



PORSCHE



The 911 all-wheel-drive model range

Contents

Model range	6
Drive	20
Chassis	30
Safety	38
Comfort	44
Personalisation	58
Summary	72
Technical data	74
Index	80



Model range

**For every action, there is a reaction.
Good to know that it's the right one.**

A sports car ought to be fast. That's the conventional thinking. It is our belief that a sports car must, first and foremost, be fast to react. Only then can it find the right and immediate answer to the current road condition and your individual driving style. A direct response is required on each straight and in every twist and turn. In other words, a sports car must

have the optimum reaction to each and every action. For whenever one thinks about speed, one must also consider the effects of traction and never disregard the importance of safety.

The 911 all-wheel-drive models put these theories into practice without hesitation. Intelligent all-wheel drive

technologies offer high levels of safety without compromising the car's ability to deliver extraordinary performance. The body is imposing and wide for excellent road holding and driving stability, attributes epitomised by all 911 all-wheel-drive models. The common principle that binds them is what we call Intelligent Performance.



**Rain, sleet, wind.
Perfect conditions for aspiring athletes.**

911 Carrera 4 and 911 Carrera 4S.

What is it that sets the professionals apart? Performance that you can rely on and that is consistent regardless of mood and weather. True professionals rise to any occasion and give their best even when the odds are stacked against them.

The 911 Carrera 4 and the 911 Carrera 4S are two professionals that perform on the road with pinpoint accuracy. The 911 Carrera 4 achieves this with a 3.6-litre horizontally opposed cylinder engine that delivers a power output of 254 kW (345 hp), while the S model is equipped with a 3.8-litre unit

that generates 283 kW (385 hp). The 911 Carrera 4 completes the sprint from 0 to 100 km/h in 5.0 seconds, the 911 Carrera 4S in 4.7 seconds.

This power is transmitted to the road by Porsche Traction Management (PTM), an all-wheel-drive system that seizes the initiative and takes full control of the situation. In conjunction with Porsche Stability Management (PSM), it creates the ideal platform for excellent driving stability and safety as well as outstanding driving dynamics and agility.

Professionals are also distinguished by their commanding presence. The 911 all-wheel-drive models are typified by their particularly imposing body and stance with a wide rear track and broad rear tyres. Another characteristic attribute is the seamless taillight strip and, at the front, the air intake grilles and slats with a titanium-coloured paint finish.

Don't be fooled by their sunny disposition. The 911 all-wheel-drive models are not fairweather sports enthusiasts in any shape or form. They are dedicated, professional performers through and through.

For fuel consumption and CO₂ emissions, please refer to page 75.





**When you're aiming skywards,
you need the reassurance of reliable ground control.**

911 Carrera 4 Cabriolet and 911 Carrera 4S Cabriolet.

There is no better place to experience a sense of total freedom than under a blue sky, breathing in the fresh air and with the sun shining on your face. And there is no more reassuring feeling than having everything under control and being able to react to any situation. The 911 Carrera 4 Cabriolet and the 911 Carrera 4S Cabriolet are open to this way of thinking.

From a technical perspective, both are as focused on performance as the closed-top variants. The 911 Carrera 4 Cabriolet is equipped with a 3.6-litre engine that produces a maximum torque of 390 Nm at 4,400 rpm. The S model has a 3.8-litre

unit that generates its maximum torque of 420 Nm at 4,400 rpm. Excellent road holding is ensured by Porsche Traction Management (PTM) and the mechanically locking rear differential. A safety-enhancing roll-over protection concept provides peace of mind.

The dependable chassis, therefore, is a good starting point and bad weather need not dampen your sense of freedom. The fabric hood of the 911 Carrera 4 Cabriolet models is robust yet lightweight and, like the roof of the Coupé versions, is integral to forming the classic 911 silhouette. At the rear, the design of the Cabriolet models is exactly as you would

expect of an all-wheel-drive 911. The seamless taillight strip is an unmistakable styling feature and the body, track and tyres are sporty and characteristically wide.

In a 911 Carrera 4 Cabriolet, there is no excuse to let the weather hold you back.

For fuel consumption and CO₂ emissions, please refer to page 75.



Hood.

The fabric hood on the Cabriolet models is lightweight and robust. The roof frame is made from a weight-saving construction. The glass rear screen is scratch-resistant and electrically heated to provide excellent rearward visibility. A rain channel on the hood reduces dripping when the doors are opened.

Electrically powered, the hood opens and closes with a concertina action, which ensures excellent protection for the interior lining in all weathers. The process, which is initiated by a button on the centre console, takes approximately 20 seconds and the function remains operable up to a speed of around 50 km/h.

The interior hood lining is made from a heat-insulating and sound-absorbent fabric. Even at high speed, this ensures that you hear almost nothing other than the characteristic sound of your Porsche.

Wind deflector.

Provided as standard, the wind deflector was developed in the wind tunnel for practically draught-free driving and minimal wind noise. It can be detached and folded compactly for easy storage in the luggage compartment.

Hardtop.

A hardtop is available as an option for your 911 Carrera 4 Cabriolet model. It is made from aluminium and is easy to fit. On the inside, it is lined with a sound-absorbent fabric that has been purposefully designed to complement the interior of your sports car.





**To achieve peak performance time after time, you need to have one thing:
unwavering belief in your principles.**

911 Carrera 4 GTS and 911 Carrera 4 GTS Cabriolet.

The 911 all-wheel-drive models combine excellent safety with outstanding driving dynamics. After all, they observe the fundamental principle respected by any Porsche: the principle of performance. With the 911 Carrera 4 GTS models, we take things to a higher level. Whether it's the closed-top Coupé or the open-top Cabriolet, these are the sportiest all-wheel-drive 911 Carrera models that we've ever created.

Both variants are powered by an uprated 3.8-litre flat-six engine with direct fuel injection (DFI) and VarioCam Plus, which generates 300 kW (408 hp) at 7,300 rpm, or 17 kW (23 hp) more than the all-wheel-drive S models. A top speed of 302 km/h is achieved and the

911 Carrera 4 GTS Coupé completes the 0 to 100 km/h sprint in 4.6 seconds, the Cabriolet in 4.8 seconds.

How do they transmit this power to the road? Directly and, for excellent traction and enhanced dynamic performance, with Porsche Traction Management (PTM), Porsche Stability Management (PSM) and Porsche Active Suspension Management (PASM) including a ride height reduction of 10 mm. The 911 Carrera 4 GTS models always remain true to their principles, and the sports exhaust system fitted as standard gives them an outlet to be heard.

Distinguishing exterior features of the 911 Carrera 4 GTS models include the

dynamically accentuated cooling air intakes in the front apron and the additional spoiler lip painted in black, as well as the wide rear end and rear track. The most significant, however, are the seamless taillight strip and the 'Carrera 4 GTS' logo.

The 911 Carrera 4 GTS models combine excellent precision with top-class traction for uncompromising driving dynamics and performance levels that you would otherwise expect to find only on the racetrack. The principle is simple, but incredibly effective.

For fuel consumption and CO₂ emissions, please refer to page 77.

**Behind glass is an ideal place to keep cherished memories.
Or create some new ones.**

911 Targa 4 and 911 Targa 4S.

At the IAA Frankfurt Motor Show in 1965, Porsche unveiled the first ‘safety cabriolet’ of its kind – the Targa. Even then, it was clear that style and dynamics were not mutually exclusive from safety. They are part of the same cohesive whole, a particularly successful one in our opinion. What’s changed since then? Not much, at least as far as the principle is concerned, except perhaps that the 911 Targa models are now even more comfortable and exhilarating to drive than ever before.

Closed or open? The electrically operated glass roof meets your expectations with

millimetre precision. The unit is fully integrated into the bodywork, which ensures a high level of body rigidity and the distinctive 911 silhouette is faithfully preserved. The roofline is further accentuated by the continuous aluminium trim strip, which arcs from the A-pillar to the characteristically pointed rear side windows.

The all-wheel-drive technologies in the 911 Targa 4 unite traction and safety with agility and dynamic performance. To do this requires a formidable source of power. The 3.6-litre engine in the 911 Targa 4 generates 254 kW (345 hp)

at 6,500 rpm, while the 3.8-litre variant in the S model produces 283 kW (385 hp) at the same rpm. The force is immediate. The 911 Targa 4 achieves 0 to 100 km/h in 5.2 seconds, the 911 Targa 4S in 4.9 seconds.

The 911 Targa has captured some wonderful memories since 1965. Now it’s looking forward to creating some new ones with you.

For fuel consumption and CO₂ emissions, please refer to page 79.



Roof concept.

A glass surround without a feeling of confinement. An open roof that still provides shelter. The glass roof of the 911 Targa 4 models gives you freedom of choice, whatever the speed. As soon as you operate the switch in the centre console, the glass roof lowers and can be retracted to any position that you prefer. The automatically extending wind

deflector reduces wind turbulence and noise, enabling you to keep the roof down on long journeys even in damp or cold conditions.

The glass roof is made from tinted laminated safety glass. In conjunction with the electrically operated roll-up blind, dual protection against strong sunlight and cold temperatures is achieved.

The glass rear screen is hinged to make it easier to stow luggage in the rear compartment. The screen can be released either from inside the passenger compartment or by use of the key remote. An electric soft closing function facilitates closing.

In short, the 911 Targa 4 models unite dynamic performance with extraordinary functionality and a timeless design.

For us, this is not a contradiction, but the result of a simple principle: Intelligent Performance.



Drive

Technical cause. Emotive effect.

Let us begin by describing the effect. The driving experience in the all-wheel-drive models is characterised by high performance and a direct response. The cause, on the other hand, can be attributed to a series of ingenious technical solutions. At the heart of it all is the engine. The

all-wheel-drive base models are equipped with a 3.6-litre horizontally opposed cylinder engine offering 254 kW (345 hp), while the 3.8-litre unit in the all-wheel-drive S models develops 283 kW (385 hp) and the uprated 3.8-litre variant in the 911 Carrera 4 GTS models produces an

even more impressive 300 kW (408 hp). There is then the use of an intelligent lightweight construction and efficiency-enhancing technologies such as DFI and VarioCam Plus.

For fuel consumption and CO₂ emissions, please refer to pages 75-79.



Direct fuel injection (DFI).

Direct fuel injection (DFI) is fitted as standard. With millisecond precision, DFI injects fuel directly into the combustion chamber by means of electromagnetically actuated injection valves. The spray and cone angles have been optimised for torque, power output, fuel consumption and emissions, thus ensuring homogeneous distribution of the air/fuel mixture and, consequently, efficient combustion.

In the direct injection system, the EMS SDI 3.1 engine management system adjusts the injection timing individually for each cylinder and the injection quantity for each cylinder bank. This optimises the combustion process and therefore fuel economy. A hot-film air mass meter takes care of the airflow, so that the combustion chambers contain exactly the right mixture at all times.

For faster heating of the catalytic converters after a cold start and for greater torque in the upper load range, dual injection is implemented at engine speeds of up to 3,200 rpm and triple injection up to 2,500 rpm. The required quantity of fuel is distributed to two or three successive injection processes per cycle.

DFI improves the internal cooling of the combustion chamber by forming the mixture directly in the cylinder. This has made it possible to increase compression (12.5:1), resulting in more engine power and even greater efficiency.

VarioCam Plus.

VarioCam Plus is a variable valve timing system on the inlet side which also features two-stage valve lift. This helps to deliver excellent smooth-running performance and comparatively low fuel consumption and emissions, as well as greater power and torque.

The timing of each valve is steplessly and electrohydraulically controlled by means of a rotary vane adjuster.

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

Lightweight design.

The benefits of a light-alloy engine are reduced weight and lower fuel consumption. The intelligent engine design achieves further weight savings in specific areas. A key example is the complete integration of the camshaft bearing system into the cylinder heads. Fuel economy is additionally improved by consistently low levels of engine friction and the effective design of the oil supply system.

Integrated dry-sump lubrication.

Integrated dry-sump lubrication ensures a reliable supply of oil even when a sporty driving style is adopted. It also has additional cooling functions.

The oil tank is located in the engine, thereby eliminating the need for an external oil tank, which saves both space and weight. To reduce power loss and increase efficiency, an electronically controlled oil pump supplies the lubricating points inside the engine as and when required. This results in an optimised and on-demand supply of oil for comparatively low fuel consumption and exhaust emissions.



For fuel consumption and CO₂ emissions, please refer to pages 75-79.



Intake manifold.

The 911 Carrera 4 and 911 Targa 4 models are equipped with a two-stage resonance intake system, which takes engine speed into consideration and increases the intake volume by exploiting the fact that air oscillates as it passes through the intake manifold. This produces

higher low-end torque and a flatter torque curve.

The entire intake system is made from lightweight plastic. In the 3.8-litre engine of the S models, the resonator volume of the air filter housing varies with engine speed to bring added character to the

engine sound, which becomes much more powerful at higher rpm.

The 911 Carrera 4 GTS models feature a variable resonance intake manifold with six switchable, vacuum-controlled valves. These valves enable the system to switch between power- and torque-optimised geometries for all six air intake tracts to

produce even higher torque in the mid-rev range. The cooling system has been adapted to the increased engine output.

Exhaust system.

The stainless-steel exhaust system of the all-wheel-drive 911 models comprises two distinctive and independent exhaust tracts. The catalytic converters are highly temperature-resistant and heat up rapidly for effective emissions reduction. Two Lambda sensors of the stereo Lambda control circuitry regulate the composition of the exhaust gas separately in each exhaust tract, while another pair monitors pollutant conversion in the respective catalytic converters.

A sports exhaust system is fitted as standard in the 911 Carrera 4 GTS models and is available as an option for all other 911 all-wheel-drive models. It enhances the characteristic Porsche sound, making it even more powerful and even more sporty.

Engine management system.

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

In particular, it controls the position of the electronic throttle valve (ETC) – a prerequisite for compatibility with the Porsche Stability Management (PSM), which comes as standard. It also regulates all directly engine-related functions and assemblies to achieve comparatively low fuel consumption and emissions as well as high power output and torque whatever the driving style.

Another important function is the cylinder-specific knock control. Since the cylinders never all work under exactly the same conditions, the knock control function monitors each one separately.

The ignition point is shifted individually, as and when necessary, to protect the cylinders and pistons at high engine speeds and loads.

For compliance with EU standards, the on-board diagnostics provide timely detection of any faults and defects that may occur in the exhaust and fuel systems and then notify the driver immediately. This also prevents increased pollutant emissions and unnecessary fuel consumption.

For fuel consumption and CO₂ emissions, please refer to pages 75-79.

Power is meaningless unless you know how to use it.

Transmission.



Six-speed manual gearbox.

Shift up or shift down, with no pause in between. Gear changes should be immediate and extremely responsive. Fitted as standard across the 911 all-wheel-drive model range, the six-speed manual gearbox is the link to each and every gear. The cable-operated gearshift unit is designed for optimum progression through the gears and the gear lever is insulated from the engine and gearbox. With minimal resistance, the gear lever throw is short and precise, enabling a rapid gearshift action and providing an immediate driving experience.

Porsche Doppelkupplung (PDK).

The optional Porsche Doppelkupplung (PDK), with both a manual gearshift and an automatic mode, enables extremely fast gear changes with no interruption in the flow of power. The main advantages are significantly faster acceleration and comparatively low fuel consumption.

In total, PDK has seven forward gears at its disposal. Gears 1 to 6 have a sports ratio, with the top speed being reached in 6th gear. The 7th gear has a long ratio and helps to reduce fuel consumption even further. PDK is essentially two half-gearboxes in one and thus requires two clutches – designed here as a double wet clutch transmission.

This double clutch provides an alternating, non positive connection between the two half-gearboxes and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2). The flow of power from the engine is only ever transmitted through one half-gearbox and one clutch at a time, while the next gear is preselected in the second half-gearbox. During a gear change, therefore, a conventional shift no longer takes place. Instead, one clutch simply opens and the other closes at the same time. Gearshifts are completed efficiently within a fraction of a second.

Porsche Traction Management (PTM).

In a 911 with all-wheel drive, power counts. But so does the ability to transmit it to the road effectively. We do this with Porsche Traction Management (PTM), which is fitted as standard and comprises an active and permanent all-wheel drive system with electronically controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR).

Torque is distributed between the front and rear axles actively by an electronically controlled multi-plate clutch. This enables a much more rapid response in comparison with a viscous multi-plate clutch, where clutch regulation is not initiated until there is a difference in speed between the front and rear axles. Through continuous monitoring of the driving conditions, the electronics are able to respond to a variety of situations. Sensors check, among other variables, the rotation speeds of all four wheels,

the longitudinal and lateral acceleration of the vehicle, and the steering angle. By evaluating the sensor data, the system can quickly adjust the distribution of drive force to the front axle in order to achieve optimum balance. If the rear wheels threaten to spin under acceleration, a greater proportion of drive force is distributed to the front by a more powerful engagement of the multi-plate clutch. At the same time, ASR prevents the rear wheels from spinning. When cornering, the front wheels only ever receive as much drive force as is necessary to prevent lateral instability. On road surfaces with varying grip, the mechanically locking rear differential, which is fitted as standard, combines with ABD to improve traction even further.

In this way, PTM, in conjunction with Porsche Stability Management (PSM), provides excellent torque distribution – and therefore outstanding performance – in all driving conditions.

PTM is particularly impressive on ice and snow, where it reacts extremely swiftly and maintains excellent accelerative performance.

In short, PTM provides a high level of safety and outstanding performance, implemented in the most intelligent manner.

Mechanically locking rear differential.

A mechanically locking rear differential with asymmetrical lock factor is fitted as standard across the all-wheel-drive model range. It further enhances the traction of the driven rear wheels on road surfaces with varying grip and when accelerating out of tight bends, for example. This is accomplished by the damping of load-change reactions during fast cornering.



Chassis

Balanced relationships. The optimum prerequisite to top-class performance.

What is there left to do when everything is running smoothly and ticking over nicely? Put your feet up? That's one option. Another is to give absolutely

everything and squeeze out every last drop of potential. This can be achieved with a chassis that consents to every manoeuvre, such as Porsche Stability

Management (PSM), and with an all-wheel-drive system that responds decisively like Porsche Traction Management (PTM).



Front and rear axles.

The independent front suspension of the 911 all-wheel-drive models combines McPherson-type struts with longitudinal and transverse links and reinforced wheel bearings. Each front wheel is precisely located, ensuring absolute directional stability and superior handling.

At the rear, the wider body of the 911 all-wheel-drive models widens track for improved dynamic performance and driving stability as well as the ability to withstand faster lateral acceleration when cornering.

The rear axle has a motorsport-derived multi-link suspension, following the LSA concept (Lightweight, Stable, Agile) for exceptional driving dynamics. Acceleration squat is significantly reduced by the axle kinematics. Agility is further increased by lightweight struts with aluminium dampers.

This purposeful lightweight construction keeps the vehicle gross weight and the weight of the unsprung masses low, while the suspension itself allows even high-speed manoeuvres to be executed smoothly and safely. Pitching of the body when pulling away and braking is minimal, as is body roll in corners. Tyre noise and vibrations are similarly reduced.

Porsche Stability Management (PSM).

Integrated as standard, PSM is an automatic control system that stabilises the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM can initiate braking interventions targeted at individual wheels in order to stabilise the vehicle.

Under acceleration on road surfaces with varying grip, PSM improves traction using the ABD (automatic brake differential) and ASR (anti-slip regulation) functions. The control interventions are smooth and precise, giving an agile response. For a purer driving experience, PSM can be deactivated but it will automatically reactivate if necessary for safety.

PSM comes with two additional functions: precharging of the brake system, enabling maximum braking power to be achieved much sooner; and brake assist, for maximum deceleration in a critical situation.





Porsche Active Suspension Management (PASM).

Porsche Active Suspension Management (PASM) is an electronic active damping system, offering continuous adjustment of the damping forces at each wheel according to driving style and road conditions. PASM is included as standard equipment in all S and GTS models of the all-wheel-drive model range and is available as an option for models with the 3.6-litre engine. In addition, the suspension is 10 mm lower than that of the 911 Carrera 4 base models. For the 911 Carrera 4S and 911 Carrera 4 GTS, an option to lower the body by 20 mm is also offered.

At the press of a button, the driver can select between two different modes: 'Normal', which is a blend of performance and comfort, and 'Sport', where the setup is much firmer. The two setup modes

overlap only ever so slightly so that the distinction between comfortable and uncompromisingly sporty is achieved more effectively than with a conventional chassis. Depending on the mode selected, therefore, PASM can be sportier or more comfortable than the standard chassis of models with the 3.6-litre engine. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels optimally in accordance with the selected mode.

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

Sport Chrono Package Plus.

The Sport Chrono Package Plus is available as an option for all 911 all-wheel-drive models. It offers an even sportier tuning of the chassis and engine setup, and delivers even greater driving pleasure as a result.

Key features include a digital and analogue stopwatch, the SPORT button, a performance display, a personal memory function in the Porsche Communication Management (PCM), and – in combination with PDK – the SPORT PLUS button, and an additional display in the steering wheel which informs the driver if the SPORT or SPORT PLUS buttons and Launch Control have been activated.

When the SPORT button on the centre console is selected, the EMS SDI 3.1 engine management system adapts for sportier performance driving. In response

to pedal input, a more dynamic throttle map opens the throttle valve wider than would be the case in 'Normal' mode. The throttle response is significantly more immediate and a harder rev-limiter is also applied in the higher gears.

Also influenced by 'Sport' mode is the Porsche Active Suspension Management (PASM). The dampers become firmer, enabling faster turn-in as well as better contact with the road. A harder rev-limiter is also applied in the automatic mode of the optional PDK, while the gearshift points are delayed until the upper rev range. The shift times are shorter, the gear changes sportier. PDK responds to the slightest deceleration – even at high engine speeds – with a swifter brake-induced downshift. In manual mode, gear changes are faster and more dynamic.



In 'Sport' mode, the trigger threshold for PSM is raised for increased longitudinal and lateral dynamics. Agility is enhanced when braking for corners with PSM enabling greater manoeuvrability under braking and exit acceleration, especially at low speeds. The result? Increased driving pleasure.

For even greater dexterity, PSM can be set to standby while the car is still in 'Sport' mode. For safety, it is set to intervene automatically when ABS assistance is required at the front wheels.

In combination with PDK, the Sport Chrono Package Plus has two additional functions that are activated by pressing the SPORT PLUS button, for a sporty drive that borders on a motorsport experience.

The first is 'Launch Control', which can be used on the track to achieve the best possible standing start – a racing start.

The function works like this: press the SPORT PLUS button when the transmission is in 'D' or 'M'. Then, with your left foot, press the brake pedal and accelerate fully with the right foot. The car recognises 'Launch' mode from the accelerator kickdown action and adjusts the engine speed to the optimum level, which

is around 6,500 rpm. At the same time, engine torque is increased and the clutch is applied lightly. 'Launch Control' now appears in the steering wheel display. Now release the brake as quickly as you can and get ready to experience all the acceleration power your car has to offer.

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

optimum shift points for the maximum acceleration available. This combination of uncompromising and involving performance is ideal for the racetrack.

Another key component of the Sport Chrono Package Plus is the stopwatch mounted on the dashboard. Porsche Communication Management (PCM) has a special performance display to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far. You can view the current fastest lap and the remaining range until empty. Travelled distances can be recorded and benchmark times defined.

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

Wheels.

The 911 Carrera all-wheel-drive models and the 911 Targa 4 are equipped as standard with 18-inch Carrera IV wheels. These wheels are characterised by their classic sporty design.

The S models come with 19-inch Carrera S II wheels. The visual effect is sporty and dynamic.

The all-wheel-drive GTS models are equipped with 19-inch RS Spyder wheels with central locking device – a clear reference to the world of motorsport. The centre spokes and rim wells are painted in black. The wheels are designed to display the four-piston aluminium monobloc fixed calipers and promote efficient ventilation of the brake system.

Tyre Pressure Monitoring (TPM).

Tyre Pressure Monitoring (TPM) sends warnings to the on-board computer's display screen in the event of low tyre pressure or a gradual or sudden loss of pressure. The driver can check the pressures of all four tyres from the instrument cluster. Each time the tyres are re-inflated, or whenever a wheel has been changed, the updated tyre pressures are displayed quickly – for increased comfort and safety.



18-inch Carrera IV wheel



19-inch Carrera S II wheel



19-inch RS Spyder wheel with central locking device

Safety

Attack or defend? A controlled offensive.

What should you do when a storm is on the horizon or when the outlook is uncertain? We believe that the correct response is to take action. To proceed without hesitation, but with purpose and

sound judgment. This is particularly true when it comes to safety. One example is a brake system that responds swiftly at top speed. Another is an innovative lighting concept. Only in this way can we

keep things under control in any situation. It is not by chance that, for us, safety is worth more than performance figures alone.





Standard brake system on 911 Carrera 4/911 Targa 4



Standard brake system on 911 Carrera 4S/
911 Carrera 4 GTS/911 Targa 4S



Porsche Ceramic Composite Brake (PCCB)

Brake system.

Porsche brakes are widely renowned for their stability, performance and stopping power. They are designed to cope with extreme forces and offer a commensurately high level of safety.

All-wheel-drive models with the 3.6-litre engine are equipped front and rear with

four-piston aluminium monobloc fixed calipers with a black anodised finish. The calipers are extremely stiff thanks to their enclosed construction. All brake discs have a diameter of 330 mm for outstanding braking performance.

The S and GTS models have four-piston aluminium monobloc fixed calipers that are larger, reinforced and have a striking

red painted finish. The front axle has larger brake pads and thicker brake discs.

All brake discs across the all-wheel-drive model range have a cross-drilled design, which improves braking in wet conditions. The discs are also internally vented for better heat dispersal. Other features include a powerful nine-inch vacuum

brake booster for reducing pedal effort, and integral air spoilers for enhanced air flow in the brake cooling ducts.

Porsche Ceramic Composite Brake (PCCB).

Motorsport is the ultimate test of braking performance. On request, we can provide you with a brake system that has already proved that it can cope with the harshest requirements on the racetrack: the Porsche Ceramic Composite Brake (PCCB).

The ceramic discs have a diameter of 350 mm front and rear. The discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process. The resulting material is not only much harder than metal, it is also more resistant to heat.

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

to corrosion and offer more favourable noise-damping properties.

The pads are mounted in six-piston monobloc aluminium fixed calipers at the front, with four-piston units at the rear. The resulting brake forces are both extremely high and remarkably consistent. The pedal response is fast and precise with only moderate input required.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as

well as greater agility and improved handling.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components

be professionally inspected and replaced where necessary after every track event.



For fuel consumption and CO₂ emissions, please refer to pages 75-79.

Lighting concept.

All 911 all-wheel-drive models are equipped as standard with Bi-Xenon headlights with dynamic range control. Their beams are around twice as bright as those of conventional halogen lamps. Light output is improved and the road illuminated more uniformly on both dipped and main beam, helping to minimise driver fatigue. A headlight cleaning function is also incorporated.

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

LED technology is also used for the rear direction indicators, taillights and brake lights, the high-level third brake light and the rear fog light. LEDs provide powerful illumination and respond extremely quickly to driver input.

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

Dynamic cornering lights.

Available as an option for all models, dynamic cornering lights offer particularly effective illumination of the road ahead, especially through bends. Sensors continuously monitor the speed, lateral acceleration and steering lock and, from these variables, calculate the course of the bend.

This determines the angle of illumination for the dipped beam lights, up to a maximum of 15 degrees. On twisting roads, this means the course of the road and obstacles can be seen earlier by the driver.

Driver and passenger airbags.

The two full-size airbags can be inflated in two stages, depending on the severity of the impact. In a low-speed crash, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

Porsche Side Impact Protection System (POSIP).

The Porsche Side Impact Protection System (POSIP), fitted as standard, consists of side impact protection beams in the doors and two side airbags on each side, namely a thorax airbag located in the side of each backrest and a head airbag incorporated within each door. Each airbag has an approximate volume of 8 litres, ensuring excellent protection in the event of side impact.

Additional safety features include the headrests which form an integral part of each seat, an energy-absorbing steering column, three-point seat belts with height adjustment (Coupé models only), seat

belt pre-tensioners and force limiters and energy-absorbing elements in the dashboard.

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

Despite their modest weight, the 911 Carrera 4 Cabriolet models have been engineered to offer exemplary torsional rigidity and flexural strength. Body flexing is minimal even on the most poorly surfaced roads. Additional brace members at each of the rear wheel arches provide additional reinforcement to the bodyshell. Increased protection is provided by an automatically deploying roll-over protection system. Two spring-loaded roll-over bars are neatly incorporated behind the rear seats. The roll-over sensor continuously monitors the car's pitch and roll, contact with the road, as well as lateral and longitudinal forces. If the car were to overturn, the roll-over bars would be deployed instantly.

The 911 Targa 4 models are also characterised by outstanding body rigidity in spite of the extensive use of glass in the roof. Body flexing on uneven roads is minimised thanks above all to the side roof beams, which have been optimised to provide strength and structural stability. Additional safety is provided in the form of a crossbeam integrated between the laminated safety glass of the roof and the toughened safety glass of the rear screen.



Comfort

**Enter your destination, change the radio station, adjust your seat.
Instant reactions are important for comfort, too.**

Responsiveness on the road matters, of course, but it is also important in the place where you feel closest to your vehicle: the interior. Here, too, the reactions of your 911 are precise and direct.

We accomplish this, for example, with a navigation module that provides alternative routes, an audio system that can be configured to your personal taste, or seats that remember your preferred

sitting position. In short, with sporty comfort that adapts to your own needs and requirements.





Standard seats.

The partial-leather standard seats (standard in all 911 all-wheel-drive models except the 911 Carrera 4 GTS models) offer a high degree of comfort with good lateral support and optimised under-seat suspension. They provide a reassuring level of safety through corners without the feeling of restriction.

The seats are equipped with manual height and fore/aft adjustment and electric backrest adjustment, enabling virtually any driver to find the ideal seat position, regardless of physical build.

Comfort seats with driver memory.

Comfort seats with electric fore/aft, height, backrest and lumbar support adjustment are available as an option. The tilt angle of the seat squab is also electrically adjustable. The memory function supports both exterior mirrors

and all seat positions on the driver's side. Using the control switches in the door panel, it is possible to restore one of two personalised settings. Additionally, you can store a further seat position in each of the ignition keys.

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

Sports seats.

Sports seats are fitted as standard in the 911 Carrera 4 GTS models and are available as an option for all other all-wheel-drive variants in the 911 model range. The sports seats have firmer padding than the standard seats and the elevated side bolsters of the squab and backrest provide additional lateral support. The seat height and fore/aft positions are adjusted manually, the backrest electrically.

Adaptive sports seats with driver memory.

The optional adaptive sports seats combine excellent comfort with first-rate track performance. Not only do they offer all the adjustment features of the comfort seats, the side bolsters on the seat surface and backrest are individually and electrically adjustable, for added comfort on long journeys and precision lateral support on winding roads or on the racetrack. The memory function supports both exterior mirrors and all driver's seat positions, apart from the side bolsters.

Sports bucket seats.*

For the ultimate sports experience, you could opt for sports bucket seats with a folding backrest, integral thorax airbag and manual fore/aft adjustment. The backrest shell is made from glass-/carbon-fibre reinforced plastic and has a

stylish carbon-weave finish. The backrest pivots are positioned high in the side bolsters to provide lateral support to the pelvic region, as you would expect from a race seat. The backrest folds for easy access to the storage space in the rear compartment. The seat upholstery is offered in all available leather types and colours.

Seat ventilation.

Seat ventilation is available as an option for the standard seats and comfort seats (only in conjunction with seat heating). A slipstream effect is produced by active ventilation of the perforated seat centre and backrest and by passive aeration at the side bolsters. This evaporates perspiration moisture and therefore makes for a dry and pleasant seating environment. Ventilation intensity can be set to any of three levels and simultaneous ventilation and heating is possible.

* Child seats must not be used with sports bucket seats.



Instruments in the S models

Seat heating.

As an option, all available seats – apart from sports bucket seats – can be equipped with two-level seat heating. Seats are heated in the seat squab, backrest and side bolsters.

Rear seats.

The rear seats of the 911 all-wheel-drive models are more comfortable than you would normally expect from a sports car. The backrests are foldable and the large shelf behind offers additional storage space. For the 911 Carrera 4 GTS, rear seats can be added at no extra cost.

Child seats.*

Child seats with ISOFIX mountings can be fitted to the front passenger seat. Child seat preparation, a deactivation function for the front passenger airbag and a full range of child seats are available from Porsche Tequipment.

* Child seats must not be used with sports bucket seats.

Instruments.

Time is precious, so you want to be able to see where everything is at a single glance. The instruments of the 911 all-wheel-drive models are designed to give instant access to crucial information in a clear and precise manner, aided by the high-contrast colour scheme: white on

black in the 911 Carrera 4, 911 Targa 4 and 911 Carrera 4 GTS models, black on aluminium in the S models. In addition, the integrated on-board computer displays your average fuel consumption, speed and range until empty.

Sports steering wheel.

The sports steering wheel is fitted as standard in the 911 Carrera 4, 911 Carrera 4S and 911 Targa 4 models. It features an integral full-size airbag, a high-grip rim in smooth-finish leather and offers up to 40 mm of adjustment for height and reach.

Available as an option, the multifunction steering wheel has four function buttons and two thumbwheels for convenient operation of many audio, telephone and navigation functions. Finishes in smooth-finish leather, Aluminium Look, carbon and macassar are available.

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

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

SportDesign steering wheel.

The SportDesign steering wheel is fitted as standard in the 911 Carrera 4 GTS models and available as an option for all other 911 all-wheel-drive models. Like the other steering wheels, it features an

integral full-size airbag, a high-grip rim in smooth-finish leather and offers up to 40 mm of adjustment for height and reach.

In conjunction with PDK, the SportDesign steering wheel has two gearshift paddles. These are made from a light alloy and are ergonomically located behind the left- and right-hand steering wheel spokes.

When PDK is combined with the optional Sport Chrono Package Plus, the steering wheel also features an additional display in the left- and right-hand spokes. It tells you whether the SPORT, SPORT PLUS and Launch Control functions are activated.



Sports steering wheel



SportDesign steering wheel

Porsche Communication Management (PCM).

Porsche Communication Management (PCM) is the central information and communications system and comes as standard. It is both multifunctional and surprisingly easy to operate.

The main feature is the 6.5-inch touchscreen for intuitive control. The display is clearly presented, with a maximum of five list entries per page enabling you to

operate the unit quickly and safely. Alternatively, you can choose to operate PCM using the rotary pushbutton on the right.

Radio functions include up to 42 memory presets for your favourite stations and FM dual tuner frequency diversity with RDS, which continuously scans frequencies in the background for the best signal available for the selected station and uses up to four radio aerials for optimum reception.

The built-in single CD/DVD drive supports audio playback of tracks in MP3 format. A six-disc CD/DVD autochanger integrated into PCM is available as an option.

Navigation module.

The optional GPS navigation system has a hard drive containing map data for most European countries, allowing for rapid route calculations with a choice of

three alternative routes. When viewing a map, it is possible to select between a 3D perspective and a 2D display, enhanced by the addition of altitude profiles. In splitscreen mode, you can choose to display not only the current map overview, but also a list of symbols that represent the next navigation instruction.

Electronic logbook.

The optional electronic logbook enables automatic recording of mileage, route distance, date and time, starting point and destination for each journey.

TV tuner.

The optional TV tuner is capable of receiving unencrypted analogue and digital television broadcasts to provide entertainment between journeys. For your safety, the TV picture is switched off while the car is in motion.

Telephone module.

Available as an option, the quadband GSM telephone module offers convenience and excellent reception. By inserting a SIM card directly into PCM's integral SIM card reader, calls can be made using the hands-free facility. For even more

convenience, the Bluetooth® capability of a mobile phone can be used to make calls through the SIM Access Profile (SAP).* Once automatic pairing is complete, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the type of mobile phone, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory. A selection of mobile phones can be controlled entirely using PCM, the optional multifunction steering wheel or the optional voice control system without the phone ever leaving your pocket.

In conjunction with the optional navigation module, the telephone module enables you to establish a Bluetooth® link with those mobile phones that only support the Handsfree Profile (HFP). In this case, the GSM connection is always established through the aerial of the mobile phone. PCM acts as a hands-free system and you can leave the mobile

phone tucked away. On request, a cordless handset for the telephone module is also available. However, the handset cannot be used for Bluetooth® links established using the Handsfree Profile (HFP).

Mobile phone preparation.

To enable Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP)*, an optional mobile phone preparation (with or without bracket) is available. With HFP, PCM acts merely as a hands-free system and the mobile phone can remain tucked away. In this case, PCM is able to control only the basic functions of the mobile phone. The GSM connection is established through the aerial of the mobile phone.*

Universal audio interface.

The optional universal audio interface enables you to connect your iPod®, a USB stick, MP3 player or any other compatible audio source of your choice. The iPod® or USB stick can be operated conveniently via PCM, the optional multifunction steering wheel or the optional voice control system.



Porsche Communication Management (PCM)



TV tuner

* Notes: see page 70.

Sound Package Plus.

The Sound Package Plus is fitted as standard. A separate amplifier with a total rated output of 235 watts and nine loudspeakers create a sound experience that has been optimised specifically for your car's interior.

Voice control system.

Almost all of the functions of PCM can be controlled via the optional voice control system, which recognises commands or number sequences, irrespective of the speaker, and there is no need to 'train' the system.

BOSE® Surround Sound System.

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

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

Five dedicated audio channels (front left, front right, centre, surround left, surround right) plus an effects channel

for low frequencies deliver a sound that is as authentic as it is natural. The 5.1 discrete surround sound is balanced, lifelike and crystal clear. It's a 360-degree sound experience that is close to a live performance or cinematic experience.

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

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

To complement these features, the BOSE® Surround Sound System offers a comprehensive selection of equaliser presets for customised sound. The dynamic loudness function increases bass levels as you decrease the volume, thereby compensating for the decreasing sensitivity of the human ear at these frequencies. Moreover, the AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically so that a consistent sound is maintained in all driving conditions.

In short, you are sitting in a concert hall – one of the fastest there is.





Storage.

Storage solutions have been ingeniously and ergonomically designed from the driver's perspective. The centre console and the storage compartments in the door panels provide storage space for personal items. Below the passenger airbag are two cupholders and below these is the glove compartment with CD storage. Two 12-volt sockets (including the cigarette lighter) provide power for a range of electrical devices.

Luggage compartment.

The 911 all-wheel-drive models have a luggage compartment capacity of 105 litres. The luggage compartment is fully trimmed in scratch-resistant materials.

Roof transport system.

The aluminium roof transport system (available as an option for the Coupé models) is aerodynamically efficient, very lightweight and easy to fit. A range of attachments is available, such as a roof box, a bike carrier or a ski/snowboard carrier. Maximum roof load is 75 kg.

'Welcome Home' lighting.

For convenience, particularly at night, the 'Welcome Home' lighting function automatically switches on the LED day-time running lights for a defined period whenever the vehicle is opened or closed using the key remote. In conjunction with the optional Sport Chrono Package Plus, you can programme the delayed lighting switch-off period via PCM.

HomeLink®.

The optional freely programmable garage door opener is incorporated into the roof console and offers remote control of up to three garage door, gate, home lighting and/or alarm systems.

Cruise control.

Available as an option, the automatic speed controller for the 30 to 240 km/h speed range is operated using a switch on a separate control stalk on the steering column and can even be used in first gear.

Automatically dimming mirrors.

An auto-dimming function for the rear-view mirror and exterior mirrors, with an integrated rain sensor for the windscreen wipers, is available as an option.

Slide/tilt sunroof.

Electrically powered and steplessly adjustable, the slide/tilt sunroof is available as an option for the all-wheel-drive Coupé models. The tilt position offers comfortable ventilation of the interior, even when travelling at high speeds.

ParkAssist.

Optional ParkAssist is enabled automatically whenever reverse gear is engaged. If you move too close to an obstacle, a warning signal will begin to sound, becoming faster until you stop the car. The ParkAssist sensors are neatly concealed in the rear bumper.

Rear wiper.

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

Anti-theft protection.

The 911 all-wheel-drive models are equipped as standard with an immobiliser with in-key transponder and an alarm system with contact-sensitive exterior protection and radar-based interior surveillance.

Porsche Vehicle Tracking System (PVTs).

Available as an option, this preparation enables the future installation of the Porsche Vehicle Tracking System (PVTs)

available from Porsche Tequipment. This system makes it possible to locate a stolen vehicle throughout most countries of Europe. The preparation package comprises a special wiring loom and a higher-capacity battery. A tilt sensor for the alarm system is also included.



Personalisation

**Weather, road surface, personal taste.
A 911 all-wheel-drive model adapts to any situation.**

No two roads are the same. A freshly resurfaced motorway and a high-capacity urban thoroughfare are worlds apart, while a flat coastal road and a steep mountain pass couldn't be any more different. In fact, it also makes you wonder how significant the differences between us as individuals could be,

and how different you are from everyone else. You're the one person best placed to answer this question. It could be done, for instance, with an all-wheel-drive 911.

Both the exterior and the interior leave considerable scope for customisation. 4 solid, 7 metallic, 5 special and 4 hood

colours are available to choose from. For the interior, there is a selection of 4 interior colours as well as 2 natural leather colours and 2 two-tone combinations. An even wider range of styling options is available from Porsche Exclusive (see p. 71).



Solid exterior colours.



Black¹⁾



Guards Red²⁾



Carrara White²⁾



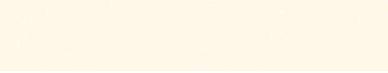
Speed Yellow^{2), 3)}

¹⁾ 911 Carrera 4 GTS models: door logo in Silver, rear logo in satinised aluminium.
²⁾ 911 Carrera 4 GTS models: door logo and rear logo in black.
³⁾ Provisionally available until 04/2012.
⁴⁾ Not available for 911 Carrera 4 GTS models.

Metallic exterior colours.



Basalt Black Metallic¹⁾



Platinum Silver Metallic²⁾



Dark Blue Metallic¹⁾



Aqua Blue Metallic¹⁾



Ipanema Blue Metallic^{2), 3)}



Macadamia Metallic¹⁾



Meteor Grey Metallic²⁾

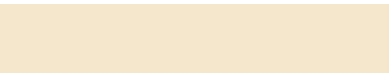
Special exterior colours.



Amethyst Metallic^{1), 3)}



Porsche Racing Green Metallic^{3), 4)}



Cream White^{3), 4)}



Hood colours.



Black



Metropole Blue

GT Silver Metallic²⁾



Ruby Red Metallic⁴⁾



Stone Grey



Cocoa



Standard interior colours.

Leatherette/leather/soft-touch paint¹⁾ in interior colour.⁷⁾



Black



Stone Grey^{6), 9)}



Sand Beige



Ocean Blue^{6), 9)}



Black Alcantara⁸⁾

Carpet.



Black



Stone Grey^{6), 9)}



Sand Beige



Ocean Blue^{6), 9)}



Black

Rooflining.²⁾



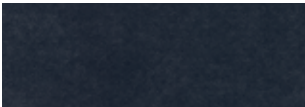
Black



Stone Grey^{6), 9)}



Sand Beige



Ocean Blue^{6), 9)}



Black

Two-tone interior colours³⁾

Leather/soft-touch paint in interior colour.



Black and Stone Grey⁶⁾



Black and Sand Beige⁴⁾

Carpet.



Stone Grey



Sand Beige

Natural leather interior.

Leather/soft-touch paint interior colour.



Espresso



Carrera Red⁵⁾

Carpet.



Espresso



Carrera Red⁵⁾

Rooflining.²⁾



Black



Black

See separate price list for recommended colour combinations.

¹⁾ Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.
²⁾ Rooflining in Alcantara (Coupé models) or black fabric (Cabriolet models).
³⁾ Black leather finish on dashboard upper section including instrument shroud, dashboard forward section including front passenger airbag cover, steering wheel rim and airbag module, door upper panels, rear side panel upper sections, A-pillar trims/windscreen surround, B- and C-pillar trims (Coupé models). All other surfaces in chosen interior colour.
⁴⁾ Soft-touch paint in interior colour or black; sun visors with black film finish, and inner door sill guards with film finish in interior colour.
⁵⁾ Soft-touch paint in interior colour; sun visors and inner door sill guards with black film finish.
⁶⁾ Provisionally available until 04/2012.
⁷⁾ 911 Carrera 4 GTS Coupé: deletion of rear seats only in conjunction with interior in black and black Alcantara.
⁸⁾ Only available for 911 Carrera 4 GTS models.
⁹⁾ Not available for 911 Carrera 4 GTS models.



Metallic paint, '911' badge



Aerokit Cup, deletion of model designation

Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Exterior.										
Metallic paint	o	o	o	o	o	o	o	o	Code	60
Special colours	o	o	o	o	o	o	o	o	Code	61
Colours to sample	o	o	o	o	o	o	o	o	Code	
Dynamic cornering lights	o	o	o	o	o	o	o	o	603	42
Deletion of model designation	A	A	A	A	A	A	A	A	498	64
'911' badge	o	o	o	o	o	o	o	o	911	64
ParkAssist (parking aid at rear)	o	o	o	o	o	o	o	o	635	56
Aerokit Cup	o	o	–	–	o	–	–	–	XAA	64
Rear wiper	o	o	–	–	o	–	o	o	425	56
Windscreen with grey top-tint	o	o	o	o	o	o	o	o	567	
Automatically dimming mirrors with integrated rain sensor	o	o	o	o	o	o	o	o	P12	56
Electric slide/tilt sunroof	o	o	–	–	o	–	–	–	650	56
Hardtop	–	–	o	o	–	o	–	–	550	13
Roof transport system	o	o	–	–	o	–	–	–	549	55

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Engine, transmission and chassis.										
Porsche Doppelkupplung (PDK, 7-speed)	o	o	o	o	o	o	o	o	250	27
Porsche Ceramic Composite Brake (PCCB)	o	o	o	o	o	o	o	o	450	40
Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm	o	•	o	•	•	•	o	•	475	35
PASM sports suspension package (20 mm lower)	o	A	–	–	A	–	–	–	030	35
Mechanically locking rear differential	•	•	•	•	•	•	•	•	220	28
Sport Chrono Package Plus	o	o	o	o	o	o	o	o	640	35
Sports exhaust system with four-tube sports tailpipes ¹⁾	o	o	o	o	•	•	o	o	176	65
Carrera S Powerkit upgrade to 300 kW (408 hp) including sports exhaust system (176) with four-tube sports tailpipes ¹⁾	–	o	–	o	•	•	–	o	X51	

¹⁾ 911 Carrera 4 GTS models with specially designed tailpipes.

– not available o I number/extra-cost option • standard equipment A available at no extra cost



Hardtop



Sports exhaust system



19-inch Carrera S II wheel



19-inch SportDesign wheel



19-inch Turbo II wheel



19-inch Carrera Classic wheel



19-inch Carrera Sport wheel



19-inch Turbo wheel

Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Wheels.										
19-inch Carrera S II wheels	○	●	○	●	—	—	○	●	419	37, 66
19-inch Carrera Classic wheels	○	○	○	○	—	—	○	○	405	66
19-inch SportDesign wheels	○	○	○	○	—	—	○	○	407	66
19-inch Turbo wheels	○	○	○	○	—	—	○	○	404	66
19-inch Turbo II wheels	○	○	○	○	—	—	○	○	421	66
19-inch Carrera Sport wheels including wheel centres with full-colour Porsche Crest	○	○	○	○	A	A	○	○	XRR	66
Wheel centres with full-colour Porsche Crest	○	○	○	○	—	—	○	○	446	
Tyre Pressure Monitoring (TPM)	○	○	○	○	○	○	○	○	482	37

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Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Interior.										
HomeLink® (programmable garage door opener)	○	○	○	○	○	○	○	○	608	55
Cruise control	○	○	○	○	○	○	○	○	454	55
Preparation for Porsche Vehicle Tracking System (PVTs)	○	○	○	○	○	○	○	○	674	56
Fire extinguisher	○	○	○	○	○	○	○	○	509	
Floor mats	○	○	○	○	○	○	○	○	810	
Comfort seats with driver memory	○	○	○	○	○	○	○	○	P15	47
Sports seats	○	○	○	○	●	●	○	○	P77	47, 67
Adaptive sports seats with driver memory	○	○	○	○	○	○	○	○	P01	47, 67
Sports bucket seats	○	○	○	○	○	○	○	○	P03	47, 67
Rear seats	●	●	●	●	A	●	●	●		48
Seat heating	○	○	○	○	○	○	○	○	342	48
Seat ventilation	○	○	○	○	○	○	○	○	541	47
Steering wheel heating (operable separately)	○	○	○	○	○	○	○	○	345	49

— not available ○ I number/extra-cost option ● standard equipment A available at no extra cost



Sports seat



Adaptive sports seat with driver memory



Sports bucket seat



Sports bucket seat folded down



Interior in Espresso natural leather and other optional equipment



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

Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Interior: leather and natural leather.										
Leather interior package (includes seats, dashboard upper/lower sections, door panels and rear side panels in smooth-finish leather)										
– in standard colour	○	○	○	○	○	○	○	○	Code	
– in two-tone combination	○	○	○	○	○	○	○	○	970	68
– in natural leather	○	○	○	○	○	○	○	○	998	68
– in colour to sample	○	○	○	○	○	○	○	○	Code	
Leather seats in standard colour	○	○	○	○	–	–	○	○	Code	
Soft ruffled leather on seats	○	○	○	○	–	–	○	○	982	
Multifunction steering wheel in smooth-finish leather	○	○	○	○	○	○	○	○	844	
SportDesign steering wheel	○	○	○	○	●	●	○	○	840	49

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Interior: macassar¹⁾ dark wood (satin-matt).										
Macassar interior package	○	○	○	○	–	–	○	○	801	69
Multifunction steering wheel in macassar	○	○	○	○	–	–	○	○	847	69
Interior: carbon.										
Carbon interior package	○	○	○	○	○	○	○	○	803	69
Multifunction steering wheel in carbon	○	○	○	○	○	○	○	○	845	69
Interior: aluminium/Aluminium Look.										
Multifunction steering wheel in Aluminium Look	○	○	○	○	○	○	○	○	XPU	
Gear and handbrake levers in aluminium I	○	○	○	○	○	○	○	○	ECA	
PDK gear selector and handbrake lever in aluminium	○	○	○	○	○	○	○	○	ECB	

¹⁾ Since wood is a natural product, there may be variations in colour and grain.

– not available ○ I number/extra-cost option ● standard equipment A available at no extra cost



Macassar interior package, multifunction steering wheel in macassar and other optional equipment



Carbon interior package, multifunction steering wheel in carbon and other optional equipment



Cordless handset for telephone module



Universal audio interface

Option	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet	911 Targa 4	911 Targa 4S	I no.	Page
Audio and communication.										
Navigation module	o	o	o	o	o	o	o	o	672	50
Electronic logbook	o	o	o	o	o	o	o	o	641	51
Telephone module ^{1), 2)}	o	o	o	o	o	o	o	o	666	51
Cordless handset for telephone module ^{1), 2)}	o	o	o	o	o	o	o	o	669	51
Mobile phone preparation with bracket ^{1), 3)}	o	o	o	o	o	o	o	o	618	51
Mobile phone preparation ^{1), 3)}	o	o	o	o	o	o	o	o	619	51
Voice control system	o	o	o	o	o	o	o	o	671	52
TV tuner	o	o	o	o	o	o	o	o	676	51
BOSE® Surround Sound System	o	o	o	o	o	o	o	o	680	52
Six-disc CD/DVD autochanger ⁴⁾	o	o	o	o	o	o	o	o	693	50
Universal audio interface (iPod®, USB, AUX) ⁵⁾	o	o	o	o	o	o	o	o	870	51
External aerial	W	W	W	W	W	W	W	W	461	

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

²⁾ Telephone module in HFP mode (only in conjunction with optional navigation module): The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.

³⁾ Mobile phone preparation: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.

⁴⁾ May be incompatible with some copy-protected audio CDs/DVDs.

⁵⁾ For information on compatibility with iPod® and iPhone® models, please contact your Porsche Centre.



Porsche Exclusive

**Our cars are state of the art.
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With the range of options featured in this catalogue, you can make your Porsche even more special. Introducing Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes

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Please note that delivery times may be extended for certain Porsche Exclusive equipment.

Summary

**Life sometimes takes an unexpected turn.
Bring on the next one.**

Road and weather, corners and straights, driver and physics. An all-wheel-drive vehicle has to take many factors into consideration, but a 911 all-wheel-drive model delivers even more. It combines extraordinary power with an outstanding level of safety, thanks to excellent traction and superlative performance.

This is our understanding of the all-wheel-drive principle. We realise it with concepts that are typical of a sports car manufacturer whose engineering credentials are displayed by the 'Dr. Ing.' in its name. These concepts are clearly focused on the needs of the driver and are designed to respond to the variable

nature of the road. This is the only platform on which we could have done justice to the passion for the sports car. In every twist and turn.

The 911 all-wheel-drive model range.



Technical data.

	911 Carrera 4/911 Carrera 4 Cabriolet	911 Carrera 4S/911 Carrera 4S Cabriolet
Engine		
Cylinders	6	6
Displacement	3,614 cm³	3,800 cm³
Max. power (DIN) at rpm	254 kW (345 hp) 6,500	283 kW (385 hp) 6,500
Max. torque at rpm	390 Nm 4,400	420 Nm 4,400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel-drive with locking differential	All-wheel-drive with locking differential
Manual gearbox	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
Anti-lock braking system	ABS 8.0	ABS 8.0
Standard wheels	Front: 8 J x 18 ET 57, Rear: 11 J x 18 ET 51	Front: 8 J x 19 ET 57, Rear: 11 J x 19 ET 51
Standard tyres	Front: 235/40 ZR 18, Rear: 295/35 ZR 18	Front: 235/35 ZR 19, Rear: 305/30 ZR 19

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

	911 Carrera 4	911 Carrera 4 Cabriolet	911 Carrera 4S	911 Carrera 4S Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,470 kg/1,500 kg	1,555 kg/1,585 kg	1,480 kg/1,510 kg	1,565 kg/1,595 kg
Unladen weight (EC) ¹⁾	1,545 kg/1,575 kg	1,630 kg/1,660 kg	1,555 kg/1,585 kg	1,640 kg/1,670 kg
Permissible gross weight	1,870 kg/1,900 kg	1,930 kg/1,960 kg	1,880 kg/1,910 kg	1,940 kg/1,970 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	284 km/h/282 km/h	284 km/h/282 km/h	297 km/h/295 km/h	297 km/h/295 km/h
0–100 km/h	5.0 secs/4.8 secs	5.2 secs/5.0 secs	4.7 secs/4.5 secs	4.9 secs/4.7 secs
With Sport Chrono Package Plus (in conjunction with PDK)	–/4.6 secs	–/4.8 secs	–/4.3 secs	–/4.5 secs
0–160 km/h	10.9 secs/10.6 secs	11.3 secs/11.0 secs	10.0 secs/9.7 secs	10.4 secs/10.1 secs
With Sport Chrono Package Plus (in conjunction with PDK)	–/10.3 secs	–/10.7 secs	–/9.4 secs	–/9.8 secs
Flexibility (80–120 km/h), 5th gear	6.4 secs/–	6.7 secs/–	6.0 secs/–	6.3 secs/–
Overtaking acceleration (80–120 km/h)	–/3.0 secs	–/3.2 secs	–/2.8 secs	–/3.0 secs
Fuel consumption/emissions ²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	15.9/15.2	16.2/15.5	16.5/15.8	16.8/16.1
Extra urban in l/100 km	7.7/7.2	7.8/7.4	7.9/7.5	8.0/7.7
Combined in l/100 km	10.6/10.1	10.8/10.3	11.0/10.5	11.2/10.7
CO ₂ emissions g/km	249/237	254/242	259/247	263/251
Dimensions/aerodynamics				
Length	4,435 mm	4,435 mm	4,435 mm	4,435 mm
Width	1,852 mm	1,852 mm	1,852 mm	1,852 mm
Height	1,310 mm	1,310 mm	1,300 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	105 litres	105 litres	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres	67 litres	67 litres
Drag coefficient	c _w = 0.30	c _w = 0.30	c _w = 0.29/0.30	c _w = 0.30/0.31

	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet
Engine		
Cylinders	6	6
Displacement	3,800 cm³	3,800 cm³
Max. power (DIN) at rpm	300 kW (408 hp) 7,300	300 kW (408 hp) 7,300
Max. torque at rpm	420 Nm 4,200	420 Nm 4,200
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel-drive with locking differential	All-wheel-drive with locking differential
Manual gearbox	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
Anti-lock braking system	ABS 8.0	ABS 8.0
Standard wheels	Front: 8.5 J x 19 ET 56, Rear: 11 J x 19 ET 51	Front: 8.5 J x 19 ET 56, Rear: 11 J x 19 ET 51
Standard tyres	Front: 235/35 ZR 19, Rear: 305/30 ZR 19	Front: 235/35 ZR 19, Rear: 305/30 ZR 19

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

	911 Carrera 4 GTS	911 Carrera 4 GTS Cabriolet
Weights	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,480 kg/1,510 kg	1,565 kg/1,595 kg
Unladen weight (EC) ¹⁾	1,555 kg/1,585 kg	1,640 kg/1,670 kg
Permissible gross weight	1,880 kg/1,910 kg	1,940 kg/1,970 kg
Performance	Manual/PDK	Manual/PDK
Top speed	302 km/h/300 km/h	302 km/h/300 km/h
0–100 km/h	4.6 secs/4.4 secs	4.8 secs/4.6 secs
With Sport Chrono Package Plus (in conjunction with PDK)	–/4.2 secs	–/4.4 secs
0–160 km/h	9.8 secs/9.5 secs	10.2 secs/9.9 secs
With Sport Chrono Package Plus (in conjunction with PDK)	–/9.2 secs	–/9.6 secs
Flexibility (80–120 km/h), 5th gear	5.7 secs/–	6.0 secs/–
Overtaking acceleration (80–120 km/h)	–/2.7 secs	–/2.9 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK
Urban in l/100 km	16.5/15.8	16.8/16.1
Extra urban in l/100 km	7.9/7.5	8.0/7.7
Combined in l/100 km	11.0/10.5	11.2/10.7
CO ₂ emissions g/km	259/247	263/251
Dimensions/aerodynamics		
Length	4,435 mm	4,435 mm
Width	1,852 mm	1,852 mm
Height	1,300 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	c _w = 0.30/0.31	c _w = 0.31

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	3,614 cm ³	3,800 cm ³
Max. power (DIN) at rpm	254 kW (345 hp) 6,500	283 kW (385 hp) 6,500
Max. torque at rpm	390 Nm 4,400	420 Nm 4,400
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel-drive with locking differential	All-wheel-drive with locking differential
Manual gearbox	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	10.9 m	10.9 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
Anti-lock braking system	ABS 8.0	ABS 8.0
Standard wheels	Front: 8 J x 18 ET 57, Rear: 11 J x 18 ET 51	Front: 8 J x 19 ET 57, Rear: 11 J x 19 ET 51
Standard tyres	Front: 235/40 ZR 18, Rear: 295/35 ZR 18	Front: 235/35 ZR 19, Rear: 305/30 ZR 19

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

	911 Targa 4	911 Targa 4S
Weights	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,530 kg/1,560 kg	1,540 kg/1,570 kg
Unladen weight (EC) ¹⁾	1,605 kg/1,635 kg	1,615 kg/1,645 kg
Permissible gross weight	1,910 kg/1,940 kg	1,920 kg/1,950 kg
Performance	Manual/PDK	Manual/PDK
Top speed	284 km/h/282 km/h	297 km/h/295 km/h
0–100 km/h	5.2 secs/5.0 secs	4.9 secs/4.7 secs
With Sport Chrono Package Plus (in conjunction with PDK)	–/4.8 secs	–/4.5 secs
0–160 km/h	11.3 secs/11.0 secs	10.4 secs/10.1 secs
With Sport Chrono Package Plus (in conjunction with PDK)	–/10.7 secs	–/9.8 secs
Flexibility (80–120 km/h), 5th gear	6.7 secs/–	6.3 secs/–
Overtaking acceleration (80–120 km/h)	–/3.2 secs	–/3.0 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK
Urban in l/100 km	15.9/15.5	16.5/15.8
Extra urban in l/100 km	7.7/7.4	7.9/7.7
Combined in l/100 km	10.6/10.3	11.0/10.7
CO ₂ emissions g/km	249/242	259/251
Dimensions/aerodynamics		
Length	4,435 mm	4,435 mm
Width	1,852 mm	1,852 mm
Height	1,310 mm	1,300 mm
Wheelbase	2,350 mm	2,350 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	105 litres	105 litres
Tank capacity (refill volume)	67 litres	67 litres
Drag coefficient	c _w = 0.30	c _w = 0.30/0.31

A		D		I		P	
Airbags	42	Direct fuel injection (DFI)	22	I numbers	64	ParkAssist	56
Anti-theft protection	56	Drive	20	Instruments	48	Passive safety	42
Audio interface, universal	51	Dry-sump lubrication, integrated	22	Intake manifold	24	Porsche Active Suspension Management (PASM)	35
			56	Interior and exterior mirrors	56	Porsche Ceramic Composite Brake (PCCB)	40
B		E		L		Porsche Communication Management (PCM)	50
BOSE® Surround Sound System	52	Engine management	25	Leather	62, 68	Porsche Doppelkupplung (PDK)	27
Brake system	40	Engines	20	Lighting concept	42	Porsche Side Impact Protection System (POSIP)	42
		Exhaust system	25	Lightweight design	22	Porsche Stability Management (PSM)	32
C		F		Logbook, electronic	51	Porsche Traction Management (PTM)	28
Chassis	30	Front axle	32	Luggage compartment	55	Porsche Vehicle Tracking System (PVTS)	56
Colours		H					
Exterior	60	Hardtop	13	M			
Hood	61	HomeLink®	55	Manual gearbox	27		
Interior	62	Hood	13	Mobile phone preparation	51		
Comfort	44					N	
Communication	50					Navigation module	50
Cornering lights, dynamic	42					Personalisation	58
Cruise control	55						

R		Steering wheels		V	
Rear axle	32	Multifunction steering wheel	49	VarioCam Plus	22
Rear differential lock, mechanical	28	SportDesign steering wheel	49	Voice control system	52
Rear wiper	56	Sports steering wheel	49		
Roof concept	19	Storage	55	W	
Roof transport system	55			‘Welcome Home’ lighting	55
		T		Wheels	37
S		Technical data	74	Wind deflector	13
Safety	38	Telephone module	51		
Seat heating	48	Transmission	26		
Seat ventilation	47	TV tuner	51		
Seats	47	Tyre Pressure Monitoring (TPM)	37		
Adaptive Sports seats	47				
Child seats	48				
Comfort seats	47				
Rear seats	48				
Sports bucket seats	47				
Sports seats	47				
Slide/tilt sunroof	56				
Sound Package Plus	52				
Sport Chrono Package Plus	35				

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