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2007 PORSCHE® 911® TURBO: THE EVERYDAY SUPERCAR

Twin-turbocharged 911 with variable turbine geometry (VTG) and adaptive all-wheel-drive provides staggering performance with real-world packaging

ATLANTA – The 2007 911 Turbo may be unmatched in its breadth of performance. Few machines can so easily warp our perception of what is possible from a state-of-the-art performance car, and yet so ably serve as a practical and comfortable conveyance for every-day driving. The sixth generation of the range-topping 911 model provides towering performance from a revolutionary, 480-horsepower, twin-turbocharged, 3.6-liter boxer engine, featuring Porsche's first application of variable turbine geometry (VTG). The new 911 Turbo also offers a redesigned, electronically controlled all-wheel-drive system, and evolutionary styling.

The 2007 911 Turbo's engine produces 480 horsepower at 6,000 rpm, 60 horsepower more than its predecessor, raising specific output of the 3.6-liter boxer-Six to an all-time high of 133 horsepower per liter. More notable is the engine's torque curve, which has been bolstered and broadened by the variable geometry turbochargers. Peak torque rises to 460 lb-ft (previously 415 lb-ft), but that peak now spans an extended rpm range from 1,950 to 5,000 rpm, compared to 2,700–4,600 rpm in the previous 911 Turbo. Additionally, a function in the optional Sport Chrono Package Turbo allows a 10-second, mid-rpm-range 'overboost', temporarily increasing turbo boost under full throttle by 2.9 psi, and swelling peak torque to 505 lb-ft.

A 911 Turbo equipped with the optional 5-speed Tiptronic S automatic transmission requires only 3.4 seconds to sprint from 0 to 60 mph (0-100 km/h; 3.7 sec.). Equipped with the standard six-speed manual transmission, the new 911 Turbo reaches the same 60 mph mark in 3.7 seconds (0-100 km/h; 3.9 sec.). With either gearbox, the top test-track speed of the new 911 Turbo is 193 mph (310 km/h).

Much of the 911 Turbo's improved performance can be attributed to the variable turbine geometry system, the first such system available on a turbocharged Porsche engine. The heart of the technology is the turbocharger's adjustable guide blades, which can vary in angle to most effectively guide engine exhaust flow onto the turbocharger's impeller wheel. The result is a system that provides the advantages of both a small and large turbocharger, improving flexibility and acceleration, particularly at low engine speeds.

To transfer this power to the road, the new 911 Turbo features a redesigned all-wheel-drive system, with an electronically controlled multi-disc clutch replacing the previous model's viscous clutch. Porsche Traction Management (PTM) allows variable power distribution fore and aft, and depending on conditions, the system's

electronics constantly determine optimal torque distribution to ensure ideal traction. In use, PTM provides exceptional agility on winding roads, outstanding traction in inclement conditions, and impressive active safety even at higher speeds. Though powerful, the 911 Turbo's PTM setup is one of the lightest all-wheel-drive systems on the market.

The new 911 Turbo's accelerative performance is duly tempered by its brake system, which is comprised of six-piston monobloc calipers up front, and four-piston monobloc calipers at the rear. Brake disc diameter at all four corners has been increased 20mm, to 350mm (13.78 in.). Optional is Porsche's Ceramic Composite Brake system (PCCB®). In addition to the exotic pad and rotor material, the PCCB option provides an increased front disc diameter (380mm /14.96 in.), absolute corrosion resistance, improved fade stability, and a 37-pound unsprung-weight savings versus the standard brake system.

Styling changes made to the new 911 Turbo are evolutionary. The modified front end features tautly drawn cooling air inlets, widely spaced and deep-set fog lights, and new LED indicators situated in the lateral air inlets. From the rear, the Turbo takes on a more powerful stance thanks to a tail 22mm (0.9-in.) wider than that of the previous model. The redesigned wing spoiler has been aligned to the wider profile, and slopes downward slightly at each end to nestle the rear fender's contours. The lateral air inlets behind the doors have also been redrawn, and together with the new air ducts, afford a more efficient supply of cooling air to the intercoolers.

The 2007 911 Turbo goes on sale June 24 in North America. U.S. and Canadian pricing for the new model is \$122,900 (USD) and \$170,700 (CAD) respectively. Complete information on all Porsche models can be found at www.press.porsche.com in the Press Kit section.

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