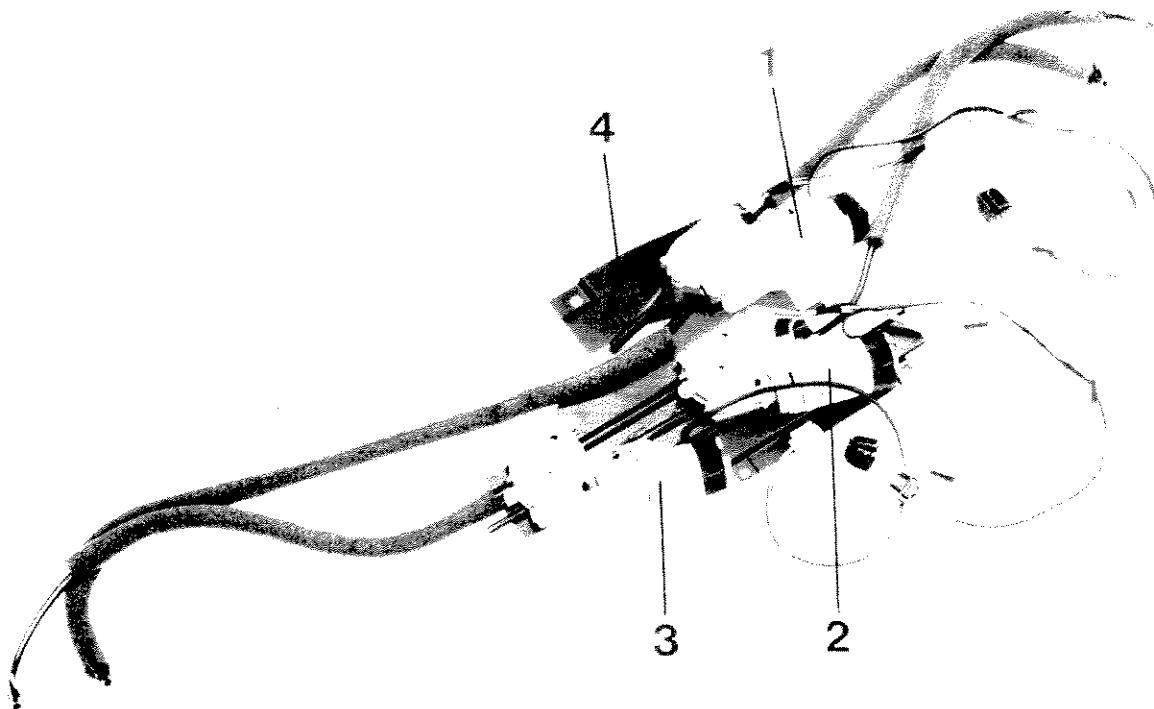


Drive Motor

95/174

- 1 - Sun blind electromotor
- 2 - Wind deflector/glass roof electromotor
- 3 - Wind deflector/glass roof electromotor
- 4 - Mounting plate

The electromotors are assembled with three screws each to the mounting plate. This mounting plate is fitted with another three screws to the rear wall.

The locating tubes for the drive cable are part of the mounting plate and are screw-fitted to the guide rails along the sides.

Plastic tubes that are used to guide the opposite ends of the drive cables are fitted to the ends of the tube ends.

Electromotors (2 and 3) operate the wind deflector and the glass roof across the drive cables.

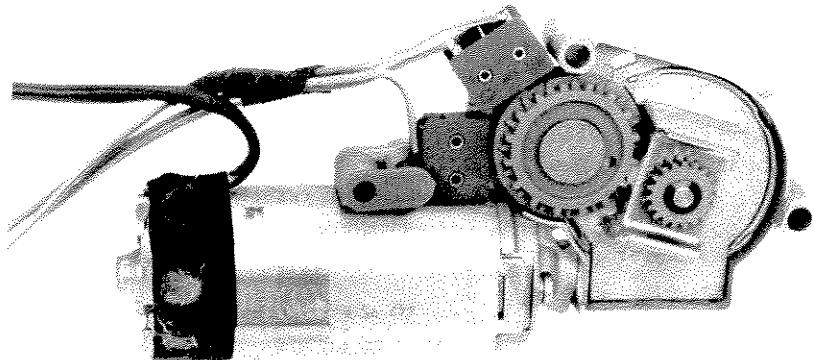
Wind Deflector/Glass Roof Drive

Electromotors 2 and 3 are operated in parallel and are coupled mechanically across the left and right drive cables.

Electromotor 2 also houses the switchoff feature for both motors 2 and 3 in the end of travel positions of the wind deflector and the glass roof.

Operation:

When the drive cables are actuated by the gearwheel, a cam wheel at the same time rotates a drive wheel. The microswitches are actuated along the circumference of the drive wheel in accordance with the contours of the wheel.



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Note:

When working on the drive, **never** remove both motors (2 and 3) at the same time from the support plate.

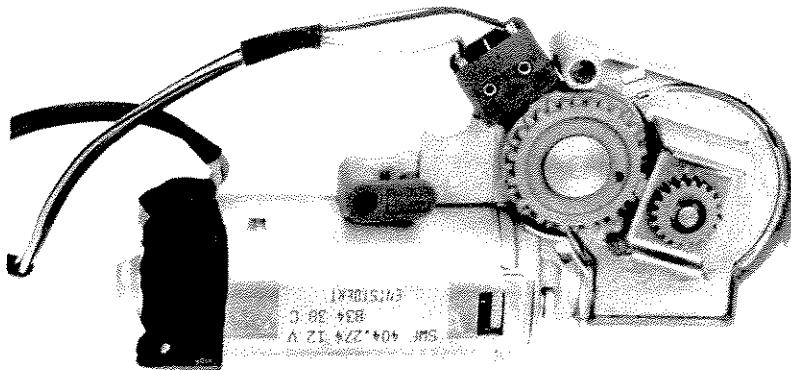
One of the two motors should remain attached to locate the drive cable and to avoid dislocation of the assembly e.g. from the left to the right.

If only one drive motor (2 or 3) is fitted to the support plate, this motor must **not** be operated electrically.

When the motor is removed, the drive cables are not guided by the gearwheel. Care should be taken not to damage the assembly.

Sun Blind Drive

Electromotor (1) simultaneously actuates the left and right drive cables of the sun blind. A microswitch operated by a drive gear (as in the case of the wind deflector/glass roof drive) switches off the sun blind in the end of travel positions.



95/175

Basic adjustment of sun blind to electromotor drive cable

- Pull left and right drive cables of sun blind forward up to the stop screw of the guide rail.
- Connect removed electromotor (1) to control unit and retain motor in place.
- Operate sun blind rocker switch until the "sun blind rolled up," end of travel position is reached and until the motor is switched off.
- Install drive motor on mounting plate.

Basic adjustment of wind deflector/glass roof drive cables with electromotors

- The drive cables of the left and right sides must be moved into the position corresponding to the fully closed glass roof and wind deflector positions. The front gate slide connected to the operating cable must butt against the mounting support on the left and right-hand sides.
- Both motors (2 and 3) should remain installed for the time being. The motor (1) of the sun blind should be connected to the control unit.
- Connect drive motor (2, with microswitch) with control unit and retain motor in place.
- Operate glass roof/wind deflector rocker switch until the end of travel position of the glass roof and wind deflector is reached (operate switch twice) and the motor switches off.
- The electromotors (2 and 3) and the drive cables are now in the closed position. Fit motors to support plate.

Note:

Emergency operation of the cables only causes the plastic drivers to be disengaged and the electromotors to be uncoupled. Full readjustment of the drive cables is only required if both electromotors or the drive cables have been removed.

Rocker switches

The rocker switches used to operate the glass roof are located in the center console.

The left switch operates the wind deflector and the glass roof.

The center switch operates the sun blind.



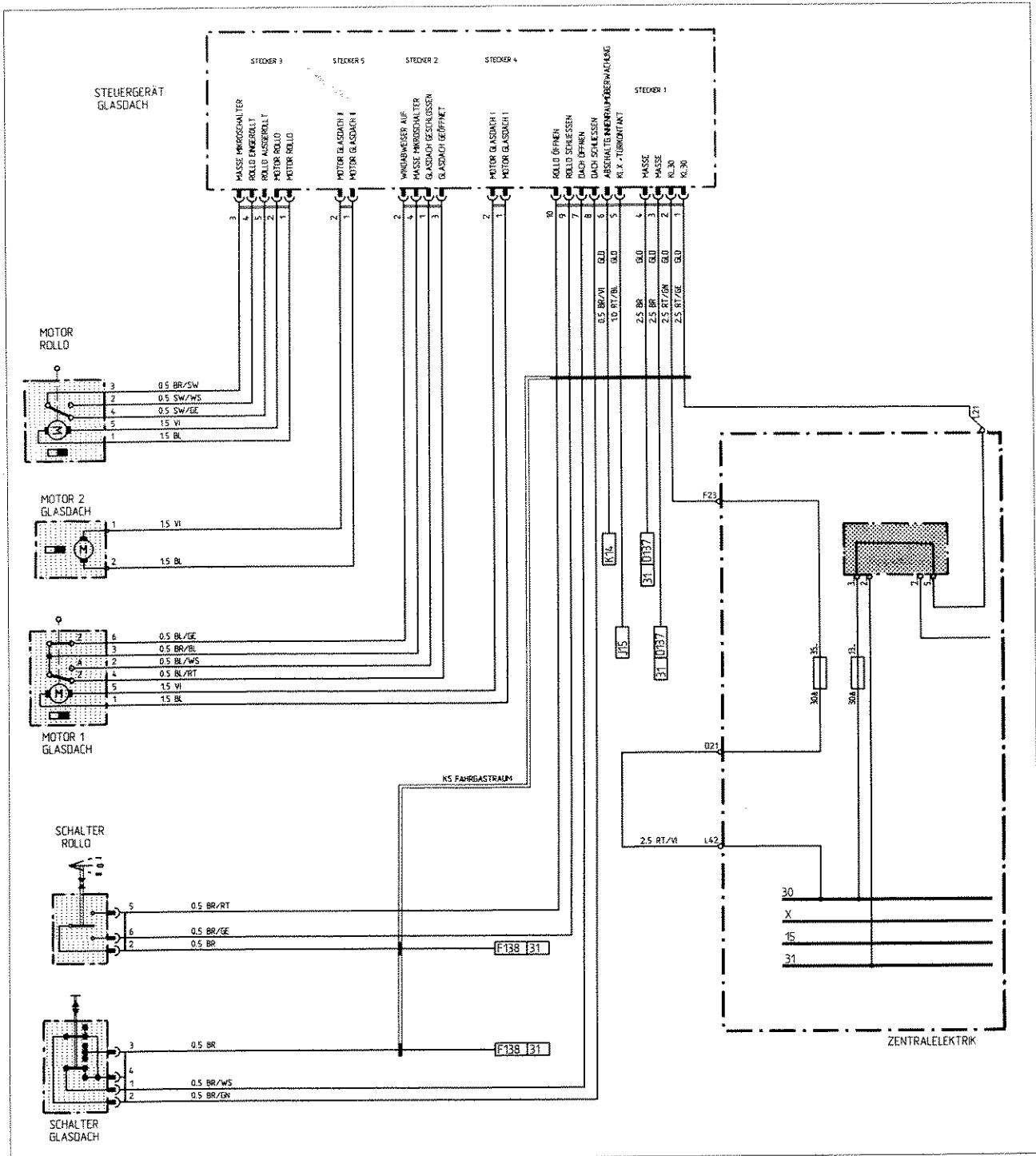
95/134

Vehicles with optional rear window wiper equipment have an additional rocker switch located next to the parking brake lever on the center console which is used to raise and retract the rear spoiler manually.



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Drive Motor Wiring Diagram

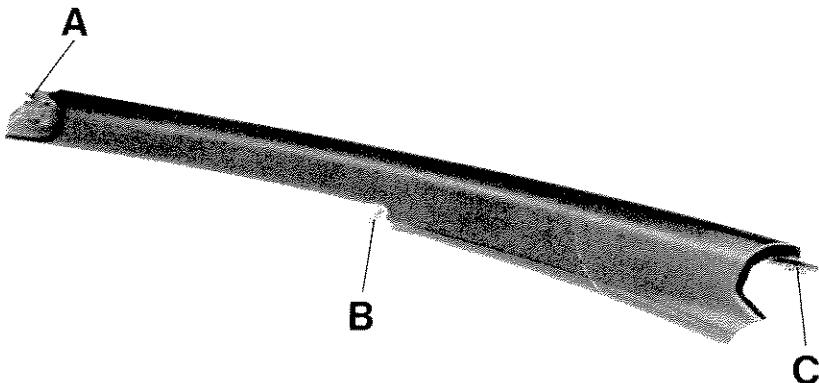


Trim Inserts

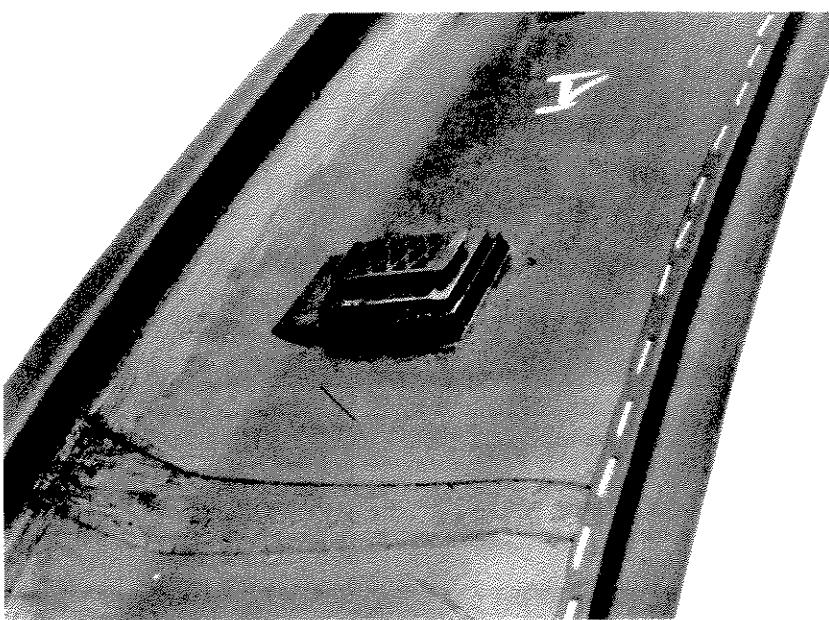
Roof Rail Trim Insert

The trim insert is screwed in place in the following locations:

- A — M 4 nut, accessible after removing the crossbow trim section.
- B — Screw assembly at coat hook and B-post trim section.
- C — Rear screw assembly with closing section, accessible after removing the rear wall trim panel.



In addition to the threaded assemblies, the trim insert is held with two sliding elements. To remove the trim insert, slide the trim approx. 40 mm towards the rear to allow the sliding elements to be disengaged from the latches of the guide rail.



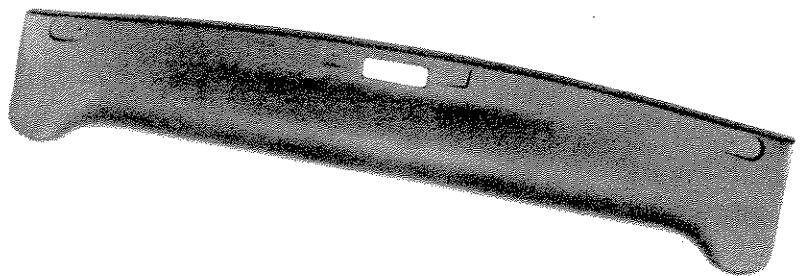
95/115

95/168

Crossbow Trim Section

The trim section covers the inner panel of the windshield frame and the crossbow. It is attached to the sun visor supports.

The trim section is also used to house the interior light.



95/116

The interior panel of the windshield frame has a cutout to house the interior light. This cutout also provides access to the base of the telephone antenna.



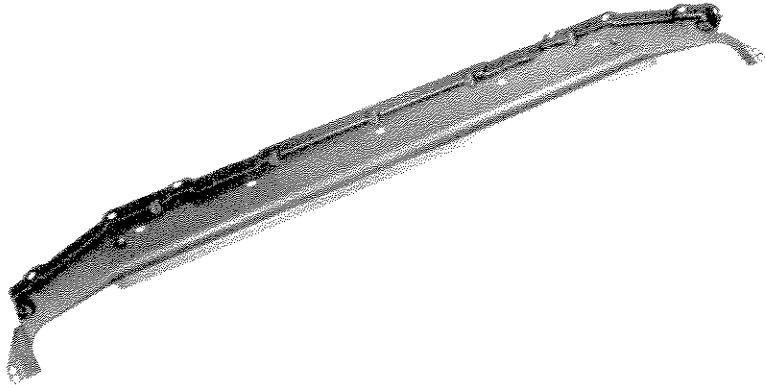
95/126

Crossbow

The crossbow connects the roof rails with each other.

It is screwed to the inner panel of the windshield frame along the leading edge.

The crossbow also houses the wind deflector and the sun blind.



95/148

Rear inner wall trim panel

The rear inner wall is lined with a molding with carpet covering and an additional trim panel.

An air grille is fitted into the trim panel to allow the interior air to be evacuated.

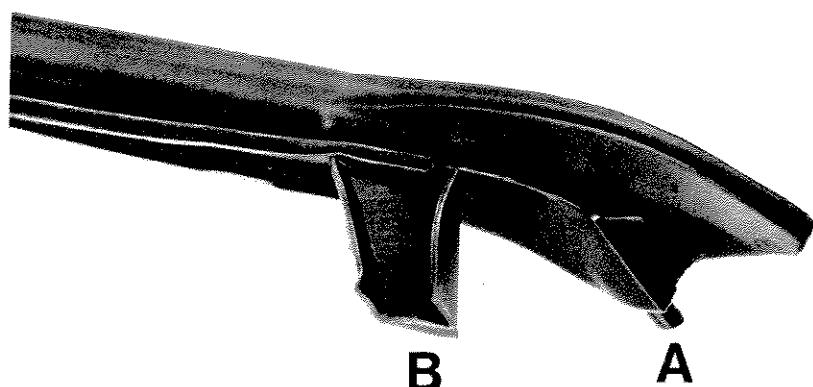


95/147

Seals

Windshield frame seal

A drain channel (A) is located in the corner piece of the windshield frame seal. This channel exits in the door seal that is shaped in a matching manner. Water entering in this area is ducted by flange (B) towards the guide rail and is then drained towards the outside.



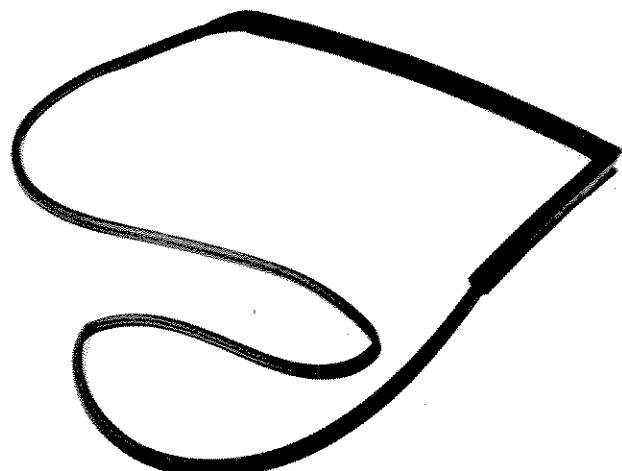
95/184

Door seal

The door seal is made up of several molded sections that are combined into one single seal. Retaining clips are used to hold the seal in place at the roof rail and the B-post.

A drain channel is incorporated in the door seal to allow the water to be drained. Make sure that the water drain passages are unobstructed.

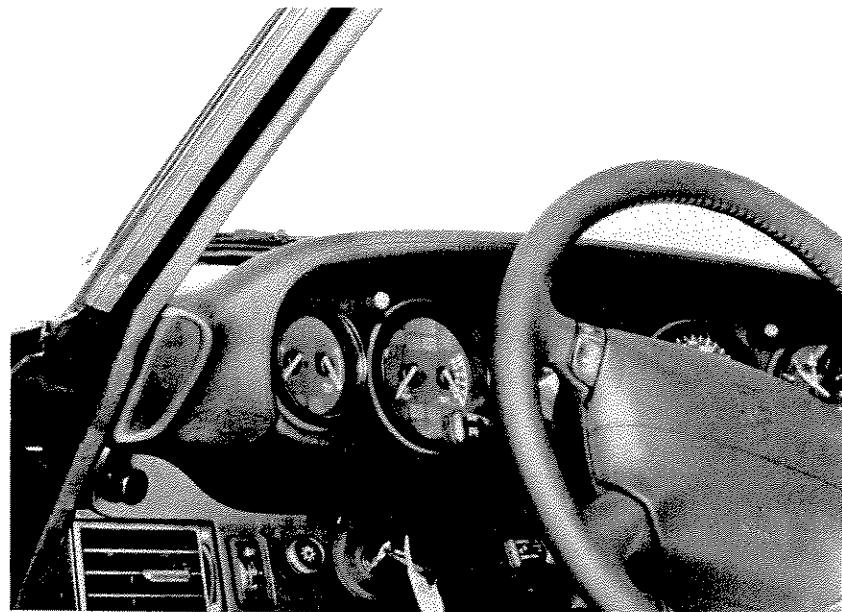
The seal is made of EPDM and is covered with a lubricating varnish coating.



95/117

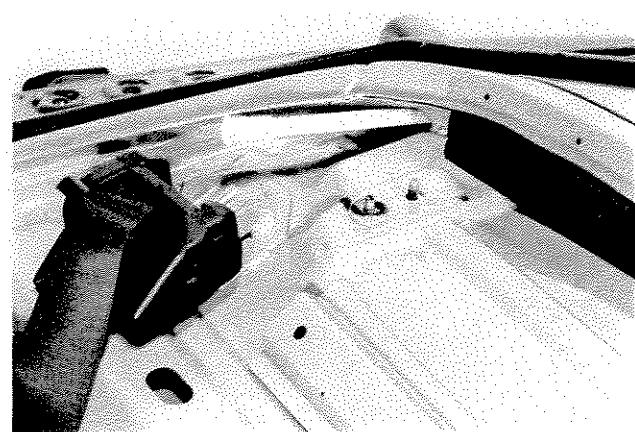
Rear Water Drain Passage

An additional seal is fitted to the side of the windshield frame and is combined with a separate retaining strip.



95/137 b

The water is drained to the cutout below the engine compartment lid across the hose pushed onto the end piece of the guide rail.



95/152

Tightening Torques

Overview/Bolt and Screw Assignments

Crossbow - roof rail	Torx oval-head screw	T 30 M 5 x 9,5	2.5 Nm
Drive motor - rear wall	Torx oval-head screw	T 25 M 5 x 28	3.0 Nm
Drive motor - guide rail	Torx oval-head screw	T 30 M 5 x 9,5	2.5 Nm
Guide rail - roof rail	Hexagon socket head bolt	M 6 x 16	8.0 Nm
Hinge gate - wind deflector	Torx oval-head screw	T 30 M 5 x 9,5	2.5 Nm
Wind deflector - sliding bracket	Hexagon socket head bolt	M 5 x 12	5.5 Nm
Glass roof front - locating mount	Hexagon socket head bolt	M 6 x 12	8.3 Nm
Glass roof rear - locating mount	Hexagon socket head bolt	M 5 x 12	5.5 Nm
Mounting bracket - guide rail	Torx oval-head screw	T 25 M 5 x 12	2.5 Nm
Driver - support plate	Torx tapping screw	T 20	2.0 Nm
Door seal retaining strip - roof rail	Flanged head bolt	M 5 x 12	3.5 Nm
B-post seal retaining strip - B-post	Flanged bolt	M 5 x 12	3.5 Nm

Roof Rack

An individual roof transport system is offered for the 911 Targa.



11/95

The rear top carrying bars are attached to the marked location on the rear side window and are tightened down.

The front top carrying bars are attached to the marked location on the door seal and are tightened down.



95/150

The roof load when using the Original Porsche Roof Transport System is 75 kg.

6 Body Equipment

Body Color Range

Color designation	Code	Paint system
Grand prix white	92 R	WU 2
Grand prix white	908	U 1
Black	741	WU 2
Black	747	U 2
Guards red	84 A	WU 2
Guards red	80 K	U 1
Speed yellow	12 H	WU 2
Speed yellow	12 G	U 1
Black, pearl effect	744	WP 2
Black, pearl effect	746	P 2
Midnight blue, pearl effect	39 C	WP 2
Midnight blue, pearl effect	37 W	P 2
Polar silver metallic	92 M	WM 2
Polar silver metallic	92 E	M 2
Iris blue pearl effect	39 V	WP 2
Iris blue pearl effect	39 N	P 2
Aventura green pearl effect	39 S	WP 2
Aventura green pearl effect	39 R	P 2
Arena red metallic	84 S	WP 2
Arena red metallic	84 R	P 2
Blue-turquoise	3 AS	WU 2
Blue-turquoise	3 AR	U 2
Turquoise, pearl effect	25 D	WP 2
Turquoise, pearl effect	25 C	P 2

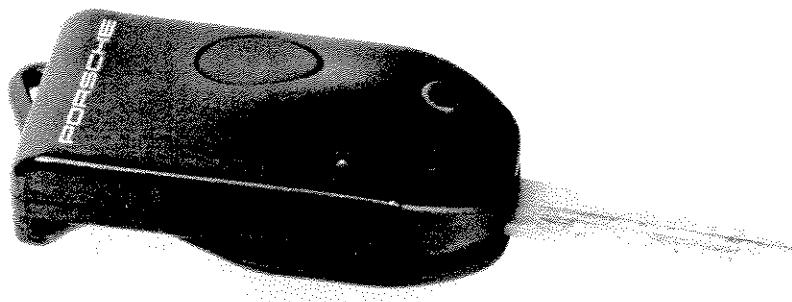
9 Electrical System

9073

Vehicle Key with Built-In Hand-Held Transmitter

A vehicle key with a built-in hand-held transmitter will be introduced for vehicles fitted with immobilizer as of Model Year '96.

Transmitter operation remains unchanged.



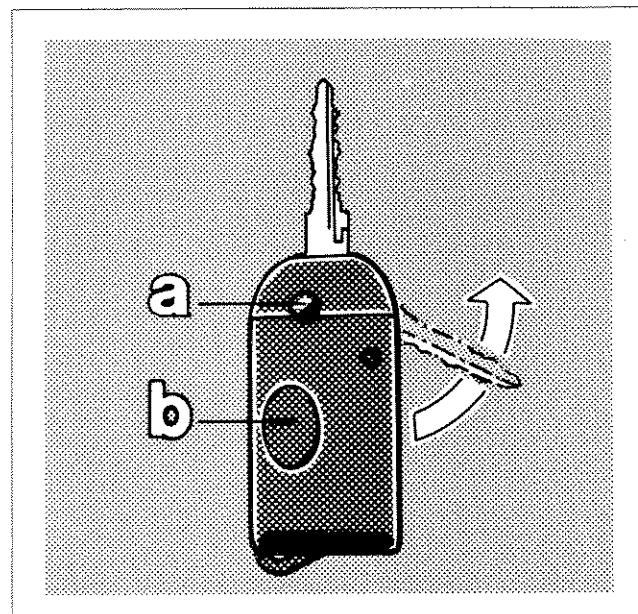
95/158

The vehicle key is designed as a folding key.

To **fold out** the key, take housing in left hand and press button „a”.

The key will then fold out of its housing and will be locked in this position.

To **close** the key, press button „a” and insert key manually into the housing.



B 2

a - Button for folding out key

b - Remote control button

9068

Alarm System

Following introduction of the passenger compartment monitoring system, the alarm control unit has been modified.

Part No. 928.618.260.**02** to index 03.

The label is light blue.

When replacing the alarm control unit, reassign the control unit to the vehicle by using System Tester 9288.

New alarm control units are programmed ex-factory for the „911 Carrera (993)“ model.

As of Model Year '95, a signal is sounded by the alarm horn when the **driver's door** is not fully closed or if a fault is detected in the central locking system when the door is locked.

As of Model Year '96, this acoustic signal is also used to indicate a **passenger door** that is not fully closed.

The door contact switch is used to detect if the passenger door is not fully closed.

Feedback of status change of alarm/immobilizer using the parking light.

Starting with Model Year '96, the alarm control unit is programmed in such a way that the parking lights provide a feedback when the vehicle is locked or unlocked with the hand-held transmitter.

Vehicle locked → parking light flash twice

Vehicle unlocked → parking light flash once

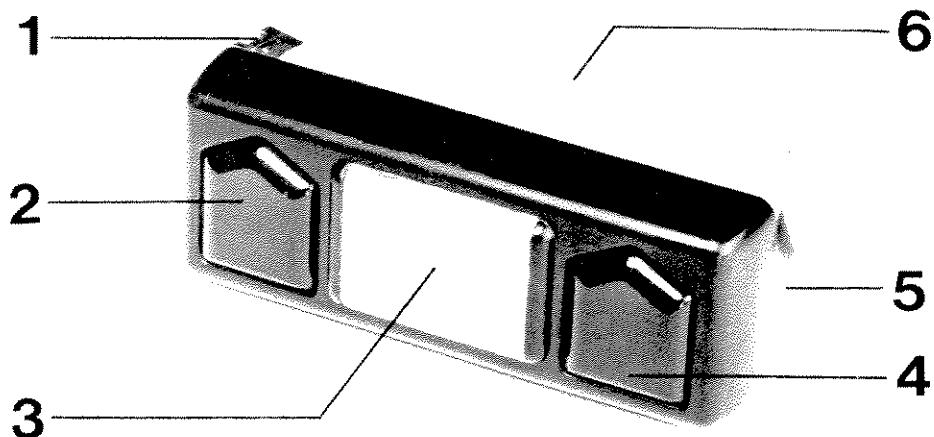
As of software status I 01, this feature can be activated with System Tester 9288 (Diagnostic Module version 7.0) on 911 Carrera (993) vehicles with immobilizer.

This alarm control unit was introduced during Model Year '94 and is indicated on the System Tester display (System: I 01 Alarm).

9085**Infrared Passenger Compartment Monitoring System**

As of Model Year '96, an infrared passenger compartment monitor is available optionally for the entire 911 range.

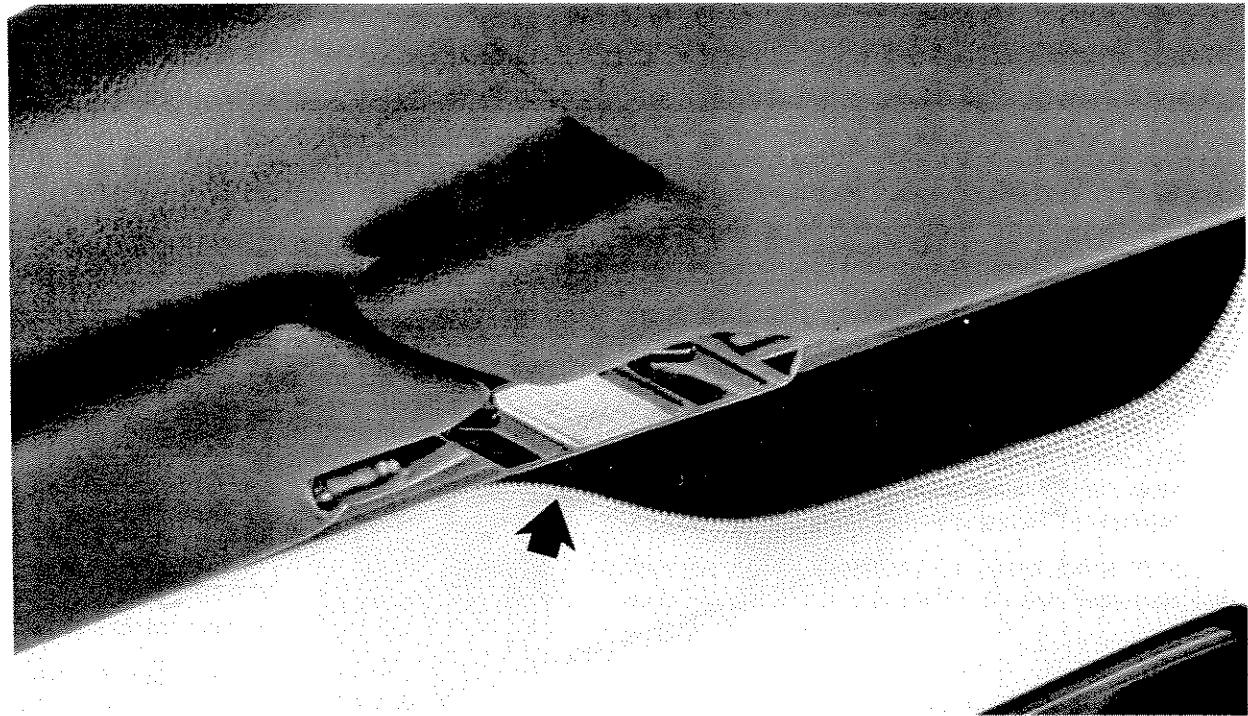
A new interior light with a halogen bulb is part of this passenger compartment monitor.



95/166

- 1 - 6-pin connector
- 2 - „Infrared transmitter“ optical element
- 3 - Interior light lens, combined with multifunction key feature (located laterally)
- 4 - „Infrared receiver“ optical element
- 5 - Tab spring for locating assembly in roof frame and for removal
- 6 - Reverse: Halogen bulb option (12 V 3 W)

The assembly is located in the upper windshield frame section between the sun visors.



95/163A

The system is **activated** and **deactivated** automatically by the alarm control unit when the vehicle is locked or opened.

The infrared monitoring system is based on an optical transmitter/receiver design (active infrared) that detects movement in the predefined monitoring range and reports this to the alarm control unit, causing an alarm to be triggered.

Special optical components are used to limit the monitoring range in an accurate manner. This ensures high immunity of the monitoring system against faults and false alarms.

To avoid restricting the operating range of the passenger compartment monitor, the sun visors should be in one of the home positions and the front seat backrests should not be folded forward.

Switching off the passenger compartment monitor when doors are locked.

To prevent inadvertent sounding of the alarm (when persons or animals are inside the locked vehicle), the passenger compartment monitor must be switched off for **one** locking period.

To do so, press the multi-function key (light-diffusing lens of interior light) for three seconds.

Switching off the monitoring feature is acknowledged by a flashing signal and again (by a flashing signal) when the vehicle is locked.

When the convertible top is open, the passenger compartment monitor is switched off automatically.

9620**Interior light**

The interior light with cold-light halogen lamp (12V3W) built into the passenger compartment monitor provides a light source across the lens and focuses illumination on the driver and passenger area.

Standard Mode

The light is switched on and off automatically by the action of the door pillar switches. When switching the light off, a dimming feature darkens out the light within approx. 3 seconds.

The multi-function switch allows the light to be switched on and off individually.

Permanent On/Off Mode

Depending on the current status of the light assembly, pressing the button twice causes the interior light to be switched on or off.

This operation is acknowledged by two flashing signals of the interior light. The light is switched off automatically after 15 seconds.

When the permanent mode is activated again, the ON period will be extended to 30 minutes.

The permanent mode is independent of the door pillar switch and can be exited by pressing the button once.

9446**Flasher Relay - New Location**

Following deletion of the acceleration sensor and the respective baseplate, the flasher relay fitted to the same baseplate had to be relocated.

The flasher relay is now located behind the instruments on the left, in place of the instrument lights control unit.

The instrument lights control unit is now located in the Central Electrical System (slot R24).

9415**Litronic Headlights**

The Litronic system of the low-beam headlights as fitted as standard to the 911 Turbo can be supplied optionally for the 911 Range as of Model Year '96 in accordance with national regulations.

9187

Cellular Telephone System

Starting with Model Year '96, all vehicles for the German market will be supplied with cellular telephone systems.

Two D-Net (GSM) phone systems were developed in cooperation with the service provider:

Cellway
Martin Dawes Telecommunications
(Deutschland) GmbH
Lilienthalstraße 4
D-85399 Hallbergmoos

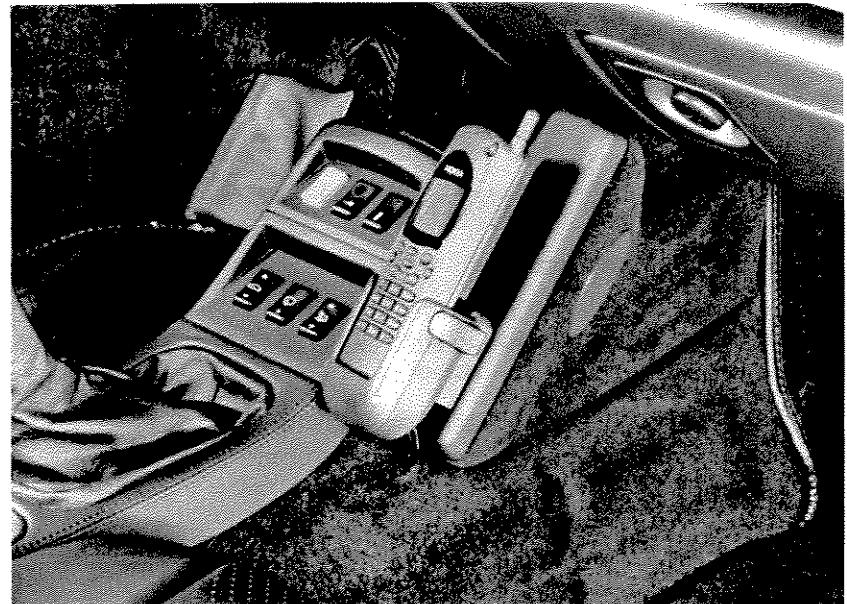
The customer may choose to have a fixed **Motorola** telephone set installed in place of the Nokia **handy set**.

If the customer does not wish to have a telephone set in the car, this equipment may be removed by specifying M No. „Phone system deleted”.

Nokia Handy 2110 Telephone System

Includes:

- Wiring complete with connectors.
- Antenna.
- Handsfree unit with microphone and speakers.
- Installation set for handy unit.
- Console color-matched to interior.
- Electronic box.
- Nokia handy 2110.

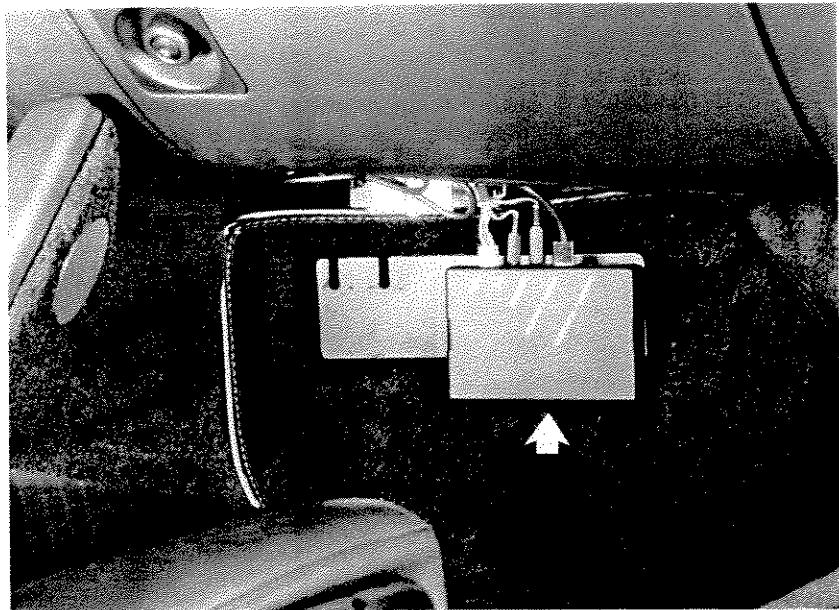


95/179

Adaptive electronic box for handsfree unit

The electronic box is fitted along with the rear spoiler control unit.

The Fig. shows the released, lowered electronic box.



95/177

Motorola international 2200

- Fixed installation consisting of:
 - Wiring complete with connectors.
 - Antenna.
 - Handsfree unit with microphone and speaker.
 - Mounting baseplates for operating and transmitter/receiver units.
 - Console color-matched to interior.
 - Operating set.
 - Transmitter/receiver unit.



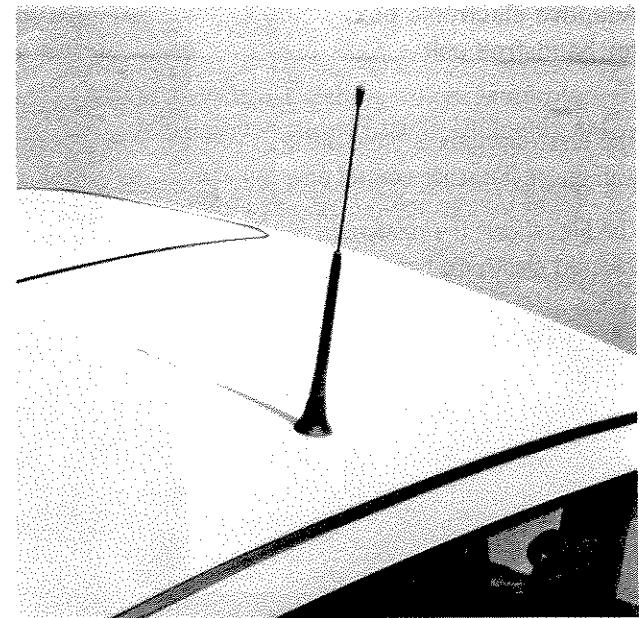
95/178

Telephone card:

Special PAG/Cellway D-Net phone card (carrier card with plug-in chip), may be used both for fixed installation (large card) and for handy operation (plug-in chip).

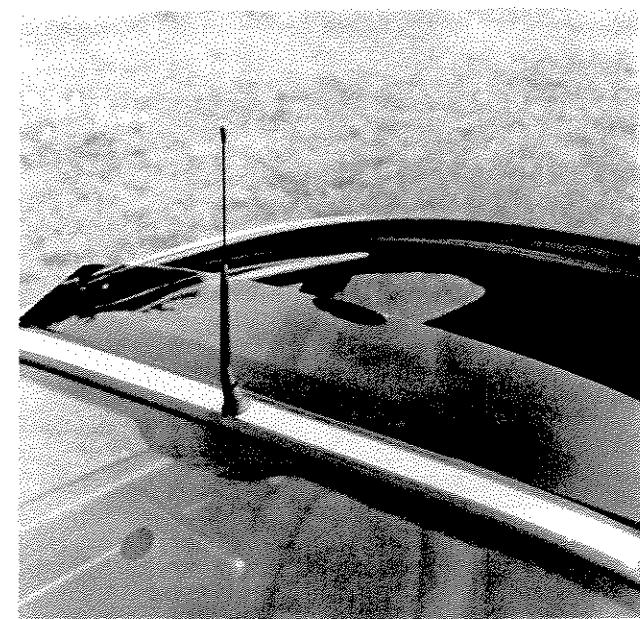
This card is available from any Porsche service center or from Cellway.

Telephone roof antenna of Coupé



95/180

Telephone roof antenna for Cabriolet and Targa

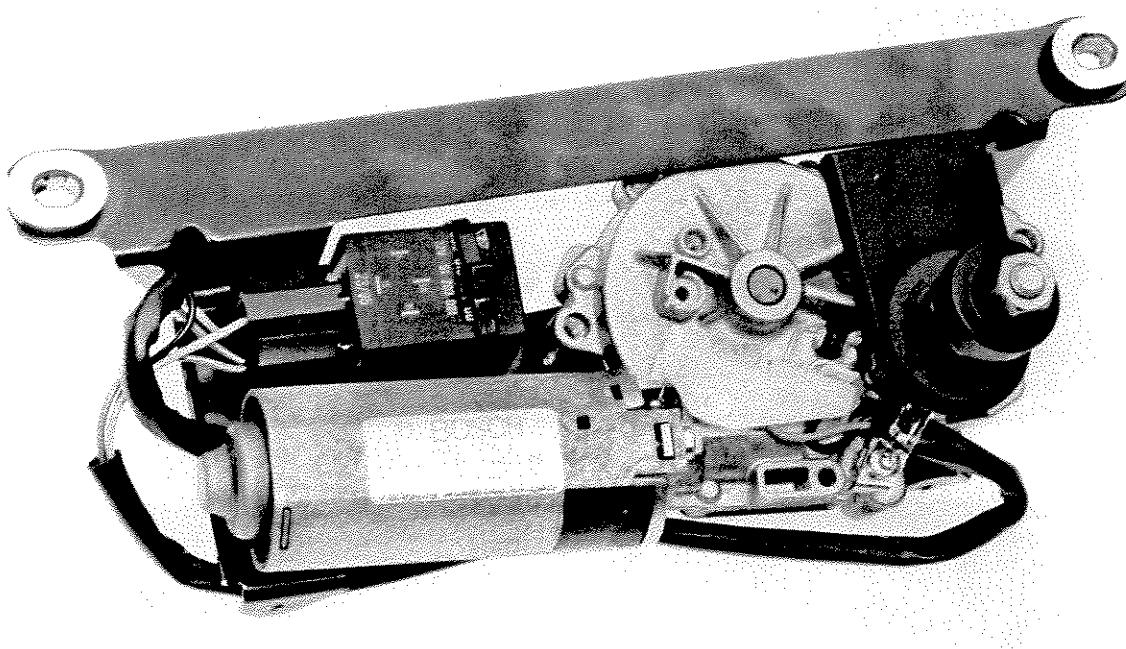


95/162

911 Targa**9230****Rear Window Wiper Motor**

The rear wiper motor is fitted to a mounting bracket which in turn is held in place by two screws in rubber mounts on the rear window frame.

The relay of the rear wiper motor is located next to the rear wiper motor on the mounting bracket.



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9120**New Radio Generation**

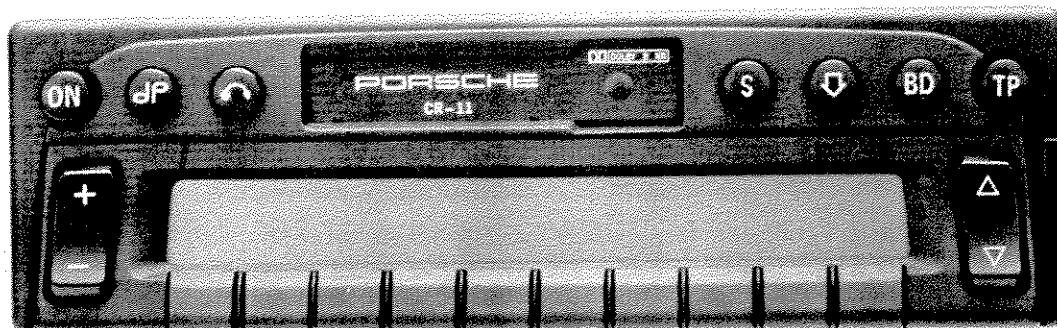
As of Model Year '96, a **comprehensive, entirely new radio generation** will be introduced. This radio range is based on the models manufactured by the Becker company.

The new radio units are matched specifically to the speaker equipment and installation space requirements of Porsche vehicles.

High operator comfort is achieved thanks to sophisticated menu guidance which reduces the number of controls required on the radio.

A removable operating panel and entry of a fixed code ensure good theft protection.



Radio Porsche CR 11 (Standard cassette radio)

2/95

Features:**Tuner section:**

FM, AM and LW with 10 memory locations each; RDS-EON; switchable regionalization; time of day display via RDS feature; phone muting; Auto-Best.

TP - Traffic Program:

- Traffic program reception also possible in CD or cassette mode, „standby”.
- Volume increase for traffic program announcements.
- Muting, i.e. only traffic announcements will be audible.
- Background traffic program, i.e. all traffic infos will be scanned and analyzed and/or tuned in permanently.
- Warning sound when traffic program station is lost.
- TP search when traffic program station is lost.

Cassette section:

Logic Control; autoreverse; motorized feed or eject of cassette; Dolby B; fast forward or rewind; tape stops for traffic announcements; radio on during CC winding; „CLEAN display”.

CD operation (CD changer):

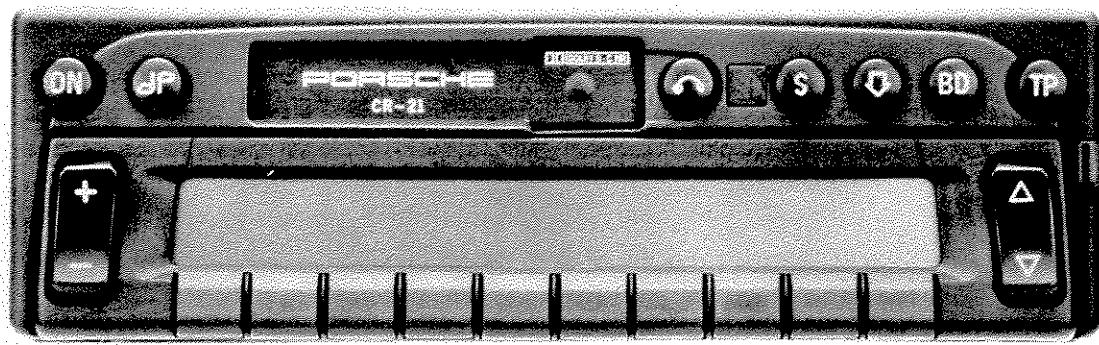
Track up/down; fast forward or reverse; scan search; direct CD selection; direct track selection; relative time display; total playing time display; track number display; Random Play.

Amplifier:

Amplifier has sound extension capability; 4 x 15 watts output power at 4 ohms (at 10 % harmonic distortion); separately adjustable treble and bass, storable for all audio sources; Loudness feature; Line-out (4-channel).

Operation without „ignition ON” is possible (unit is switched off after 1 hour). This feature is available on all radio units.

Radio Porsche CR 21 (Medium-range cassette radio)



3/95

Features:**Tuner section:**

FM and AM with 10 memory locations each; RDS-EON; PTY (Program Type); Autostore; switchable regionalization; time of day display via RDS feature; phone muting; Auto-Best.

TP - Traffic Program:

- Traffic program reception also possible in CD or cassette mode „standby”.
- Volume increase for traffic program announcements.
- Muting, i.e. only traffic announcements will be audible.
- Background traffic program, i.e. all traffic infos will be scanned and analyzed and/or tuned in permanently.
- Warning sound when traffic program station is lost.
- TP search when traffic program station is lost.

Cassette section:

Full Logic Control; autoreverse; motorized feed or eject of cassette; Dolby B & C; scan search; track search forward/backward; Skip On Blank; fast forward or rewind; tape stops for traffic announcements; radio on during CC winding; „CLEAN display”.

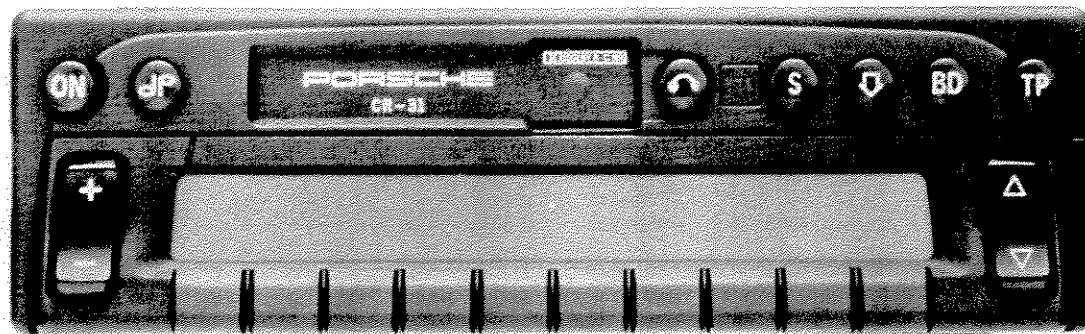
CD operation (CD changer):

Track up/down; fast forward or reverse; scan search; direct CD selection; direct track selection; relative time display; total playing time display; track number display; Random Play.

Amplifier:

Amplifier has sound extension capability; 4 x 15 watts output power at 4 ohms (at 10 % harmonic distortion); separately adjustable treble and bass, storable for all audio sources; Loudness feature; Line-out (4-channel).

Radio Porsche CR 31 (Top-range cassette radio)



4/95

Features:

Tuner section:

FM with 3 x 10 memory locations each on 3 FM levels and AM, LW and SW with 10 memory locations each; RDS Diversity (2 tuners); PTY (Program Type); auto-store; switchable regionalization; phone muting; program filter; Auto-Best.

TP - Traffic Program:

- RDS Diversity allows inaudible switching to alternate frequencies by using two receiver sections.
- Traffic program reception also possible in CD or cassette mode or with stations not suitable for traffic programs (standby).
- Volume increase for traffic program announcements.
- Muting, i.e. only traffic announcements will be audible.
- Background traffic program allows tuning to most up-to-date traffic announcement regardless of station over which this announcement is broadcast.

Cassette section:

Full Logic Control; autoreverse; motorized feed or eject of cassette; Dolby B & C; scan search; track search forward/backward; Skip On Blank; fast forward or rewind; tape stops for traffic announcements; radio on during CC winding; „CLEAN display”.

CD operation (CD changer):

Track up/down; fast forward or reverse; scan search; direct CD selection; direct track selection; relative time display; total playing time display; track number display; Random Play; name programming; program filter.

Amplifier:

Amplifier has sound extension capability; 4 x 15 watts output power at 4 ohms (at 10 % harmonic distortion); separately adjustable treble and bass, storable for all audio sources; USER memory; Loudness feature; Line-out (4-channel).

Radio Porsche CDR 21 (Medium-range CD radio)



5/95

Features:**Tuner section:**

FM with 3 x 8 memory locations each, AM and LW with 8 memory locations each; RDS-EON; PTY (Program Type); autostore; switchable regionalization; time of day display via RDS feature; phone muting; Auto-Best.

TP - Traffic Program:

- Traffic program reception even during CD operation (standby).
- Volume increase for traffic program announcements.
- Muting, i.e. only traffic announcements will be audible.
- Background traffic program, i.e. all traffic infos will be scanned and analyzed and/or tuned in permanently.
- Warning sound when traffic program station is lost.
- TP search when traffic program station is lost.

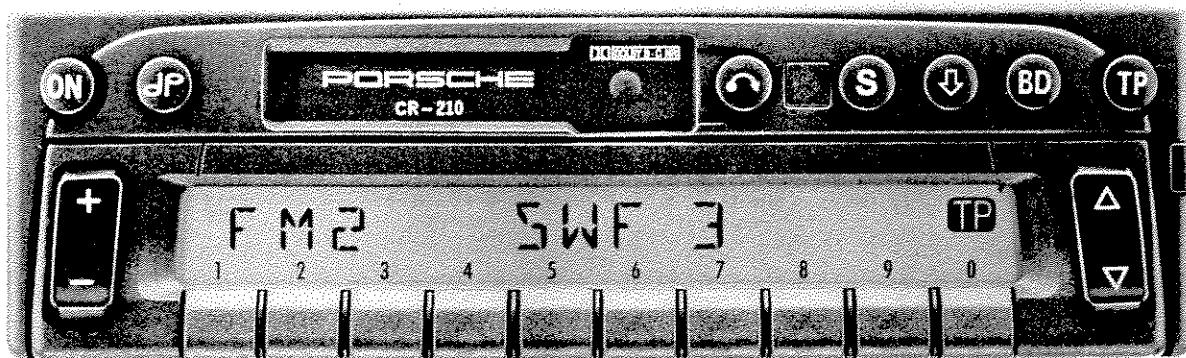
CD operation (CD changer):

Track up/down; fast forward or reverse; CD selection via „up and down” (during CD changer operation); direct track selection; scan search; relative time display; total playing time display; track number display; Random Play; single operation.

Amplifier:

4 x 7 watts output power at 4 ohms (at 10 % harmonic distortion); separately adjustable treble and bass, storable for all audio sources; Loudness feature; Line-out (4-channel).

Radio Porsche CR 210 (medium-range cassette radio, USA)



6/95

Features:

Tuner section:

FM und AM with 10 memory locations each; RBDS; PTY (Program Type); autostore; switchable regionalization; time of day display via RDS feature; phone muting; Auto-Best.

TP - Traffic Program:

- Traffic program reception also possible in CD or cassette mode (standby).
- Volume increase for traffic program announcements.
- Muting, i.e. only traffic announcements will be audible.
- Background traffic program, i.e. all traffic infos will be scanned and analyzed and/or tuned in permanently.
- Warning sound when traffic program station is lost.
- TP search when traffic program station is lost.

Cassette section:

Full Logic Control; autoreverse; motorized feed or eject of cassette; Dolby B & C; scan search; track search forward/backward; Skip On Blank; fast forward or rewind; tape stops for traffic announcements; radio on during CC winding; „CLEAN display”.

CD operation (CD changer):

Track up/down; fast forward or reverse; scan search; direct CD selection; direct track selection; relative time display; total playing time display; track number display; Random Play.

Amplifier:

Amplifier has sound extension capability; 4 x 15 watts output power at 4 ohms (at 10 % harmonic distortion); separately adjustable treble and bass, storable for all audio sources; Loudness feature; Line-out (4-channel).

Radio Porsche CDR 210 (medium-range CD radio, USA)



7/95

Features:

Tuner section:

FM and AM with 8 memory locations each; RBDS; PTY (Program Type); Autostore; switchable regionalization; time of day display via RDS feature; phone muting; Auto-Best.

TP- Traffic Program:

- Traffic program reception even in CD mode (standby).
- Volume increase for traffic program announcements.
- Muting, i.e. only traffic announcements will be audible.
- Background traffic program, i.e. all traffic infos will be scanned and analyzed and/or tuned in permanently.
- Warning sound when traffic program station is lost.
- TP search when traffic program station is lost.

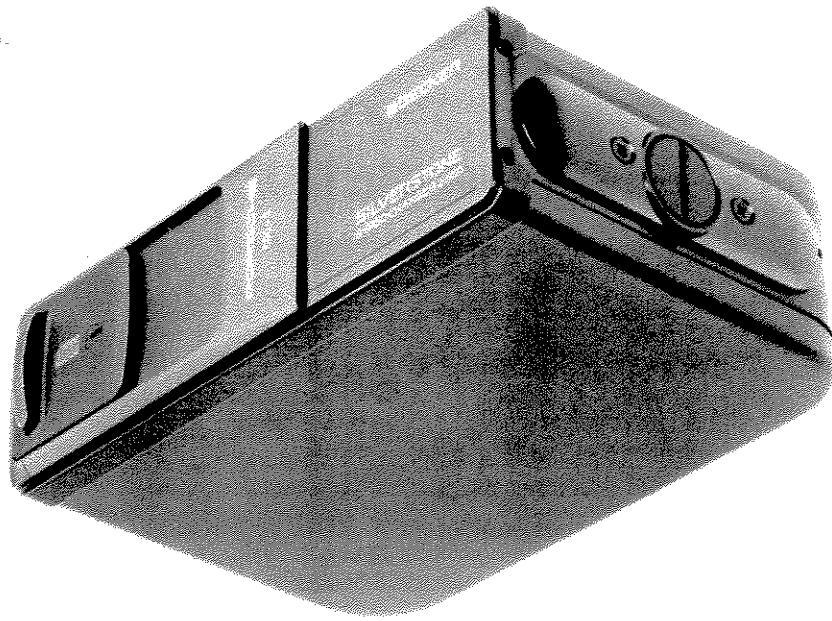
CD operation (CD changer):

Track up/down; fast forward or reverse; CD selection via „up and down” (during CD changer operation); direct track selection; scan search; relative time display; total playing time display; track number display; Random Play; single operation.

Amplifier:

4 x 7 watts output power at 4 ohms (at 10 % harmonic distortion); separately adjustable treble and bass, storable for all audio sources; Loudness feature; Line-out (4-channel).

9160
CD changer Porsche CDC-3



95/167

The new 6-disc CD changer „Porsche CDC-3“ can be combined with any available Porsche radio and is located in the left part of the luggage compartment.

1. Combinationen of CDC-3 with:

- Features combined with „Porsche CR 11“, „Porsche CR 21“ and „Porsche CDR 21“ radios
 - Track up/down
 - Fast forward and rewind
 - Direct CD and track selection (on CDR 21: CD selection via „up and down“ feature)
 - Random Play
 - Track number display
 - Display of total playing time and relative time
 - Scan search
- Features combined with „Porsche CR 31“ Radio
 - In addition to the features of the above radios, the Porsche CR 31 also features track filtering and CD name allocation.

2. Specifications

System:	8-fold oversampling and 16-bit digital/analog converter
Operating voltage:	10.5 - 16.0 V
Current consumption:	900 mA during CD operation 2 mA in „standby“ mode
Selection time:	approx. 20 sec during CD change 12 sec after switching on
CD fault compensation:	CD faults up to size of 0.5 mm can be compensated.

3. Installation dimensions:

Length: 225 mm, Width: 158 mm
 Height: 68 mm, Weight: 1.5 kg

Speaker Equipment of 911 Range

Coupé Standard equipment 6 speakers	Resistance	Nominal output	Music output
Tweeter on door panel	4 ohms	20 watts	—
Woofer in door	4 ohms	15 watts	25 watts
Wide-band speaker on rear parcel shelf	12 ohms	10 watts	15 watts
<hr/>			
Coupé Sound package (standard on 911 Turbo, 911 Carrera 4S) 10 speakers			
Tweeter on door panel	4 ohms	20 watts	—
Medium-range speaker in door box	6 ohms	10 watts	15 watts
Woofer in door box	4 ohms	50 watts	60 watts
Tweeter on rear parcel shelf	4 ohms	20 watts	—
Woofer on rear parcel shelf	4 ohms	25 watts	40 watts
Amplifier	—	6 x 15 watts	6 x 25 watts
<hr/>			
Cabriolet/Targa Standard equipment 6 speakers			
Tweeter on door panel	4 ohms	20 watts	—
Woofer in door	4 ohms	10 watts	30 watts
Wide-band speaker in rear	8 ohms	15 watts	25 watts
<hr/>			
Cabriolet/Targa Sound package 8 speakers			
Tweeter on door panel	4 ohms	20 watts	—
Medium-range speaker in door box	6 ohms	10 watts	15 watts
Woofer in door box	4 ohms	50 watts	60 watts
Wide-band speaker in rear (Cabriolet)	8 ohms	15 watts	25 watts
Wide-band speaker on rear parcel shelf (Targa)	12 ohms	10 watts	15 watts
Amplifier	—	6 x 15 watts	6 x 25 watts
<hr/>			
911 Carrera RS Standard equipment			
Basic version without speakers and antenna amplifier	—	—	—
<hr/>			
911 Carrera RS Sound package			
Radio Blaupunkt Düsseldorf RCR 84			
Reduced radio preparation including antenna amplifier			
2 wide-band speakers in doors, ohms/wattage per speaker:	4 ohms	15 watts	25 watts

Terminology

Auto-Best

The radio automatically scans the alternate frequencies for the optimum frequency for the program selected at any time. An automatic tuning routine is performed when the reception quality of the station tuned in starts to deteriorate.

Autoreverse

Automatic switchover of running direction and tape track when the end of the cassette is reached. The track may also be changed manually at any point.

Autostore

This feature stores the 10 frequencies offering optimum reception quality in the sequence of reception quality on an additional station button level. The stored programs and frequencies are not influenced by this feature.

Clean display

Cassette sound quality will deteriorate after some time. The „CLEAN“ display and a beep sound (approx. 1 second) therefore alert the user after approx. 30 hours of cassette playing that a head cleaner cassette should be inserted.

Full Logic Control

In addition to Logic Control, this system offers far higher winding speeds, reduced wow and flutter, better channel separation and increased signal to noise ratio.

Logic Control

Logic control ensures that, regardless of the track selected, forward feed is always forward feed and rewind always is rewind.

PTY (Program Type)

An identifier transmitted by the radio station allows the radio to detect the type of program of the station tuned in (e.g. popular music, classical music, sports etc.). Various preadjustments can be made using this identifier.

Random Play

A random generator is used to play the tracks of the current CD in a random sequence.

RDS (Radio Data System)

RDS is a process used to transmit inaudible additional information (e.g. station identifier or PTY signals).

RDS-EON (Enhanced Other Network)

In addition to the RDS feature, this feature also processes or transmits traffic announcements from programs that are not tuned in at this moment but that belong to the preselected program chain. This means that the currently selected station does not necessarily have to be a traffic station.

RDS Diversity

To enable inaudible switching to alternate frequencies, the FM section consists of two tuners. The listening receiver automatically receives the transmitter frequency that offers optimum reception quality which is selected and updated as the best possible transmitter by the background receiver after selecting the available alternate frequencies. This allows the most up-to-date traffic announcement to be tuned in, irrespective of the station that this announcement is transmitted on.

Scan search

A special search feature that selects programs or track one after another and tunes in to them for a few seconds.

Skip On Blank

As soon as no sound signal is detected on a tape for more than 10 to 15 seconds the tape unit automatically advances to the next sound signal, even if the track is changed during this process.

Muting

Only traffic announcements are broadcast, otherwise the unit is off.

Phone muting

If a telephone set is installed in the vehicle, the unit is muted automatically as soon as a phone call is built up.

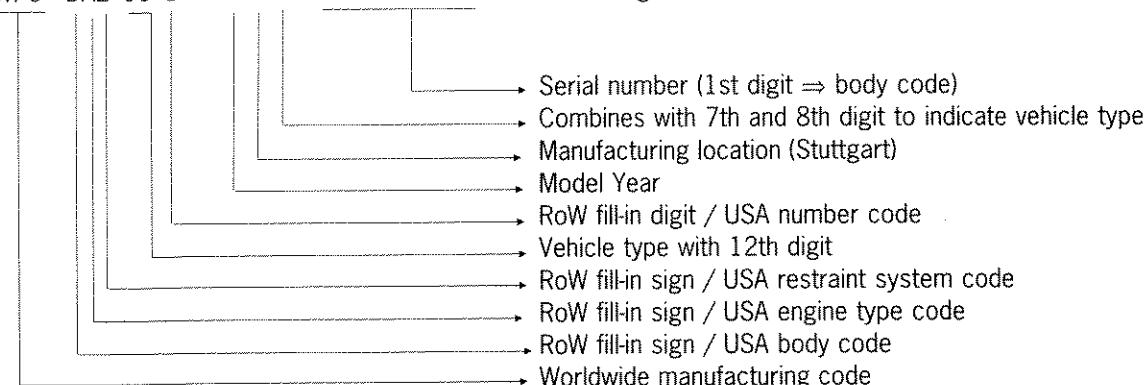
USER memory

Sound and contrast adjustments may be made and stored individually by several users and can be retrieved at any time without having to reenter the presets each time.

Number Ranges

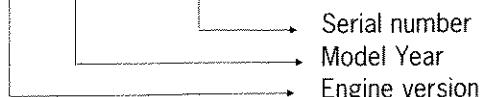
Vehicle Ident. No.

WPO	ZZZ	99 Z	T S 3	10001...19000	RoW	Coupé
WPO	ZZZ	99 Z	T S 3	30001...39000	RoW	Cabriolet
WPO	ZZZ	99 Z	T S 3	80001...85000	RoW	Targa
WPO	AA2	99 ©	T S 3	20001...29000	USA	Coupé
WPO	CA2	99 ©	T S 3	40001...49000	USA	Cabriolet
WPO	DA2	99 ©	T S 3	85001...90000	USA	Targa



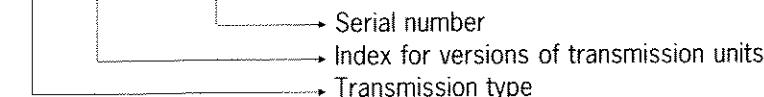
Engine Numbers

Number Range	Vehicle Type	Engine Type	Engine Data
63 T 00001...20000	RoW manual transmission	M 64/21	3.6 l, 210 kW/285 hp
63 T 50001...60000	RoW with Tiptronic	M 64/22	3.6 l, 210 kW/285 hp
64 T 00001...20000	USA manual transmission	M 64/23	3.6 l, 210 kW/285 hp
64 T 50001...60000	USA with Tiptronic	M 64/24	3.6 l, 210 kW/285 hp



Transmission Numbers

Number Range	Transmission Type	Vehicle Type
G 5021 1 000001...999999	G 50/21	911 Carrera Manual trans. RoW
G 5021 2 000001...999999	G 50/21	911 Carrera Manual trans. RoW with M 220
G 5020 1 000001...999999	G 50/20	911 Carrera Manual trans. A, CH, USA, CDN
G 5020 2 000001...999999	G 50/20	911 Carrera Manual trans. A, CH, USA, CDN with M 220
G 6421 2 000001...999999	G 64/21	911 Carrera 4 Manual trans. RoW with M 220
G 6420 2 000001...999999	G 64/20	911 Carrera 4 Manual trans. A, CH, USA, CDN with M 220
A 5004 1 000001...999999	A 50/04	911 Carrera Tiptronic RoW
A 5005 1 000001...999999	A 50/05	911 Carrera Tiptronic USA, Taiwan



Engine

Engine type:		
Manual transmission	M64/23	
Tiptronic	M64/24	
Bore	mm/in	100/3.49
Stroke	mm/in	76.4/3.01
Displacement	c.c./cu.in	3600/219.7
Compression ratio		11.3 : 1
Max. engine power to EEC 80/1269 to SAE J 1349 at engine speed	kW/HP kW/HP rpm	— 210/282 6300
Max. torque to EEC 80/1269 to SAE J 1349 at engine speed	Nm/kpm Nm/lbft. rpm	— 340/250 5250
Max. specific power output to EEC 80/1269 to SAE J 1349	kW/l, HP/l kW/l, HP/l	— 58,3/79,2
Rpm limiter, at	rpm	6700 ± 20
Engine weight (Tiptronic)	kg/lbs	239(231)
Valve arrangement for each combustion chamber		1 intake, 1 exhaust, overhead V-shape
Valve clearance		Hydraulic lash adjustment
Basic timing at 1 mm valve lift		
Intake opens	crank°	0° bef. TDC
Intake closes	crank°	59° after BDC
Exhaust opens	crank°	47° bef. BDC
Exhaust closes	crank°	5° after TDC

Engine cooling

Type	Air cooling
Cooling fan	Belt-driven from crankshaft
Ratio	1:1.60
Air delivery rate at engine speed of 6100 rpm	l/sec

Engine**Engine lubrication**

Oil cooling	-	Dry sump lubrication with separate oil tank
Oil pressure at 5,000 rpm 90°C oil temperature	bar	Thermostatically controlled oil cooler in air stream, two-stage electric fan
Oil consumption	l/1000 km	6.5

Electrical Equipment

Alternator rating	W/A	1610/115
Battery	V/Ah	12/75
Optional equipment	V/Ah	-
Ignition	-	DME, dual ignition with knock control
Firing order	-	1-6-2-4-3-5
Spark plugs	-	FR 6 LDC or FR 5 DTC
Bosch	-	14FR - 5DTU or 14 FR 6 LDU
Beru	-	
Spark plug gap	mm/in	0.7/0.026
Bosch	mm/in	0.7/0.026
Beru	-	

Fuel system

Fuel delivery	-	DME with sequential fuel injection
System pressure without vacuum	bar	1 electric pump EKP 4/2
Fuel grade RON/MON	-	
Idle speed manual transmission	rpm	3.6...4.0
Tiptronic sel. lever in drive position	rpm	min. 98/88
with AC	rpm	800± 40 750± 40 880± 40
CO level in % with catalytic converter, at idle speed	-	0.4...1.2
Testing conditions	-	Oxygen sensor connected , measured in front of catalytic converter

Emission control**Fuel consumption (to EC)**

City	mpg	Manual
Highway	mpg	Tiptronic

Transmission**Clutch**

Single-plate dry clutch with diaphragm spring
in pulled version, double-mass flywheel

Pressure plate

G MFZ 240

Drive plate

rigid, 240

Manual transmission

G50/20

Ratios:

1st gear	3.818
2nd gear	2.048
3rd gear	1.407
4th gear	1.118
5th gear	0.929
6th gear	0.775
Reverse gear	2.857

Final drive

3.444

Limited slip differential

M option

Locking value

25/65

Transmission weight, with oil

kg/lbs

66/145.5

Tiptronic

A 50/05

Converter dia.

mm/in

260

Stall speed

1/min

2300 – 400

Ratios:

Intermediate shaft	1.100
1st gear	2.479
2nd gear	1.479
3rd gear	1.000
4th gear	0.728
Reverse gear	2.086
Final drive	3.556

Moving off ratio

1.98 : 1

Transmission weight,
with oil

kg/lbs

105/231.5

Running gear**Front axle**

Spring wire Ø (sport-type r. gear) mm/in

11.2/0.44 (11.6/0.46)

Spring coil Ø (sport-type r. gear) mm/in

103/4.06 (103 0.46)

Stabilizer Ø (sport-type r. gear) mm/in

21/0.83 (22/0.87)

Steering system

Steering wheel Ø	mm/in	380/14.96
Steering wheel ratio (right-hand drive)		16.48:1(16.60:1)
Steering wheel turns (right-hand drive)		2.47 (2.49)
Turning circle Ø	m/ft	11.74/38.52

Rear axle

Spring wire Ø (sport-type r. gear)	mm/in	13/0.51 (13.9/0.55)
Spring coil Ø (sport-type r. gear)	mm/in	102/0.42 (101/3.98)
Stabilizer Ø (sport-type r. gear)	mm/in	17/0.71(20/0.79)

Wheel alignment, front axle

Toe (total)	+5' ± 5'
Camber	-20' ± 10' max. difference left to right 10'
Caster	5° 20'± 15' max. difference left to right 15'
Toe difference angle at 20° steering lock Sport-type running gear	-1°± 30' -1° 45'± 30'

Wheel alignment, rear axle

Toe (each wheel)	+10'+5'
Camber	-1° 10'± 15'

Running gear**Brake system**

Service brake		Hydraulic dual circuit brake system with front /rear division, vacuum brake booster and inboard vented brake discs on front and rear wheels. ABS standard.
Brake booster	Ratio	3.15 : 1
Brake master cylinder Ø front rear	mm/in mm/in	23.81/0.94 23.81/0.94
Pressure reducer Switching-on pressure Reducing factor	bar	40 0.46
Piston Ø in calipers front rear	mm/in mm/in	44 and 36/1.73 and 1.42 30 and 34/1.18 and 1.34
Brake disc Ø front rear	mm/in mm/in	304/11.73 299/11.77
Effective brake disc Ø front rear	mm/in mm/in	251/9.87 246/9.69
Brake disc thickness front rear	mm/in mm/in	32/1.10 24/0.95
Effective total pad area	cm ² /sq.in	422/53.32
Parking brake		Mechanical action on both rear wheels
Brake drum Ø	mm/in	180/7.09
Brake shoe width	mm/in	25/0.98
Brake pad area per wheel	cm ² /sq.in	85/13.18
Wheels and tires		
Tire, front - on rim size		205/55 ZR 16 - 7 J x 16 H2 ET 55
Tire, rear - on rim size		245/45 ZR 16 - 9 J x 16 H2 ET 70
optional 17 Inch		
Tire, front - on rim size		205/50 ZR 17 - 7 J x 17 H2 ET 55
Tire, rear - on rim size		255/40 ZR 17 - 9 J x 17 H2 ET 55
optional 18 Inch		
Tire, front - on rim size		225/40 ZR 18 - 8 J x 18 H2 ET 52
Tire, rear - on rim size		265/35 ZR 18 - 10 J x 18 H2 ET 65

Collapsible spare tire 165/70 - 16 92P

Tire pressure		
front	bar	2.5
rear on 16 and 18 inch wheel	bar	3.0
rear on 17 inch wheel	bar	2.5
Collapsible spare tire	bar	2.5

Specifications

Dimensions at curb weight

Length	mm/in	4260/167.1
Width	mm/in	1735/68.3
Height	mm/in	1315/51.8
Wheelbase	mm/in	2272/89.4
Track width front	mm/in	1405/55.3
16, 17 inch	mm/in	1411/55.6
18 inch	mm/in	1444/56.9
rear	mm/in	1474/58.0
16 inch	mm/in	1454/57.3
17 inch	mm/in	
18 inch	mm/in	
Ground clearance	mm/in	120/4.7
at max. total weight		
Overhang angle	front	15.0 °
	rear	13.0 °

Weight to DIN 70020

Curb weight		manual trans.	Tiptronic
front	kg/lbs	560/1235	565/1246
rear	kg/lbs	830/1830	850/1874
total	kg/lbs	1390/3064	1415/3120
Max. axle load			
front	kg/lbs	720/1587	720/1587
rear	kg/lbs	1080/2381	1080/2381
Max. total weight	kg/lbs	1690/3726	1745/3847

Targa

Curb weight		manual trans.	Tiptronic
front	kg/lbs	575/1267	580/1279
rear	kg/lbs	845/1863	865/1907
total	kg/lbs	1420/3130	1445/3186
Max. axle load			
front	kg/lbs	720/1587	720/1587
rear	kg/lbs	1080/2381	1080/2381
Max. total weight	kg/lbs	1720/3792	1745/3847

Max. trailer load

without brakes	kg/lbs	-
with brakes	kg/lbs	-
Max. towed weight (Tiptronic)	kg/lbs	-
Max. drawbar load	kg/lbs	-
Max. roof load	kg/lbs	35/77
With original Porsche roof transport system	kg/lbs	75/165

Capacities

Engine oil volume ¹	l/gal.	11.5/2.53
Manual transmission ³ with final drive	l/gal.	3.6/0.79
Tiptronic Oil volume	l/gal.	9/1.98
ATF in automatic transmission ⁴	l/gal.	0.9/0.20
Final drive volume ³	l/gal.	
Fuel tank optional	l/gal.	73/16.6 92/20.2
Brake fluid tank ⁵	l/gal.	0.34/0.07
Power steering oil tank ⁴	l/gal.	1.0/0.22
Washing fluid tank for windshield cleaner/ headlights cleaner	l/gal.	7.3/1.6
Refrigerant R 134a	g	840
Refrigerator oil	ml	140

1) Approved

3) Multigrade transmission oil 75 W 90 to MIL-L 2105 B or API-classification GL 5.

4) ATF-Dexron II D.

5) Brake fluid DOT 4 Typ 200.

Performance

Top speed	km/h / mph	Manual transmission	Tiptronic
		275/171	270/168
Acceleration			
0 - 100 km/h	s	5.6	6.6
0 - 60 mph	s	5.4	6.4
0 - 100 mph	s	12.8	14.3
1,000 m with standing start	s	25.1	25.9
1/4 mile with standing start	s	13.9	14.5
Elasticity			
80 - 120 km/h 6. gear	s	11.0	10.5 (4. gear)
120 - 200 km/h 6. gear	s	34.3	29.5 (4. gear)
Power to weight ratio			
Coupé, Cabriolet	kg/kW	6.62	6.67
	kg/HP	4.93	5.02
Targa	kg/kW	6.76	6.88
	kg/HP	5.04	5.12

Note

Deviations for U.S. vehicles and/or 911 Carrera 4S are indicated in a separate column. If this column does not specify any data, the respective data are identical for both versions.

Engine

		RoW	USA
Engine type: Manual transmission		M64/21	M64/23
Cylinders		6	
Bore	mm/in	100/3.49	
Stroke	mm/in	76.4/3.01	
Displacement	cm ³ /cu.in	3600/219.7	
Compression ratio		11.3 : 1	
Max. engine output to 80/1269/EEC to SAE J 1349 at engine speed	kW/PS kW/HP rpm	210/285 — 6300	
Max. torque to 80/1269/EEC at engine speed	Nm/kpm rpm	340/34.7 5250	
Max. output per liter to 80/1269/EEC	kW/l, PS/l	58.3/79.2	
Rpm governed at	rpm	6700 ± 20	
Engine weight	kg/lbs	239	
Valve arrangement for each combustion chamber		1 inlet, 1 exhaust overhead in V	
Valve clearance		hydraulic valve lash adjuster	
Valve timing at 1 mm valve lift			
Inlet opens	CR°	0°	BTDC
Inlet closes	CR°	59°	ABDC
Exhaust opens	CR°	47°	BBDC
Exhaust closes	CR°	5°	ATDC
Engine cooling			
Type		Air cooling	
Cooling fan		Belt-driven from crankshaft	
Fan drive ratio		1:1.60	
Air flow at engine speed 6,100 rpm	l/s	1010	

Engine lubrication

Oil cooling	Dry sump lubrication with separate oil tank
Oil pressure at 5,000 rpm Oil temperature 90°C	Oil cooler in air stream, with thermostatic control, 2-stage electric fan
bar	6.5
Oil consumption l/1000 km	up to 1.5

Electrical system

Alternator rating Battery Optional equipment	W/A V/Ah V/Ah	1610/115 12/75 -
Ignition	DME, double ignition with knock control	
Firing order	1-6-2-4-3-5	
Spark plugs Bosch Beru	FR 6 LDC or FR 5 DTC 14 FR - 5DTU or 14 FR - 6LDU	
Electrode gap Bosch Beru	mm/in mm/in	0.7/0.026 0.7/0.026

Fuel system

Fuel delivery	1 electric pump EKP 4/2		
System pressure without vacuum	bar		
	3.6...4.0		
Fuel RON/MON	min. 98/88		
	RoW USA		
Idle speed with A/C	rpm rpm	880± 40 -	800± 40 880± 40
CO level in % - with cat. conv. at idle speed		0.4...1.2	
Test conditions	Sensor connector not disconnected, measured ahead of cat. conv.		

Emission control

Three-way catalytic converter with heated oxygen sensor

Fuel consumption (to EEC)

		Carrera 4	Carrera 4S
A) at constant 90 km/h	l/100 km	7.8	8.0
B) at constant 120 km/h	l/100 km	9.3	9.6
C) in EEC city test	l/100 km	16.9	16.9
Average of $\frac{A+B+C}{3}$	l/100 km	11.3	11.5

Transmission**Clutch**

Single-plate dry clutch with pressure plate
in pulsed version, double-mass flywheel

Pressure plate

G MFZ 240

Clutch disc

starr 240

Manual transmission

Ratios:

	RoW/A G64/21	CH/C4S/USA/CDN G64/20	
1st gear	3.818	3.818	
2nd gear	2.150	2.048	
3rd gear	1.560	1.407	
4th gear	1.242	1.118	
5th gear	1.024	0.929	
6th gear	0.820	0.775	
Reverse	2.857	2.857	

Final drive

3.444

Limited slip differential
Locking valueM equipment
25/65

Transmission weight, with oil

72,5/159,8

10.5

Running gear**Front axle****RoW****Carrera 4**

	Production	Sports	Production	Sports
Spring wire Ø	10.9/0.43	8-11.6/0.31-0.46	11.0/0.43	8-11.6/0.31-0.46
Coil Ø	103/4.06	=	=	=
Stabilizer bar Ø	21/0.83	22/0.87	20/0.79	22/0.87

Front axle**USA****Carrera 4**

	Production	Sports	Production	Sports
Spring wire Ø	11.2/0.43	11.6/0.46	11.2/0.43	11.6/0.46
Coil Ø	103/4.06	=	=	=
Stabilizer bar Ø	20/0.79	22/0.87	20/0.81	22/0.87

Steering

Steering wheel Ø

mm/in

380/14.96

Steering
ratio (RHD)

16.48:1(16.60:1)

Steering
wheel turns (RHD)

2.47 (2.49)

Turning circle Ø

m/ft

11.74/38.52

Rear axle

		RoW			
		Carrera 4		Carrera 4S	
Spring wire Ø	mm/in	13/0.51	13.5/0.53	12.7/0.51	13.5/0.53
Coil Ø	mm/in	102/4.02	=	=	=
Stabilizer bar Ø	mm/in	18/0.71	20/0.79	18/0.71	20/0.79

Rear axle

		USA			
		Carrera 4		Carrera 4S	
Spring wire Ø	mm/in	13.0/0.51	13.9/0.55	13.0/0.51	13.9/0.55
Coil Ø	mm/in	102/3.54	=	=	=
Stabilizer bar Ø	mm/in	17/0.67	20/0.79	17/0.67	18/0.71

Wheel alignment front axle

Toe (total)		+5' ± 5'
Camber		-20' ± 10' max. difference left to right 10'
Caster		5° 20' + 15' - 30' max. difference left to right 15'
Toe difference angle at 20° steering lock Sports running gear		-1° ± 30' -1° 45' ± 30'

Wheel alignment rear axle

Toe (per wheel)		+10' + 5'
Camber		-1° 10' ± 15'

Brake system

Service brake		Hydraulic dual-circuit brake system, with front/rear division. Hydraulic brake booster Vented brake discs at front and rear wheels. ABS/ABD standard.
---------------	--	--

Brake booster	Ratio	4.8 : 1
---------------	-------	---------

Brake master cylinder Ø front rear	mm/in	25.4/1.0
		25.4/1.0

		Carrera 4		Carrera 4S	
Pressure reducer Switching-on pressure Reducing factor	bar	45 0.46		40 =	

		Carrera 4	Carrera 4S
Piston Ø in brake caliper front rear	mm/in mm/in	36 and 44/1.42 and 1.73 28 and 30/1.10 and 1.18	36 and 44/1.42 and 1.73 28 and 28/1.10 and 1.10
Brake disc Ø front rear	mm/in mm/in	304/11.73 299/11.77	322/12.6 322/12.6
Effective brake disc Ø front rear	mm/in mm/in	250/9.87 246/9.69	259.6/10.2 264.4/10.6)
Brake disc thickness front rear	mm/in mm/in	32/1.26 24/0.95	32/1.26 28/1.10
Effective total pad area	cm ² /sq.in	422/53.32	552/85;58
Parking brake		Mechanical action on both rear wheels	
Brake drum Ø	mm/in	180/7.09	
Brake shoe width	mm/in	25/0.98	
Brake lining area per wheel	cm ² /sq.in	85/13.18	
Wheels and tires			
Tire size front - on wheel size		205/55 ZR 16 - 7 J x 16 H2 ET 55	
Tire size rear - on wheel size		245/45 ZR 16 - 9 J x 16 H2 ET 70	
optional			
Tire size front - on wheel size		205/50 ZR 17 - 7 J x 17 H2 ET 55	
Tire size rear - on wheel size		255/40 ZR 17 - 9 J x 17 H2 ET 55	
optional (Coupé only)			
Tire size front - on wheel size		225/40 ZR 18 - 8 J x 18 H2 ET 52	
Tire size rear - on wheel size		265/35 ZR 18 - 10 J x 18 H2 ET 65	
For Carrera 4S			
Tire size front - on wheel size		225/40 ZR 18 - 8 J x 18 H2 ET 52	
Tire size rear - on wheel size		285/30 ZR 18 - 10 J x 18 H2 ET 40	
Collapsible spare wheel		165/70 - 16 92P	
Tire pressure front rear with 16 and 18 inch wheel rear with 17 inch wheel Collapsible spare wheel	bar bar bar bar	2.5 3.0 2.5 2.5	

Dimensions and weights

Dimensions at curb weight to DIN 70020

			RoW	USA		
			Carrera 4	Carrera 4S	Carrera 4	Carrera 4S
Length		mm/in	4245/167.1	=	4260	=
Width		mm/in	1735/68.3	1795/70.7		
Height (Sports running gear and lowered)	mm/in		1300/51.2	1285/50.6	1315	=
Wheelbase		mm/in	2272/89.4	=		
Track front	16 and 17 inch 18 inch	mm/in	1405/55.3 1411/55.6	1411/55.6		
Track rear	16 inch 17 inch 18 inch	mm/in	1444/56.9 1474/56.9 1454/57.3	1504/60.0		
Ground clearance at max. total weight		mm/in	110/4.3	95	120/4.7	=
Overhang angle front rear			10.0 ° 12.5 °	10.0° 10.0°	12° 13°	11° 11.5°
Weights to DIN 70020						
Curb weight						
front		kg/lbs	590/1301	600/1323		
rear		kg/lbs	820/1830	850/1874	850/1874	=
total		kg/lbs	1420/3131	1450/3197	1440/3175	1450/3197
Max. axle load						
front		kg/lbs	760/1675	=		
rear		kg/lbs	1070/2359	=		
Max. total weight		kg/lbs	1760/3880	1790/3946	1740/3836	1750/3858
Max. roof load		kg/lbs		35/77		
With Original Porsche Roof Transport System						
Coupé		kg/lbs		75/165		
Cabriolet		kg/lbs		35/77		

Capacities

Engine oil volume ¹	l/gal.	11.5/2.53
Manual transmission ³ with final drive	l/gal.	3.6/0.79
Tiptronic oil quantity		
Automatic section ⁴	l/gal.	9/1.98
Oil volume final drive ³	l/gal.	0.9/0.20
Fuel tank optionally	l/gal.	73/16.6
	l/gal.	92/20.2
Brake fluid reservoir ⁵	l/gal.	0.34/0.07
Fluid tank ⁴ for power steering	l/gal.	1.0/0.22
Fluid tank for windshield washer/ headlight washer	l/gal.	7.3/1.6
Refrigerant R 134a	g	840
Refrigerant oil	ml	140

1) For approved engine oils, please refer to Technical Information

3) Multigrade transmission oil 75 W 90 to MIL-L 2105 B or API classification GL 5.

4) ATF Dexron II D

5) Brake fluid DOT 4 Type 200

Performance figures

		RoW		USA	
		Carrera 4	Carrera 4S	Carrera 4	Carrera 4S
Top speed	km/h / mph	275 /171	270/168		
Acceleration					
0-100 km/h	s	5.3	5.3		
0-160 km/h	s	12.4	12.5		
Standing kilometer	s	24.8	25.0		
Standing 1/4 mile	s	13.7	13.8		
Elasticity					
80-120 km/h 5th gear	s	7.2	7.2		
80-120 km/h 6th gear	s	11.2	11.2		
100-200 km/h 5th gear	s	18.9	19.1		
100-200 km/h 6th gear	s	28.4	28.7		
Power to weight ratio	kg/kW kg/PS	6.76 4.98	6.90 5.09	6.86 5.11	6.90 5.14

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