 Rear: 295/30 ZR 19

	911 Carrera	911 Carrera S
Weights	Manual/PDK	Manual/PDK
Curb weight	3,120 lb./3,186 lb.	3,142 lb./3,208 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed	179 mph/178 mph	187 mph/186 mph
0–60 mph	4.7 secs/4.5 secs	4.5 secs/4.3 secs
Sport Chrono Package Plus (with PDK) 0–60 mph	–/4.3 secs	–/4.1 secs
0–99 mph	10.7 secs/10.4 secs	9.9 secs/9.6 secs
Sport Chrono Package Plus (with PDK) 0–99 mph	–/10.1 secs	–/9.3 secs
Estimated EPA fuel economy	Manual/PDK	Manual/PDK
City (mpg)	18/19	18/19
Highway (mpg)	25/27	25/26
Dimensions/aerodynamics		
Length	175.83 in. (4,466 mm)	175.83 in. (4,466 mm)
Width	71.18 in. (1,808 mm)	71.18 in. (1,808 mm)
Height	51.57 in. (1,310 mm)	51.18 in. (1,300 mm)
Wheelbase	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)
Luggage compartment volume	4.41 cu. ft. (135 liters)	4.41 cu. ft. (135 liters)
Tank capacity (refill volume)	16.9 gal. (64 liters)	16.9 gal. (64 liters)
Drag coefficient	$c_w = 0.29$	$c_w = 0.29$

	911 Carrera 4	911 Carrera 4S
Engine		
Cylinders	6	6
Displacement	3.6 liters	3.8 liters
Max. power at rpm	345 hp 6500	385 hp 6500
Max. torque at rpm	288 lb.-ft. 4400	310 lb.-ft. 4400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
PDK ¹ (optional)	7-speed	7-speed
¹ Porsche Doppelkupplung		
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Power-assist (hydraulic), with variable-steering ratio	Power-assist (hydraulic), with variable-steering ratio
Turning circle	35.8 ft.	35.8 ft.
Brakes	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs
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
Wheels	Front: 8J x 18 ET 57 Rear: 11J x 18 ET 51	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 51
Tires	Front: 235/40 ZR 18 Rear: 295/35 ZR 18	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 Carrera 4	911 Carrera 4S
Weights	Manual/PDK	Manual/PDK
Curb weight	3,241 lb./3,307 lb.	3,263 lb./3,329 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed	176 mph/175 mph	184 mph/183 mph
0–60 mph	4.8 secs/4.6 secs	4.5 secs/4.3 secs
Sport Chrono Package Plus (with PDK) 0–60 mph	–/4.4 secs	–/4.1 secs
0–99 mph	10.9 secs/10.6 secs	10.0 secs/9.7 secs
Sport Chrono Package Plus (with PDK) 0–99 mph	–/10.3 secs	–/9.4 secs
Estimated EPA fuel economy	Manual/PDK	Manual/PDK
City (mpg)	18/18	18/18
Highway (mpg)	24/26	25/26
Dimensions/aerodynamics		
Length	175.83 in. (4,466 mm)	175.83 in. (4,466 mm)
Width	72.91 in. (1,852 mm)	72.91 in. (1,852 mm)
Height	51.57 in. (1,310 mm)	51.18 in. (1,310 mm)
Wheelbase	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)
Luggage compartment volume	3.71 cu. ft. (105 liters)	3.71 cu. ft. (105 liters)
Tank capacity (refill volume)	17.7 gal. (67 liters)	17.7 gal. (67 liters)
Drag coefficient	$c_w = 0.30$	$c_w = 0.29$

	911 Carrera Cabriolet	911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	3.6 liters	3.8 liters
Max. power at rpm	345 hp 6500	385 hp 6500
Max. torque at rpm	288 lb.-ft. 4400	310 lb.-ft. 4400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-speed
PDK ¹ (optional)	7-speed	7-speed
¹ Porsche Doppelkupplung		
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Power-assist (hydraulic), with variable-steering ratio	Power-assist (hydraulic), with variable-steering ratio
Turning circle	35.8 ft.	35.8 ft.
Brakes	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs
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
Wheels	Front: 8J x 18 ET 57 Rear: 10.5J x 18 ET 60	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 67
Tires	Front: 235/40 ZR 18 Rear: 265/40 ZR 18	Front: 235/35 ZR 19 Rear: 295/30 ZR 19

	911 Carrera Cabriolet	911 Carrera S Cabriolet
Weights	Manual/PDK	Manual/PDK
Curb weight	3,307 lb./3,373 lb.	3,329 lb./3,395 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed	179 mph/178 mph	187 mph/186 mph
0–60 mph	4.9 secs/4.7 secs	4.7 secs/4.5 secs
Sport Chrono Package Plus (with PDK) 0–60 mph	–/4.5 secs	–/4.3 secs
0–99 mph	11.1 secs/10.8 secs	10.3 secs/10.0 secs
Sport Chrono Package Plus (with PDK) 0–99 mph	–/10.5 secs	–/9.7 secs
Estimated EPA fuel economy	Manual/PDK	Manual/PDK
City (mpg)	18/18	18/19
Highway (mpg)	26/27	26/27
Dimensions/aerodynamics		
Length	175.83 in. (4,466 mm)	175.83 in. (4,466 mm)
Width	71.18 in. (1,808 mm)	71.18 in. (1,808 mm)
Height	51.57 in. (1,310 mm)	51.18 in. (1,300 mm)
Wheelbase	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)
Luggage compartment volume	4.41 cu. ft. (135 liters)	4.41 cu. ft. (135 liters)
Tank capacity (refill volume)	16.9 gal. (64 liters)	16.9 gal. (64 liters)
Drag coefficient	$c_w = 0.30$	$c_w = 0.30$

	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet
Engine		
Cylinders	6	6
Displacement	3.6 liters	3.8 liters
Max. power at rpm	345 hp 6500	385 hp 6500
Max. torque at rpm	288 lb.-ft. 4400	310 lb.-ft. 4400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
PDK ¹ (optional)	7-speed	7-speed
¹ Porsche Doppelkupplung		
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Power-assist (hydraulic), with variable-steering ratio	Power-assist (hydraulic), with variable-steering ratio
Turning circle	35.8 ft.	35.8 ft.
Brakes	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs
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
Wheels	Front: 8J x 18 ET 57 Rear: 11J x 18 ET 51	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 51
Tires	Front: 235/40 ZR 18 Rear: 295/35 ZR 18	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet
Weights	Manual/PDK	Manual/PDK
Curb weight	3,428 lb./3,494 lb.	3,450 lb./3,516 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed	176 mph/175 mph	184 mph/183 mph
0–60 mph	5.0 secs/4.8 secs	4.7 secs/4.5 secs
Sport Chrono Package Plus (with PDK) 0–60 mph	– /4.6 secs	– /4.3 secs
0–99 mph	11.3 secs/11.0 secs	10.4 secs/10.1 secs
Sport Chrono Package Plus (with PDK) 0–99 mph	–/10.7 secs	–/9.8 secs
Estimated EPA fuel economy	Manual/PDK	Manual/PDK
City (mpg)	18/18	17/18
Highway (mpg)	25/26	25/27
Dimensions/aerodynamics		
Length	175.83 in. (4,466 mm)	175.83 in. (4,466 mm)
Width	72.91 in. (1,852 mm)	72.91 in. (1,852 mm)
Height	51.57 in. (1,310 mm)	51.18 in. (1,300 mm)
Wheelbase	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)
Luggage compartment volume	3.71 cu. ft. (105 liters)	3.71 cu. ft. (105 liters)
Tank capacity (refill volume)	17.7 gal. (67 liters)	17.7 gal. (67 liters)
Drag coefficient	$c_w = 0.30$	$c_w = 0.30$

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	3.6 liters	3.8 liters
Max. power at rpm	345 hp 6500	385 hp 6500
Max. torque at rpm	288 lb.-ft. 4400	310 lb.-ft. 4400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	6-speed	6-speed
PDK ¹ (optional)	7-speed	7-speed
¹ Porsche Doppelkupplung		
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Power-assist (hydraulic), with variable-steering ratio	Power-assist (hydraulic), with variable-steering ratio
Turning circle	35.8 ft.	35.8 ft.
Brakes	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs	Four-piston aluminum monobloc fixed calipers front and rear, internally vented and cross-drilled discs
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
Wheels	Front: 8J x 18 ET 57 Rear: 11J x 18 ET 51	Front: 8J x 19 ET 57 Rear: 11J x 19 ET 51
Tires	Front: 235/40 ZR 18 Rear: 295/35 ZR 18	Front: 235/35 ZR 19 Rear: 305/30 ZR 19

	911 Targa 4	911 Targa 4S
Weights	Manual/PDK	Manual/PDK
Curb weight	3,373 lb./3,439 lb.	3,395 lb./3,461 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed	176 mph/175 mph	184 mph/183 mph
0–60 mph	5.0 secs/4.8 secs	4.7 secs/4.5 secs
Sport Chrono Package Plus (with PDK) 0–60 mph	–/4.6 secs	–/4.3 secs
0–99 mph	11.3 secs/11.0 secs	10.4 secs/10.1 secs
Sport Chrono Package Plus (with PDK) 0–99 mph	–/10.7 secs	–/9.8 secs
Estimated EPA fuel economy	Manual/PDK	Manual/PDK
City (mpg)	18/18	17/18
Highway (mpg)	25/26	25/27
Dimensions/aerodynamics		
Length	175.83 in. (4,466 mm)	175.83 in. (4,466 mm)
Width	72.91 in. (1,852 mm)	72.91 in. (1,852 mm)
Height	51.57 in. (1,310 mm)	51.18 in. (1,300 mm)
Wheelbase	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)
Luggage compartment volume	3.71 cu. ft. (105 liters)	3.71 cu. ft. (105 liters)
Tank capacity (refill volume)	17.7 gal. (67 liters)	17.7 gal. (67 liters)
Drag coefficient	$c_w = 0.30$	$c_w = 0.30$

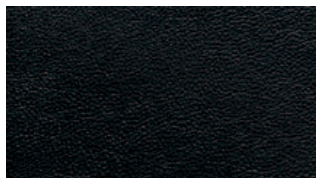
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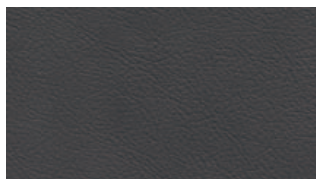
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Standard interior colors.

Leatherette/leather/ soft-touch paint.¹



Black



Stone Grey



Sand Beige



Sea Blue

Carpet.



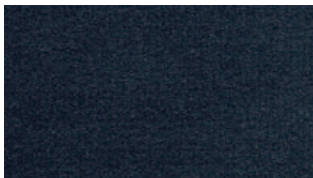
Black



Stone Grey



Sand Beige

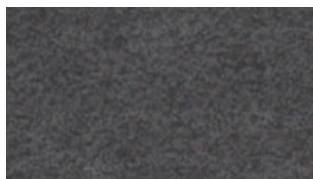


Sea Blue

Roof liner.²



Black



Stone Grey



Sand Beige



Sea Blue

¹Soft-touch paint in interior color; sun visors and inner door-entry guards with film finish in interior color.

²Roof liner in Alcantara® (Coupe models) or black fabric (Cabriolet models).

³Black leather finish on dashboard upper section including instrument shroud, dashboard forward section including front-passenger airbag cover, steering-wheel rim and airbag module, door upper

panels, rear side panel upper sections, A-pillar/windshield top trim, B-/C-pillar trim (Coupe models). All other surfaces in chosen combination color.

⁴Soft-touch paint in interior color; sun visors and inner door-entry guards with black film finish.

⁵Soft-touch paint in interior color or black; sun visors and inner door-entry guards with black film finish.

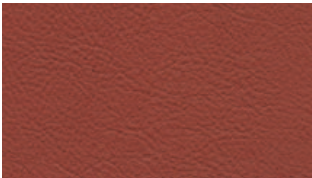
⁶Soft-touch paint in interior color or black; sun visors with black film finish, and inner door-entry guards with film finish in interior color.

Special/two-tone interior colors.³

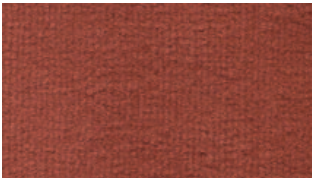
Leather/soft-touch paint.

Carpet.

Roof liner.²



Terracotta⁴



Terracotta



Black



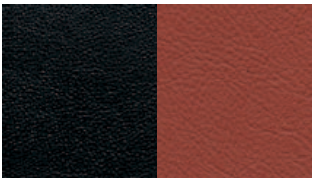
Cocoa⁴



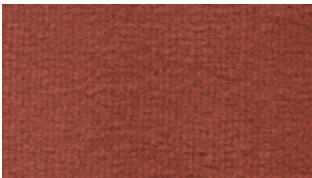
Cocoa



Black



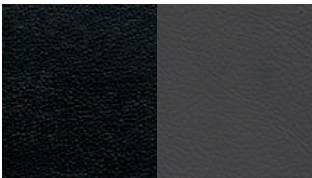
Black and Terracotta⁵



Terracotta



Black



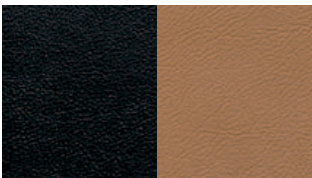
Black and Stone Grey⁶



Stone Grey



Black



Black and Sand Beige⁶



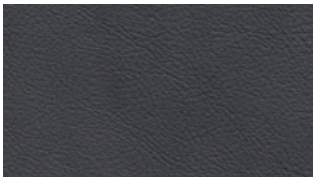
Sand Beige



Black

Natural Leather interior.

Leather/soft-touch paint.



Dark Grey³

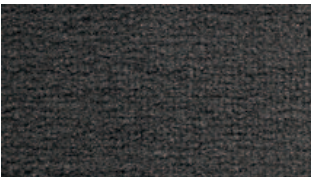


Natural Brown²



Carrera Red²

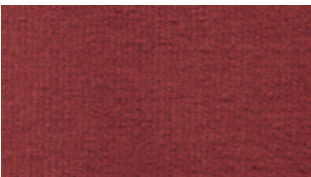
Carpet.



Dark Grey



Natural Brown



Carrera Red

Roof liner.¹



Black



Black



Black

Cabriolet top colors.



Black



Stone Grey



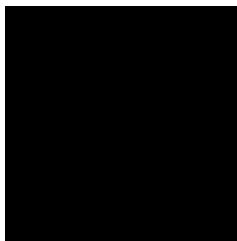
Metropol Blue



Cocoa

¹Roof liner in Alcantara® (Coupe models) or black fabric (Cabriolet models).
²Soft-touch paint in interior color; sun visors and inner door-entry guards with black film finish.
³Soft-touch paint in black; sun visors and inner door-entry guards with black film finish.

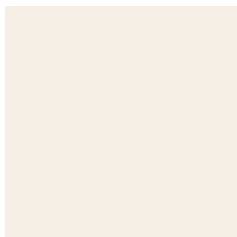
Solid exterior colors.



Black



Guards Red



Carrara White

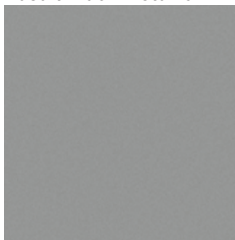


Speed Yellow

Metallic exterior colors.



Basalt Black Metallic



Platinum Silver Metallic¹



Dark Blue Metallic



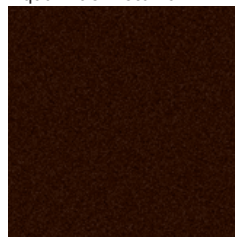
Porsche Racing
Green Metallic



Meteor Grey Metallic



Aqua Blue Metallic



Macadamia Metallic

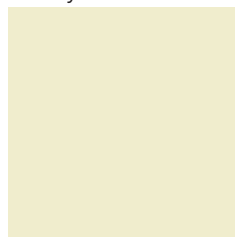
Special exterior colors.



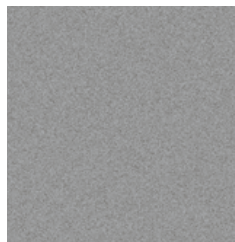
Ruby Red Metallic



Amethyst Metallic¹



Cream White



GT Silver Metallic

¹Available from 09/2010.

Also available from 07/2010: Arctic Silver Metallic (metallic exterior colors), Atlas Grey Metallic (special exterior colors).