



The 911 Carrera.

911. More than just a number. A clear reference to a sports car that has stirred the emotions of generations since 1963. Rear-mounted engine, unmistakable design and a legendary silhouette. For a unique driving experience.

Standard specification.

The car is powered by a 3.6-litre, six-cylinder boxer engine featuring direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59). The unit delivers 254 kW (345 hp) at 6,500 rpm. For extraordinary driving dynamics, optimum efficiency and surprisingly low fuel consumption. The sprint from 0 to 100 km/h (62 mph) takes 4.9 seconds. Top speed is 289 km/h (180 mph). Drive is transmitted to the rear axle through the six-speed manual gearbox.

The braking system on the 911 Carrera has four-piston monobloc aluminium fixed calipers with a black paint finish. The 18-inch Carrera IV wheels offer an unrestricted view of the technology within.

For added safety, all 911 models are equipped with full-size driver and passenger airbags and Porsche Side Impact Protection (POSIP). Bi-Xenon headlights provide effective and uniform illumination of the road. The front

light units, rear indicators, tail-lights and brake lights are fitted with fast-response LEDs.

Interior features include Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display and intuitive controls, as well as Sound Package Plus for a superb aural experience.

Design: equally functional and exciting. Drag coefficient: 0.29. Also characteristic, the auto-deploying rear spoiler and stainless steel twin tailpipes.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- 19-inch wheels in a range of designs
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Porsche Active Suspension Management (PASM, p. 60) with 10-mm or 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)



The 911 Carrera 4.

Optimum dynamics and traction – thanks to all-wheel drive and a range of advanced technologies. The hallmark of the 911 Carrera 4.

Standard specification.

Powered by an engine that produces 254 kW (345 hp), the 911 Carrera 4 has a six-speed manual gearbox and reaches 100 km/h (62 mph) in 5.0 seconds. Maximum speed is 284 km/h (176 mph). Even better when all this performance is met with great efficiency: fuel consumption has been reduced by 6% (compared with the previous model) and CO₂ emissions by 8%.*

Porsche Traction Management (PTM) combines active all-wheel drive with an electronically controlled multi-plate clutch for even greater driving dynamics. It is aided by the standard mechanical limited-slip rear differential. In conjunction with Porsche Stability Management (PSM, p. 64), PTM also improves safety by increasing traction at the driven rear axle, particularly in the wet or on snow. The 18-inch Carrera IV wheels provide the necessary levels of grip.

Inside, you'll find the latest in technology and comfort with Porsche Communication Management (PCM, p. 67) featuring a 6.5-inch touchscreen display,

Sound Package Plus and automatic air conditioning.

The 911 Carrera 4 is instantly recognisable from a range of exterior features: titanium-coloured front air intake grilles and slats, the widened body (+44 mm across the rear arches), wider track and wider rear tyres. The wider tail section is also emphasised by the rear reflector-strip panel.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- 19-inch wheels in a range of designs
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Porsche Active Suspension Management (PASM, p. 60) with 10-mm or 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)

*Data recorded using Euro 5 test procedure and NEDC, see page 75.

The 911 Carrera S.

The Porsche 'S' is so much more than simply a letter. On the 911 Carrera S, it stands for strength, athleticism, dynamics. In short: for even greater sports performance – as each push of the throttle will confirm.

Standard specification.

Featuring direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59), the 3.8-litre boxer engine delivers 283 kW (385 hp) at 6,500 rpm. The sprint to 100 km/h (62 mph) requires just 4.7 seconds. Maximum speed is 302 km/h (188 mph).

Power is transmitted to the rear wheels via a six-speed manual gearbox. The gearshift throw is short and precise. Connecting the car with precision to the road is Porsche Active Suspension Management (PASM, p. 60) with a 10-mm reduction in ride height.

Race-inspired interior features include aluminium-coloured instrument dials and various interior trim in Aluminium Look finish. The three-spoke sports steering wheel feels comfortable, also during high-speed manoeuvres. Advanced communication technology is also included: Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display, Sound Package Plus and automatic air conditioning for maximum occupant comfort.

Equipment such as Porsche Stability Management (PSM, p. 64), Bi-Xenon headlights and Porsche Side Impact Protection (POSIP, p. 62) offer enhanced safety.

The car's powerful presence is augmented by 19-inch Carrera S II wheels, twin dual-tube tailpipes in stainless steel and an updated braking system featuring four-piston monobloc aluminium fixed calipers with a distinctive red paint finish.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- PASM sports suspension with 20-mm reduction in ride height and mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)





The 911 Carrera 4S.

Irrepressible power. Accurately and safely applied with exceptional traction thanks to all-wheel drive. Nothing less than you would expect of the 911 Carrera 4S.

Standard specification.

Mounted low behind the rear axle, the six-cylinder boxer engine uses a 3.8-litre displacement to generate 283 kW (385 hp) at 6,500 rpm. With a six-speed manual gearbox, the 911 Carrera 4S accelerates from 0 to 100 km/h (62 mph) in 4.7 seconds and has a maximum speed of 297 km/h (185 mph). Advanced technologies such as direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59) offer a significant reduction in fuel consumption and CO₂ emissions.

Optimum traction is provided by Porsche Traction Management (PTM, p. 60) active all-wheel drive and the mechanical limited-slip rear differential. For maximum chassis performance, there's Porsche Active Suspension Management (PASM, p. 60) with a 10-mm reduction in ride height. This electronic damping control system offers active and continuous adjustment of the damping force on each individual wheel. PASM has two driver-selectable setup modes: 'Normal' and 'Sport'.

Safety is enhanced by Porsche Stability Management (PSM, p. 64), Porsche Side Impact Protection (POSIP) and Bi-Xenon headlights.

The interior is ergonomically designed. The Porsche Communication Management (PCM, p. 67) controls are easy to use via the 6.5-inch touchscreen display.

The car's unique styling also extends to the wheels: 19-inch Carrera S II alloys with 235/35 ZR 19 tyres at the front and 305/30 ZR 19 at the rear.

Other typical features: the reflector-strip panel between the taillights and twin tailpipes in dual-tube design.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- PASM sports suspension with 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)



The 911 Carrera Cabriolet.

All 911 models use superb sports-car technology to bring you closer to the road. The 911 Carrera Cabriolet harnesses the power of Porsche and the power of nature – to bring you the best of all worlds.

Standard specification.

At the heart of the 911 Carrera Cabriolet, the 3.6-litre engine delivers 254 kW (345 hp). Acceleration from 0 to 100 km/h (62 mph) takes 5.1 seconds. Top speed is 289 km/h (180 mph). Drive is transmitted to the road by a six-speed manual gearbox. Direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59) offer greater performance and a remarkable reduction in fuel consumption and emissions.

The 911 Cabriolet is a classic convertible with a high-quality fabric hood. This weight-saving feature creates a lower centre of gravity, which in turn benefits performance and fuel economy.

Thanks to the concertina folding action of the robust hood structure, the interior lining is always well protected. The glass rear screen is scratch-resistant and electrically heated. The hood lining is made from heat-insulating, sound-absorbent fabric. The resulting noise levels are comparable with those on the coupé models. Electrically powered, the hood is

opened or closed using a button on the centre console or via the key remote in approximately 20 seconds – and can be operated while travelling at up to 50 km/h (31 mph). A wind deflector is included as standard.

The safety concept is also comparable with that on the coupé models. Full-size front airbags are standard on all 911 models, as is Porsche Side Impact Protection (POSIP, p. 62). In addition, the 911 Cabriolet has an auto-deploying roll-over protection system.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- 19-inch wheels in a range of designs
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Porsche Active Suspension Management (PASM, p. 60) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)

The 911 Carrera 4 Cabriolet.

Driving under the open skies. Wherever and whenever you choose to. With all the impressive performance of a 911. And the precision and traction offered by active all-wheel drive.

Standard specification.

The 3.6-litre engine produces 254 kW (345 hp) of power. The benchmark sprint to 100 km/h (62 mph) is completed in 5.2 seconds. Top speed is 284 km/h (176 mph). The six-speed manual gearbox is ergonomic and precise.

Specially configured for optimum driving dynamics, Porsche Traction Management (PTM, p. 60) active all-wheel drive also improves safety.

Fuel consumption and CO₂ emissions are surprisingly low thanks to direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59), as well as lightweight construction and lower frictional resistance in the engine.

Another contribution to the efficient use of resources: the aerodynamics, which are exceptionally well balanced on the 911 Cabriolet models. The drag coefficient with the hood closed is a match for the Coupé version at 0.30. This also keeps wind noise in the interior to a minimum. The detachable wind deflector is designed to further reduce turbulence.

The interior combines the highest standards of ergonomics and comfort with superior technology, such as Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display.

Distinctive exterior features on the all-wheel drive 911 models include titanium-coloured front air intake grilles and slats, the widened body (+44 mm across the rear arches) and a striking rear reflector-strip panel.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- 19-inch wheels in a range of designs
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Porsche Active Suspension Management (PASM, p. 60) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)





The 911 Carrera S Cabriolet.

The 911 Carrera S Cabriolet combines the sheer exhilaration of a convertible with outstanding performance – for unlimited driving pleasure.

Standard specification.

The 911 Carrera S has a maximum speed of 302 km/h (188 mph) and is capable of accelerating from 0 to 100 km/h (62 mph) in 4.9 seconds. The product of a 3.8-litre boxer engine that delivers 283 kW (385 hp). Direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59) offer a reduction in fuel consumption.

Porsche Active Suspension Management (PASM, p. 60) lowers the standard ride height by 10 mm. PASM has two driver-selectable setup modes: 'Normal' and 'Sport'. Also at the push of a button, the electrically operated hood is opened or closed via the centre console or key remote.

For added active safety, all 911 models are equipped with daytime running lights, position lights, rear indicators, taillights and brake lights featuring state-of-the-art LED technology. Passive safety is enhanced with full-size front airbags for the driver and passenger, Porsche Side Impact Protection (POSIP, p. 62) and a specially designed roll-over protection system.

The car's powerful and dynamic presence is augmented by 19-inch Carrera S II wheels, an updated braking system featuring four-piston monobloc aluminium fixed calipers with a distinctive red paint finish and twin dual-tube tailpipes in stainless steel.

The interior: typically 911, it provides an exclusive environment built around the driver and is equipped with a range of sophisticated technologies. These include Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display, Sound Package Plus and automatic air conditioning.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)



The 911 Carrera 4S Cabriolet.

A sports car – combined with all the benefits of a convertible. Power that is applied at all times with optimum traction thanks to all-wheel drive. And a design that, above all, is one thing: unmistakably 911.

Standard specification.

The 911 Carrera 4S Cabriolet has a 3.8-litre, six-cylinder boxer engine that generates 283 kW (385 hp) at 6,500 rpm. It has a top speed of 297 km/h (185 mph) and completes the sprint to 100 km/h (62 mph) in 4.9 seconds. Power is transmitted to the road by a high-performance six-speed manual gearbox. Advanced technologies such as direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59) make for modest fuel consumption.

Porsche Active Suspension Management (PASM, p. 60) ensures optimum driving dynamics, while Porsche Traction Management (PTM, p. 60) active all-wheel drive and the mechanical limited-slip rear differential improve safety by increasing traction.

Passive safety features include full-size front airbags for the driver and passenger, Porsche Side Impact Protection (POSIP, p. 62) and an effective roll-over protection system.

The classic fabric hood reduces wind noise to a minimum. Electrically operated, it is opened or closed using a button on the centre console or via the key remote.

Equally impressive, the interior features Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display and intuitive controls.

Distinctive exterior styling on the 911 Carrera 4S Cabriolet includes 19-inch Carrera S II wheels, the widened body (+44 mm across the rear arches) and a striking rear reflector-strip panel – for a purposeful stance that is uniquely 911.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Porsche Active Suspension Management (PASM, p. 60) with 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)

The 911 Targa 4.

Coupé or cabriolet? Can't choose? That's a problem we solved back in 1965 with the original 911 Targa. Since then, we've honed and refined the concept – for more 'open-air' driving pleasure in literally all weather conditions.

Standard specification.

The 911 Targa 4 is powered by a 3.6-litre boxer engine. Featuring direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59), it delivers 254 kW (345 hp). The sprint to 100 km/h (62 mph) takes 5.2 seconds. Maximum speed is 284 km/h (176 mph).

Drive is transmitted through a high-performance six-speed manual gearbox. Porsche Traction Management (PTM, p. 60) active all-wheel drive ensures the required levels of traction. Other safety features include full-size driver and passenger airbags, Porsche Side Impact Protection (POSIP, p. 62) and a powerful braking system.

The electrically operated panoramic glass roof forms an integral part of the bodysell structure. Open or closed, it provides a unique sensation of infinite space. A wind deflector is automatically deployed to minimise turbulence and noise.

The classic 911 roofline is elegantly underlined by arching trim strips in anodised and polished aluminium.

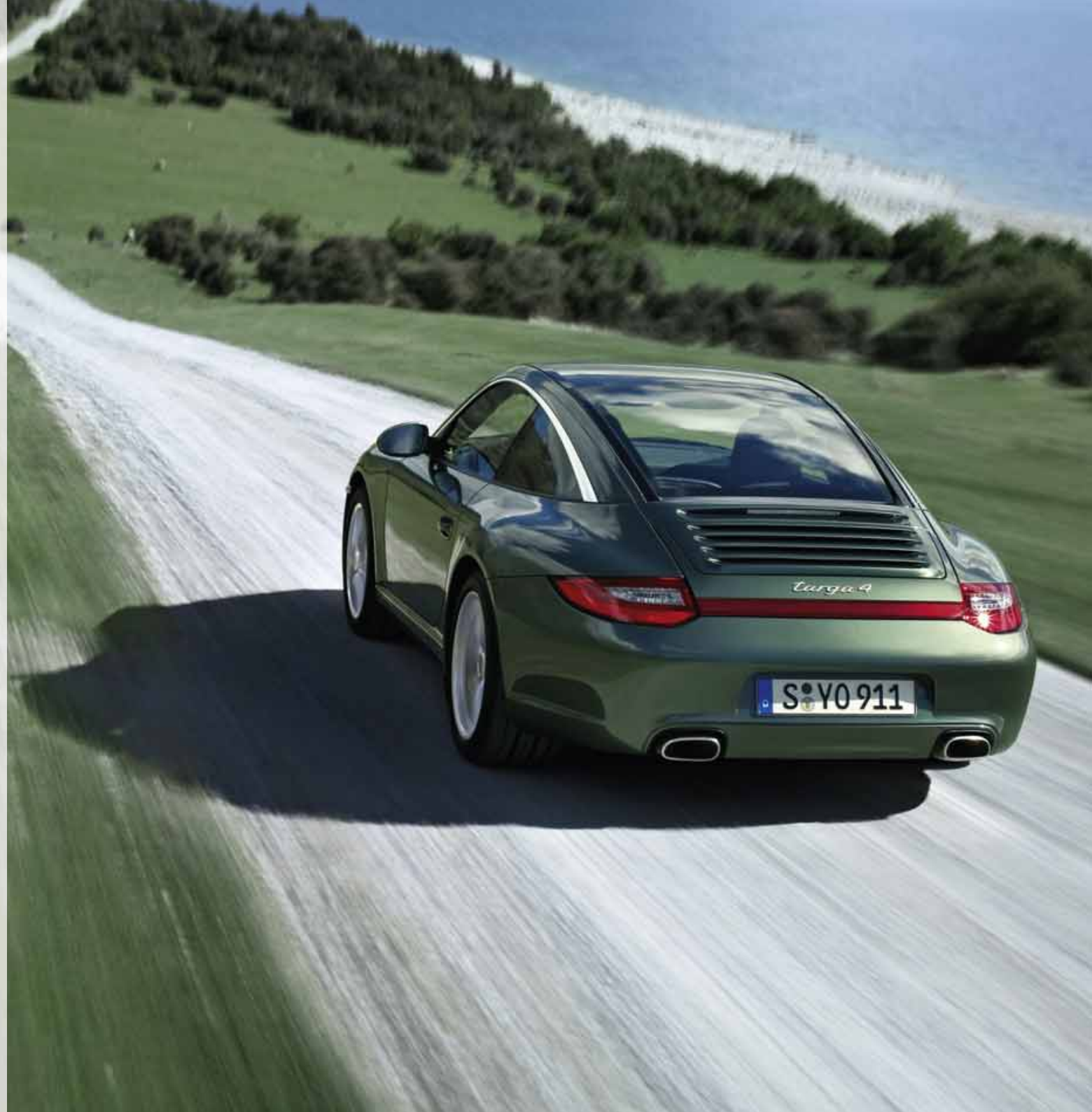
The wider rear section is emphasised by the rear reflector-strip panel.

Exceptional technology can also be found in the interior: Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display and Sound Package Plus with nine loudspeakers and a nominal output of 235 Watts.

As on the 911 Carrera 4 models, the body of the 911 Targa 4 is wider across the rear arches. The wider rear track and tyres enable even better lateral acceleration during cornering.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- 19-inch wheels in a range of designs
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Porsche Active Suspension Management (PASM, p. 60) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)





The 911 Targa 4S.

The 911 Targa 4S blends design and functionality with a clear commitment to performance. For a driving experience that is supremely individual.

Standard specification.

Featuring direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59), the 3.8-litre engine has an output of 283 kW (385 hp). Capable of accelerating from 0 to 100 km/h (62 mph) in just 4.9 seconds, the car has a top speed of 297 km/h (185 mph). Power is transmitted through a high-precision six-speed manual gearbox. For maximum driving dynamics, there's Porsche Active Suspension Management (PASM, p. 60) with a 10-mm reduction in ride height.

In conjunction with the mechanical limited-slip rear differential, Porsche Traction Management (PTM) ensures the perfect distribution of drive torque in all road scenarios. For optimum traction – particularly in the wet or on snow.

The stylish interior features the latest technology including Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display.

The glass roof can be steplessly retracted to the required position

at whatever speed you are travelling. It is made from tinted laminated safety glass. Combined with the electrically operated roll-up sunscreen, it offers excellent UV protection. The automatic air conditioning maintains a comfortable temperature inside the cockpit. With a nominal output of 235 Watts, the Sound Package Plus system creates the perfect sound experience.

The 911 Targa 4 models also have an innovative loading concept. The glass rear screen can be opened for easier access to the rear loadspace area. For added convenience, it also features an electric closing aid.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Plus (p. 66)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Range of leather interior packages in various colours
- Navigation module (p. 67)
- BOSE® Surround Sound System (p. 68)

The new 911 Turbo.

The concept behind this masterpiece of Porsche engineering: high efficiency and outright performance. This is achieved using new technologies such as direct fuel injection (DFI, p. 58) – for a reduction in fuel consumption of up to 16% and CO₂ emissions by as much as 18% (depending on the model). Or the expansion intake manifold (p. 60) and optional Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58), Porsche Torque Vectoring (PTV, p. 65) and Sport Chrono Package Turbo incl. dynamic engine mount system (p. 61) and overboost function (p. 66).

Standard specification.

With displacement increased to 3.8 litres, the six-cylinder boxer engine now delivers 368 kW (500 hp) at 6,000 rpm and 650 Nm of torque. Despite this enhanced performance, fuel consumption has been reduced by 9% and CO₂ emissions by 11%.* The benchmark sprint to 100 km/h (62 mph) takes 3.7 seconds. Top speed is 312 km/h (194 mph). Drive is effectively transmitted by a six-speed manual gearbox. The increased power and efficiency are down to the twin turbochargers featuring Variable Turbine Geometry (VTG, p. 59) and technologies such as VarioCam Plus (p. 59). Porsche Traction Management (PTM, p. 60) active

all-wheel drive provides optimum traction at all times, while Porsche Active Suspension Management (PASM, p. 60) ensures greater driving dynamics. Active safety is enhanced through a high-performance braking system and Porsche Side Impact Protection (POSIP, p. 62).

The elegant interior has full leather upholstery, comfort seats with driver memory, Porsche Communication Management (PCM, p. 67) and the BOSE® Surround Sound System.

Striking exterior styling includes the revised body, new 19-inch Turbo II wheels and LED taillights. The Bi-Xenon headlights and new daytime running lights also feature LEDs.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Turbo incl. dynamic engine mount system (p. 61) and overboost function
- Porsche Torque Vectoring (PTV, p. 65)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- 19-inch RS Spyder wheels with centre lock

*Data recorded using Euro 5 test procedure and NEDC, see page 75.





The new 911 Turbo Cabriolet.

The 911 Turbo principle can be interpreted in many ways. One of its core values, however, will always remain the same: efficiency. In this case, enhanced by the intense feeling of open-top driving.

Standard specification.

The six-cylinder boxer engine now uses a 3.8-litre displacement to produce 368 kW (500 hp) at 6,000 rpm. Maximum torque is 650 Nm. The result: greater power with fuel consumption reduced by 9% and CO₂ emissions by 11%.* This is thanks to technologies such as direct fuel injection (DFI, p. 58), VarioCam Plus (p. 59), Variable Turbine Geometry (VTG, p. 59) and an expansion intake manifold (p. 60). With a six-speed manual gearbox, the 911 Turbo Cabriolet reaches 100 km/h (62 mph) in just 3.8 seconds. Maximum speed is 312 km/h (194 mph).

Porsche Traction Management (PTM, p. 60) active all-wheel drive provides the required levels of traction. For excellent driving dynamics, there's Porsche Active Suspension Management (PASM, p. 60) with a 10-mm reduction in ride height.

Torsional rigidity and flexural strength are exemplary. Other safety features include full-size airbags for driver and front passenger, Porsche Side Impact

Protection (POSIP, p. 62), Porsche Stability Management (PSM, p. 64) and an automatically deploying roll-over system.

The new 911 Turbo Cabriolet has a high-quality fabric hood. The resulting weight reduction creates a lower centre of gravity. Electrically powered, the hood is opened or closed using a button on the centre console or via the key remote in approximately 20 seconds. It can be operated while travelling at up to 50 km/h (31 mph).

For added comfort, there's leather upholstery, comfort seats with driver memory and Porsche Communication Management (PCM, p. 67) with a 6.5-inch touchscreen display and navigation module.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58)
- Sport Chrono Package Turbo incl. dynamic engine mount system (p. 61) and overboost function
- Porsche Torque Vectoring (PTV, p. 65)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- 19-inch RS Spyder wheels with centre lock

*Data recorded using Euro 5 test procedure and NEDC, see page 75.

The 911 GT3.

Developed by race engineers. With dedication. And a passion for technology: advanced VarioCam (p. 59) and Porsche Stability Management (PSM, p. 64) are now fitted as standard. New optional equipment includes a dynamic engine mount system (p. 61) and front axle lifting system (p. 62).

Standard specification.

The car is powered by a six-cylinder boxer engine with a displacement of 3.8 litres and advanced VarioCam. For even greater power and torque – but a similar level of fuel consumption to its predecessor. The unit generates 320 kW (435 hp) at 7,600 rpm. Maximum engine speed is 8,500 rpm and maximum torque is 430 Nm at 6,250 rpm. A smooth six-speed manual gearbox effectively delivers this power to the road. The new 911 GT3 reaches 100 km/h (62 mph) in 4.1 seconds. Top speed is 312 km/h (194 mph). Porsche Active Suspension Management (PASM, p. 60) ensures a responsive drive. Ride height is lowered by approximately 30 mm compared with the 911 Carrera models.

The new 911 GT3 runs on 19-inch GT3 wheels with a central locking device. Road-approved sport tyres* provide the necessary grip. Everything on the car is designed

to save weight. For a power-to-weight ratio of 312 hp per tonne.

Our approach to safety is as uncompromising as ever. The powerful brakes offer superb deceleration, even in extreme conditions.

In the interior, all instruments and controls are clearly arranged around the driver. The steering wheel rim, gear and handbrake levers, and seat centres are finished in Alcantara for exceptional grip. The sports seats provide excellent lateral support, even during high-speed cornering. Other features include automatic air conditioning and the CDR-30 audio system.

Key optional equipment.

- Clubsport package (p. 67)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Dynamic engine mount system (p. 61)
- Front axle lifting system (p. 62)
- 90-litre tank
- Weight-optimised lithium-ion battery
- Sport bucket seats and light-weight bucket seats
- Dynamic cornering lights
- Porsche Communication Management (PCM, p. 67) with navigation module

* Low-profile tyres are generally more susceptible to aquaplaning.





The new 911 GT3 RS.

The idea: to bring the 911 GT3 even closer to the track. The result: lap times that astounded even our engineers.

Standard specification.

The engine: a motorsport-derived six-cylinder boxer, now with a 3.8-litre displacement and a titanium rear silencer.

Maximum power: 331 kW (450 hp) at 7,900 rpm. Maximum torque: 430 Nm at 6,750 rpm. Maximum engine speed: 8,500 rpm. Power is transmitted by a six-speed manual gearbox. The gear-lever throw is short and the handling precise. The new 911 GT3 RS accelerates from 0 to 100 km/h (62 mph) in 4.0 seconds. Top speed is 310 km/h (193 mph).

The car is equipped with Porsche Active Suspension Management (PASM, p. 60), as well as the new dynamic engine mount system (p. 61) and Porsche Stability Management (PSM, p. 64).

Ride height, camber, toe angle and anti-roll bar settings can be adapted individually for racing use. The wishbones on the rear axle are also split. This means that the camber settings can be more accurately adjusted for racing conditions. The car is also fitted with 19-inch GT3 wheels featuring

a central locking device and sport tyres* for exceptional driving dynamics.

The car's interior clearly reflects its motorsport origins with features such as the Clubsport package including roll cage, lightweight sport bucket seats and door panels with pull handles.

The body of the new 911 GT3 RS is wider than on the 911 GT3 (+44 mm across the rear arches and now also +26 mm across the front arches). For a wider track and reduced body-roll. The wider toe angle at the front ensures better turn-in. The striking exterior styling includes a colour combination exclusive to the 911 GT3 RS. And the fixed rear wing in carbon fibre with visible weave pattern. For even greater stability and aerodynamic downforce.

Key optional equipment.

- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Front axle lifting system (p. 62)
- 90-litre tank
- Weight-optimised lithium-ion battery
- Dynamic cornering lights

* Low-profile tyres are generally more susceptible to aquaplaning.

Technical data

	Cylinders	Displacement	Max. power (DIN)	at engine speed	Max. torque
The new Panamera S¹	8	4,806 cm ³	294 kW (400 hp)	6,500 rpm	500 Nm
The new Panamera 4S¹	8	4,806 cm ³	294 kW (400 hp)	6,500 rpm	500 Nm
The new Panamera Turbo¹	8	4,806 cm ³	368 kW (500 hp)	6,000 rpm	700 Nm (770 Nm) ²
The 911 Carrera	6	3,614 cm ³	254 kW (345 hp)	6,500 rpm	390 Nm
The 911 Carrera 4	6	3,614 cm ³	254 kW (345 hp)	6,500 rpm	390 Nm
The 911 Carrera S	6	3,800 cm ³	283 kW (385 hp)	6,500 rpm	420 Nm
The 911 Carrera 4S	6	3,800 cm ³	283 kW (385 hp)	6,500 rpm	420 Nm
The 911 Carrera Cabriolet	6	3,614 cm ³	254 kW (345 hp)	6,500 rpm	390 Nm
The 911 Carrera 4 Cabriolet	6	3,614 cm ³	254 kW (345 hp)	6,500 rpm	390 Nm
The 911 Carrera S Cabriolet	6	3,800 cm ³	283 kW (385 hp)	6,500 rpm	420 Nm
The 911 Carrera 4S Cabriolet	6	3,800 cm ³	283 kW (385 hp)	6,500 rpm	420 Nm
The 911 Targa 4	6	3,614 cm ³	254 kW (345 hp)	6,500 rpm	390 Nm
The 911 Targa 4S	6	3,800 cm ³	283 kW (385 hp)	6,500 rpm	420 Nm

¹ Provisional data only. Official data unavailable at the time of publication.

² With overboost function.

at engine speed	Transmission	Top speed	Acceleration 0–100 km/h (0–62 mph)	Acceleration 0–160 km/h (0–99 mph)	Flexibility (80–120 km/h (50–75 mph))
3,500–5,000 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	285 km/h (177 mph)/ 283 km/h (176 mph)	5.6 secs/ 5.4 secs/ 5.2 secs	12.1 secs/ 11.7 secs	7.0 secs (5th gear)/ 6.1 secs (5th gear)
3,500–5,000 rpm	7-speed PDK/ PDK and Sport Chrono Package Plus (optional)	282 km/h (175 mph)	5.0 secs/ 4.8 secs	11.5 secs	6.3 secs (5th gear)
2,250–4,500 rpm (3,000–4,000 rpm) ²	7-speed PDK/ PDK and Sport Chrono Package Plus (optional)	303 km/h (188 mph)	4.2 secs/ 4.0 secs	9.0 secs	5.1 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	289 km/h (180 mph)/ 287 km/h (178 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.7 secs/ 10.4 secs/ 10.1 secs	6.3 secs (5th gear)/ 6.7 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.0 secs/ 4.8 secs/ 4.6 secs	10.9 secs/ 10.6 secs/ 10.3 secs	6.4 secs (5th gear)/ 6.8 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	302 km/h (188 mph)/ 300 km/h (186 mph)	4.7 secs/ 4.5 secs/ 4.3 secs	9.9 secs/ 9.6 secs/ 9.3 secs	5.9 secs (5th gear)/ 6.4 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.7 secs/ 4.5 secs/ 4.3 secs	10.0 secs/ 9.7 secs/ 9.4 secs	6.0 secs (5th gear)/ 6.5 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	289 km/h (180 mph)/ 287 km/h (178 mph)	5.1 secs/ 4.9 secs/ 4.7 secs	11.1 secs/ 10.8 secs/ 10.5 secs	6.6 secs (5th gear)/ 7.0 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.2 secs/ 5.0 secs/ 4.8 secs	11.3 secs/ 11.0 secs/ 10.7 secs	6.7 secs (5th gear)/ 7.1 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	302 km/h (188 mph)/ 300 km/h (186 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.3 secs/ 10.0 secs/ 9.7 secs	6.2 secs (5th gear)/ 6.7 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.4 secs/ 10.1 secs/ 9.8 secs	6.3 secs (5th gear)/ 6.8 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.2 secs/ 5.0 secs/ 4.8 secs	11.3 secs/ 11.0 secs/ 10.7 secs	6.7 secs (5th gear)/ 7.1 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.4 secs/ 10.1 secs/ 9.8 secs	6.3 secs (5th gear)/ 6.8 secs (5th gear)

All information concerning features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Errors and omissions excepted. Please contact your Porsche Centre for the final and officially certified values.

	Cylinders	Displacement	Max. power (DIN)	at engine speed	Max. torque
The new 911 Turbo¹	6	3,800 cm ³	368 kW (500 hp)	6,000 rpm	650 Nm (700 Nm) ²
The new 911 Turbo Cabriolet¹	6	3,800 cm ³	368 kW (500 hp)	6,000 rpm	650 Nm (700 Nm) ²
The 911 GT3	6	3,797 cm ³	320 kW (435 hp)	7,600 rpm	430 Nm
The new 911 GT3 RS	6	3,797 cm ³	331 kW (450 hp)	7,900 rpm	430 Nm
The Cayman	6	2,893 cm ³	195 kW (265 hp)	7,200 rpm	300 Nm
The Cayman S	6	3,436 cm ³	235 kW (320 hp)	7,200 rpm	370 Nm
The Boxster	6	2,893 cm ³	188 kW (255 hp)	6,400 rpm	290 Nm
The Boxster S	6	3,436 cm ³	228 kW (310 hp)	6,400 rpm	360 Nm
The Cayenne	6	3,598 cm ³	213 kW (290 hp)	6,200 rpm	385 Nm
The Cayenne S	8	4,806 cm ³	283 kW (385 hp)	6,200 rpm	500 Nm
The Cayenne GTS	8	4,806 cm ³	298 kW (405 hp)	6,500 rpm	500 Nm
The Cayenne Turbo	8	4,806 cm ³	368 kW (500 hp)	6,000 rpm	700 Nm

¹ Provisional data only. Official data unavailable at the time of publication.

² With overboost function.

at engine speed	Transmission	Top speed	Acceleration 0–100 km/h (0–62 mph)	Acceleration 0–160 km/h (0–99 mph)	Flexibility (80–120 km/h) (50–75 mph)
1,950–5,000 rpm (2,100–4,000 rpm) ²	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Turbo (optional)	312 km/h (194 mph)/ 312 km/h (194 mph)	3.7 secs/ 3.6 secs/ 3.4 secs	7.8 secs/ 7.7 secs/ 7.4 secs	Acceleration (80–120 km/h) (50–75 mph) 3.7secs/2.1secs
1,950–5,000 rpm (2,100–4,000 rpm) ²	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Turbo (optional)	312 km/h (194 mph)/ 312 km/h (194 mph)	3.8 secs/ 3.7 secs/ 3.5 secs	8.1 secs/ 8.0 secs/ 7.7 secs	Acceleration (80–120 km/h) (50–75 mph) 3.8secs/2.2secs
6,250 rpm	6-speed manual gearbox	312 km/h (194 mph)	4.1 secs	8.2 secs	5.8 secs (5th gear)
6,750 rpm	6-speed manual gearbox	310 km/h (193 mph)	4.0 secs	8.1 secs	5.8 secs (5th gear)
4,400–6,000 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	265 km/h (165 mph)/ 263 km/h (163 mph)	5.8 secs/ 5.7 secs/ 5.5 secs	13.4 secs/ 13.2 secs/ 12.9 secs	7.6 secs (5th gear)/ 7.5 secs (5th gear)
4,750 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Paket Plus (optional)	277 km/h (172 mph)/ 275 km/h (171 mph)	5.2 secs/ 5.1 secs/ 4.9 secs	11.4 secs/ 11.2 secs/ 10.9 secs	6.5 secs (5th gear)/ 6.3 secs (5th gear)
4,400–6,000 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	263 km/h (163 mph)/ 261 km/h (162 mph)	5.9 secs/ 5.8 secs/ 5.6 secs	13.6 secs/ 13.4 secs/ 13.1 secs	7.6 secs (5th gear)/ 7.5 secs (5th gear)
4,400–5,500 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	274 km/h (170 mph)/ 272 km/h (169 mph)	5.3 secs/ 5.2 secs/ 5.0 secs	11.6 secs/ 11.4 secs/ 11.1 secs	6.5 secs (5th gear)/ 6.3 secs (5th gear)
3,000 rpm	6-speed manual gearbox/ 6-speed Tiptronic S (opt.)	227 km/h (141 mph)/ 227 km/h (141 mph)	8.1 secs/ 8.5 secs	20.1 secs/ 20.6 secs	9.9 secs (5th gear)/ 10.2 secs (5th gear)
3,500 rpm	6-speed manual gearbox/ 6-speed Tiptronic S (opt.)	252 km/h (157 mph)/ 250 km/h (155 mph)	6.6 secs/ 6.8 secs	15.7 secs/ 15.7 secs	8.6 secs (5th gear)/ 8.8 secs (5th gear)
3,500 rpm	6-speed manual gearbox / 6-speed Tiptronic S (opt.)	253 km/h (157 mph)/ 251 km/h (156 mph)	6.1 secs/ 6.5 secs	14.7 secs/ 15.2 secs	6.6 secs (5th gear)/ 7.8 secs (5th gear)
2,250–4,500 rpm	6-speed Tiptronic S	275 km/h (171 mph)	5.1 secs	11.4 secs	5.5 secs (5th gear)

All information concerning features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Errors and omissions excepted. Please contact your Porsche Centre for the final and officially certified values.

		Fuel grade	Fuel consumption in l/100 km (mpg) ²			CO ₂ emissions in g/km
			Urban	Extra urban	Combined	
The new Panamera S¹	Manual/PDK	98 octance super unleaded	18.8 (15.0)/16.0 (17.7) ³	8.9 (31.7)/7.9 (35.8) ³	12.5 (22.6)/10.8 (26.2) ³	293/253 ³
The new Panamera 4S¹	PDK	98 octance super unleaded	16.4 (17.2) ³	8.1 (34.9) ³	11.1 (25.4) ³	260 ³
The new Panamera Turbo¹	PDK	98 octance super unleaded	18.0 (15.7) ³	8.9 (31.7) ³	12.2 (23.2) ³	286 ³
The 911 Carrera	Manual/PDK	98 octance super unleaded	15.5 (18.2)/14.7 (19.2) ³	7.4 (38.2)/7.0 (40.4) ³	10.3 (27.4)/9.8 (28.8) ³	242/230 ³
The 911 Carrera 4	Manual/PDK	98 octance super unleaded	15.9 (17.8)/15.2 (18.6) ³	7.7 (36.7)/7.2 (39.2) ³	10.6 (26.6)/10.1 (28.0) ³	249/237 ³
The 911 Carrera S	Manual/PDK	98 octance super unleaded	15.9 (17.8)/15.3 (18.5) ³	7.6 (37.2)/7.2 (39.2) ³	10.6 (26.6)/10.2 (27.7) ³	250/240 ³
The 911 Carrera 4S	Manual/PDK	98 octance super unleaded	16.5 (17.1)/15.8 (17.9) ³	7.9 (35.8)/7.5 (37.7) ³	11.0 (25.7)/10.5 (26.9) ³	259/247 ³
The 911 Carrera Cabriolet	Manual/PDK	98 octance super unleaded	15.6 (18.1)/14.9 (19.0) ³	7.5 (37.7)/7.0 (40.4) ³	10.4 (27.2)/9.9 (28.5) ³	245/233 ³
The 911 Carrera 4 Cabriolet	Manual/PDK	98 octance super unleaded	16.2 (17.4)/15.5 (18.2) ³	7.8 (36.2)/7.4 (38.2) ³	10.8 (26.2)/10.3 (27.4) ³	254/242 ³
The 911 Carrera S Cabriolet	Manual/PDK	98 octance super unleaded	16.2 (17.4)/15.5 (18.2) ³	7.7 (36.7)/7.3 (38.7) ³	10.8 (26.2)/10.3 (27.4) ³	254/242 ³
The 911 Carrera 4S Cabriolet	Manual/PDK	98 octance super unleaded	16.8 (16.8)/16.1 (17.5) ³	8.0 (35.3)/7.7 (36.7) ³	11.2 (25.2)/10.7 (26.4) ³	263/251 ³
The 911 Targa 4	Manual/PDK	98 octance super unleaded	15.9 (17.8)/15.5 (18.2) ³	7.7 (36.7)/7.4 (38.2) ³	10.6 (26.6)/10.3 (27.4) ³	249/242 ³
The 911 Targa 4S	Manual/PDK	98 octance super unleaded	16.5 (17.1)/15.8 (17.9) ³	7.9 (35.8)/7.7 (36.7) ³	11.0 (25.7)/10.7 (26.4) ³	259/251 ³
The new 911 Turbo	Manual/PDK	98 octance super unleaded	17.3 (16.3)/17.0 (16.6) ⁴	8.3 (34.0)/8.1 (34.9) ⁴	11.6 (24.4)/11.4 (24.8) ⁴	272/268 ⁴
The new 911 Turbo Cabriolet	Manual/PDK	98 octance super unleaded	17.5 (16.1)/17.2 (16.4) ⁴	8.3 (34.0)/8.2 (34.4) ⁴	11.7 (24.1)/11.5 (24.6) ⁴	275/270 ⁴

All information concerning features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Errors and omissions excepted. Please contact your Porsche Centre for the final and officially certified values.

¹ Provisional data only. Official data unavailable at the time of publication.

² All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. Ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production absorb carbon dioxide from the atmosphere.

		Fuel grade	Fuel consumption in l/100 km (mpg) ²			CO ₂ emissions in g/km
			Urban	Extra urban	Combined	
The 911 GT3	Manual	98 octance super unleaded	19.2 (14.7) ³	9.0 (31.4) ³	12.6 (22.4) ³	298 ³
The new 911 GT3 RS	Manual	98 octance super unleaded	19.4 (14.6) ³	9.6 (29.4) ³	13.2 (21.4) ³	314 ³
The Cayman	Manual/PDK	98 octance super unleaded	13.8 (20.5)/13.6 (20.8) ³	6.9 (40.9)/6.5 (43.5) ³	9.4 (30.1)/9.1 (31.0) ³	221/214 ³
The Cayman S	Manual/PDK	98 octance super unleaded	14.4 (19.6)/14.1 (20.0) ³	7.2 (39.2)/6.6 (42.8) ³	9.8 (28.8)/9.4 (30.1) ³	230/221 ³
The Boxster	Manual/PDK	98 octance super unleaded	13.8 (20.5)/13.6 (20.8) ³	6.9 (40.9)/6.5 (43.5) ³	9.4 (30.1)/9.1 (31.0) ³	221/214 ³
The Boxster S	Manual/PDK	98 octance super unleaded	14.4 (19.6)/14.1 (20.0) ³	7.2 (39.2)/6.6 (42.8) ³	9.8 (28.8)/9.4 (30.1) ³	230/221 ³
The Cayenne	Manual/Tiptronic S	98 octance super unleaded	17.8 (15.9)/17.6 (16.1) ⁴	9.3 (30.4)/9.4 (30.1) ⁴	12.4 (22.8)/12.4 (22.8) ⁴	296/296 ⁴
The Cayenne S	Manual/Tiptronic S	98 octance super unleaded	22.1 (12.8)/20.2 (14.0) ⁴	10.8 (26.2)/10.1 (28.0) ⁴	14.9 (19.0)/13.7 (20.6) ⁴	358/329 ⁴
The Cayenne GTS	Manual/Tiptronic S	98 octance super unleaded	22.6 (12.5)/20.6 (13.7) ⁴	10.9 (25.9)/10.2 (27.7) ⁴	15.1 (18.7)/13.9 (20.3) ⁴	361/332 ⁴
The Cayenne Turbo	Tiptronic S	98 octance super unleaded	22.5 (12.6) ⁴	10.5 (26.9) ⁴	14.9 (19.0) ⁴	358 ⁴

³ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle) on standard vehicles. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre. Panamera models data provisional only. Official data unavailable at the time of publication.

⁴ The data presented here was recorded in accordance with Directive 80/1268/EC on standard vehicles as valid at the time of publication. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre.