



PORSCHE



The 911

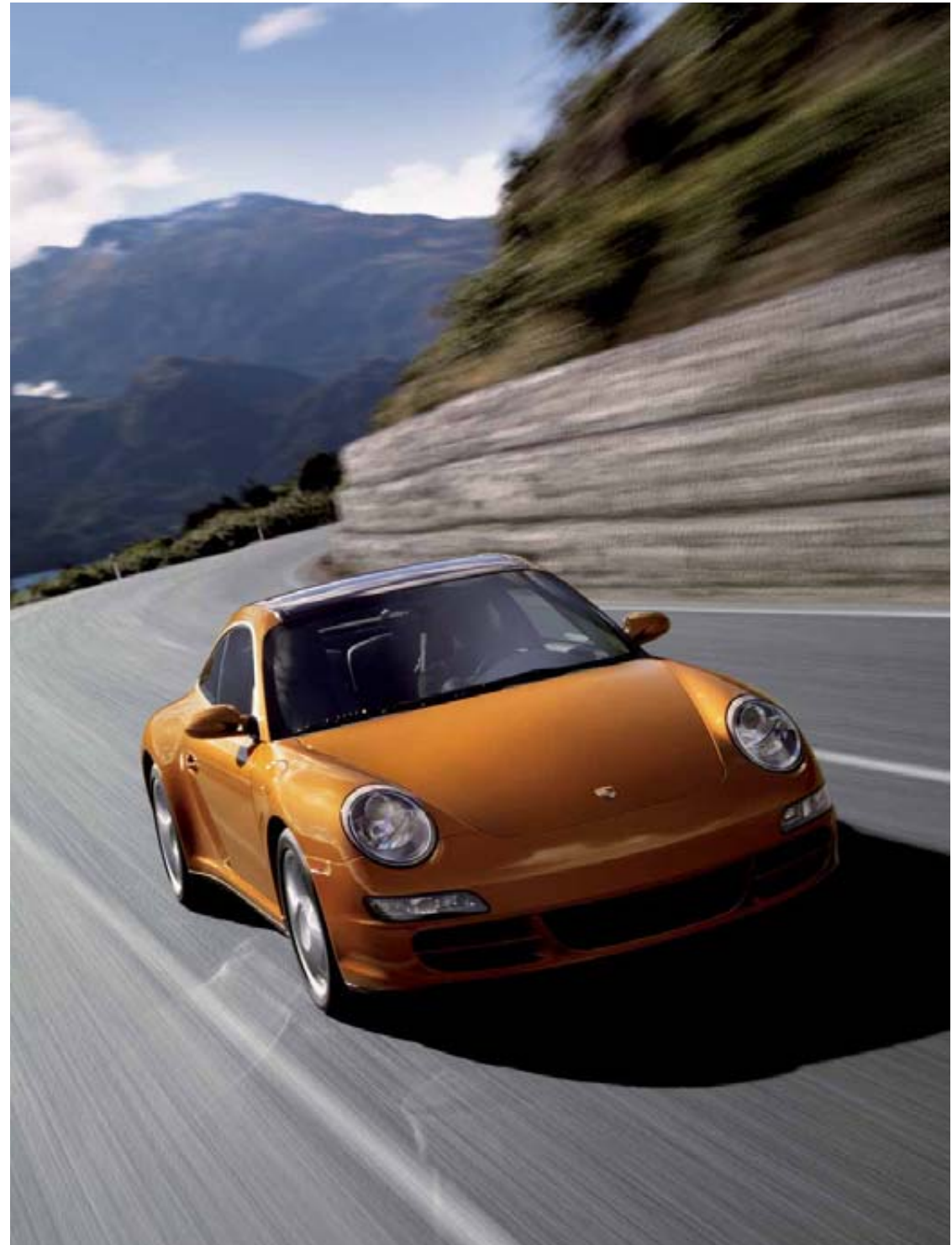
The 911

**Beautifully engineered.
Comfortably quick.**

The true genius of an idea can be judged by how well it stands the test of time. For well over four decades, the Porsche 911 has literally defined what a sports car should be.

There have been continual changes, enhancements and upgrades to be sure, but the original formula, the basic design, remains surprisingly and thankfully intact.

The Porsche 911 was, is and will always be a precisely engineered, technologically innovative, race-proven automobile, focused exclusively on performance and driving enjoyment.





Prepare to be seduced.

While the 911 is the definitive sports car, there has never been a definitive 911. How can that be? Simply because once a new goal has been met, a newer, tougher goal is set by our engineers. The new 911 is remarkably quick, yet they ask, "How can we make it quicker?" It is incredibly agile, so the next question becomes, "How can we make it even more agile?" And so on.

Each new 911 is, when all is said and done, the benchmark for the next 911 to follow. And the current-generation 911 is no exception. While others compete with Porsche, Porsche competes with itself. The result is an uninterrupted series of remarkable 911 automobiles—high-performance sports cars that have continually broken new ground, introduced new innovations and successfully transferred more technology from the racetrack to the road than any other automobile.

This last point is especially telling. With over 14,000 racing victories and counting, the 911's performance credentials are overwhelming and indisputable. And Porsche engineers have done a remarkable job of transferring the racing 911's robust power, effortless speed and athletic agility into a comfortable, reliable, yet always exhilarating automobile you eagerly anticipate driving. Slip behind the wheel and you'll quickly discover that a 911 Carrera offers raw performance and surprising civility in equal measure.

So while a Porsche 911 Carrera is clearly the only choice for the serious enthusiast, deciding which 911 to choose can be problematic. Coupe, Cabriolet or Targa? You'll have to admit, it's a wonderful problem to have. Read on; the answer can certainly be found within these pages.

**A cutting-edge interpretation of a timeless classic.
The 911 Carrera.**



When Butzi Porsche's avant-garde automotive design made its debut at the Frankfurt Motor Show in 1963, the press heralded it as "the most interesting sports car in the world."

Its name is a tribute to the tortuous 2,000-mile Carrera Panamericana endurance race in Mexico—one of many such proving grounds in the annals of Porsche engineering. Its unmatched driving dynamics flow

from an engine positioned low and toward the rear of the vehicle for optimum traction and balance. It is the Porsche 911 Carrera.

After over 40 years of refinement, the latest 911 Carrera is still an icon for the ages: unmistakable in its appearance. Uncompromising in its performance. All the hallmarks of its intriguing ancestry remain intact: the rear-mounted, flat-six "boxer" engine and left-handed

ignition. The huge brakes lurking behind striking aluminum-alloy wheels. And the uncanny coupling of comfort with breathtaking performance.

Over the years, an ongoing litany of technical leaps has taken the always-potent 911 Carrera's power plant on an incessant journey upward, culminating in a 3.6-liter, 4-valves-per-cylinder engine whose virtues are as

renowned as the familiar growl of its exhaust note.

The 325-hp output is abundant—and the response instantaneous—from idle throughout the entire rev range. With a maximum 273 lb.-ft. of torque on tap at 4250 rpm, the 911 sprints from 0 to 60 in 4.8 seconds and has a top track speed of 177 mph.

A six-speed manual gearbox transfers the engine's power

with precise, silk-smooth shifting. The optional Short Shifter reduces shift travel by another 20 percent. An optional five-speed Tiptronic S transmission offers the best of both worlds: the full benefits of an automatic transmission with rocker switches on the steering wheel that let your thumbs choose the shift points.

The 911 Carrera's variable-ratio rack-and-pinion steering offers unfettered feedback from the road,

ease of maneuverability in tight parking spaces and exacting control in tight corners. Ergonomic seats clad in hand-stitched leather offer exceptional lateral support, enabling even better and more precise car control. On a 911, such precision translates into uncompromising performance, unwavering control and a unique bond between car and driver.

The more things change, the more they stay the same.





Same soul. Even more heart. The 911 Carrera S.

The Carrera S is more of everything you expect from a 911: It's more powerful. More responsive. More agile. In short, more Porsche.

Instantly recognizable by its twin, dual-tube exhausts, the 911 Carrera S has a 3.8-liter flat-six engine with 355 horsepower on tap at 6600 rpm and a maximum torque rating of 295 lb.-ft. at 4600 rpm. Sprinting from 0 to 60 requires just 4.6 seconds, while the top track speed is 182 mph (manual transmission model).

The chassis on the Carrera S comes standard with Porsche Active Suspension Management (PASM) and rides 0.39 inches (10 mm) lower than that on the standard 911 Carrera. PASM is an active damping system which automatically adapts to changing road conditions and individual driving styles. With a choice of two damper modes—"Normal" and "Sport"—PASM offers added agility without compromising on safety and comfort.

Power is transmitted to the road through a set of 19-inch wheels and tires. The added speed generated by the larger engine is harnessed by a powerful braking system developed for the 911 Turbo. The four-piston calipers have a distinctive red-paint finish and come with larger cross-drilled and vented discs.

Bi-Xenon headlights are standard, ensuring excellent nighttime visibility at most speeds and in most conditions.

Like its 911 Carrera stablemate, the 911 Carrera S has an interior replete with driver-oriented styling cues. Features unique to the 911 Carrera S include a three-spoke sports steering wheel, aluminum-colored instrument dials and Aluminum-Look dashboard trim.

The letter "S" on the engine cover may be subtle, but the performance of this remarkable sports car is readily apparent from the moment you fire up the ignition with your left hand. The added capabilities offered by the 911 Carrera S enhance the athleticism and driving enjoyment without detracting from the race-bred essence that every Porsche has possessed since the very first Gmünd Coupe rolled out of an Austrian sawmill more than five decades ago.





The intelligent application of power. The 911 Carrera 4.



The evolution of the 911 entered a new era of technical refinement with the advent of the all-wheel-drive Porsche 959, a rolling research lab whose esoteric engineering proved durable enough to finish 1-2 in the grueling Paris-Dakar rally in the late 1980s. While more refined, the advanced all-wheel-drive system featured on the 911 Carrera 4 is equally unyielding.

Power is instantly transferred to the wheels with the most traction by a multi-disc viscous clutch that responds to variances in wheel spin by routing between five and 40 percent of the engine's output to the front axle for maximum grip. The feeling behind the wheel is an unshakable sense of command, even on changing road surfaces.

This unflinching focus on greater handling and adhesion to the road is further evidenced by the standard Porsche Stability Management (PSM) system that uses wheel rotation, steering angle, yaw and lateral acceleration to calculate the optimal cornering line and help correct loss of traction by discreetly applying brake pressure to individual wheels.

The result is an unrivaled driving experience whose straight-line stability and mid-corner balance are an equal blend of athleticism, agility and safety.

Positioned in its time-honored place above the rear axle, a proven 3.6-liter flat-six engine delivers 325 horsepower with enough urgency to power the 911 Carrera 4 from 0 to 60 mph in 4.9 seconds.

VarioCam Plus, the patented variable-valve timing system first introduced on the 911 Turbo, is also employed to improve responsiveness and performance across the entire rpm range.

Perhaps the most striking visual feature on the all-wheel-drive models is the muscular body with wider rear fenders sculpted around 18-inch wheels. The 1.73-inch (44-mm) increase in rear body width also accommodates high-performance tires that serve as

a stable foundation for the car's heightened cornering potential.

Massive 13-inch brake discs—also derived from the 911 Turbo—are anchored at each corner by four-piston fixed calipers, forged from a race-inspired aluminum monobloc design. Together with a powerful 9-inch tandem brake booster and enhanced PSM braking functions, the Carrera 4's cross-drilled and internally ventilated brake discs offer superior stopping power,

staunch fade resistance and improved wet-weather safety.

All of this race-bred technology is balanced by a remarkable degree of civility which makes the 911 Carrera 4 easy to live with during normal day-to-day driving. From its spacious interior to its roomy luggage compartment, it's clear that the 911 Carrera 4's extraordinary performance requires no practical sacrifices.



**Ultimate stability and performance.
The 911 Carrera 4S.**

More than anything, Porsche engineers are fixated on continually exploring and exploiting new areas of performance. Their efforts have resulted in the highly advanced 911 Carrera 4S, a technological tour de force offering superlative traction and roadholding stability.

A robust and responsive 3.8-liter engine, all-wheel drive and driver-oriented ergonomics combine to allow you to deliver a virtuoso performance behind the wheel.

Climb inside the cockpit and you'll discover sensations no spec sheet can possibly convey. The way the steering wheel places itself in your palms. The way the shifter reaches for your right hand. With every passing mile, the heightened performance and agility of the 911 Carrera 4S grab you with an immediacy unlike anything you've felt before. With thresholds of acceleration, shifting and braking that border on intuition, the connection between the car and driver is complete. And deeply satisfying.

Not surprisingly, this exceptional performance has translated into a visceral and powerful visual statement. The stance is wide and low to enhance stability. The lines are taut and muscular, clearly alluding to the car's athletic capabilities. The aerodynamic shape has been fine-tuned at racetracks throughout the world. Overall, there is an unmistakable sense of purpose, an undeniable



impression of tremendous power waiting to be unleashed.

Like the 911 Turbo, the Carrera 4S rides lower than the Carrera 4 on a stiffer suspension tuned for crisp, mid-corner balance and straight-line stability. The standard Porsche Active Suspension Management (PASM) system automatically adjusts to changing

road conditions. An added feature allows a choice of two modes—Normal and Sport—to further fine-tune the suspension simply with a touch of a button.

The primal rush of 355 horsepower is sent to the pavement, anchored at each corner by 19-inch aluminum alloy wheels and wider

305/30 ZR 19 rear tires. The only thing missing? Racing decals.

**Here comes the sun.
The 911 Cabriolet models.**



Much of the enjoyment offered by a 911 Cabriolet is derived from the freedom it allows for seizing the moment: for taking full advantage of the beautiful day or the inviting surroundings. Push a single button on the console, and the electrically powered Cabriolet top glides out of sight into a hidden compartment to preserve the clean, sleek lines of the car.

From start to finish, the automatic top takes a scant 20 seconds at a standstill. You can also raise or lower the top while the vehicle is in motion at speeds up to 30 mph (which increases the operating time by approximately six seconds).

The electrically operated rear side windows can be raised or lowered when the top is down to reduce swirling air in the cockpit.

To ensure clear visibility no matter what the temperature or weather, the scratch-proof glass rear window features an integrated heating element. An additional rain channel helps remove standing water from the sides of the convertible top to avoid dripping on occupants when the doors are opened.

The convertible top's interior is beautifully tailored with a sound- and heat-insulating fabric lining. As a result, the noise level inside a 911 Cabriolet cockpit is nearly as low as that of a 911 Coupe—even at racetrack speeds.



**A breath of fresh air!
The 911 Carrera Cabriolet.**



The 911 Carrera Cabriolet is powered by a 325-hp version of the Porsche 3.6-liter flat-six engine. Of course, some might suggest that it's solar-powered, so alluring is the idea of driving a Porsche sports car with the top down—and the sun up.

Mastery over the 911 Cabriolet's prodigious 273 lb.-ft. of torque is provided by your choice of a six-speed manual transmission or a

race-inspired five-speed Tiptronic S gearbox. Climb through the gears and the rush of wind heightens your sense of speed and freedom, while the sound of a wide-open throttle washes over your soul as naturally as the sun flooding the cockpit.

Complementing the obvious visceral delights is the added safety and performance of Porsche Stability Management (PSM) and the optional Porsche

Active Suspension Management (PASM) system.

The 911 Carrera Cabriolet, like every Porsche, emphasizes performance and safety in equal measure. The outstanding torsional rigidity of the body serves both aims, creating an ideal platform from which you can place the car more precisely in the corners. An automatic extending rear spoiler significantly reduces lift at the rear, while a

reinforced A-pillar, four driver and passenger airbags, and an advanced supplemental protection system enhance safety all around.

Porsche engineers enhanced the Cabriolet driving experience by fitting all windows virtually flush with the bodyshell and developing a wind deflector to help minimize cockpit turbulence at higher speeds. An optional hardtop can easily be attached for those times when weather or other

considerations make it advantageous to turn the Cabriolet into a Coupe. In every way, the 911 Carrera Cabriolet is a breath of fresh air for driving enthusiasts who enjoy total freedom.



**One of the most exhilarating cars under the sun.
The 911 Carrera S Cabriolet.**



The wide-open sky. The wide-open road. The wide-open throttle. It's an invigorating combination made even more alluring by the added power and performance of the Carrera S Cabriolet.

Sporting the same power plant and chassis setup as its Coupe cousin, the Convertible 911 Carrera S turns each precise throw of the gearshift into an invitation. And every turn of the steering wheel into a revelation.

An optional Tiptronic S transmission monitors your style of driving and, in automatic mode, intuitively selects a computerized shift program for optimal levels of acceleration, braking and cornering. Together with the standard Porsche Active Suspension Management (PASM), which seamlessly adapts damping forces to changing road conditions and driving styles, the result is added agility without compromising safety or comfort.

Electrifying performance is matched by equally inspired braking power, thanks to four-piston aluminum monobloc calipers with perforated and internally ventilated brake discs at all four corners. Bright-red brake calipers peering through wider 19-inch wheels hint at the "S" model's elevated ability to satisfy a driver's passion for speed, precision and the pure joy of the open road. Twin dual tailpipes provide an additional distinguishing styling cue in back.

Up front, Bi-Xenon headlights with dynamic leveling and headlight washer systems are also standard, ensuring superior nighttime visibility and added safety wherever your road atlas happens to lead.

Dual front Advanced Airbags and the Porsche Side Impact Protection (POSIP) system surround 911 passengers with added levels of protection. A total of six airbags designed for the unique demands of open-air driving work in tandem

with a labyrinth of advanced alloy support beams and auto-deploying supplemental safety bars to satisfy the more stringent safety requirements demanded.

The Porsche Communication Management (PCM) system and Sound Package Plus with nine speakers and 280 watts of power ensure that, even with the top up, your senses indulge in an extraordinary experience.





**All-wheel drive for all-weather driving pleasure.
The 911 Carrera 4 Cabriolet.
The 911 Carrera 4S Cabriolet.**

The 911 Carrera 4 Cabriolet models are the epitome of what a Porsche is all about—not just in terms of performance, but also the total liberation felt behind the wheel when you are intimately connected to the road. And the environment all around it.

The wind rushing overhead heightens your sense of speed and freedom as naturally as the sun flooding the open cockpit. Should you encounter a patch of unsettled weather, the permanent all-wheel-drive abilities of the 911 Carrera 4 and Carrera 4S will help ensure that threatening skies never threaten your driving enjoyment.



911 Carrera 4 Cabriolet with 19-inch Carrera Classic wheels



911 Carrera 4S Cabriolet

A perfectly choreographed delivery of power and precision lets you celebrate the rewards of Porsche engineering on winding coastal roads, deserted country highways and everywhere in between with equal exuberance. The Cabriolet's tight-fitting top deploys at the press of a button, insulating you from inclement weather. Charge into the wind, and the confidence you

feel flows from aerodynamic advancements coupled with a sophisticated suspension.

The Carrera 4S model rides lower on a stiffened suspension, optimized for crisp mid-corner balance and straight-line stability. A viscous clutch that automatically transfers power to the wheels with the most grip is augmented by an enhanced

version of the standard Porsche Stability Management (PSM) system that uses a myriad of instantaneous calculations to maintain optimal cornering lines.

Razor-sharp rack-and-pinion steering responds to every driver input, while Turbo-size brakes scrub speed without wilting. A fact you will no doubt test for yourself.

Enlightenment.
The new 911 Targa 4 models.

While it is often said that nothing can be all things to all people, there are rare exceptions. The 911 Targa 4 and 911 Targa 4S certainly fall within that category, offering the open-air driving enjoyment of a cabriolet with

the security and weather protection of a coupe.

In a 911 Targa 4 and Targa 4S, you can quickly tailor the driving environment as your mood or the temperature changes.

Both Targa 4 models have an electrically operated glass roof panel which forms an integral part of the bodyshell structure. Building on the same basic platform as the 911 Carrera 4 and 4S models, the new Targa roof provides a unique sense of space and light—even

when the roof is closed. Your surroundings become part of the driving experience, whatever the season, whatever the weather, whatever the time of day or night.

While clearly a 911, the Targa has a distinctive look all its own. The

tapered geometry of the rear side windows creates an elegant and dynamic focal point. It also differentiates the Targa 4 models from the 911 Carrera Coupe. The familiar 911 roofline is tastefully enhanced with stylish trim elements in anodized and polished aluminum.

Originating at the A-pillars, they arc across the car and culminate beyond the rear side windows. The result is a new and attractive interpretation of the classic 911 design.

The hinged rear window provides easy access to the rear luggage area and combines high style with functionality.

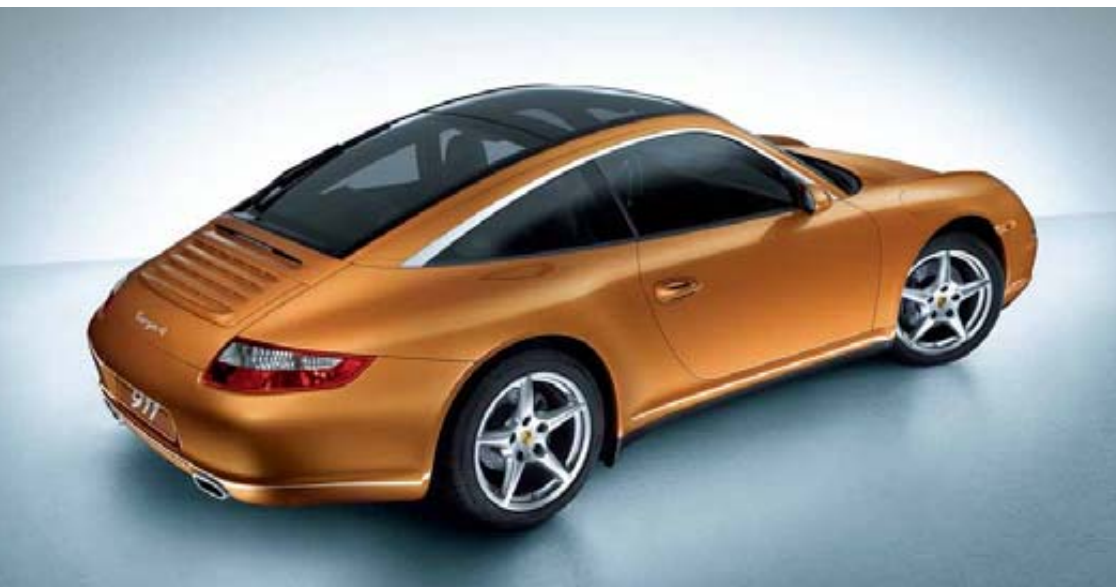
In all road conditions, the permanent all-wheel drive provides greater active safety. As on the 911 Carrera 4 models, the Targa 4 models have a wider body across the rear axle. The broader track combines with all-wheel drive to optimize driving stability.

Power times two.



Two engine options. One firm foundation.

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



As with the other 911 models, the 911 Targa model line offers two potent engine options: The 911 Targa 4 is propelled by a responsive 3.6-liter unit producing 325 horsepower. The 911 Targa 4S has an even more powerful 3.8-liter engine developing 355 horsepower with 295 lb.-ft. at 4600 rpm.

But power is meaningless if it can't be put to good use. With this in mind, the new 911 Targa 4 models are equipped with permanent all-wheel drive as standard. As a result, each car offers maximum driving pleasure in every type of weather and in every season of the year.

On both Targa 4 models—as on all the four-wheel-drive variants—the body of the car is 1.73 inches (44 mm) wider across the rear axle compared with that of the standard 911 Carrera. As well as creating a wider stance, this makes for better overall vehicle stability. The widened track, combined with wider tires, enables higher cornering speeds.

The bodyshell structure is strong and robust, in spite of the large glass roof. Contributing to this strength is the reinforced side rails and a lateral member within the roof structure.

Both Targa 4 models are also equipped with a new evolution of Porsche Stability Management

(PSM). Together with the modified suspension, PSM compensates for the slightly heavier Targa 4 body, enabling coupe-like handling and agility. Porsche Active Suspension Management (PASM) has also been adapted for the new 911 Targa 4 models. Standard on the 911 Targa 4S and optional on the 911 Targa 4, it offers

greater performance and occupant comfort, seamlessly adapting to individual driving styles and changing road conditions.



**The best of both worlds.
The sliding Targa roof.**



The new 911 Targa 4 models allow you to enjoy the weather to its fullest, or be protected from it, all at the touch of a button. The sliding roof is operated using a single control conveniently located on the center console. When opening, the roof panel is lowered slightly and can then be seamlessly retracted to the desired position—even when traveling at higher speeds. A wind deflector is automatically deployed to protect you and your passengers from turbulence and noise.

Whatever the roof position—open or closed—the driving experience is totally unique. The transparent roof panel affords an unrestricted view of the sky above which only the Cabriolet models can match. The glass roof panel is made from high-strength laminated safety glass. Combined with the electrically operated roll-up sunshade, it offers excellent UV protection as well as added insulation in winter.



The hinged rear window can be opened from the cockpit or outside the car using the standard key remote. It can then be raised manually using an integral grip on the window. A power-closing function makes for greater comfort and convenience. For safety reasons, the roof must be closed before the rear window can

be opened. Similarly, the rear window must also be closed before operating the roof. A rear wiper is available as optional equipment.



Design

The perfect fusion of speed and style.

The design must be pleasing to the eye, yet true to its performance intent.

It must employ the wind to make it faster, more stable, more confidence-inspiring at speed.

It must make a statement about the people who built it.

And the people who own it.



A highly contemporary rendition of a legendary design.



It is perhaps the most recognizable and highly regarded automotive design in the world. The lines are unmistakable. The pedigree obvious. The lineage so apparent that one might think little has changed from one generation to the next. In fact, every inch of our latest 911 Carrera models boasts subtle yet important refinements.

The drag coefficient is now just 0.28 for the 911 Carrera and 0.29 for the 911 Carrera S. The wide stance and flared rear hips of the 911 Carrera 4 still manage to slip through the air with a 0.30 drag coefficient.

Over the years, the 911 body style has been widened and carefully

sculpted in the wind tunnels to reduce lift and increase stability. Its sleek wheel arches envelop the impressively large tires. Every line, every contour, every surface of the body has been painstakingly refined to add to the car's performance. Not to mention its uncommon beauty. Just try walking away from a new 911 without looking back.



An engineer's eye for details.

Take a close look at the lights on the front of a 911. At first glance, you'll notice how they give the car a distinctive personality while bringing classic 911 styling cues forward in time. Upon closer inspection, you'll see how carefully they have been integrated into the fenders. How they fit flush with the bodywork. How their design flows with the shape of the car. Such fanatical attention to detail explains the 911 Carrera's outstanding aerodynamic efficiency.

The striking double-arm exterior mirrors have been carefully shaped and positioned to minimize aerodynamic drag. Derived from the Porsche Carrera GT supercar, they are also heated and electrically adjustable with optional automatic dimming to prevent nighttime distractions.

The 911 Carrera and 911 Carrera S differ in their wheel and brake specifications. The 911 Carrera comes with 18-inch wheels on both rear- and all-wheel-drive models, while 911 Carrera S models come equipped with larger 19-inch rims. The former features four-piston brake calipers with a black anodized finish, while the 911 Carrera S is immediately recognizable by its red-painted calipers and larger, cross-drilled brake discs.

To understand how wind-tunnel testing influences both form and function, one simply has to look at the 911 Carrera 4's rear fenders. Wide enough to house large, high-performance tires, the lines of the muscular body flow smoothly and sensually toward the rear, providing an unobstructed path for the air to flow. The result is both pleasing to the eye and beneficial to the car's performance.



Environmental responsibility is an integral part of the design.



Making a car that is quick and fast is relatively simple compared to making one that is quick, fast and environmentally friendly. But Porsche engineers relish a challenge, and having a minimal impact on the environment is a goal that's well worth pursuing. The way in which our cars are made, the materials

from which they are made, the efficiency with which they operate and the extensive degree to which they can be recycled all contribute to our highly responsible—and highly respectful—approach to preserving our planet.

Exhaust emissions control.

The Porsche 911 Carrera is designed for powerful performance, but not at the expense of the environment. Both 911 and 911 S engines comply with U.S. LEV and stringent EU4 exhaust emissions regulations. As a result, the 911 is

not only one of the most athletic cars on the road today, but one of the cleanest as well.

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

The latest technologies are also employed when monitoring the twin exhausts. The engine management system uses a pair of “Lambda” oxygen sensors to analyze the exhaust gases from each bank of cylinders and modify combustion accordingly. A second pair of Lambda sensors, one for each

exhaust, then verifies the efficiency of the catalytic converters. The overall result is lower exhaust emissions in all operating conditions.

Light weight requires less fuel.

One of the most important considerations on any new Porsche is how to minimize weight—not only to enhance the performance of the car, but also for the sake of the environment. On the 911, Porsche engineers use a high proportion of cast-aluminum alloys, composite or synthetic materials, and high-tensile sheet steel. All of these materials, when used correctly, are both stronger and lighter than conventional steel.

Naturally, this focus on weight reduction also has a positive impact on the automobile's fuel efficiency.

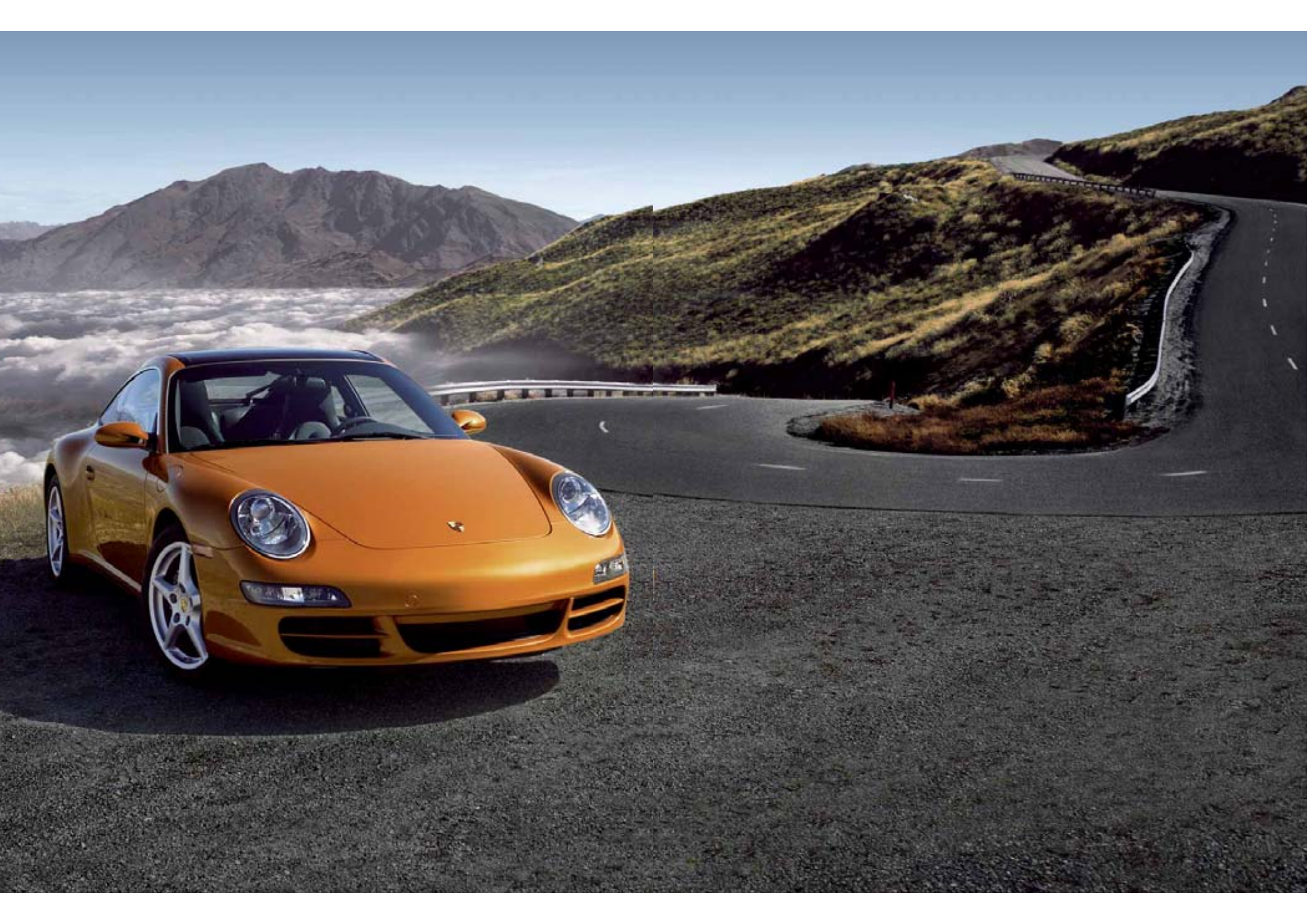
Recycling.

All materials are carefully selected to minimize any impact on the environment. Critical components

such as the twin exhaust system are made entirely from stainless steel. All lightweight materials are easily recyclable, while the variety of synthetic components has been reduced. Recycled plastics are used in all areas where our exacting specifications allow. To simplify processing, all materials are labeled for separate recycling. In all, approximately 85 percent of the new 911 is compatible with current recycling techniques.

Water-based paints are also used throughout the 911, which reduces the use of solvents in production and when recycling. All parts of the vehicle are free of asbestos, CFCs and components that are manufactured using CFCs.

The result is an automobile which begins, lives and ends its life making a huge impact on the world at large. And a minimal impact on our precious environment.



Performance

Technical sophistication.
Maximum exhilaration.

You can see it in its unmistakably sculpted lines.

Hear it in the sound of its horizontally opposed engine.

And feel it, quite simply, in the way it drives.

A 911 Carrera is about driving in its most precise, most exquisite moment.

A moment that has lasted over four decades.

Yet never lasts long enough behind the wheel.



**Speed secrets.
The 911 engine.**



Throughout more than four decades of continuous evolution, the six-cylinder “boxer” engine has been a crucial and defining element of the remarkable 911 concept. Flat and compact, the engine offers a low center of gravity that greatly enhances stability and handling prowess. Mounted behind the rear axle, it maximizes traction to ensure that every bit of its prodigious power is put to good use. This latest generation advances a legacy of stunning performance and exceptional engineering.

**More capacity. More power.
More adrenaline.**

Both rear- and all-wheel-drive 911 Carrera models are offered in two naturally aspirated variants with different engine output ratings. Different, yet alike, in that each variant strictly adheres to the 911 performance ideal.

The 911 Carrera’s 3.6-liter engine develops 325 horsepower at 6800

rpm with a maximum torque of 273 lb.-ft. available at 4250 rpm. Even at low revs, the engine responds eagerly to the slightest throttle input. When called upon, the 911 Carrera sprints from 0 to 60 mph in just 4.8 seconds and achieves a top track speed of 177 mph (with a manual transmission).

For even greater performance, the 911 Carrera S model is armed with a larger 3.8-liter displacement engine offering 355 horsepower at 6600 rpm and 295 lb.-ft. of torque at 4600 rpm. Its impressive output propels the Carrera S from 0 to 60 mph in 4.6 seconds and to a top track speed of 182 mph (with a manual transmission).

Both engine variants use their free-revving power and lightweight construction to enhance the agility of the car. They are also the source of another distinctive feature: the legendary 911 sound. A two-stage resonance valve in the air-filter housing creates a broad

range of induction acoustics, ranging from a deep reverberation at low speeds to the unmistakably aggressive 911 roar at higher rpm.

Yet another traditional Porsche characteristic is the surprisingly low cost of maintenance. The oil change interval is 20,000 miles. A major service is not required for two years, which translates into fewer dealership visits and a significant reduction in routine maintenance costs.

A quick lesson in advanced engineering.

In engineering, one rarely gets something for nothing. Every advance invariably involves an offsetting challenge. It's how these issues are addressed that ultimately defines the true talents and capabilities of the engineering team.

Take an all-alloy engine, for example. The advantage is obvious: It weighs less than a conventional cast iron engine, thereby improving the car's relative performance and handling. However, an all-alloy engine is more susceptible to temperature changes, which can shorten the lifespan of components such as engine bearings.

To address this issue, the main bearing bracket is made from aluminum alloy with special cast-iron support elements. These iron elements hold the bearings and minimize bearing play caused by changes in engine temperature. This approach also allowed Porsche engineers to reduce the bearing

clearances, which greatly reduces engine noise. A further advantage of smaller bearing clearances is a reduction in the amount of oil required. Because less oil is needed, the oil pumps can be smaller, enhancing overall engine efficiency. Clearly, Porsche engineers have succeeded in developing an elegant solution that fully optimizes the advantages of an all-alloy engine.

Integrated dry-sump lubrication.

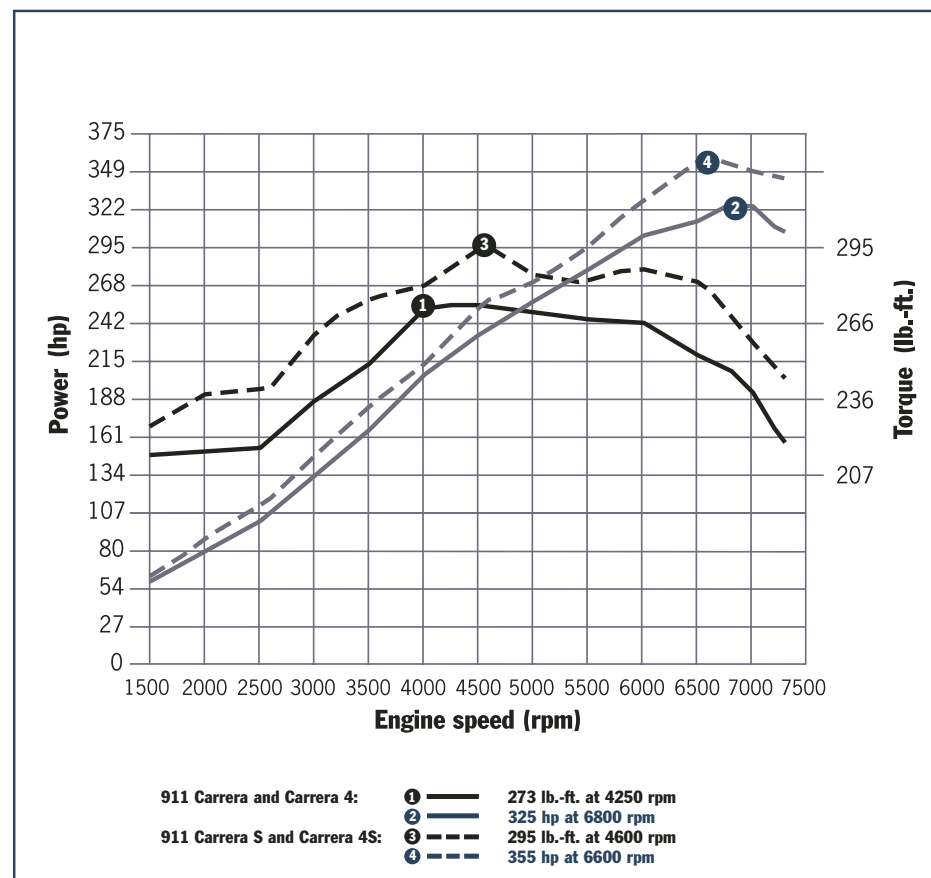
Dry-sump lubrication is race-proven technology that ensures a reliable supply of oil while reducing engine operating temperatures.

A pump supplies oil from an internal reservoir located within the block to the lubrication points throughout the engine. A further pair of oil pumps—one in each bank of cylinders—then “scavenges” the oil and returns it to the reservoir. This internal system offers a number of benefits compared with

those of conventional external dry-sump tanks, including a reduction in both system weight and oil volume. During its circuit, the oil is passed through a system of cylindrical containers where any unwanted gases are removed. This “defoaming” process restores the oil's lubrication properties and helps to maintain pressure in the self-adjusting tappets. Without it, the tappets could not function properly and both performance and emissions would be adversely affected.

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

Oil pressure and temperatures are clearly displayed for the driver in the instrument cluster, allowing you to monitor the engine's oil level from inside the cockpit.



An inside look at performance.

The illustration on the preceding page highlights several of the key components responsible for the 911 “boxer” engine’s remarkable performance and outstanding reliability.

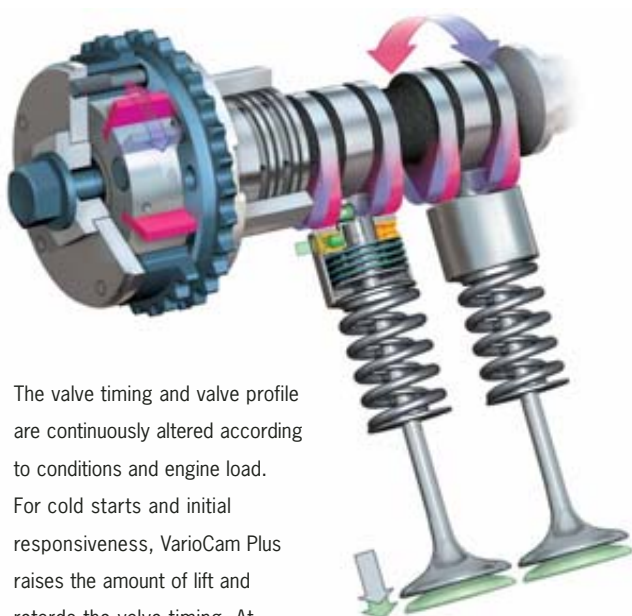


1. Oil scavenge pump
2. Camshaft adjuster (VarioCam Plus)
3. Control valve for camshaft adjuster
4. Control valve for variable-valve lift
5. Switchable tappets with hydraulic valve-clearance adjustment
6. Inlet camshaft
7. Pre-separator
8. Crankcase ventilation pipe
9. Oil feed pump
10. Tandem pump
11.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

VarioCam Plus. More power, more efficiency.

VarioCam Plus is a remarkably innovative system that continually adjusts valve timing for optimum performance. Key benefits include increased power and torque at all engine speeds, smoother running, better fuel economy and fewer exhaust emissions.

VarioCam Plus combines variable-valve timing with two-stage lift on the intake side. The two-stage valve-lift function is performed by electro-hydraulically operated switchable tappets. Each of these 12 tappets consists of concentric lifters which can be locked together by means of a pin. The inner lifter is actuated by a small cam lobe, while the outer ring element is moved by a pair of larger-profile lobes. The timing of each valve is seamlessly adjusted by means of an electro-hydraulically operated rotary vane adjuster located at the head of each intake camshaft.



The valve timing and valve profile are continuously altered according to conditions and engine load. For cold starts and initial responsiveness, VarioCam Plus raises the amount of lift and retards the valve timing. At medium revs and minimal load, the valve lift is lowered and timing advanced to help minimize fuel consumption and emissions. For maximum power and torque, the lift is raised and the timing is advanced.

All operations are controlled by a powerful electronic control unit that manages the engine's operation and makes the appropriate adjustments.

Onboard diagnostics provide continuous monitoring and early fault detection for the exhaust and fuel-supply systems. This results in the active prevention of harmful emissions, as well as consistent fuel consumption.

Air intake system. More air, more torque.

Both 911 engine configurations are equipped with a two-stage resonance induction system. This simple yet effective technology uses the harmonics of the air as it passes through the manifold to improve the engine's efficiency. The principal benefits are increased torque at low rpm and a flatter overall torque curve for more responsive acceleration.

In Carrera S models, the entire intake system is made from lightweight yet highly durable plastic materials. The variable volume in the air-filter unit actually modifies the engine acoustics. At low engine speeds, the sound is resonant and deep, becoming much more aggressive at higher rpm.

In order to reduce maintenance requirements, the service interval for the air-filter element has been increased from 24,000 miles to 40,000 miles.



Resonance valve in induction manifold



Harnessing the abundant power of the 911.

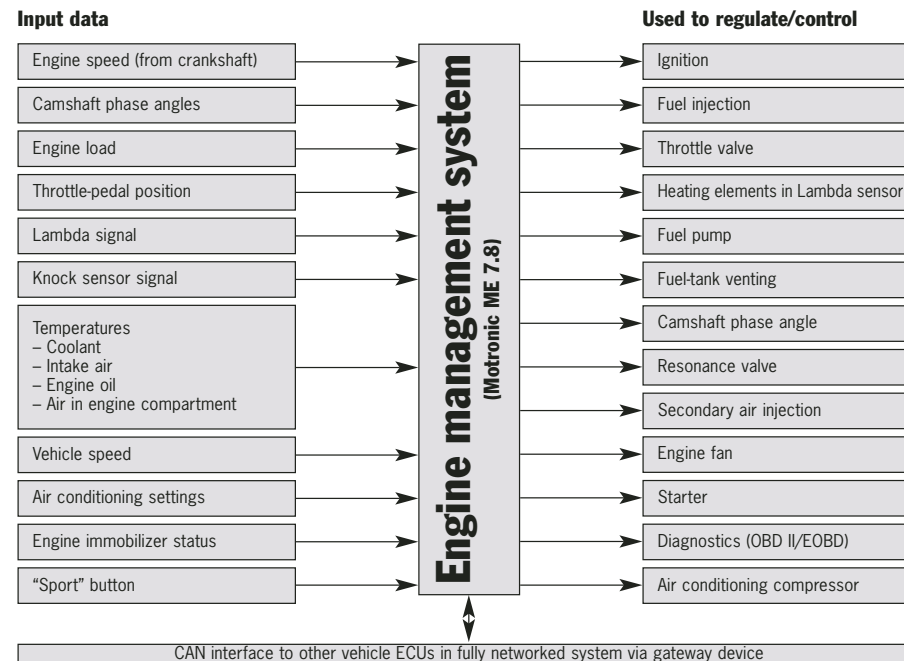


Engine management system. Total control at all times.

Optimal engine performance is readily available instantly, thanks in large part to the latest Motronic ME 7.8 engine management system. This highly precise system monitors and controls all engine-related functions, including valve timing, fuel injection and ignition timing. It also controls the electronic throttle, one

of the key elements for Porsche Stability Management (PSM). One of the most important tasks performed by the engine management system is cylinder-specific knock control. By preventing pre-ignition at high engine speeds, this function can avert costly damage to the pistons and cylinders. Because temperatures tend to vary in different parts of the

engine, each cylinder is monitored separately. If a risk is detected, the engine management system will adjust ignition timing on the respective cylinder.



Fuel system. Balancing performance and fuel efficiency.

Fuel is supplied to each of the six cylinders by means of sequential fuel injection. The timing and volume of each injection are controlled by the engine management system. Adjustments are based on a range of variables, such as throttle position, engine speed, coolant temperature and exhaust gas composition. A hot-film air-mass sensor monitors the density of the air/fuel mixture to ensure the most complete

combustion, regardless of weather and altitude. This, in turn, delivers excellent fuel economy in an automobile capable of exhilarating levels of performance. Another important benefit of reliable combustion is the absolute compliance with all relevant exhaust emissions standards.

Ignition system. Spark of genius.

The static high-voltage ignition system uses a separate ignition coil on each individual spark

plug. The role of the distributor is performed by the engine management system, which can modify the ignition timing as required. A major benefit of this arrangement is that the ignition can be integrated with all other electronically managed systems and components. If the Tiptronic S transmission's control unit requests smoother downshifts, for example, the engine management system will modify ignition timing accordingly.

Powerkit Carrera S.
All systems go.



Even before you twist the key in the ignition, you feel it—the rush of adrenaline that precedes the roar of a Porsche engine as you summon it back to life. An optional Carrera S Powerkit uses a series of engine enhancements to open up new possibilities behind the wheel. And throw a driver's adrenal floodgates wide open.

Available on all 911 Carrera S, Carrera 4S and Targa 4S models, this Powerkit engine conversion raises output on the Carrera S 3.8-liter engine from 355 horsepower to 381 horsepower. The numbers speak for themselves: 0–60 mph in 4.4 seconds and a maximum track speed of 186 mph (911 Carrera S Coupe with manual transmission).

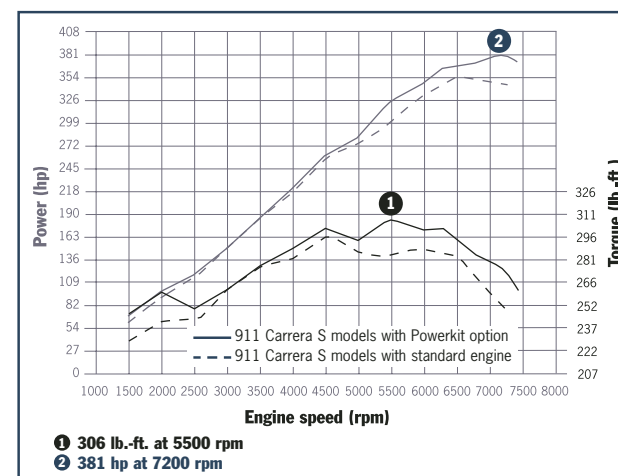


Carbon-Fiber Powerkit

The Carrera S Powerkit unleashes higher thresholds of performance by using a modified cylinder-head geometry to optimize gas flow on both the inlet and exhaust. Other key features include an aluminum intake manifold, revised exhaust manifolds with larger bores and an upgrade to the Carrera S engine management system.

The flat-six engine's performance improvements are accentuated by the sight and sound of carbon-fiber housing for the air filtration system and integral sports tailpipes on the sports exhaust unit. In typical Porsche fashion, each component is meticulously engineered to stir a driver's soul even further with every exhaust note.

And while the enhanced engine acoustics are certain to be echoed by the louder beating of your heart, you always retain the option of switching to lower sound levels whenever circumstances require.



The 911. Easy on the environment.



Exhaust system.

The stainless-steel exhaust system on today's 911 is lighter than that of the previous generation. This weight savings further enhances the agility of the car, while helping to minimize fuel consumption.

The system consists of two separate tracks, one for each bank of cylinders. Sensors in each exhaust tract continuously monitor the combustion process, enabling the air/fuel mixture to be precisely adjusted for each bank of cylinders.

An additional pair of sensors measures the efficiency of the catalytic converters, which are extremely heat-resistant and quick to warm up: Approximately 98 percent of exhaust gases are cleansed within 10 seconds of start-up.

Maintenance.

The legendary longevity of the 911 sports car is reflected in its routine maintenance schedule: Standard service is not required until 20,000 miles or a maximum of two years.

A number of key ancillaries—alternator, power-steering pump and automatic air conditioning—are all driven by a single, self-adjusting belt with a service life of 60,000 miles. Overall running costs are further reduced by extended service intervals for the oil filter, air filter and V-belt.

The original factory coolant is designed to last the life of the car, and the transmission oil for the Tiptronic S transmission now lasts 120,000 miles. The spark-plug interval has been increased from 48,000 miles on the previous generation of 911 to 60,000 miles or every four years. The hydraulic tappets provide automatic adjustment of all valve clearances, while the drive chains on the camshafts and auxiliary shafts will last the life of the car. Which, on a 911, is a very long time, indeed.



**Six-speed manual transmission.
Geared for high performance.**



The six-speed manual gearbox in the Porsche 911 is designed for optimum performance. Each of the six ratios has been carefully selected to take full advantage of the engine's extraordinary power and torque. The gearbox is driven through a dual-mass flywheel that helps minimize noise in the drivetrain. Noise is further reduced by the cable-operated gear linkage, which insulates the lever from the engine and gearbox.

The gear-lever throw has been shortened by 15 percent versus previous 911 manual transmissions, without sacrificing smoothness or precision. This translates into faster, more positive gearshifts with minimal effort from the driver. Shifting gears is further enhanced by a pedal design and placement refined over decades of endurance racing.



On 911 Carrera S models, the gearbox is mated to a high-performance, self-adjusting clutch. The result is a substantial reduction in the added release loads which are normally encountered as the clutch begins to wear.

Tiptronic S. Shifting with Formula One flair.

The highly advanced Tiptronic S transmission is available as an option on every 911 model. This versatile gearbox combines fully automatic five-speed operation with the capability of manual control.

In automatic mode, Tiptronic S has five distinctive gearshift patterns, ranging from "Economy" to "Sport." Depending on driving style and the topography of the road, Tiptronic S selects one of these five patterns and applies the optimum sequence of gearshift points. Even in automatic mode, the rapid gearshift action ensures a fast and agile response. Within a short space of time, the driver will develop a feel for the system and learn to influence the gearshifts using the throttle alone.

In manual mode, the driver can change gear by hand using rocker controls located on the steering wheel. Simply press up to change up and down to change down. The system responds smoothly and

immediately to every driver input, with virtually no interruption in drive. This race-derived function is particularly useful when performing an overtaking maneuver. If there is no manual input for a period of eight seconds, the system reverts to automatic mode. The overall performance of the Tiptronic S compares favorably with that of a standard Porsche manual gearbox. In addition to the above, Tiptronic S offers a range of useful functions. When the car is started, a warm-up program increases the speed of the engine to bring the catalytic converters up to temperature. If the car is driven assertively, the system automatically selects the Sport gearshift pattern without any need to use the kick-down function.

In contrast with conventional automatic transmissions, Tiptronic S will not perform an upshift before entering a corner, only to shift down on exit because the speed has dropped off. This assists

smooth and uninterrupted acceleration out of corners. Mid-corner gearshifts are also prevented, thereby enhancing stability and safety.

Under heavy braking, the system shifts down a gear to use the engine's own compression to help slow the car. An incline sensor improves uphill acceleration and makes better use of engine braking on descent.



Tiptronic S control on the optional multifunctional steering wheel

The science of agility and control.



Front axle (911 Carrera S)

Not surprisingly, the Porsche 911 complements its powerful engine with an equally advanced and performance-oriented chassis. The car responds immediately to every driver input with an exhilarating degree of precision and confidence-inspiring control.

In our latest 911 models, a special emphasis was placed on weight

reduction. For example, a new lightweight rear-suspension strut with aluminum damper replaces the previous steel design, resulting in a weight savings of approximately 70 percent. Less weight equals quicker acceleration, better braking and smoother handling transitions. Pitch and roll have also been reduced significantly, as have road noise and vibration.

The 911 Carrera's wide, aggressive stance has been accentuated in the Carrera 4 models, with a widened rear track of .55 inch (14 mm) on the Carrera 4 and 1.25 inches (32 mm) on the Carrera 4S, compared to their respective rear-wheel-drive cousins. Higher-performing tires complement this wider wheel track to achieve a new level of all-wheel-drive performance.



Rear axle (911 Carrera S)

The front axle design is based on a new evolution of our proven MacPherson strut layout. The wheels are located with absolute precision by means of longitudinal and transverse links connecting to specially reinforced hub carriers. This design approach delivers excellent straight-line stability and superlative turn-in during cornering.

The rear axle structure is the latest development of our subframe-based multi-link LSA suspension (Lightweight, Stable, Agile). Revised kinematics at the rear of the vehicle provide added stability under acceleration—a race-proven approach that serves as yet another key element in the car's exceptional road and track manners.

The standard chassis on all of our 911 Carrera S models rides 0.39 inches lower than that of their 911 Carrera counterparts. Other unique features include continuous damping control in the form of Porsche Active Suspension Management (PASM).

A faster way to cut corners.



Wheels.

All Porsche 911 Carrera models are equipped with 18-inch alloy wheels, designed to improve both handling and traction by reducing unsprung weight.

The 19-inch wheels offered on all 911 Carrera S models are also available as an option on Carrera models. In addition to providing a larger footprint for improved cornering and increased grip, the wheels are a major feature of the 911 models' sleek, athletic design. The 19-inch wheel options include the Turbo wheel, Carrera Sport wheel, Carrera Classic wheel and the SportDesign wheel.

Both the 18-inch and 19-inch wheels have a wider diameter than that of the previous generation of 911 wheels, and run flush with the body of the car, improving aerodynamics. The distinctive five-spoke designs

also help to improve braking by drawing warm air from the brake discs around the sides of the car instead of beneath the chassis.



18-inch Carrera III wheel



19-inch Carrera S wheel

Steering.
Precise control, instant gratification.



The 911 offers revised and highly sophisticated rack-and-pinion steering that is sensitive and precise. Hydraulic power assistance ensures easier maneuverability without compromising all-important road feel. While parking requires only minimal steering effort, the directional stability when traveling

at speed is comparable to that of a racing car.

The key to this performance is the variable-steering ratio. In the straight-ahead position, the ratio is less direct, enabling smoother high-speed maneuvers and effortless control. With a greater

turn of the wheel, the ratio becomes more direct in a linear, progressive fashion, thereby quickening the response. The front wheels actually travel farther relative to the amount the steering wheel is turned, to deliver more agile cornering and easier parking. Despite this variability,

there is no loss of feedback, and overall agility is retained.

Low-speed maneuverability is further enhanced by the small turning circle of just 35.8 feet and quick lock-to-lock steering ratio.

**Porsche Stability Management.
Safely exploring the limits.**



The Porsche Stability Management (PSM) system delivers valuable assistance in challenging driving scenarios. To accomplish this, PSM uses a range of sensors to monitor the direction, speed, yaw velocity (speed of rotation around the vertical axis) and lateral acceleration of the car. Based on this information, it calculates the actual direction of travel and automatically takes actions to help maintain stability at speed. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to bring the car back into line. Whenever PSM is forced to intervene, an indicator light in the cockpit is illuminated.

Another scenario where PSM can assist the driver is when applying the throttle on wet or other low-grip surfaces. Here, PSM uses the Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR) functions to help maintain traction and stability.

Included as standard equipment on all 911 models, the latest generation of PSM allows for considerably more freedom in exploring the car's performance. All PSM inputs are much more precise, thereby enhancing the agility of the car. When Sport mode is selected on the optional Sport Chrono Package Plus, the PSM threshold is extended even further to enable greater driver involvement, particularly at speeds up to 44 mph.

Also included in the Sport Chrono Package Plus is a modified ABS, offering shorter braking distances. Occupant comfort has also been improved by refining all potential PSM inputs.

If you prefer the driving dynamic of the 911 without automatic assistance, PSM can be disabled, leaving only the automatic brake differential in place. For safety, PSM remains present in the background and will only

intervene under heavy braking where at least one front wheel requires ABS assistance.

With its unique combination of precision, stability, safety and performance, Porsche Stability Management is a natural application of the Porsche engineering philosophy.

PSM Plus for all-wheel drive. Traction to the power of 4.

The sophisticated all-wheel-drive system that transfers power onto the pavement with conviction on new Carrera 4 models has been augmented by enhancements to the Porsche Stability Management (PSM) Plus system. This system lends even higher levels of performance to the 911 models' robust braking system.

In addition to the litany of handling improvements highlighted on the previous pages, the all-wheel-drive version of PSM offers two additional functions that work in concert with the 911 braking system to shorten stopping distances.

Should the driver suddenly release the throttle, PSM Plus automatically increases pressure in the brake lines slightly to eliminate the air gap between pads and discs. If the driver then applies the brakes, the response from each caliper is that much more immediate.



Viscous coupling

In an emergency stop (when the pressure on the brake pedal exceeds a predefined threshold), PSM Plus initiates full ABS braking to apply maximum stopping force at all four wheels.

Working in conjunction with the Carrera 4's variable differential, PSM Plus combines improved driving dynamics and greater agility with exceptional vehicle stability. In short: improved performance with enhanced levels of active safety.

At the center of the Carrera 4's intelligent all-wheel drive is a viscous clutch that reads traction at all four corners and instantly transfers an additional five to 40 percent of the engine's power to the front axle for maximum grip, even on changing road surfaces.

The multiple-disc clutch consists of a series of interleaved plates. The space between these plates is filled with a high-viscosity silicone fluid. If the front and rear axles begin to rotate at different speeds, the frictional properties of the silicone fluid cause torque to be directed towards the plates that are rotating more slowly. At least five percent of drive torque is applied to the front wheels at all times. Under daily driving conditions, the average rear/front torque split is approximately 65/35, resulting in laser-true tracking at speed and unprecedented control through the tightest corners.



**Porsche Active Suspension Management.
Better traction, smoother ride.**



Porsche Active Suspension Management (PASM) is an electronic control system which uses continuous damper adjustment to maintain optimum ride quality and comfort. The push-button system is standard on all 911 Carrera S models and optional on 911 Carrera models.

PASM has two setup modes, Normal and Sport, with only minimal overlap between the two. While the former is a mix of performance and comfort, the Sport setup mode has a much firmer range of settings for greater performance capabilities. The system responds to changing road

conditions and/or driving styles by applying a variable damping force within the defined range for the selected mode (Normal or Sport).

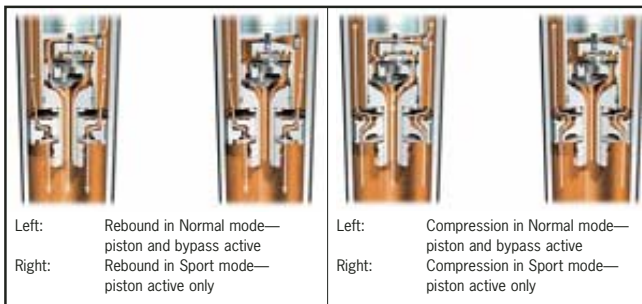
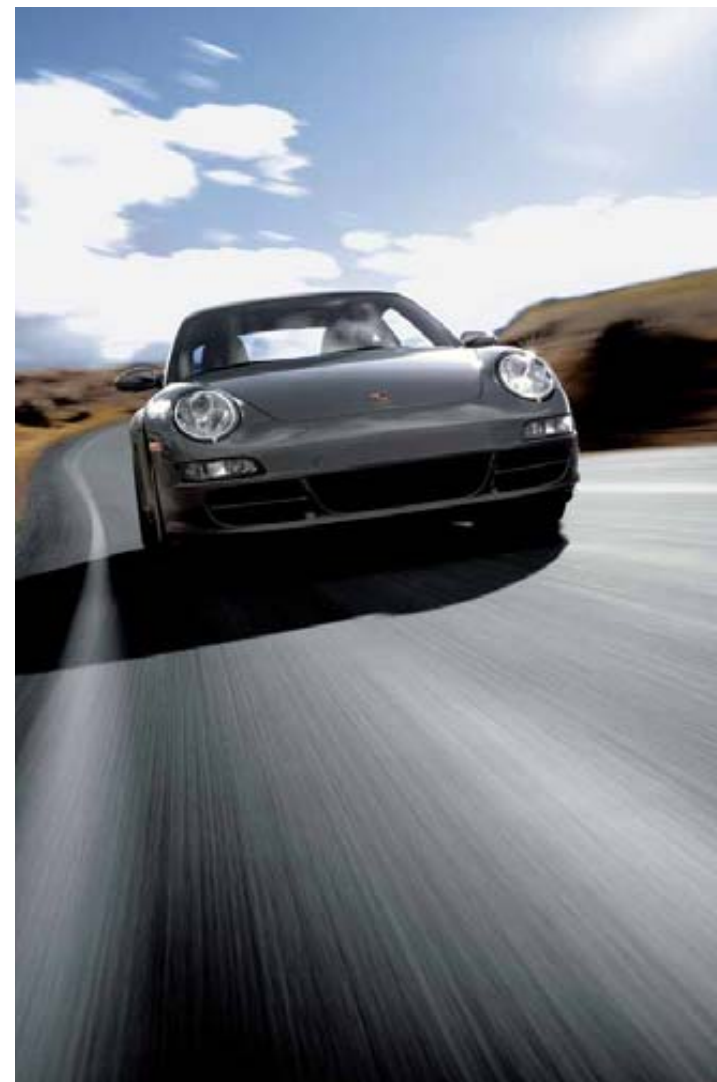
To do that, PASM uses a series of sensors which monitor all movements of the car's body. The PASM control unit then evaluates this data and modifies the damping force on each of the wheels. The results are a reduction in pitch and roll, as well as consistent road-holding on all four wheels.

If Sport mode is selected, the suspension is set to a harder damper rate. If the quality of the road surface drops below a certain

threshold, the system immediately changes to a softer rating within the Sport setup band, thus restoring the car's grip and traction. When the road surface improves, PASM returns to the original, harder setting.

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

In either case, the result is a car which can adapt the way it handles and rides in sync with a driver's style.





Safety

Its ability to perform
is equaled only by its ability to protect.

The design of our latest 911 models is destined to secure
a spotlight in the annals of their celebrated ancestry.

And secure their occupants like no other 911 models in history.



**The thrill of Porsche performance.
The art of active safety.**



A half century of experience in all forms of motorsport has taught us volumes about engineering automobiles that become an extension of the driver's will. On the Porsche 911, enhancements in power, agility and braking make it not only one of the most dynamic

and enjoyable sports cars on the road, but one of the safest as well.

The abundant power and torque-rich responsiveness of the flat-six engine allow you to "power out" of potentially troublesome situations, while a stiff chassis, wide track and perfectly tuned suspension

coalesce into quick, stable handling during passing maneuvers. The underbody paneling's streamlined aerodynamics also assist by generating more downforce for better grip. The 911 models' benchmark braking system also plays an active role in the command you feel behind the wheel, allowing

you to corral the car's heightened abilities with even shorter stopping distances than those of previous 911 models.

Even when the car is motionless, the safety features are still at work. White curb lights inside of each door illuminate the ground as you exit the vehicle, and red safety lights warn approaching traffic that a door is open.

It has its father's eyes.

The uncanny ability of a Porsche designer to mold 911 ancestry into fluid, forward-thinking styling cues is apparent in the headlight shape of the 911. The familiar ovals that have served as unmistakable hallmarks for previous generations of 911 models have once again been refined to shed light on a new standard for nighttime performance and safety.

The 911 Carrera's standard halogen bulbs can be upgraded with optional

Bi-Xenon headlights (standard on all Carrera S models), which radiate twice the light while requiring 30 percent less power. Xenon's brilliant blue-white light is virtually identical to daylight, which helps reduce eye strain. A headlight-cleaning system optimized for efficient operation at speed is also part of the package.

A dynamic headlight-leveling system automatically adjusts beams to compensate for changes in vehicle attitude during braking and acceleration. A brake light integrated into the rear spoiler ensures others an equally clear view of your 911 at highway speeds.



Halogen headlight



Bi-Xenon headlight



**A tradition that moves briskly forward.
Even when it's stopping on a dime.**



To a Porsche engineer, tradition is not a resting place for laurels, but a springboard for taking the best ideas forward in time. Through six generations of 911, the standard braking system has always ranked as one of the most advanced offered on a production sports car. Improvements on the latest 911

generation elevate braking power and performance even further—while adding a decisive margin of safety and control.

Race-bred, four-piston fixed monobloc calipers, each cast as a single unit of aluminum, generate a stopping force significantly more

powerful than the unbridled engine of the 911. A fixture on modern-day Formula One race cars, monobloc brake designs are extremely rigid and lightweight with more precise pedal response. The calipers are quick to grip and release. Pedal travel is short and easy to modulate. All of this, together with the latest four-channel ABS and an increase in the tandem brake booster, results in greater ride comfort with extra control under hard braking or on uneven surfaces.

Superior braking in wet weather is facilitated by cross-drilling the 911 Carrera's massive brake discs to dissipate water-vapor pressure. Each disc is also internally vented for improved heat dispersal and reduced fade. Brake cooling is enhanced even further by an aerodynamically optimized underbody lining and large air ducts at the front of the car that redirect the jet stream directly onto the brakes.

The 911 Carrera 4 models feature enhanced Porsche Stability Management (PSM) with two additional braking features that improve both braking readiness (if the accelerator pedal is quickly released) and braking power (if heavy pressure is quickly exerted on the brake pedal).

The added horsepower of the 911 Carrera S is matched with bigger, more robust four-piston calipers at all four corners. The brakes are derived from the 911 Turbo and feature the same distinctive red-paint finish.



Standard brake (911 Carrera S)

Porsche Ceramic Composite Brake. Slows faster. With less weight.



PCCB

A race-proven ceramic brake technology first introduced on the 911 Turbo is available as an option on the Porsche 911 models. And, like the 911 itself, the latest evolution of our Porsche Ceramic Composite Brakes (PCCB) has been improved for unsurpassed braking power on roadways and raceways alike.

The PCCB brake disc is made from a carbon-fiber/ceramic compound that is silicated in a high-vacuum

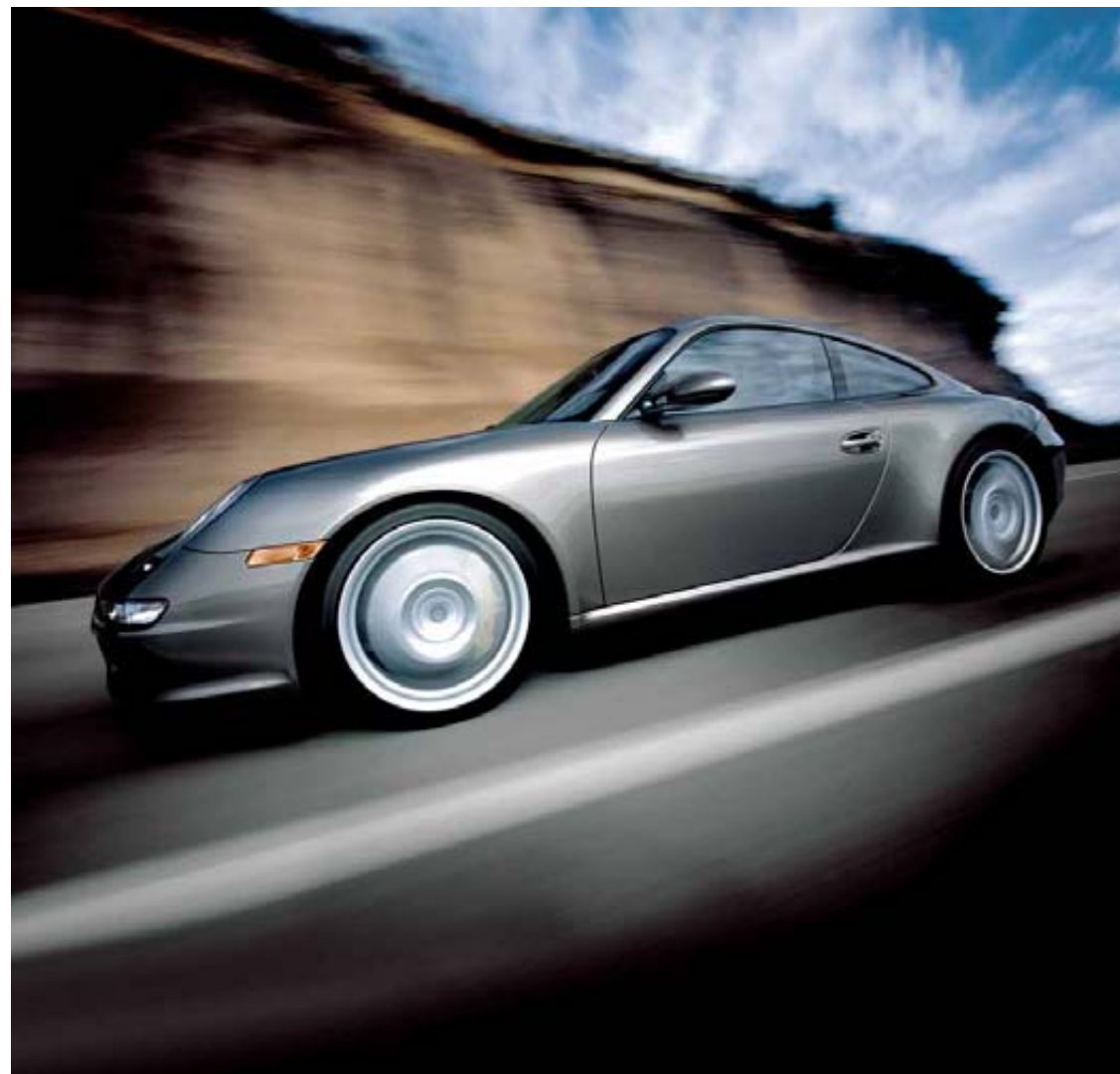
process at over 3,000 degrees Fahrenheit. The result is a disc that is not only much harder than steel, but more resistant to temperature. In short, perfectly suited to the demands of high-performance driving.

To maximize cooling under extreme or prolonged braking, the latest evolution of our cross-drilled PCCB disc design features a modified system of internal vents. With twice the number of cooling channels, the new drill-hole pattern and vent geometry offer a better flow of air through the disc. The addition of more cooling channels provides a second, equally important benefit: additional internal walls that lead to greater structural rigidity.

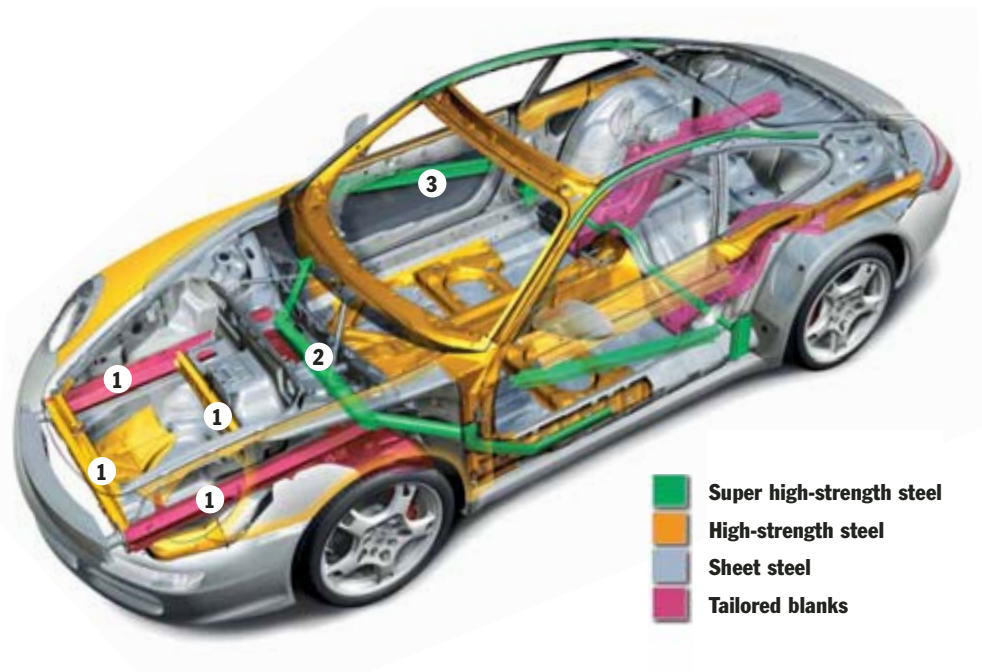
One thing that has not changed is the impressive thermal dynamics of ceramic brakes. Armed with composite metal linings, they maintain their frictional coefficient, regardless of temperature, for the ultimate in fade-free stopping power.

Bolstered by the latest generation of ABS, the six-piston monobloc aluminum calipers in front and four-piston calipers in back respond with immediacy and smoothness the instant braking pressure is applied. Water-resistant brake linings ensure superior performance in wet and winter conditions as well.

The considerable weight savings of PCCB over cast-iron brakes offers yet another distinct advantage—a significant reduction in both rotating mass and unsprung weight. On the road, this translates into better roadholding comfort, increased agility and improved fuel economy. Less is indeed more.



**Passive safety.
Bodyshell structure.**



- **Super high-strength steel**
- **High-strength steel**
- **Sheet steel**
- **Tailored blanks**

The same technical advancements that inspire passion and confidence behind the wheel also serve as vital safety innovations beneath the skin of every Porsche.

Patterned after our racing designs, the enhanced chassis on all new 911 models employs a space frame structure laced with high-strength steels that sport an 8 percent

increase in torsional stiffness and 40 percent more bending stiffness versus previous models. Along with more precise and predictable handling, this design proves equally adept at distributing impact forces in the event of a collision. The reinforced bodyshell of today's 911 forms a passenger cell that displays better crash-test

performance than that of any previous generation.

Every occupant safety feature is wrapped in a sophisticated system of advanced crumple zones and high-strength reinforcements. In front, the passenger cell is protected by a patented system of longitudinal and lateral supports (1). Three separate load-bearing

tiers channel impact forces around the cell in a carefully calculated manner. The fuel tank and fuel lines are located outside the deformation zone and are shielded by the structure of the car for added occupant safety.

Features forged from high-strength alloys include side-door beams (3), the upper area of each door frame and a new, more resilient bulkhead cross-beam (2) for added footwell protection. As always, each one is placed where it matters the most.

The rigid monocoque body of the 911 is sculpted from high-strength, dual-sided galvanized steel. More than 25 years ago, Porsche became the first automobile manufacturer in the world to use a hot-dip galvanized steel shell. Today, this exacting process is a fundamental part of the 911 models' legendary longevity and durability.

To guard against corrosion, the entire body undergoes a multi-step treatment of coatings and quality inspections. It is a procedure born

of an insistence on excellence throughout the entire build-process, and further proof that there are simply no shortcuts to creating the qualities synonymous with the Porsche name.



Side-impact protection

Porsche Side Impact Protection.
All-around improvements in occupant safety.



More than a decade ago, Porsche was one of the first manufacturers to outfit its entire range of production models with airbags as standard equipment.

More recently, Porsche set another standard by employing a new airbag technology in the 911. This airbag system uses a non-azide gas generator which is based on an

organic propellant. In addition to making airbags lighter and more compact, this technology also makes them easier to recycle.

The dual front Advanced Airbags offer upper-body protection with an added degree of intelligence: A weight sensor in the passenger seat automatically switches the passenger airbags off when

unoccupied or fitted with a child seat.

The latest evolution of our POSIP (Porsche Side Impact Protection) system features two side airbags for each front seat and thorax airbags in the side of each backrest. Door panels protected by Boron steel side beams also include airbags that inflate to form a barrier

between the occupants and the doors, while providing protection for your head over the entire seat-adjustment range. In 911 Cabriolet models, this design offers effective head protection even when the top is down.

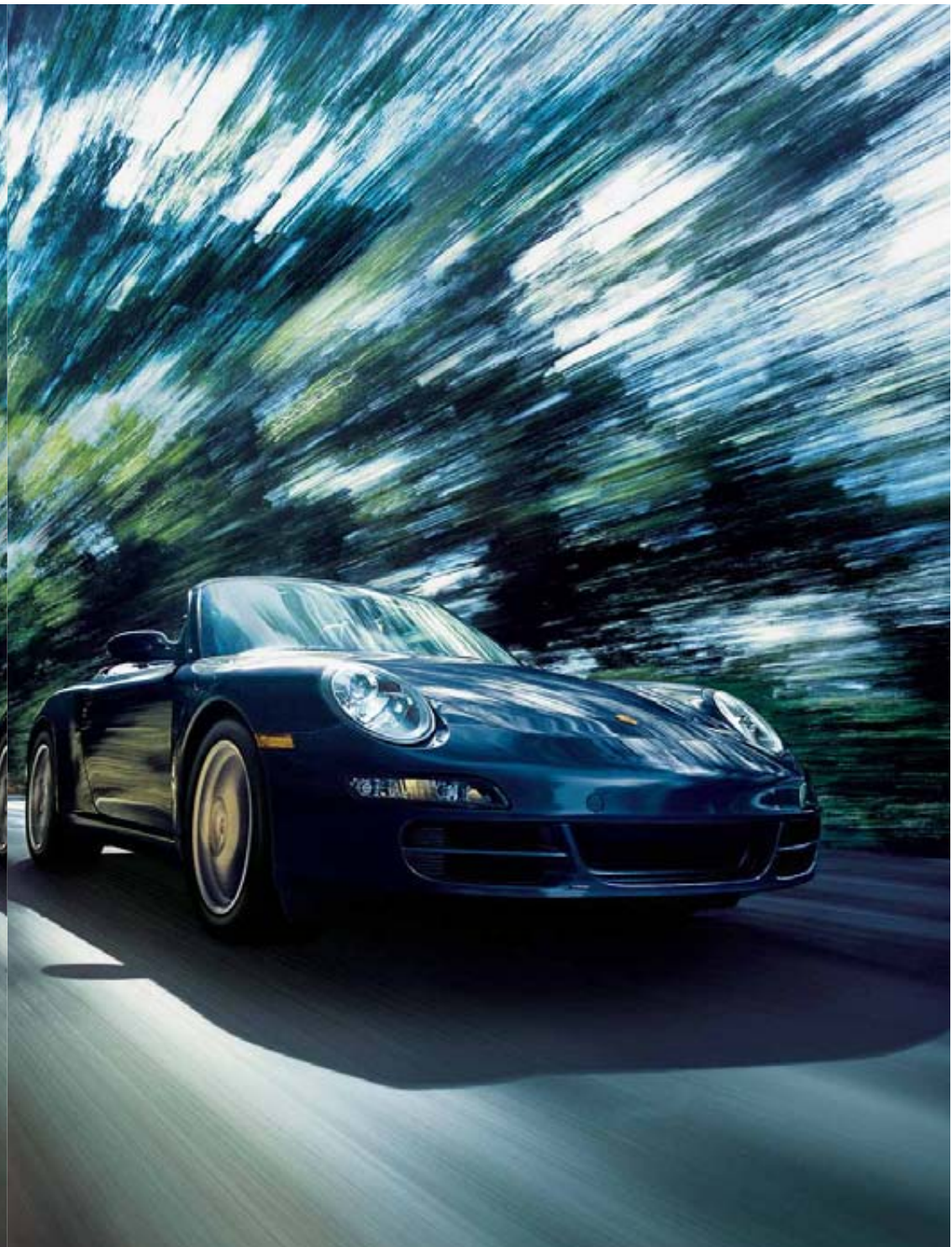
In typical Porsche fashion, even our finest safety features have been reexamined with improvement in mind. Integrated head restraints have been updated to complement three-point height-adjustable seat belts.

Additional standard features on 911 models include front seat-belt pretensioners and force limiters, energy-absorbing designs for the steering column and dashboard, and flame-resistant materials throughout the interior.

Cabriolet models also come equipped with automatically deployable supplemental safety bars, which provide additional protection if the car overturns. The system consists of two spring-loaded bars which are housed

behind the rear seats. The rollover sensor—part of the airbag control unit—is used to monitor changes in vehicle attitude, longitudinal and lateral acceleration, as well as the car's contact with the road. If the car overturns, padded supplemental safety bars are automatically and immediately deployed.





**A modern interpretation
of a classic interior.**

Comfort and Personalization

The evolution of the 911 is the essence of Porsche precision:

Improve what is essential; remove what is not.

Focus on what matters most...

a personal, enduring connection between car and driver.



**Slip behind the wheel.
And let your instincts take control.**

The performance of a Porsche is not limited to what's in the engine compartment. Inside the cockpit, you'll find yourself surrounded by features that respond instinctively to your demands, underscoring a bond between man and machine, perfected over 23,000 racing wins. And countless weekend escapes.

The confidence that flows at the controls of a 911 begins from the moment you slip behind the wheel. A Carrera's steering-wheel design includes height and telescopic adjustments that literally reach for your palms.

Previous 911 owners will notice an ergonomically optimized interior whose restyled controls and tactile qualities still retain their familiar, driver-oriented design philosophy. Components are positioned with unobstructed views. Controls are intuitive in operation and always close at hand, particularly when coupled with the optional multi-function steering wheel.

The fully automatic climate control system and active carbon filter go even further, requiring no driver interaction at all.

Perhaps nowhere is the pure Porsche lineage of the 911 more evident than the left-hand placement of its ignition key—a quiet tribute to the days of the “Le Mans start,” when drivers would sprint to their cars and start the engine with one hand while shifting into gear with the other.

Weekend exploration along winding country roads reveals another nuance of the 911: superb lateral support that clarifies the connection between car and driver. Enjoy seeing the world from the inside of a Porsche and emerge energized after a spirited session of driving.



**Classic Porsche design
with a decidedly modern accent.**



*European dashboards represented

The five round dials punctuating the middle of the instrument panel are as much a hallmark of a Porsche's interior as the crest on its steering wheel—unmistakable testaments to the racing heritage of the 911. To aid drivers looking for vital engine-speed information while

racing down the Mulsanne Straight at upwards of 200 mph in the dark at Le Mans, Porsche fitted an extra-large tachometer front and center, then enhanced it with clear, easy-to-read analog markings. Today, the gauge cluster is still highlighted by the traditional center-mounted tach.

Of course, every feature on a 911 has been honed with a decidedly modern interpretation of classic Porsche design. An expertly spaced cascading layout and brilliant backlit illumination at night combine to improve legibility across the board.

Large analog gauges, ideal for conveying information at a glance, are embellished by digital displays featuring the latest dot-matrix technology for higher-resolution icons and text. Within the most prominent display, a digital speedometer is augmented by

a variety of information that can be summoned on cue—from CD song titles to trip computer calculations and more. As always, every feature of the 911, cosmetic or mechanical, is dedicated to one end: enhancing the overall driving experience.



*European dashboard represented

Dashboard of the 911 Carrera S with various personalization options, including Leather interior, Sport Chrono Package Plus, Heated Seats and Navigation Module



*European dashboard represented

Dashboard of the 911 Carrera with various personalization options, including Leather interior, Multifunction Steering Wheel, Sport Chrono Package Plus, Tiptronic S, Navigation Module

Sport Chrono Package Plus. The essence of Sport.



More than a collection of the world's most refined race-bred technologies, the Porsche 911 is a driving experience. One that can now be elevated with Sport Chrono Package Plus, an optional system providing simultaneous enhancements for engine, chassis and the optional Tiptronic S transmission. Behind the wheel, you'll experience greater levels of performance and driving pleasure.

Sport mode with a touch of a button.

Pressing the Sport button on the center console is all that's required to begin exploiting the generous reserves of power and agility in a more immediate manner. In Sport mode, the engine management system's variable parameters are recalibrated to enhance engine response. A modified throttle map

empowers your right foot with a more progressive reaction to each tap of the accelerator. In higher gears, a rev-limiter works in tandem to offer additional protection for the engine under acceleration.

On vehicles fitted with Tiptronic S transmission, automatic gearshifts also become faster and more dynamic. Lift off the throttle—

even at high revs—and the system immediately shifts down to apply engine braking.

Unwanted upshifts in manual mode are also prevented, even as you approach the engine's rev limit. The payoff? More secure and predictable handling, particularly in the corners. While all of this is happening, PASM switches to a more rigid setup with firmer electronic damper settings for more precise cornering, improved high-speed stability and tenacious roadholding traction.

(Note: PASM, or Porsche Active Suspension Management, is standard on all 911 Carrera S models and optional on all 911 Carrera models.)

Porsche Stability Management (PSM) also optimizes performance by raising the thresholds for triggering any automatic intervention by the ABS and engine management systems, resulting in a more natural response, but less forgiving to lateral and longitudinal g-forces.

A digital/analog timer mounted on the center dashboard keeps score, measuring time as deftly as the 911 transcends it.

Exhilarating? Count on it.

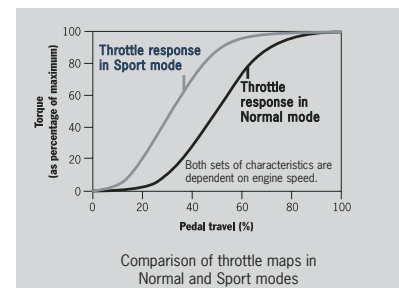
To help you gauge the performance of your 911 in a more exacting manner, a digital/analog stopwatch tracks time from hours down to hundredths of a second. Driving times can be recorded for any stretch of road, and benchmark times can be defined.

Stopwatch functions are operated using a control stalk mounted to the side of the steering wheel, and data is continuously fed to an onboard computer integrated into the Porsche Communication Management (PCM) system.

A second digital display located on the instrument cluster gives your eyes another option for viewing time information, while the PCM display lets you analyze detailed



Sport button on center console



performance data at your leisure. The system records and displays the time and distance traveled on the current segment, number of segments completed with respective times, and the fastest segment. Other useful features include a memory function controlled via the PCM system, which can store a range of personal preferences.

**Porsche Communication Management.
A digital evolution. In stereo.**



*European PCM unit represented

Porsche Communication Management (PCM)



Speaker in door panel

The standard Porsche Communication Management (PCM) system transforms the center console into an autobahn of information and entertainment. A high-resolution color display with simplified menus offers instant access to a high-end tuner, MP3-compatible CD player and trip computer with optional electronic logbook. Other options are available ranging from GPS navigation to the

PCM Telephone Module or the Sport Chrono Package Plus.

A dual-channel RDS tuner allows you to search for stations by format and store up to 40 presets. Radio station names and CD tracks are displayed on the PCM screen and inside the instrument panel's center dial, allowing you to keep your eyes front and center while driving.

A control stalk on the side of the steering column lets you tap into PCM's trip computer and display real-time data, ranging from average speed and fuel consumption to the elapsed time, outside temperature and more. The trip computer also interacts with the GPS navigation system to reveal driving range, distance to your destination and estimated time of arrival.

mixes sounds with unmistakable clarity. An enhanced speed-dependent volume control is augmented by a loudness feature that lets you move to the beat at a higher level by accentuating bass and treble at lower volumes.

The MOST in sound engineering.

Like every Porsche, the 911 is wired with a high-speed fiber optic network that transmits audio and navigation data between digital components with an absolute minimum of noise, distortion or interference. The MOST® system (short for Media Oriented Systems Transport) is ideal for achieving a higher

quality of sound and a richer, more engaging audio experience.

Antenna diversity.

The PCM system utilizes four radio antennae integrated into the windshield. In addition to locating the strongest radio signals wherever you may roam, the antennae also integrate with an optional mobile phone. No outside antenna is required, which helps conceal the presence of a mobile phone onboard.

For safety reasons, drivers should not use mobile phones while the vehicle is in motion.

Porsche Sound Package Plus.

Audiophiles are sure to appreciate a standard nine-speaker high-fidelity sound system tuned to harmonize with the aural delight of the 911 models' flat-six engine. Tweeters and midrange speakers tailored to the acoustics of the cockpit enhance a 4x25-watt amplifier in the PCM terminal that



Speaker in dashboard



Speaker in rear-seat area

Let convenience be your guide.



*European dashboard represented

Porsche CD autochanger.

The optional Porsche CD autochanger holds up to six CDs for hours of uninterrupted listening pleasure. Concealed securely in the trunk and protected by an insulated panel, it features superb shock resistance and swift disc changes. Since the new 911 is pre-wired at the Porsche factory, the CD autochanger is seamlessly integrated into the design and function of the PCM audio system. Selecting a CD track is as easy as choosing your favorite radio station.

Porsche DVD navigation module.

Whether your next destination is a culinary hot spot in the city or an out-of-the-way country inn, PCM's optional DVD navigation module uses current map renderings and spoken instructions to point the way with pinpoint accuracy. Using a powerful GPS antenna inside the dashboard, the system establishes

a satellite link to guide you almost anywhere in the Continental United States and Canada. Enter a street address, select a point of interest from a list of menus displayed by category, or simply point and click using the onscreen map to get you on your way. In a hurry? Select "quickest route" or one that avoids freeways and tolls. Tour planning and dynamic rerouting have also been enhanced with memory for 50 presets and additional zoom layers. The system also includes a new DVD drive that allows for faster route calculations without interrupting the enjoyment of your favorite music CD.

An extended navigation module includes additional functionalities for automatic route recording and subsequent back-trace navigation. Available as an option on all 911 models fitted with PCM, it facilitates navigation in areas not covered by the DVD software with the aid of a digital compass and GPS system.

Electronic logbook.

An optional electronic logbook is now available for the PCM system. The electronic logbook permits the automatic logging of the current mileage, distance covered, date and time, as well as the start and destination address for every trip. After extracting the logbooks from the PCM, the data can be easily evaluated at home with the supplied PC software.

Telephone module for PCM.

The optional GSM phone has a transmit power of 8 watts, a 12-digit keypad and a modified hands-free facility. The hands-free microphone is located next to the steering column and is ideally positioned for the driver. A passive handset with Leather-finish console is also available as an option.

*If the temperature in the luggage compartment is likely to exceed 185 F, the functioning of the DVD drive—and, thus, the navigation system—may be temporarily impaired. To eliminate this risk, the luggage compartment can be fitted with a dedicated cooling system.

Porsche and Bose.

A surround-sound experience guaranteed to move you.

The optional Bose® Surround Sound System transforms the Sports Seats of your Porsche 911 into front-row seats at the concert of your choosing. Created expressly for the unique acoustics of the 911, it's a revolutionary technology that offers dramatic sound reproduction, regardless of driving conditions.

The art of turning sound science into lifelike sound.

The Bose approach to acoustic design is very similar to the design philosophy of a Porsche: Engineer each component to the highest standards of performance, then

integrate them in such a way that the whole becomes greater than the sum of its parts. Thousands of measurements from every conceivable angle were used to determine the precise placement of each component for countering road, wind and engine noise. A 13-speaker layout enhanced by independent front and rear channels serves to create a push-button panorama of sound that duplicates the quality of live music.

The system is powered by a seven-channel digital amplifier and active equalization that matches sound to the acoustics of the 911 interior. A fiber-optic network beneath the dashboard integrates 5x25-watt linear amps and a single 100-watt switching unit with sparkling signal quality, while a second switching amp in the active subwoofer offers an additional 100 watts of power.

Low-range and midrange speakers harmonize with Neodymium tweeters to flood the cockpit

with deep, rich bass and sparkling high-range sounds. The sense of depth is increased further with the aid of Bose Signal Processing (BSP) and Centerpoint® technology that can split stereo recordings into five separate channels.

Bose Signal Processing modifies bass output to compensate for the reduced sensitivity of the human ear at lower volumes. The result is an amazing clarity of sound with full, rich bass at any volume level, and natural voice reproduction. The system can even reach concert-hall volumes with no audible noise distortion.

Even at speed, the Bose system ensures that you never miss a beat. Ingenious AudioPilot® Noise Compensation Technology continuously monitors the cockpit for ambient noise, and automatically adjusts tone and volume levels to filter it out. Like the Porsche 911, it's wired for the highest levels of performance.

- System electronics:
- A Bose digital amplifier with SurroundStage™ signal processing circuitry
 - Centerpoint signal processing circuitry
 - AudioPilot Noise Compensation Technology
 - Eight channels of custom equalization



Mid-range speaker in door

**A distinctive interior that is all you.
And pure Porsche.**



*European dashboard represented



Leather interior options shown

Leather interior.

In the hands of Porsche craftsmen, the world's most exotic materials take on added allure, conveying a sense of prestige and luxury that ignites passion behind the wheel. Choosing between Leather, Carbon Fiber and our selection of radiant woods is never easy—each option accentuates the purposeful lines of the 911 with a distinctiveness and artistry that is pure Porsche.

Slip inside a 911 embellished with expertly appointed Leather, and your first impression is likely to be a lasting one. The rich feel. The supple aroma. Painstaking attention to detail is evident along every surface and contour, from flawless seams on the steering wheel to taut, fine-grain hides that conform perfectly with the fluid lines of the dashboard; from the

dyes that are skillfully arrayed to match individual sheets of leather to seats that are upholstered one by one. It has never been our desire to mass-produce a lot of fine leather interiors. Instead, Porsche craftsmen derive their pleasure from creating a few perfect ones.



Carbon Fiber interior options shown

Carbon Fiber interior.

Lightweight and incredibly strong, Carbon Fiber is a high-tech material that is used extensively in Porsche motorsport designs. Inside your 911, its appeal is amplified with a lustrous finish that intensifies the cockpit's luxury and sporting intent. Carbon Fiber interior highlights around the dashboard, door handles and center console celebrate the

racing bloodlines of the 911 with impeccable quality and modern-day artistry. Carbon Fiber accents on the steering wheel will greet your hands with sporting flair, while Carbon Fiber door sills emblazoned with 911 insignias announce the incomparable experience in which your passengers are about to indulge.



Aluminum-Look interior options shown

Aluminum-Look/Stainless Steel interior.

Ever since the very first Porsche revolutionized automotive design with a lightweight body that performed like no other car in the world, aluminum has played an essential role in shaping the unmistakable sporting character of the 911. As an interior accent, its sleek and stylish look creates an aesthetic that is both forward-reaching and timeless. Expertly

applied throughout the cockpit, including Stainless Steel entry guards, it sparks an aura of high performance while serving as the embodiment of an enduring Porsche philosophy: Things created properly need not change entirely, but simply evolve. And continually improve.



Light wood interior (Sycamore-finish) options shown

Sycamore light wood interior.

Nothing creates a sense of prestige and warmth more convincingly than beautifully crafted wood which, like the Porsche 911 itself, grows more refined with age. Skillfully crafted Sycamore, varnished to signature Porsche standards, greets you with an old-world aesthetic that reveals the respect for detail held by our craftsmen. Woods are hand-chosen from the same groves to perfectly

match grain, texture and hues of color, then sculpted and varnished until they glow. How many coats? How much sanding? The process required to prepare woods for a Porsche interior is one of feel, not formula, applying skills all but lost in today's world—for a select few who have chosen to feel what others have all but forgotten.



Dark wood interior (Makassar-finish) options shown

Makassar dark wood interior.

Expertly cut and exquisitely finished Makassar ebony lends an ambience of stately elegance to the contemporary shapes and layout of the 911. Each piece of wood inlaid throughout the interior is hand-finished for a deep luster and precise fit. Only when the grain glows do the craftsman's hands rest. The irregular reddish-brown streaks imbued in this distinctively

dark heartwood lend a dramatic, marble-like texture to every surface they adorn, and complement the rich leather interior accents.

Front row seats to infinity. And beyond.



Electric seat



Adaptive Sports Seat

The seat of power in our latest 911 is not only more exhilarating, but also more comfortable than that of any model that's come before.

High side bolsters offering support during lively driving maneuvers are augmented with a seemingly infinite array of seat adjustments. Optional full-power seats and a litany of refinements ranging from deep-set power pedals to a lower seating position combine to offer more legroom, more headroom and, ultimately, more driving enjoyment.

Seating comfort is enhanced even further by layers of deep, supportive cushioning that soothe without dulling the senses. Fine leathers in an array of colors add a sense of luxury that is sure to delight all of your senses, while decorative seams hand-stitched in a discreet contrasting color prove a compelling option for accentuating the quality Porsche craftsmanship in which you are immersed.

Sports Seats.

Those who plan on exploiting the outer limits of the vehicle's abilities can select optional, more deeply bolstered Sports Seats. Sculpted to match the contours of your body, the Sports Seat's reinforced side bolsters are situated higher on the backrest and seat cushion to help keep you comfortably and securely in place under high cornering forces.

Adaptive Sports Seats.

Our newest optional Adaptive Sports Seats feature a wide range of adjustable settings that optimize comfort and lateral support for virtually any physical build. Side bolsters on both the seat cushion and backrest can be individually adjusted using power controls on the side of the seat. Other power adjustment options include fore/aft position, backrest angle, seat cushion inclination and lumbar support, along with memory functions for external mirrors and seat settings.



Rear seat and storage area



Seat controls



Porsche Junior Seat LATCH

Folding rear seats.

The Porsche 911 remains one of the only true sports cars in which a family can enjoy supercar-quality levels of performance.

Large folding rear seats in the 911 are surprisingly comfortable for a car of its capability. Folding down one or both of the Coupe's rear seatbacks reveals an extra 7.24 cubic feet (205 liters) of storage space [Cabriolet: 5.47 cubic feet (155 liters), Targa models: 8.12 cubic feet (230 liters)].

Luggage compartment.

In addition to their back-seat loadspace, all 911 models include a generous amount of space for storage in the front luggage compartment. Lined with high-quality, scratch-resistant material, the Carrera and Carrera S trunks swallow 4.41 cubic feet (125 liters) of luggage (two-suitcase capacity), while housing a standard audio amplifier, an optional DVD navigation drive and an optional CD autochanger. [Carrera 4, 4S, Targa 4 and 4S have 3.71 cubic feet (105 liters).]

Child seats.

Every Porsche provides a high degree of child safety without sacrificing comfort. The front passenger seat is designed to work with any LATCH-compatible child seat. All of the necessary preparation, including a manual airbag deactivation system, is available from your Porsche dealer. Your dealer can also introduce you to a range of child seats, designed specifically for your Porsche, through the Tequipment collection.

Practical has never felt so elegant.

The key to comfort in a 911 sports car stems from meticulous attention to detail and an uncompromising passion for quality: timeless hallmarks of the Porsche brand.

Space-saving storage.

While sometimes hidden from view, the intelligent designs that make driving a Porsche so rewarding do not go unnoticed. Or unappreciated. A gentle touch reveals dual cupholders neatly concealed within the trim along the dashboard. A lockable glove box featuring CD storage is complemented with additional storage compartments in each door and inside the center console. Two 12-volt sockets let you make the most of this storage by offering ample access to power for digital accessories.

Anti-theft protection.

The key remote of the 911 places control of an advanced security system in the palm of your hand.

An electronic immobilizer prevents the engine from starting after the key is removed from the ignition, while three levels of security—from contact-sensitive protection outside to radar surveillance inside—make parking your Porsche a bit more bearable.

ParkAssist.

This optional parking aid uses six ultrasonic sensors to monitor the distance to obstacles in the rear of your vehicle. A series of audio signals that increase in frequency as objects draw near offers expert guidance when maneuvering in tight spaces.

Electric slide/tilt sunroof.

Extensive wind-tunnel testing was used to determine the ideal tilt position for the standard electronic sunroof that offers passengers adjustable views and comfortable airflow without excessive buffeting on all Coupe models.

Rear wiper system.

A Porsche designer's obsession with improving performance even extends to windshield wipers. The optional rear wiper has an "aero blade" design that's been flattened and streamlined to improve aerodynamic efficiencies on the 911.

Rain sensor.

A standard rain sensor is integrated into the front windshield. The sensor automatically activates the wipers when rain is detected and adjusts wiper intervals as dictated by the intensity of the rain.

Automatic mirror dimming.

Optical sensors in the rearview and side mirrors equip the 911 with an optional safety feature that continually monitors headlight glare and adjusts tinting to minimize dazzling from behind.



ParkAssist



Glove compartment



Cupholder



Slide/tilt sunroof

HomeLink.®

This convenient standard feature integrates a garage-door opener into the roof console and stores remote settings for up to three devices. The system can also control compatible home-lighting systems and alarms.

"Welcome Home" lighting.

As its name implies, this standard feature aids the final leg of your nighttime travels by illuminating the headlights for a brief period of time whenever the key remote is used to lock or unlock your 911. Vehicles equipped with the optional

Sport Chrono Package Plus have the ability to program the lighting delay using a menu option on the Porsche Communication Management (PCM) screen.

**Roof transport system.
Touring raised to an art form.**



Roof Transport System with roof box

An ingeniously designed Roof Transport System lets you extend your fun beyond the boundaries of the blacktop. A lightweight aluminum platform glides into position in a matter of seconds with rubber foot pads that work to improve holding and prevent scratches. Contoured to trace the sleek roofline for reduced noise and

wind resistance, this optional Roof Transport System can be fitted to the Coupe models. A range of attachments—accommodating everything from bikes and skis to snowboards, and up to 165 pounds of additional luggage—enables you to get away from it all like never before, while leaving nothing behind.



Roof Transport System

A car for all seasons.



Those enthusiasts living in areas where the weather isn't always compatible with open-air driving can enjoy a comfortable, weather-tight cockpit environment with the optional Porsche hardtop.

Sculpted of lightweight aluminum, the hardtop itself weighs just 73 pounds, making it easy to install and remove. When installed, it adds to the rigidity of the car and lowers the interior noise level. The top is painted to match the body color and is trimmed in a sound-absorbent fabric that duplicates

the rest of the 911 models' passenger compartments. A heated glass rear window helps maintain visibility in all weather conditions, increasing the Cabriolet's suitability for harsh winter driving.



Stone Grey



Metropol Blue

Contrasting soft top colors.

An array of four top colors offers an attractive visual contrast to the Cabriolet's body color while helping to ensure that your 911 is immediately recognizable as a classic Porsche convertible.



Black

Wind deflector.

A wind deflector comes standard with every 911 Cabriolet model. Developed in the Porsche wind tunnels, it helps to reduce wind buffeting, turbulence and noise in the interior during top-down driving.



Cocoa

The wind deflector takes just a few seconds to install, and its double-folding mechanism makes it easy to stow in the luggage compartment when not in use.



Reflections Specifications

A Porsche is engineered to crystallize the connection between man and machine. A sports car's innate ability to create this connection is reflected in numbers that serve as a technical expression of this potential.

As a cursory glance of the 911 models' spec sheet reveals, each model features some impressive numbers. And a number of impressive features.



Specifications

Engine	Carrera	Carrera S	Carrera 4				
Type	Rear-mounted, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons, dual overhead camshafts, four valves per cylinder with VarioCam Plus variable-valve timing system						
Induction	Two-stage resonant induction						
Displacement	3.6 liters (3,596 cc)	3.8 liters (3,824 cc)	3.6 liters (3,596 cc)				
Horsepower (SAE)	325 hp @ 6800 rpm	355 hp @ 6600 rpm	325 hp @ 6800 rpm				
Torque (SAE)	273 lb.-ft. @ 4250 rpm	295 lb.-ft. @ 4600 rpm	273 lb.-ft. @ 4250 rpm				
Bore/Stroke	3.78/3.26 in.	3.90/3.26 in.	3.78/3.26 in.				
Compression Ratio	11.3:1	11.8:1	11.3:1				
Engine Management	Motronic ME 7.8 system with electronic throttle (E-gas), high-voltage ignition with individual coils, sequential injection, variable-valve mechanism, cylinder-selective knock control and stereo Lambda exhaust regulation, and onboard diagnostics (OBD II)						
Chassis							
Front Suspension	Independent MacPherson struts with forged aluminum control arms, coil springs, stabilizer bar and negative steering-roll radius						
Rear Suspension	Independent LSA multi-link with stabilizer bar, coil springs and self-stabilizing toe control						
Steering	Variable-steering ratio, power-assist (hydraulic)						
Brakes	Four-piston monobloc, aluminum-fixed calipers front and rear, discs internally vented and cross-drilled						
Wheels	Cast alloy 8J x 18 front, 10J x 18 rear	Cast alloy 8J x 19 front, 11J x 19 rear	Cast alloy 8J x 18 front, 11J x 18 rear				
Tires	235/40 ZR 18 front, 265/40 ZR 18 rear	235/35 ZR 19 front, 295/30 ZR 19 rear	235/40 ZR 18 front, 295/35 ZR 18 rear				
Transmission							
Drivetrain	Rear-wheel-drive, 6-speed manual or optional 5-speed Tiptronic S dual-mode transmission		All-wheel-drive, 6-speed manual or optional 5-speed Tiptronic S dual-mode transmission				
Gear Ratio	Manual	Tiptronic S	Manual	Tiptronic S	Manual	Tiptronic S	
	1st gear	3.91	3.60	3.91	3.60	3.91	3.60
	2nd gear	2.32	2.19	2.32	2.19	2.32	2.19
	3rd gear	1.61	1.41	1.61	1.41	1.61	1.41
	4th gear	1.28	1.00	1.28	1.00	1.28	1.00
	5th gear	1.08	0.83	1.08	0.83	1.08	0.83
	6th gear	0.88	—	0.88	—	0.88	—
	Final Drive (front/rear)	3.44	3.56	3.44	3.56	3.44	3.56
Safety							
Active	Bosch ABS 8.0, intelligent rear-wheel drive, Porsche Stability Management (PSM)		Bosch ABS 8.0, intelligent all-wheel drive, enhanced Porsche Stability Management (PSM)				
Passive	Dual front Advanced Airbags, head and thorax side airbags, front and rear deformation zones, side-guard door beams, seat-belt pretensioners and load limiters, exterior/interior alarms, central locking, Bi-Xenon headlights (optional on Carrera and Carrera 4), supplemental safety bars (Cabriolet)						

Engine	Carrera 4S	911 Targa 4	911 Targa 4S				
Type	Rear-mounted, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons, dual overhead camshafts, four valves per cylinder with VarioCam Plus variable-valve timing system						
Induction	Two-stage resonant induction						
Displacement	3.8 liters (3,824 cc)	3.6 liters (3,596 cc)	3.8 liters (3,824 cc)				
Horsepower (SAE)	355 hp @ 6600 rpm	325 hp @ 6800 rpm	355 hp @ 6600 rpm				
Torque (SAE)	295 lb.-ft. @ 4600 rpm	273 lb.-ft. @ 4250 rpm	295 lb.-ft. @ 4600 rpm				
Bore/Stroke	3.90/3.26 in.	3.78/3.26 in.	3.90/3.26 in.				
Compression Ratio	11.8:1	11.3:1	11.8:1				
Engine Management	Motronic ME 7.8 system with electronic throttle (E-gas), high-voltage ignition with individual coils, sequential injection, variable-valve mechanism, cylinder-selective knock control and stereo Lambda exhaust regulation, and onboard diagnostics (OBD II)						
Chassis							
Front Suspension	Independent MacPherson struts with forged aluminum control arms, coil springs, stabilizer bar and negative steering-roll radius						
Rear Suspension	Independent LSA multi-link with stabilizer bar, coil springs and self-stabilizing toe control						
Steering	Variable-steering ratio, power-assist (hydraulic)						
Brakes	Four-piston monobloc, aluminum-fixed calipers front and rear, discs internally vented and cross-drilled						
Wheels	Cast alloy 8J x 19 front, 11J x 19 rear	Cast alloy 8J x 18 front, 11J x 18 rear	Cast alloy 8J x 19 front, 11J x 19 rear				
Tires	235/35 ZR 19 front, 305/30 ZR 19 rear	235/40 ZR 18 front, 295/35 ZR 18 rear	235/35 ZR 19 front, 305/30 ZR 19 rear				
Transmission							
Drivetrain	All-wheel-drive, 6-speed manual transmission or optional 5-speed Tiptronic S dual-mode transmission						
Gear Ratio	Manual	Tiptronic S	Manual	Tiptronic S	Manual	Tiptronic S	
	1st gear	3.91	3.60	3.91	3.60	3.91	3.60
	2nd gear	2.32	2.19	2.32	2.19	2.32	2.19
	3rd gear	1.61	1.41	1.61	1.41	1.61	1.41
	4th gear	1.28	1.00	1.28	1.00	1.28	1.00
	5th gear	1.08	0.83	1.08	0.83	1.08	0.83
	6th gear	0.88	—	0.88	—	0.88	—
	Final Drive (front/rear)	3.44	3.56	3.44	3.56	3.44	3.56
Safety							
Active	Bosch ABS 8.0, intelligent all-wheel drive, enhanced Porsche Stability Management (PSM)						
Passive	Dual front Advanced Airbags, head and thorax side airbags, front and rear deformation zones, side-guard door beams, seat-belt pretensioners and load limiters, exterior/interior alarms, central locking, Bi-Xenon headlights (optional on Targa 4), supplemental safety bars (Cabriolet)						

Specifications

Weights and Dimensions	Carrera	Carrera S	Carrera 4
Curb Weight (Coupe/Cabrio)	3,075/3,263 lbs. 3,164/3,351 lbs. with Tiptronic S	3,131/3,318 lbs. 3,219/3,406 lbs. with Tiptronic S	3,197/3,384 lbs. 3,285/3,472 lbs. with Tiptronic S
Weight Distribution % (manual trans.)	37.7 Front/62.3 Rear 37.2 Front/62.8 Rear (Cabrio)	38.0 Front/62.0 Rear 37.5 Front/62.5 Rear (Cabrio)	39.7 Front/60.3 Rear 39.0 Front/61.0 Rear (Cabrio)
Length	175.63 in. (4,461 mm)	175.63 in. (4,461 mm)	175.63 in. (4,461 mm)
Width (w/o mirrors)	71.18 in. (1,808 mm)	71.18 in. (1,808 mm)	72.91 in. (1,852 mm)
Height	51.57 in. (1,310 mm)	51.18 in. (1,300 mm)	51.57 in. (1,310 mm)
Wheelbase	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)	92.52 in. (2,350 mm)
Track	58.50 in. (1,486 mm) Front 60.39 in. (1,534 mm) Rear	58.50 in. (1,486 mm) Front 59.69 in. (1,516 mm) Rear	58.58 in. (1,488 mm) Front 60.94 in. (1,548 mm) Rear
Fuel Tank Capacity	16.9 gal. (64 liters)	16.9 gal. (64 liters)	17.7 gal. (67 liters)
Interior Storage Volume (Coupe/Cabrio)	7.24/5.47 cubic feet (205/155 liters)	7.24/5.47 cubic feet (205/155 liters)	7.24/5.47 cubic feet (205/155 liters)
Luggage Area Volume (Coupe/Cabrio)	4.41 cubic feet (125 liters)—Trunk	4.41 cubic feet (125 liters)—Trunk	3.71 cubic feet (105 liters)—Trunk
Performance			
0–60 mph (Coupe/Cabrio)	Man.: 4.8/5.0 sec. Tip. S: 5.2/5.4 sec.	Man.: 4.6/4.7 sec. Tip. S: 5.0/5.1 sec.	Man.: 4.9/5.1 sec. Tip. S: 5.3/5.5 sec.
0–99 mph (Coupe/Cabrio)	11.0/11.4 sec. 12.0/12.4 sec.	10.7/11.0 sec. 11.6/12.0 sec.	11.2/11.6 sec. 12.2/12.6 sec.
Top Track Speed	Man.: 177 mph Tip. S: 174 mph	Man.: 182 mph Tip. S: 177 mph	Man.: 174 mph Tip. S: 171 mph
Estimated EPA Fuel Economy (city/highway)	Man.: 18/26 mpg Tip. S: 20/26 mpg	Man.: 18/26 mpg Tip. S: 20/26 mpg	Man.: 18/26 mpg Tip. S: 19/26 mpg
Warranty			
To underscore our confidence in the quality of our cars, all new Porsche vehicles are covered by a 4-year/50,000-mile (whichever comes first) limited warranty and Roadside Assistance program. This warranty covers any defect in materials and workmanship. Porsche's limited corrosion warranty extends a full 10 years, regardless of mileage.			

Weights and Dimensions	Carrera 4S	911 Targa 4	911 Targa 4S
Curb Weight (Coupe/Cabrio)	3,252/3,439 lbs. 3,340/3,527 lbs. with Tiptronic S	3,329 lbs. 3,417 lbs. with Tiptronic S	3,384 lbs. 3,472 lbs. with Tiptronic S
Weight Distribution % (manual trans.)	40.3 Front/59.7 Rear 39.5 Front/60.5 Rear (Cabrio)	39.4 Front/60.6 Rear	39.7 Front/60.3 Rear
Length	175.63 in. (4,461 mm)	175.63 in. (4,461 mm)	175.63 in. (4,461 mm)
Width (w/o mirrors)	72.91 in. (1,852 mm)	72.91 in. (1,852 mm)	72.91 in. (1,852 mm)
Height	51.18 in. (1,300 mm)	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)	92.52 in. (2,350 mm)
Track	58.58 in. (1,488 mm) Front 60.94 in. (1,548 mm) Rear	58.58 in. (1,488 mm) Front 60.94 in. (1,548 mm) Rear	58.58 in. (1,488 mm) Front 60.94 in. (1,548 mm) Rear
Fuel Tank Capacity	17.7 gal. (67 liters)	17.7 gal. (67 liters)	17.7 gal. (67 liters)
Interior Storage Volume (Coupe/Cabrio)	7.24/5.47 cubic feet (205/155 liters)	8.12 cubic feet (230 liters)	8.12 cubic feet (230 liters)
Luggage Area Volume (Coupe/Cabrio)	3.71 cubic feet (105 liters)—Trunk	3.71 cubic feet (105 liters)—Trunk	3.71 cubic feet (105 liters)—Trunk
Performance			
0–60 mph (Coupe/Cabrio)	Man.: 4.6/4.7 sec. Tip. S: 5.0/5.1 sec.	Man.: 5.1 sec. Tip. S: 5.5 sec.	Man.: 4.7 sec. Tip. S: 5.1 sec.
0–99 mph (Coupe/Cabrio)	10.8/11.1 sec. 11.7/12.1 sec.	11.6 sec. 12.6 sec.	11.1 sec. 12.1 sec.
Top Track Speed	Man.: 179 mph Tip. S: 174 mph	Man.: 174 mph Tip. S: 171 mph	Man.: 179 mph Tip. S: 174 mph
Estimated EPA Fuel Economy (city/highway)	Man.: 17/25 mpg Tip. S: 19/25 mpg	Man.: 18/26 mpg Tip. S: 19/26 mpg	Man.: 17/25 mpg Tip. S: 19/25 mpg
Warranty			
To underscore our confidence in the quality of our cars, all new Porsche vehicles are covered by a 4-year/50,000-mile (whichever comes first) limited warranty and Roadside Assistance program. This warranty covers any defect in materials and workmanship. Porsche's limited corrosion warranty extends a full 10 years, regardless of mileage.			

Exterior Equipment

Performance	Carrera	Carrera S	Carrera 4	Carrera 4S	Targa 4	Targa 4S	Option Code
Sport Chrono Package Plus	o	o	o	o	o	o	640
6-speed manual transmission	s	s	s	s	s	s	–
Porsche Active Suspension Management (PASM)	o	s	o	s	o	s	475
Porsche Ceramic Composite Brakes (PCCB) with yellow calipers	o	o	o	o	o	o	450
Porsche Stability Management (PSM) system	s	s	s	s	s	s	–
Powerkit	–	o	–	o	–	o	X51
Short Shifter	o	o	o	o	o	o	XCZ
Stainless-steel, chrome-plated exhaust pipes	o	o	o	o	o	o	X54
Standard-colored brake calipers	s-Black	s-Red	s-Black	s-Red	s-Black	s-Red	–
Sport Exhaust including four-tube sports tailpipes	o	o	o	o	o	o	XLF
Tiptronic S transmission	o	o	o	o	o	o	249
Safety							
Anti-theft system with immobilizer, interior sensor and remote control	s	s	s	s	s	s	–
Bi-Xenon headlights with dynamic leveling and headlight washers	o	s	o	s	o	s	P74
Dual front and side Advanced Airbags and side-impact protection beams (POSIP)	s	s	s	s	s	s	–
Fire extinguisher	o	o	o	o	o	o	509
Hardtop (Cabrio only)	o	o	o	o	–	–	550
Rain-sensing windshield wipers, heated washer nozzles	s	s	s	s	s	s	–
Rear ParkAssist system	o	o	o	o	o	o	635
Self-dimming rearview and driver side mirrors	o	o	o	o	o	o	267
Tire Pressure Monitoring System (TPMS)	s	s	s	s	s	s	–
Exterior							
Exterior metallic paint	o	o	o	o	o	o	Color code
Exterior special colors	o	o	o	o	o	o	Color code
Exterior “color to sample” paint	o	o	o	o	o	o	98/99
Aerokit Cup (Coupe only)	o	o	o	o	–	–	XAA
Deletion of model designation	o	o	o	o	o	o	498
Power-operated sliding steel sunroof	s	s	s	s	s	s	–
Rear window wiper (Coupe only)	o	o	o	o	o	o	425
Rocker panels painted	–	–	o	o	o	o	XAJ
Roof Transport System (Coupe only)	o	o	o	o	–	–	549
Wheels							
18" Carrera III wheels	s	N/A	s	N/A	s	N/A	–
19" Carrera S wheels	o	s	o	s	o	s	403
19" Turbo wheels	o	o	o	o	o	o	404
19" Carrera Classic wheels	o	o	o	o	o	o	405
19" SportDesign wheels	o	o	o	o	o	o	407
19" Carrera Sport wheels	o	o	o	o	o	o	XRR
5-mm wheel spacers	o	o	o	o	o	o	XRP
Wheel center caps with colored Porsche Crest	o	o	o	o	o	o	446
Wheels painted in exterior body color	o	o	o	o	o	o	XD9

Interior Equipment

Comfort and Convenience	Carrera	Carrera S	Carrera 4	Carrera 4S	Targa 4	Targa 4S	Option Code
Power Seat Package— <i>Front seats with power height, length and backrest adjustment, driver side memory function</i>	o	o	o	o	o	o	P15
Adaptive Sports Seats— <i>Fully electric with driver side memory</i>	o	o	o	o	o	o	P01
Sports Seats— <i>Manual seat adjustment</i>	o	o	o	o	o	o	P77
Heated front seats	o	o	o	o	o	o	342
Automatic climate control with carbon filter	s	s	s	s	s	s	–
Central locking with remote control	s	s	s	s	s	s	–
Cruise control	s	s	s	s	s	s	–
Floor mats in interior color with Porsche lettering	o	o	o	o	o	o	810
Folding rear-seat backrests and storage shelf behind rear seats	s	s	s	s	s	s	–
Heated and electrically adjustable outside mirrors	s	s	s	s	s	s	–
Illuminated vanity mirrors	s	s	s	s	s	s	–
Instrument dials	s Black	s Alum-Look	s Black	s Alum-Look	s Black	s Alum-Look	–
Integrated dual cupholders	s	s	s	s	s	s	–
Lockable glove box and storage compartment behind handbrake lever	s	s	s	s	s	s	–
Power windows with one-touch up/down and anti-jam feature	s	s	s	s	s	s	–
Wind deflector (Cabrio only)	s	s	s	s	s	s	–
Electronics							
AM/FM radio with CD player (digital)	s	s	s	s	s	s	–
Sound Package Plus with 9 speakers	s	s	s	s	s	s	–
Bose Digital Surround Sound System with 13 speakers	o	o	o	o	o	o	680
External antenna	o	o	o	o	o	o	461
HomeLink® (<i>programmable garage-door opener</i>)	s	s	s	s	s	s	–
Remote 6-disc CD autochanger	o	o	o	o	o	o	692
Porsche Communication Management							
Porsche Communication Management (PCM)	s	s	s	s	s	s	–
Navigation module (DVD)	o	o	o	o	o	o	670
Electronic logbook for PCM <i>Recording features include trip time and distance</i>	o	o	o	o	o	o	641
Extended Navigation System <i>System includes route-recording and back-tracing</i>	o	o	o	o	o	o	672
PCM integrated phone— <i>GSM-based phone, requires SIM card</i>	o	o	o	o	o	o	666
Passive handset for telephone module	o	o	o	o	o	o	668

s = standard feature

o = optional feature

– = no code needed

Interior Equipment (cont.)

	Camera	Camera S	Camera 4	Camera 4S	Targa 4	Targa 4S	Option Code
Leather interior options							
Leather package— Leather-finish seats, upper/lower dashboard, door panels, rear side panels in Smooth-Finish Leather. Available in standard color, special color, natural Leather and color to sample.	0	0	0	0	0	0	Color code
Door finisher in Leather— Leather-finish door opener trim	0	0	0	0	0	0	XTV
Dome lamp cover in Leather (Coupe only)	0	0	0	0	–	–	XZD
Inner sill parts and trunk release in Leather	0	0	0	0	0	0	XTG
Instrument surround in Leather	0	0	0	0	0	0	XNG
Leather dash switch-trim package— Leather-finish side air vents, side air vent slats, central air vents including switch trim, central air vent slats, loudspeaker finisher on center switch panel, defroster trim, trim strip switch panel including cupholder trim	0	0	0	0	0	0	EAA
Leather interior in special color	0	0	0	0	0	0	Color code
Leather interior in special color (two-tone)— <i>Black and Stone Grey, Black and Sand Beige, Black and Terracotta</i>	0	0	0	0	0	0	Color code
Leather interior in natural Leather color	0	0	0	0	0	0	Color code
Leather interior in color to sample	0	0	0	0	0	0	Color code
Leather rear center console— Leather-finish rear section of center console including ashtray cover, storage tray rear section of center console, handbrake lever recess trim	0	0	0	0	0	0	XMZ
Leather seats	0	0	0	0	0	0	Color code
Leather sunvisors with lighted mirror	0	0	0	0	0	0	XMP
Three-spoke multifunction steering wheel covered in Smooth-Finish Leather	0	0	0	0	0	0	431
Three-spoke steering wheel covered in Smooth-Finish Leather	0	0	0	0	0	0	459
Three-spoke sports steering wheel covered in Leather	0	s	0	s	0	s	435
Three-spoke sports steering wheel covered in Smooth-Finish Leather	0	0	0	0	0	0	460
Three-spoke sports steering wheel covered in thickly padded Smooth-Finish Leather	0	0	0	0	0	0	XPA
PCM with Leather— Leather-finish PCM trim, climate control trim, lower switch trim and lower storage bin	0	0	0	0	0	0	CUR
PCM handset in Leather	0	0	0	0	0	0	XEA
Porsche Crest embossed in headrest	0	0	0	0	0	0	XSC
Porsche Crest embossed in storage bin lid	0	0	0	0	0	0	CPT
Roof liner in Leather interior color (Coupe only)	0	0	0	0	–	–	XMA
Seats in Soft-Look Leather with ruffled seat centers	0	0	0	0	0	0	982
Sports Seats back in interior Leather	0	0	0	0	0	0	XSB
Steering column in Leather	0	0	0	0	0	0	XNS
Carbon Fiber interior options							
Carbon Fiber package— Carbon Fiber-finish handbrake lever, trim switch panel including cupholder trim, gear lever/selector	0	0	0	0	0	0	803
Carbon Fiber dash switch trim package— Carbon Fiber-finish side air vents, central air vents; Leather-finish side air vent slats, central air vent slats including switch trim, loudspeaker finisher on switch panel, defroster trim including Carbon Fiber inlay	0	0	0	0	0	0	EAD
Carbon Fiber rear center console— Carbon Fiber-finish rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	0	0	0	0	0	0	XMJ
Door entry guards in Carbon Fiber	0	0	0	0	0	0	X69
Door finisher in Carbon Fiber— Carbon Fiber-finish front of door handle, lid of storage bin including lid extension of storage bin, door opener trim	0	0	0	0	0	0	XTL
Three-spoke multifunction steering wheel in Carbon Fiber	0	0	0	0	0	0	453

s = standard feature

0 = optional feature

– = no code needed

	Camera	Camera S	Camera 4	Camera 4S	Targa 4	Targa 4S	Option Code
Aluminum-Look/Stainless Steel interior options							
Aluminum-Look dash switch trim package— Aluminum-finish side air vents, central air vent including switch trim, instrument surround; Leather-finish side air vent slats, central air vent slats, loudspeaker finisher on switch panel, defroster trim	0	0	0	0	0	0	EAE
Aluminum-Look rear center console— Aluminum-finish rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	0	0	0	0	0	0	XCK
Footrest in Aluminum-Look	0	0	0	0	0	0	XXZ
Sports Seats back in Aluminum-Look	0	0	0	0	0	0	XCG
Door entry guards in Stainless Steel	0	0	0	0	0	0	X70
Door finishers in Aluminum-Look— <i>Front of door handle, lid of storage bin including extension of storage bin, door opener trim</i>	0	0	0	0	0	0	XTW
Gear/handbrake lever in Aluminum-Look (available 11/06)	0	0	0	0	0	0	ECA
Instrument surround in Aluminum-Look	0	0	0	0	0	0	XCL
Three-spoke multifunction steering wheel with Aluminum-Look trim	0	0	0	0	0	0	XPV
Dark wood (Makassar) interior options							
Makassar package— Makassar-finish handbrake lever, trim switch panel including cupholder trim, gear lever/selector	0	0	0	0	0	0	801
Door finishes in Makassar— <i>Front of door handle, lid of door storage bin including extension of storage bin, door opener trim</i>	0	0	0	0	0	0	XTT
Makassar dash switch trim package— Makassar-finish side air vents, central air vent; Leather-finish side air vent slats, central air vent slats, including switch trim, loudspeaker finisher on switch panel, defroster trim with Makassar inlay	0	0	0	0	0	0	EAB
Makassar rear center console— Makassar-finish rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	0	0	0	0	0	0	XJT
Three-spoke multifunction steering wheel in Makassar	0	0	0	0	0	0	451
Light wood (Sycamore) interior options							
Sycamore package— Sycamore-finish handbrake lever, trim switch panel including cupholder trim, gear lever/selector	0	0	0	0	0	0	802
Door finisher in Sycamore— Sycamore-finish front of door handle, lid of door storage bin including extension of door storage bin, door opener trim	0	0	0	0	0	0	XTU
Sycamore dash switch trim package— Sycamore-finish side air vents, central air vent; Leather-finish side air vent slats, central air vent slats including switch trim, loudspeaker finisher on switch panel, defroster trim with Sycamore inlay	0	0	0	0	0	0	EAC
Sycamore rear center console— Sycamore-finish rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	0	0	0	0	0	0	XJU
Three-spoke multifunction steering wheel in Sycamore	0	0	0	0	0	0	452
Special color interior options							
Instrument dials in interior color— <i>Sand Beige, Terracotta, Natural Brown (Black is also available for the "S" models)</i>	0	0	0	0	0	0	XFD, XFE, XFF, (022)
Instrument dials in exterior color— <i>Guards Red, Speed Yellow, Carrara White</i>	0	0	0	0	0	0	XFG, XFH, XFJ
Seat Belts in Silver-Grey, Guards Red or Speed Yellow	0	0	0	0	0	0	XSH, XSK, XSY
Rear section of center console in exterior color— <i>Rear section of center console, ashtray cover, on-door storage bin, door opener trim; Leather handbrake lever recess trim</i>	0	0	0	0	0	0	XME
Sports Seats back in exterior color	0	0	0	0	0	0	XSA