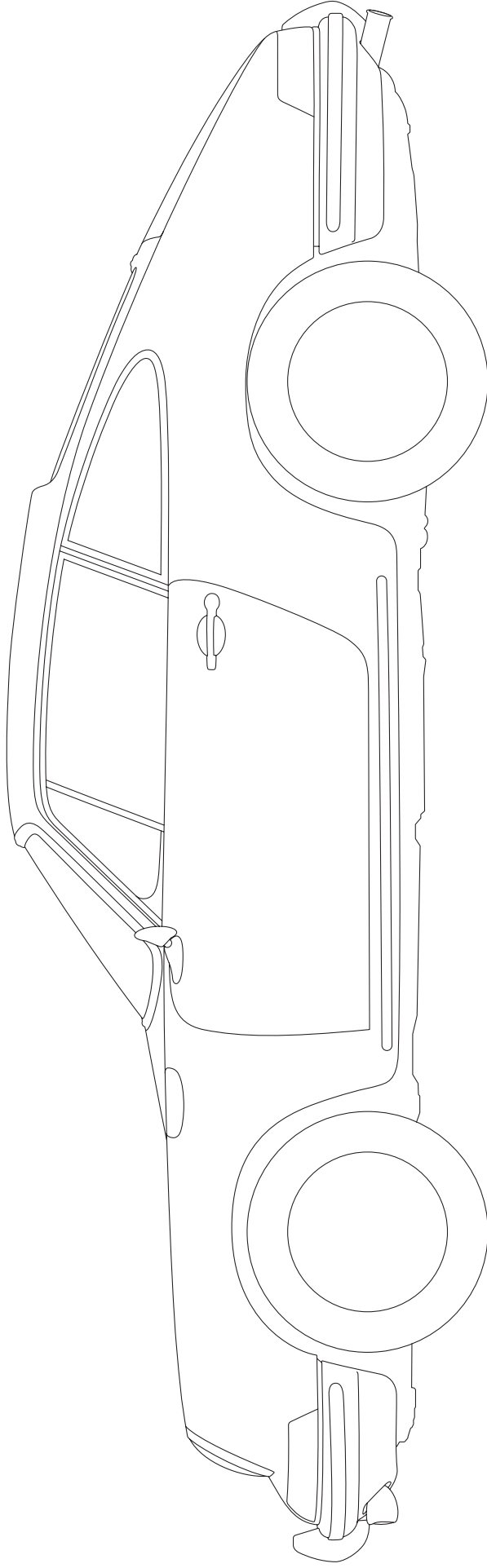


MODEL SERIES  
MODEL YEAR

901  
1963



## BIRTH OF A LEGEND

*Its sporty elegance without corners or edges* immediately caught the eye of all in its vicinity, and its evolution into the fastest German motor vehicle (the 911 S in 1966) progressed rapidly: in 1963, the very first 911 launched the family with a two-liter boxer engine delivering about 130 hp (96 kW). In the late 1960s, the S version arrived with a 2.2-liter boxer engine putting out 180 hp (132 kW). The first

Targa—then still with a so-called soft window at the back—rolled out in 1965, and the legendary Fuchs wheels were used as of 1966. The 911 Carrera RS is still a hot ticket today, weighing in at less than 1,000 kilograms (2,205 pounds) and delivering about 210 hp (154 kW). Its characteristic “ducktail” was the world’s first rear spoiler for a production vehicle.

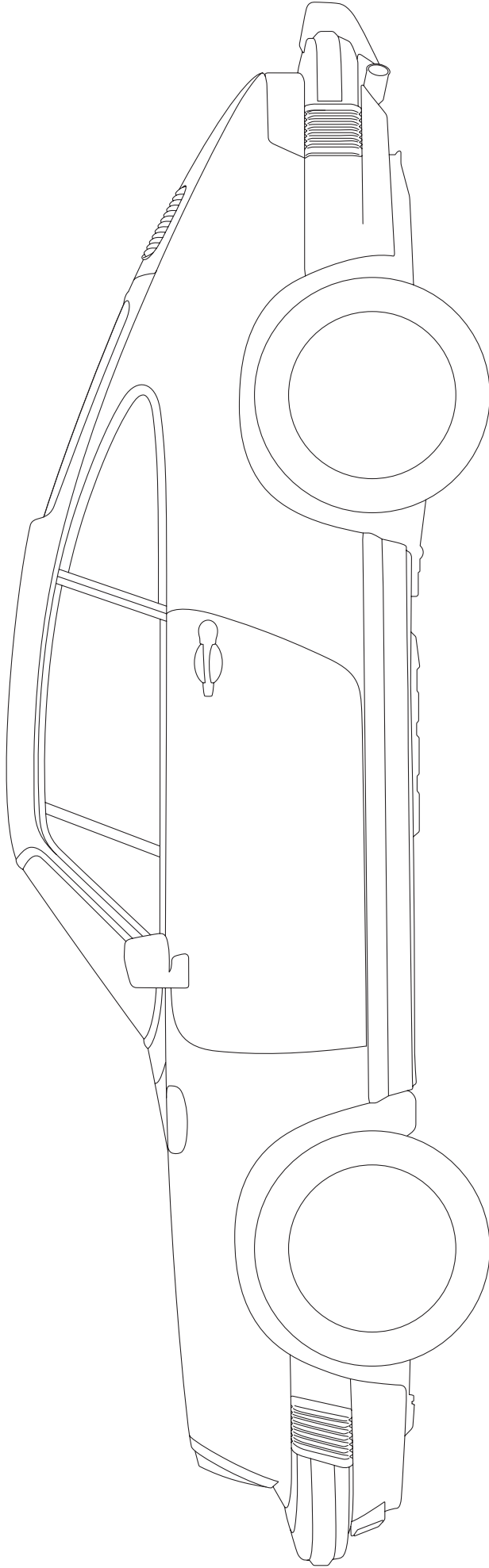
## PORSCHE 911 2.0 (1963)

### Technical Data

Engine: Six-cylinder boxer  
Displacement: 1,991 cc  
Power: 130 hp (96 kW) at 6,100 rpm  
Maximum torque: 174 Nm at 4,200 rpm  
0–100 km/h: 9.1 sec.  
Top track speed: 210 km/h (130 mph)  
Fuel consumption: 9.6 l/100 km

MODEL SERIES  
MODEL YEAR

# G MODEL 1973



## THE FIRST MAKEOVER

*A seasoned winner goes into production:* Ten years after its premiere, the engineers had given the 911 its first thorough makeover. The G model was produced from 1973 to 1989—longer than any other 911 generation. Its distinguishing features were the higher and more massive bellows-equipped bumpers, which were technically indispensable to meet crash test standards in the United

States. In addition, the rear fenders were gradually widened as the constantly increasing performance capacity called for more room for bigger tires. The most important event contributing to the 911 success stories was the presentation in 1973 of the first 911 Turbo with a three-liter engine, 260 hp (191 kW), and an enormous rear spoiler.

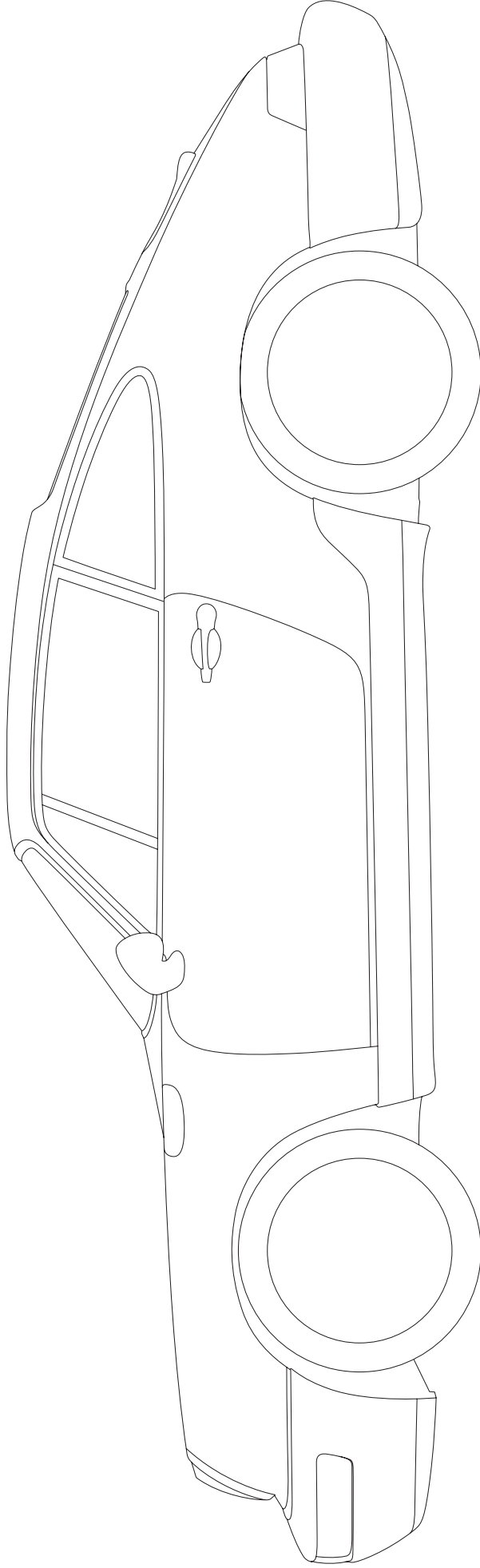
## PORSCHE 911 (1973)

### Technical Data ('73 basic model)

Engine: Six-cylinder boxer  
Displacement: 2,687 cc  
Power: 150 hp (110 kW) at 5,700 rpm  
Maximum torque: 235 Nm at 3,800 rpm  
0-100 km/h: 8.5 sec.  
Top track speed: 210 km/h (130 mph)  
Fuel consumption: 9.4 l/100 km

MODEL SERIES  
MODEL YEAR

964  
1988



## THE NEW INNER VALUES

By the mid-1980s there was increasing concern that the end of an era might be approaching, but then Porsche introduced the “new 911.” Compared to the G model, the Type 964 (model year 1988) had 80 percent of its parts new. In purely cosmetic terms, it differed from its precursor mainly in its integrated polyurethane bumpers, but technically there was almost no comparison: now the driver enjoyed

ABS, Tiptronic, power steering, and airbags. What is more, the 911 relied on a new suspension with coil springs instead of the time-honored torsion-bar suspension. An almost revolutionary feature in the Type 964 was that, from the very start, this new 911 was available with all-wheel drive. Rear-wheel drive, which was to become the hallmark of the 911, wasn’t introduced until later.

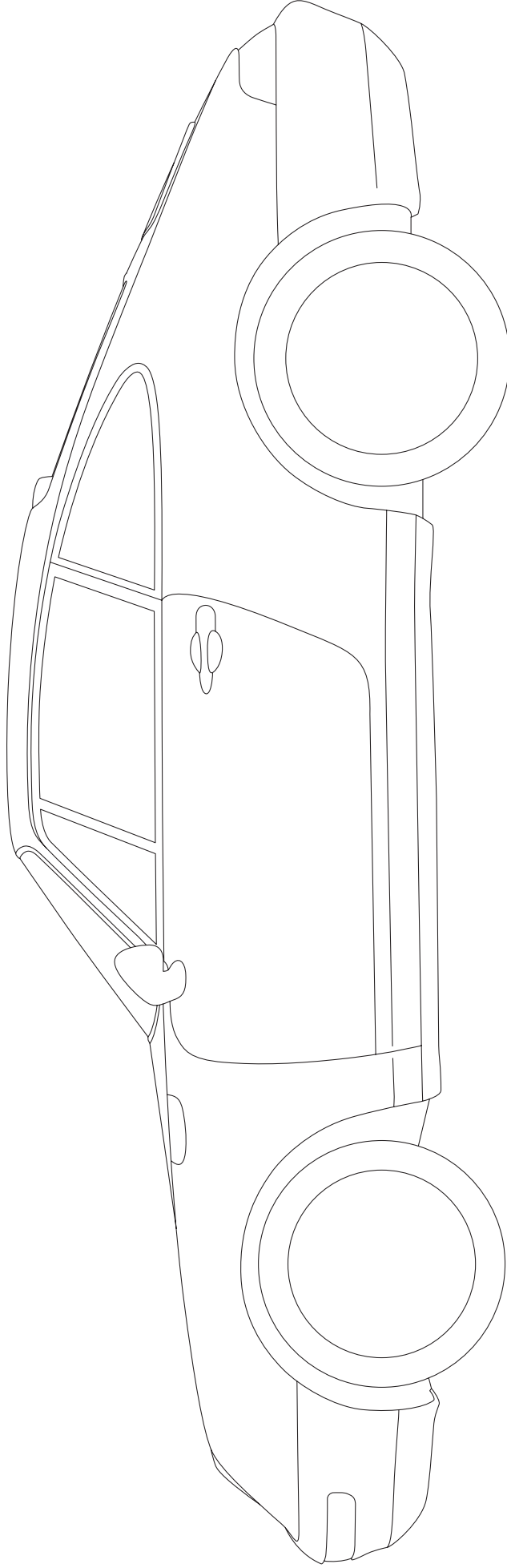
## PORSCHE 911 CARRERA 4 (1988)

### Technical Data (\*88 basic model)

Engine:	Six-cylinder boxer
Displacement:	3,600 cc
Power:	250 hp (184 kW) at 6,100 rpm
Maximum torque:	310 Nm at 4,800 rpm
0–100 km/h:	5.7 sec.
Top track speed:	260 km/h (162 mph)
Fuel consumption	
Combined:	11.8 l/100 km

MODEL SERIES  
MODEL YEAR

993  
1993



## AN AIR-COOLED DELIGHT

*To this day, this jewel of a car remains the secret love object of all dyed-in-the-wool 911 fans: one reason is its strikingly beautiful shape, remarkable even in the 911 family, which has always enjoyed exquisite styling. The integrated bumpers underscore the smooth elegance of its styling. The front section is more low-slung than in the earlier models. This change was made possible by the change*

*from round to polyellipsoid headlights. The 993 also inherited the 911 reputation of thoroughly proven reliability. And its Turbo version was the first with a bi-turbo engine. But the main reason ardent 911 enthusiasts still revere this car is that this model—the Type 993, produced from 1993 to 1998—is the last 911 with an air-cooled engine.*

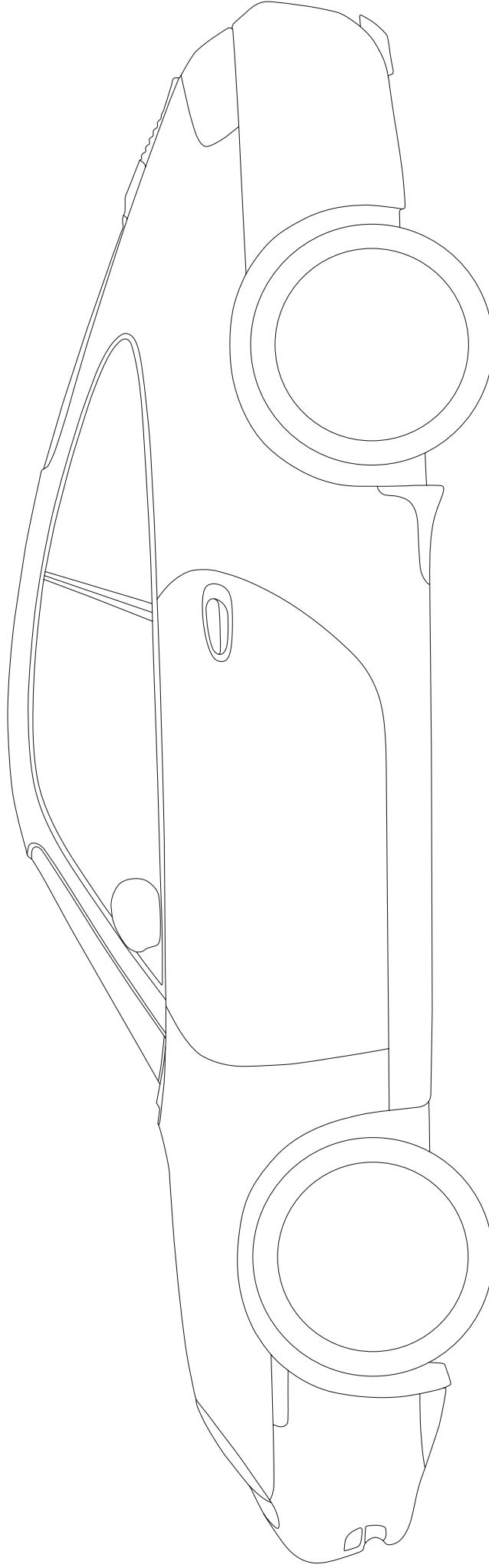
## PORSCHE 911 CARRERA (1993)

### Technical Data ('93 basic model)

Engine: Six-cylinder boxer  
Displacement: 3,600 cc  
Power: 272 hp (200 kW) at 6,100 rpm  
Maximum torque: 330 Nm at 5,000 rpm  
0–100 km/h: 5.6 sec.  
Top track speed: 270 km/h (168 mph)  
Fuel consumption  
Combined: 11.4 l/100 km

MODEL SERIES  
MODEL YEAR

996  
1997



## PORSCHE 911 CARRERA (1997)

### Technical Data ('97 basic model)

Engine: Six-cylinder boxer  
Displacement: 3,387 cc  
Power: 300 hp (221 kW) at 6,800 rpm  
Maximum torque: 350 Nm at 4,600 rpm  
0–100 km/h: 5.2 sec.  
Top track speed: 280 km/h (174 mph)  
Fuel consumption  
City: 17.2 l/100 km  
Highway: 8.5 l/100 km  
Combined: 11.8 l/100 km

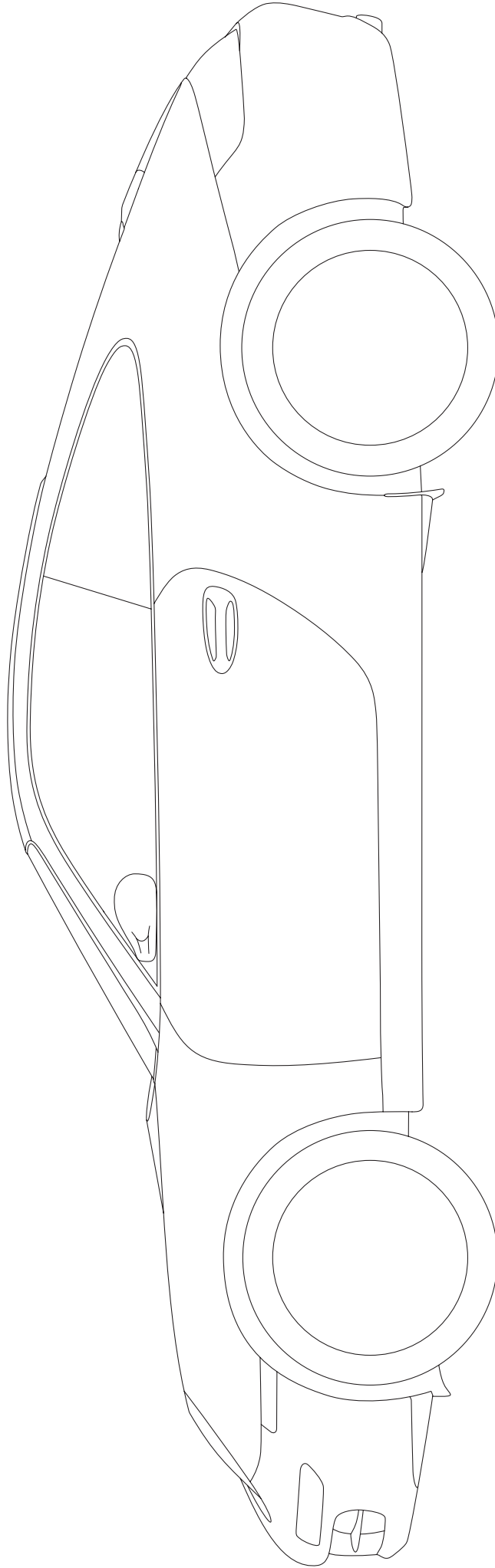
## THE WATERWORKS

*The symbiosis of tradition and modernity:* The Type 996, which rolled off the assembly line from 1997 to 2005, was an entirely new 911, without relinquishing the characteristics of the classic car. This held true for the design and the technology of the first water-cooled boxer engine. The car's hallmark: the headlights with integrated turn signals—at first controversial, but later

often copied. Its contour was given a thorough makeover, due in part to component-sharing with Porsche's mid-engine sports car. And the driver experienced an entirely new interior. Even driving comfort played a greater role alongside the typical sporty characteristics. Briefly put: with the Type 996, a new era began for the 911.

MODEL SERIES  
MODEL YEAR

997  
2004



### TRADITION-RICH AND CUTTING-EDGE

*The headlights are round again.* Starting in 2004 (and in 2006 for the Turbo version), the 911 was once again focused on its customary sportiness—but without neglecting driving comfort. The PASM Active Suspension Management allowed the driver to select the desired degree of sportiness at three levels. Right from the start, two 997 versions were introduced to the market: the Carrera and the Carrera S. In the

following years, the car's efficiency continued to be improved and is now one of its prime advantages. Never before have such extensive allowances been made in a 911 to suit the driver's individual preferences. Different derivative models, special models, and road versions of racing cars—in the end, the 911 family comprised 22 model versions, with CO<sub>2</sub> emissions from 326 g/km (911 GT3 RS 4.0) to 242 g/km (911 Carrera).

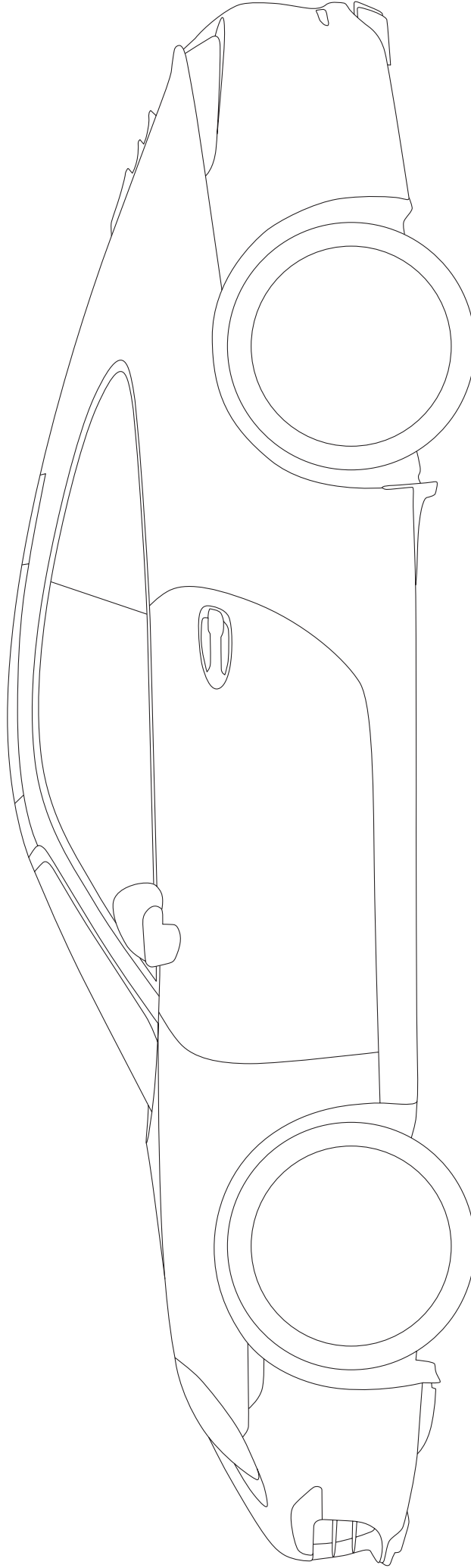
### PORSCHE 911 CARRERA (2004)

#### Technical Data ('04 basic model)

Engine: Six-cylinder boxer  
Displacement: 3,496 cc  
Power: 325 hp (239 kW) at 6,800 rpm  
Maximum torque:  
370 Nm at 4,250 rpm  
0–100 km/h: 5.2 sec.  
Top track speed: 285 km/h (177 mph)  
CO<sub>2</sub> emissions: 266 g/km  
Fuel consumption  
City: 16.1 l/100 km  
Highway: 8.1 l/100 km  
Combined: 11.0 l/100 km

MODEL SERIES  
MODEL YEAR

991  
2011



## THE MATURITY FACTOR

*Indeed, it may be the greatest technical leap forward in the evolution of the 911. A totally new suspension with a longer wheelbase, increased tread width, larger tires, and an ergonomically optimized interior—it all adds up to an even more sporty and comfortable driving experience. Technically, the 911 is the epitome of Porsche Intelligent Performance: even less fuel consumption, even higher CO<sub>2</sub> emissions (911, Type 991): 224 g/km (the new Carrera S) to 212 g/km (the new Carrera)*

performance. This is due in part to the displacement being reduced to 3.4 liters in the Carrera basic model (yet with 5 hp/4 kW more than its precursor with 3.6 liters) and its hybrid steel/aluminum construction, which significantly reduces the curb weight. Other technical innovations include the Porsche Dynamic Chassis Control (PDCC) and the seven-gear manual transmission.

## PORSCHE 911 CARRERA (2011)

### Technical Data ('11 basic model)

Engine: Six-cylinder boxer  
Displacement: 3,436 cc  
Power: 350 hp (257 kW)  
Maximum torque:  
390 Nm at 5,600 rpm  
0-100 km/h: 4.8 sec.  
Top track speed: 289 km/h (180 mph)  
CO<sub>2</sub> emissions: 212 g/km  
Fuel consumption  
City: 12.8 l/100 km  
Highway: 6.8 l/100 km  
Combined: 9.0 l/100 km



