



PORSCHE



The 911
Porsche identity

carmanualsonline.info



Strength	6
Exterior design	10
Interior design	14
Engineering	16
The 911 Carrera models	18
Temperament	34
Engine	36
Transmission	46
Chassis and body	52
Composure	72
Safety	74
Comfort	82
Responsibility	104
Motorsport	106
Environment	112
Personality	116
Personalisation	118
Tyre identification	129
Panorama	136
911 identity	138
Technical data	140
Index	144



grounded
enthusiastic
courageous
direct
determined
mature
liberated
spirited

Strength

Many legends look to the past.
This one looks to the future.

The 911.

It's time to look forward. Because, traditionally, the 911 has always had an eye to the future.

Our own engineering tradition is evident from the 'Dr. Ing.' in our company name. Also from our racing victories, now totaling more than 30,000. Not only more feats of heroism, but responsibility for the future of the sports car and for the environment. Then there is the 911's reputation as an iconic sports car. However, this reputation means nothing unless we continue to breathe new life into old ideas. For us, heritage and future are inseparably linked. Of course, we could simply have made a capable sports

car, but this wouldn't have been a Porsche, and certainly not a 911.

Our identity is the 911. This is also, and especially, true in the 21st century. Instantly recognisable and originally engineered for the racetrack, it continues to stir the emotions today, just as it did in 1963.

Yet, is that enough to move forward? Above all, is it enough for you? Don't we need to break the stranglehold of tradition once in a while before it one day stifles innovation altogether? We believe that the answer is 'yes'. This is our approach to the preservation of tradition.

It is precisely how we respond to the passion for the sports car and do justice to the 911 legend – and always with tomorrow in mind.

We have achieved this with a future-oriented design, with engines that consume comparatively little but deliver a considerable amount of power, with efficiency-enhancing technologies such as auto start/stop, thermal management and electrical system recuperation, with intelligent lightweight construction, with an innovative hood concept on the Cabriolet models, with Porsche Traction Management (PTM) active all-wheel drive, and with an interior that combines

sophisticated ergonomics and sporty comfort.

All of that is what defines us. In short, it is the way in which we combine tradition and innovation, performance and every-day practicality, form and function. For us, these are not contradictions, but our motivation. We are referring to Intelligent Performance.

Our identity can be accurately described by many words. And three digits.

The 911. Porsche identity.





Can you imagine a face without an expression?

Exterior design.

Every child recognises a 911, but can its identity be described in words? It can, by looking more closely at the use of form, proportions and contours. The roof line tapers down into the rear. The wings are higher than the front lid and, at the rear, they add muscle. They give the 911 its distinctive expression and leave you in no doubt as to its temperament.

The overall appearance is low, wide and sleek. Typically 911.

So, is everything just the same as it has been since 1963? Yes, and no. After all, only those who change will remain true to themselves.

Our designers and engineers speak guardedly about the 911 evolution. This evolution is always motivated by the principle that any innovations should be functional and perfectly compatible. The result is a harmonious overall concept that makes the 911 a sports car fit for the 21st century. Indeed, the Porsche 911 Carrera has already won the prestigious 'Red Dot Design Award' for its unique, functional and emotive design.

To show you what we mean, we should start by taking a look at the car's exterior. Its long wheelbase helps to provide a high level of driving stability and excellent cornering dynamics.

Overhangs are short at the front and rear, giving the 911 a compact and agile look.

The sporty overall impression is emphasised by the low roof line and by the wide track at the front. On the 911 Carrera all-wheel-drive models, the body is 44 mm wider at the rear. The resulting benefits include increased traction and agility.

The silhouette is therefore typically 911 and typical in terms of its development, which will now be described in more detail.



reddot design award
product design 2012

The vehicle architecture, with its wide track at the front axle and the low roof line, lends the front of the 911 a dynamic appearance that is both sporty and elegant. It has also helped us to achieve a low drag coefficient of 0.29 for the 911 Carrera.

Fitted as standard, the Bi-Xenon headlights have the familiar oval-shaped surrounds for classic appeal and reveal their technically impressive inner workings. LED main headlights including Porsche Dynamic Light System Plus (PDLS+) with dynamic cornering lights, speed-sensitive headlight range control and dynamic main beam are available as an option.

The indicators, daytime running lights and position lights are all LEDs and are integrated into the separate front light units. Their slimline design contrasts with that of the rounded headlights. Together with the two integral air intakes, they make the front of the 911 unmistakable.

At the rear, everything is clean and sharp: the styling, the appearance and the effect. This is due not least to the distinct lines and narrow LED taillights which accentuate the horizontal contouring of the rear. The illuminated rear light strip on the all-wheel-drive models further enhances the effect.

One unmistakable Porsche feature is the stainless steel tailpipes. On the S models, twin tailpipes are fitted on both sides. The wide rear spoiler is extendable, acting to reduce lift in all driving situations and further increase driving stability.

The 911 Carrera models and the 911 Carrera S models are equipped as standard with 19-inch and 20-inch wheels, respectively. Their large dimensions enhance the sporty presence of the 911. The tyres have a large rolling circumference for improved comfort and performance.

Even the logo on the rear has an important function to perform. It is, after all, the hallmark of the Porsche identity.

In summary, form always follows function. As a design principle, it couldn't be more simple, but it's what makes the 911 a 911.



**Sporty ergonomics for ordinary driving.
Extraordinary comfort for sporty driving.**

Interior design.

At Porsche, we don't build everyday sports cars, we build sports cars for everyday use. How? By understanding that great agility and maximum comfort are not mutually exclusive but are, in fact, aspects of a harmonious overall concept.

This is especially true of the interior of the 911. Sportiness, functionality and high-quality materials combine to form a cohesive whole that is conducive to dynamic driving, even during everyday use.

This becomes clearer the moment you get in. The long wheelbase in all 911 models offers an astonishing amount of leg and head room.

Sportiness in harmony with comfort is the theme that is reflected in the clever ergonomics that characterise the entire interior design. The materials used, the layout of the controls and their operating logic belong to a modern-day sports car. Another is the ascending centre console. Its intelligent operating concept follows a clear principle of direct simplicity.

A classic 911 feature is the arrangement of the five round instruments with the rev counter in the middle. The instrument cluster is contemporary, featuring a high-resolution 4.6-inch colour screen for viewing information relating to the adaptive cruise control function, the audio system, the speed limit indicator and more.

Acoustics are an integral part of the concept, particularly the engine sound. Available as an option is the Burmester® High-End Surround Sound System.

Optimised for the 911 Carrera model range, it features 12 loudspeakers and a total output of 825 watts for a perfect spatial sound.

The 911 proves that apparent opposites, such as style and engineering or comfort and performance, can go hand in hand. For us, there is no contradiction and certainly no need for compromise. After all, a strong personality does not deny the existence of opposites, it unites them.





Let's forget the future for a moment.
As we discover it in the present.

Engineering.

What use is the engineering of tomorrow when it can be found on the road today? None. So let's turn to the here and now.

The engines, as you would expect, are characterised by six horizontally opposed cylinders. The 3.4-litre engine in the 911 Carrera models produces 257 kW (350 hp); in the 911 Carrera S models, the 3.8-litre engine develops 294 kW (400 hp). All variants are equipped with direct fuel injection (DFI) and VarioCam Plus for high power and comparatively low fuel consumption.

Power is transmitted to the wheels by the 7-speed manual gearbox with the highest gear designed specifically with fuel economy in mind or, optionally, by efficiency-enhanced Porsche Doppelkupplung (PDK), which offers gear changes with no interruption in the flow of power.

On the 911 Carrera all-wheel-drive models, Porsche Traction Management (PTM) distributes the power to the wheels according to weather and road conditions. Handling remains poised, particularly when the car is being driven to its limits. As a result, you are safer

not just in the wet and snow, but also when adopting a sporty driving style.

The chassis is also packed with forward-looking technology. Fitted as standard in the 911 Carrera S and 911 Carrera S Cabriolet, Porsche Torque Vectoring (PTV) – or Porsche Torque Vectoring Plus (PTV Plus) in conjunction with PDK – increases dynamic performance. Available as an option for the S models, Porsche Dynamic Chassis Control (PDCC) improves dynamic performance further still.

Dynamic engine mounts, available as an option for all models, provide tangible, more precise handling – not only in the bends.

The 911 has a lightweight composite construction in aluminum and steel. Used extensively and in just the right places, lightweight aluminum improves fuel economy and dynamic performance and helps to achieve an excellent weight-to-power ratio of 4.8 kg/kW (3.5 kg/hp) for the 911 Carrera S, for example.

The future of the sports car starts now.

For fuel consumption, CO₂ emissions and efficiency class, please refer to www.porsche.com/vehicles/911.

carmanualsonline.info

Meetings, conferences, business lunches.
How about some leisure in between?

The 911 Carrera.

In the 21st century, we find ourselves caught between all kinds of opposites on a daily basis: between the demands of our work life and our private life, between the real world and virtual reality. How can they all be reconciled? With a strong identity and a sports car that has incorporated many contradictory notions since 1963.

Sportiness and everyday practicality are a prime example. The new 911 Carrera is equipped as standard with direct fuel injection (DFI) and VarioCam Plus for high power, high torque, efficient combustion and, as a result, comparatively low fuel consumption.

Tradition and innovation blend seamlessly together in the 3.4-litre, six-cylinder horizontally opposed engine. The figures speak for themselves. The maximum power of 257 kW (350 hp) is available at 7,400 rpm and the maximum torque of 390 Nm is generated at 5,600 rpm. Even more impressively, the car accelerates from 0 to 100 km/h in 4.8 seconds and reaches a top speed of 289 km/h.

The 911 Carrera generates powerful forces, which are transmitted precisely and directly to the wheels by the 7-speed manual gearbox. As with the optional PDK, gears 1 to 6 have a sports ratio, while

7th gear has a long ratio for reduced fuel consumption. The SPORT button, which is fitted as standard, makes it possible to select an even more responsive engine and transmission setup.

In terms of form and function, the single tailpipes are especially imposing and emit a sound that is typically Porsche. The 19-inch Carrera wheels are fitted as standard and offer excellent driving stability and performance.

Sports car technology as standard, in the form of black four-piston aluminium monobloc fixed calipers, Porsche

Stability Management (PSM) and Bi-Xenon headlights, shows that sportiness and safety are not mutually exclusive.

Sport, moderation, everyday practicality and style. Four key themes, one unifying concept: the 911 Carrera.

