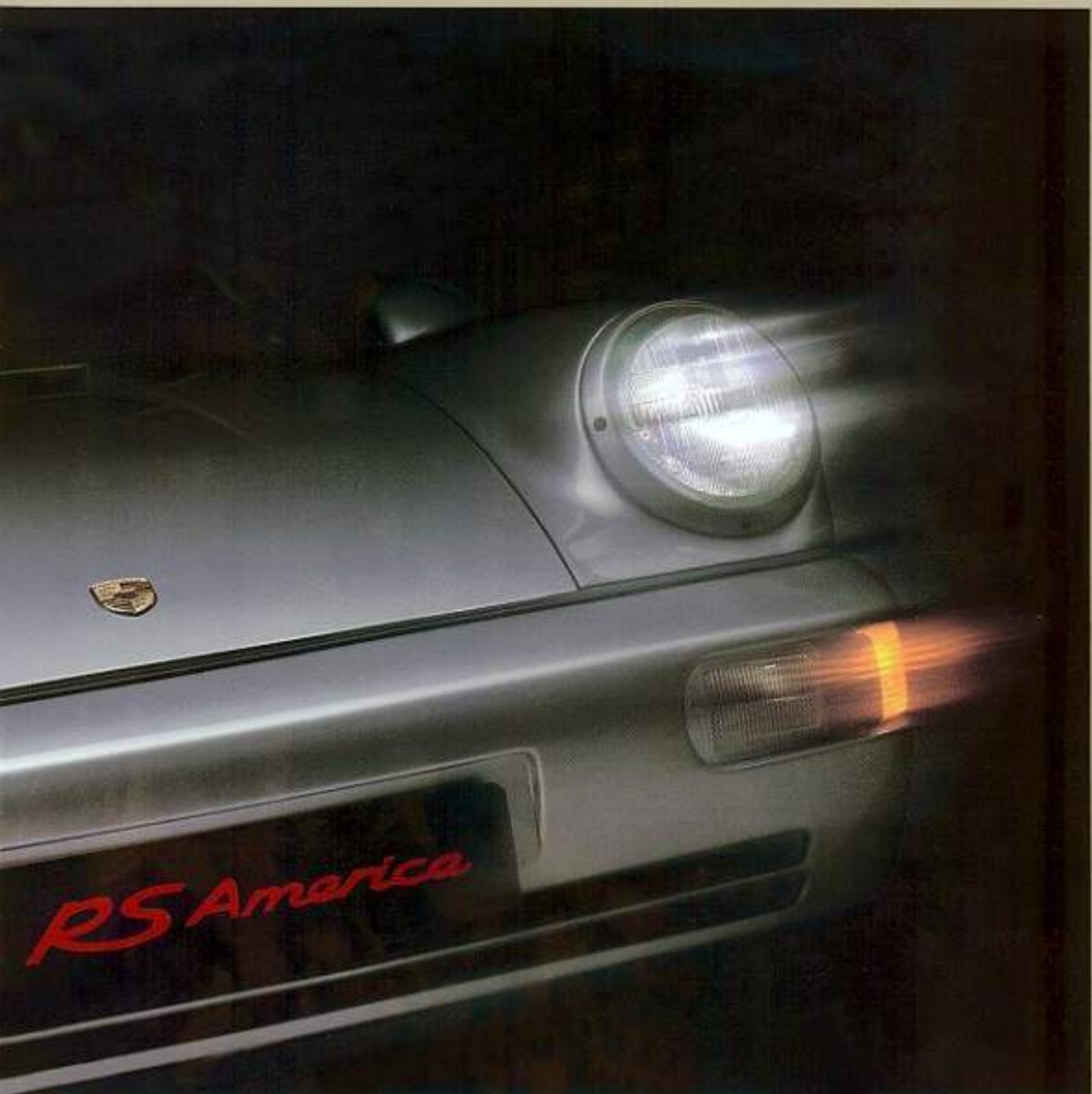


PORSCHE

1993

RS America





PROFESSOR PORSCHE IS FOND OF SAYING THAT HE BEGAN THE COMPANY WITH THE NOTION OF "BUILDING A FEW CARS FOR MY FRIENDS, WHO WERE VERY DEMANDING DRIVERS." That's why Porsches have always provided superb "feedback" to the driver through the steering, the suspension, the throttle, the brakes, all controls, and even the seat. As soon as a Porsche—any Porsche—begins moving, its driver is presented with highly precise information about the road surface, about its friction—very useful information for sport driving.

The 911 Carrera 2 provides this kind of feedback, in combination with amenities making it ideal for commuting and long-distance touring. Now we have a new derivative of the Carrera 2 for drivers who demand an even higher level of feedback—feedback so detailed, so precise that it usually is found only in racing cars. Indeed, the designator "RS"—German for "Renn Sport," or "Race Sport," is traditionally reserved for the highest performance Porsches. In a Porsche RS model, refinements in the suspension, steering, wheels and tires, all work in combination with perfectly coordinated weight reduction to create a dramatically different driving feel.

Introducing the RS America: a pure 911 that redefines the fun of driving a 911—for about \$10,000 less than a Carrera 2 Coupe.

REDEFINING THE PURE FUN OF DRIVING A 911

The new-generation 911 Series advances the state of the classic, rear-engine Porsche on many fronts. Never before has a 911 been as quick, as safe, comfortable or luxurious.

The owner of a 911 Carrera 2, for instance, can rest assured they own one of the finest automobiles in the world today... Open the masterfully crafted door, electrically adjust the hand-formed leather seat to the ideal driving position and twist the ignition key. While the race-bred flat six burbles its subdued mechanical dance in the tail, buckle up and seek one's music of choice on the multi-speaker stereo. Driving off, the sensations through the steering wheel are as lucid as though there were no power-assisted steering (but power-assisted it is, and none is acknowledged to be finer).



REDEFINING THE PURE FUN OF DRIVING A

911

The new-generation 911 Series advances the state of the classic, rear-engine Porsche on many fronts. Never before has a 911 been as quick, as safe, comfortable or luxurious.

The owner of a 911 Carrera 2, for instance, can rest assured they own one of the finest automobiles in the world today... Open the masterfully crafted door, electrically adjust the hand-formed leather seat to the ideal driving position and twist the ignition key. While the race-bred flat six burbles its subdued mechanical dance in the tail, buckle up and seek one's music of choice on the multi-speaker stereo. Driving off, the sensations through the steering wheel are as lucid as though there were no power-assisted steering (but power-assisted it is, and none is acknowledged to be finer).



The fixed rear spoiler provides precisely the amount of downforce to counteract lift forces at speed. An experienced driver can feel the spoiler's effect at speeds as low as 45 to 50 mph.



STILL, SOME 911 DRIVERS SEEK MORE.

Given this scenario, some 911 drivers may turn down the radio to hear better the smooth wail of the engine. Some may yearn for an even greater sense of agility, an even more firmly committed stance, a more richly detailed feel for road conditions, of how the car is responding to those conditions. More of the entertaining sensations connected with the art of **driving** a 911. It is for these drivers that Porsche created the 911 RS America—a new 911 that redefines the pure fun of driving a high-spirited sports car.

DRIVING THE RS AMERICA.

Words alone fall frustratingly short of conveying the experience of actually driving such a thoroughbred.



The RS America was designed by engineers whose ceaseless commitment at Porsche is to create sports cars like the RS—so they themselves may savor them. To fling them along winding Black Forest roads, shifting effortlessly up and down through the gears, enjoying fade-free braking time after time. The stereo is turned off—the engine providing the music. The RS never fails to deliver an aggressive, invigorating driving experience where the balance of power and nimble agility puts the driver in control of its unbridled spirit.

FROM THE CARRERA CUP CAR.

It has been said that a sports car such as the RS could have been created only by a handful of companies in the world. Part racing car and part touring car, the RS required close coordination between Racing and Series Production Engineering. The seed for a contemporary RS was planted at Weissach, Porsche's famed Research & Development Center near Stuttgart. It happened during development of an all-out racing version of the Carrera 2 Coupe for the European Carrera

Cup Series. No one recalls the exact moment the new RS was born, but it likely happened during "Cup car" prototype testing on the public roads near Weissach.

CREATING A LIGHTER, LEANER RS.

The same engineers who developed the Carrera Cup race car are responsible for the brilliant RS America. Their goal: the incomparable road feel of a race car through reduced weight, modified steering and firmer, sportier suspension. To save weight, they eliminated the air conditioning system, power steering pump and sunroof, and replaced the rear seats with a storage compartment. The retractable rear spoiler, motor and mechanism were replaced with a lightweight fixed tail spoiler. The armrest/storage compartments were replaced with "RS style" door panels and a simple color-keyed pull strap. Luggage compartment carpeting was replaced with lightweight black fabric. And finally, to save weight and also let the driver better enjoy the engine sounds, sound deadening materials were





The RS America is equipped with form-fitting sport seats. Seating surfaces are in skid-resistant black brushed corduroy.

The simplicity and pure function of the RS America are mirrored in its door panels. The Carrera Cup-inspired racing-type handles and door pull straps are another example of pure form following function.

removed from the firewall and rear quarter panels. The result: at under 3,000 pounds, the RS is the lightest of any new Porsche in the 1993 line up.

A CHASSIS SYSTEMS—ENGINEERED FOR PERFORMANCE.

Refinements in the steering, suspension, wheels, and tires work together as a precisely orchestrated system. The driving experience is sensational, in every sense of the word. The car truly becomes an extension of the driver's will. The systems engineering responsible for this fact was neither simple nor inexpensive. Shock absorbers and rear springs were upgraded, the Carrera rack and pinion steering systems fine-tuned. Seventeen-inch light alloy Turbo design wheels, 7 inches wide front,

were fitted with 205/50 ZR 17 tires; rears 8 inches wide were fitted with 255/40 ZR 17s. Porsche has brought car, driver, and road together more intimately in the RS American than ever before. The driver

truly participates in driving, is enraptured passionately in the exhilaration of piloting this near-racing machine.

"GOOD ENOUGH FOR THE GREEN DEVIL."

Aside from their own test track, Porsche engineers for years have used the renowned German race circuit, the Nurburgring—nicknamed, "The Green Devil" by one of the world's greatest Formula One champions. In the words of one long-time Porsche engineer, if



vehicle development work produces a sports car which is "good enough for The Green Devil, then it's ready for our customers.* The RS America is good enough for The Green Devil—and then some.

A POTENT PERFORMANCE:PRICE RATIO.

The RS America is not for everyone. If you believe this new Porsche matches your passion for driving, you should know that a limited number of RS America Coupes will be built to order. Given the dazzling high performance (0 to 60 mph acceleration is estimated to be in the low 5+ second range, top track speed of about 170 mph) and surprising fuel efficiency (Porsche extracted this kind of performance without a gas

guzzler tax), the performance:price ratio is exceptional on the world market: \$53,900*MSRP.

THE STUNNING NEW RS AMERICA. IT REDEFINES THE PURE FUN OF DRIVING A 911.

1993 911 RS AMERICA COUPE

DIMENSIONS

Wheelbase:	89.4 in.
Overall Length:	168.3 in.
Width:	65.0 in.
Height:	51.6 in.
Track — front/rear:	54.1 in./54.1 in.
Ground clearance:	4.5 in.
Curb weight:	2,954 lbs.
Weight distribution — front/rear:	1,202 lbs./1,752 lbs. (41/59%)

ENGINE

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

Displacement:	3.6 liters
Horsepower:	247 @ 6,100 rpm
Torque:	228 ft-lb @ 4,800
Maximum RPM:	6700

Compression Ratio:	11.3:1
Fuel/Ignition System:	Electronic fuel injection, DME controlled with twin plug ignition, dual knock sensors
Transmission:	5-speed manual

CHASSIS/SUSPENSION

Body: Welded, unitized construction; double-sided, zinc-galvanized steel body with wing type fixed rear spoiler

Suspension: Sports Suspension package:M030

Front: Independent MacPherson struts, aluminum alloy lower control arms, uprated shock absorbers, 22mm stabilizer bar

Rear: Independent aluminum alloy semi-trailing arms, uprated coil springs with toe correction, uprated shock absorbers, 20mm stabilizer bar

Steering:	Rack and Pinion
Steering ratio:	22.1:1
Turns (lock to lock):	3.02
Turning Circle:	36.6 ft.

BRAKE SYSTEM

Power assisted, dual circuit, 4-piston, aluminum alloy, fixed caliper, Anti Lock Brake System

Front:	Vented discs, 11.73 in.
Rear:	Vented discs, 11.77 in.

WHEELS & TIRES

Pressure cast light alloy wheels (5 spoke Turbo design) with anti-theft device

Front: 7J x 17 with 205/50ZR-17 steel belted radial tires

Rear: 8J x 17 with 255/40ZR-17 steel belted radial tires

PERFORMANCE

Acceleration:	0-60 mph in 5.4 sec.
Top Track Speed:	162 mph
Coefficient of drag:	0.34

EXTERIOR COLORS

Black, Guards Red, and Grand Prix White. Optional colors are Polar Silver Metallic and Midnight Blue Metallic.

INTERIOR

2-seat Coupe with rear storage compartments in place of rear seats; sport seats with electric height adjustment, seating surfaces covered with black corduroy fabric; and 911 Carrera RS style door panels with straps to open doors that are color keyed to match seatbelts.

SAFETY FEATURES

Driver and passenger-side airbags; three-point safety belts; power windows; one-key central locking and alarm system.

OPTIONS

Limited slip differential (40%)
Porsche CR1 AM/FM digital display stereo
Cassette radio with 2 loudspeakers
Air conditioning with full climate control
Electric sliding sunroof.

WARRANTIES

Limited Vehicle Warranty: 2-year, unlimited mileage,
Limited Paint Warranty: 3-year, unlimited mileage,
Limited Rust-perforation Warranty: 10-year, unlimited mileage,

SUGGESTED RETAIL PRICE

\$53,900*

*\$53,900 is the manufacturer's suggested retail price excluding tax, title, registration, and destination charges. Please see your dealer for more detailed information on pricing.



© Porsche Cars North America, Inc., 1992.

Porsche and the Porsche crest are registered trademarks of Dr. Ing. h.c.F. Porsche AG. Porsche Cars North America believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice.

Some options may be unavailable when your car is built. Please ask your dealer for advice concerning current availability of options and verify that your car includes the optional equipment that you order. Note: Some of the vehicles shown have optional features that are supplied at extra charge. Porsche reserves the right to make changes in design, form and supply, as well as variations in color.

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

© 1992 Porsche Cars North America, Inc.

Printed in the U.S.