



Porsche Cars North America, Inc.
980 Hammond Drive, Suite 1000
Atlanta, Georgia 30328

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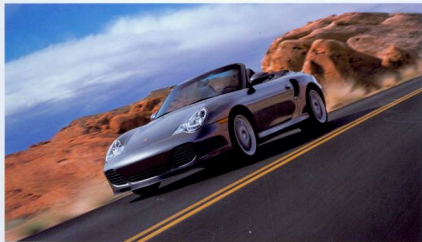
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The 911 Turbo



PORSCHE



The 911 Turbo

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**History measured in decades.
And changed in seconds.**

In 1974, Porsche engineers tested a dramatic power-boosting technology from our dominating 917 race cars in a road-going 911. Ever since that first enhanced model, ultimate performance has been defined by a single word: Turbo.

But the process of dramatically enhancing performance did not originate at the track, our test center, or even an engineer's drafting table. Instead, it began in a simple workshop in the Austrian village of Gmünd, 1948. It was here that Dr. Ferdinand Porsche and his son Ferry unveiled the very first Porsche - Type 356. Small, lightweight and

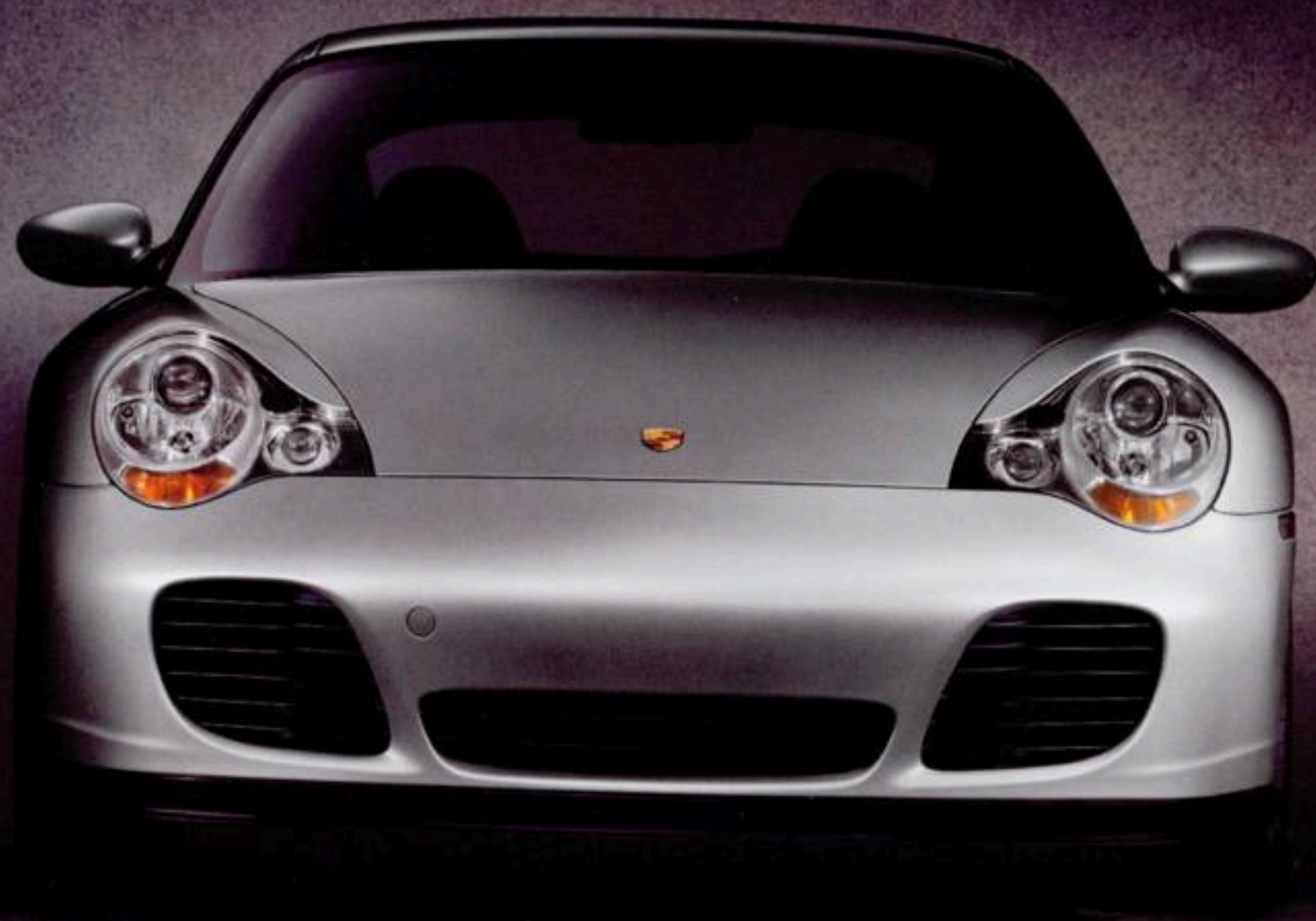
with its engine aft of the cockpit, this simple sports car employed revolutionary thinking and created a driving experience that was singularly pure. Yet to Ferdinand and his son, Porsche No. 1 was not a masterpiece, but a work in progress. A crucible in which to test, tune and enhance their engineering ideas in search of finer balance, quicker acceleration

and a more intimate connection between car and driver. This philosophy of relentless improvement has driven every Porsche for over 50 years. It is mirrored in the evolution of the 911 Turbo. With each evolution came increased handling stability, improved aerodynamics, better braking and, of course, more power. Every generation is more

complete than the last. Each technical improvement brings a corresponding increase in passion felt behind the wheel.

The Porsche 911 Turbo, an uncompromising sports car that, in the same manner as every model before it, redefines performance in fewer seconds than the last.





Engine: more powerful.
Brakes: more immediate.
Chassis: more responsive.
Thrill: more of the same.

At Porsche, the shape of a driver's door may remain unchanged for three decades. After all, nothing is ever updated simply to call it "new." Improvements are painstakingly crafted in our Weissach development center, by engineers continually searching for solutions that are not only more innovative, but more effective. They are then

tested under the pressure of competition in the world's most demanding endurance events. Only when these innovations are proven to be an enhancement are they considered ready for a production model. Once introduced onto the streets, these same race-bred improvements routinely distance themselves from the rest. Much like the 911 Turbo.



Its engine produces more torque and horsepower than any Turbo model preceding it, yet does so with greater efficiency. Its drive system offers more unwavering control while delivering an even more dynamic experience. Its brakes reel in speeds even more instantaneously, yet they exhibit even less detectable wear. Its

smooth shape generates lower aerodynamic drag while simultaneously increasing the level of stabilizing downforce. And the chassis grips corners with even more ruthless tenacity. Indeed, every specification of the Porsche 911 Turbo has been reengineered, refined and retuned, resulting in a sports car whose technical

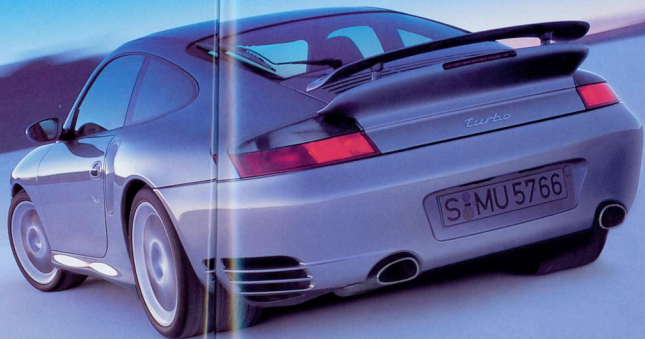
achievement and dynamic performance bring its legendary lineage forward to the pinnacle of automotive excellence. Producing a driving impression that is, naturally, even more electrifying. And more Porsche.





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**More sensational than ever:
The 911 Turbo Cabriolet.**

The first sports car ever to bear the Porsche name was a roadster. More than five decades later, we offer the latest, and greatest, evolution: the new Porsche 911 Turbo Cabriolet. It is, by all accounts, the most refined and technically advanced convertible we have ever built – satisfying a driver's passion for speed, precision and the pure joy of the open

road like no other sports car in the world. The 911 Turbo Cabriolet's power and uncompromising performance are identical to that of the 911 Turbo coupe. But its power to stir your senses and connect you with your surroundings is in a class by itself, elevating the allure of open-topped driving to an exhilarating new level.



At the press of a button, the 911's incomparable driving dynamics are complimented by the warmth of the sun, the rush of the wind, and the rich sounds of a turbocharged flat-six engine. The folding top of the 911 Turbo Cabriolet automatically stows away beneath the rear deck lid in a mere 20 seconds. A detachable wind deflector

ensures that opening the roof does not bring comfort or conversation to a close inside the cockpit. Like the taut canvas top, it features a meticulously sculpted surface that reduces high-speed turbulence and improves aerodynamic efficiencies at every angle. A heated glass rear window provides clear visibility, even in

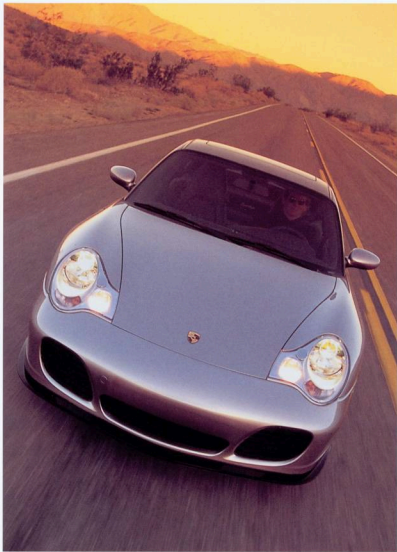
sub-zero temperatures, while a lightweight aluminum top provides an additional layer of security and insulation in unsettled weather. All of which allows your Porsche to continue weaving a soul-stirring magic so enticing, you're likely to forget every shortcut you have ever known.





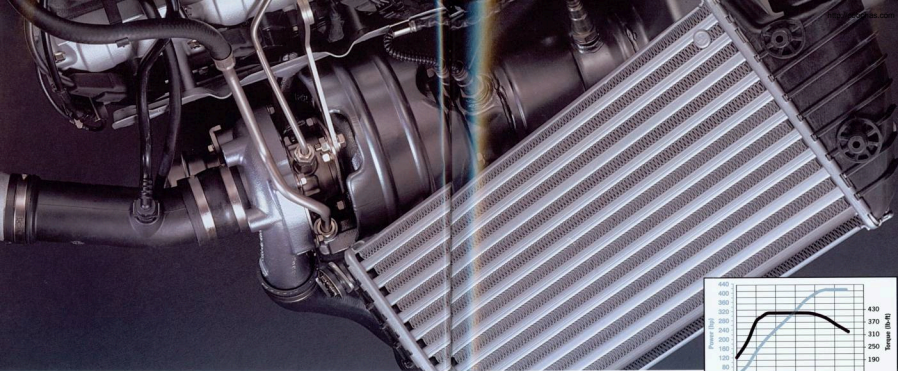
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Performance

At Porsche, this isn't merely a term attached to a more powerful model. Performance is a quality proven year after year, race after grueling race, at places like Sebring, the Nürburgring and Le Mans. It is the inspired result of technology tuned on the raceway, then transferred onto the roadway. The 911 Turbo stands as the purest expression of this process – a machine with reflexes honed through decades of motorsport, always with one end in mind: Connecting the driver's will to the road.



Cooled by water.
Powered by air.
Setting your soul on fire.

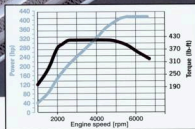
Mounted in its time-honored place behind the rear axle, a race-proven boxer engine lies at the heart of the 911 Turbo's aggressive, all-out assault on sports car benchmarks. The new 24-valve, 3.6-liter design, derived from our 911 GT1, delivers unbridled performance previously reserved for the race track. Advanced cross-flow water cooling

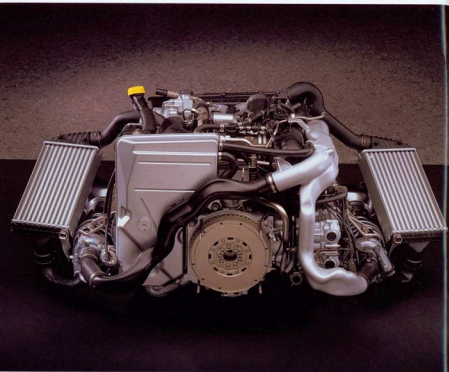
allocates a separate circuit for each cylinder and head, allowing the engine's 415 hard-charging horses to keep their cool, even at full gallop. Dual exhaust-driven turbochargers lend the flat-six engine's horizontally opposed pistons more power and mid-range punch, churning out 415 lb-ft of earth-moving torque across a

plateau extending from 2700 to 4600 rpm. Power can be further increased with the optional Turbo power kit, which delivers 444 hp at 5700 rpm and an impressive 457 lb-ft of torque from 3,500 - 4,500 rpm. An innovative twin intercooler system assists in delivering charged air to the combustion chambers at the

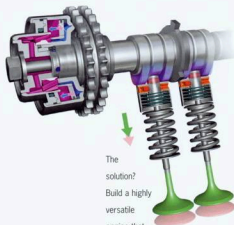
optimum temperature, resulting in a gratifying progression of linear power. And an unrelenting torrent of acceleration on tap clear up to the 6600 rpm redline. Lightweight aluminum alloy construction combines with the powerplant's low center of gravity to offer added agility for powering through turns, where a dry-sump

lubrication system works to keep the engine's lifeblood oil - and your adrenaline - in constant circulation, even through high cornering forces.



VarioCam Plus:**Like two engines in one.**

Adapting the GT1 racing engine to maintain its prodigious power output while satisfying the practical requirements of urban driving presented our engineers with conflicting design criteria. Maximize power and torque on one hand, while reducing emissions and fuel consumption and improving driving refinement on the other. Naturally, compromise is not an option.



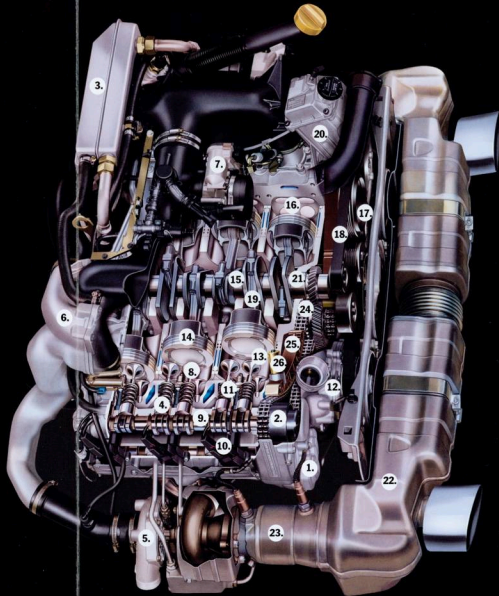
The solution? Build a highly versatile engine that automatically tunes itself for high performance or low-speed traffic on the fly. Enter VarioCam Plus, the latest evolution of our patented variable valve timing system. Each cylinder's intake and outlet valves now feature dual springs to ensure reliable operation under the higher

counter-pressure of the Turbo's free-revving engine. A variable valve lift mechanism has been combined with axial adjustment of the intake camshaft to enable variable valve opening and closing times. In essence, VarioCam Plus offers two engines in one. At low speeds, smooth idling is met with reductions in fuel consumption and emissions by lowering valve lift and advancing the timing. Prod the electronic throttle beneath your right foot, and the system responds instantly by increasing valve lift for quicker induction and advancing valve timing for generous amounts of torque over a broad rpm range and ample power reserves for passing.

The inherent flexibility of VarioCam Plus even optimizes performance during cold starts by reducing exhaust emissions as the engine warms. The entire sequence is controlled with split-second precision by Motronic ME 7.8, a digital engine management system that balances impressive power with impeccable smoothness, and proves the Turbo's mind is a match for its muscle.

To the Porsche enthusiast, it comes as no surprise that the engines for the 911 GT1 racecar and 911 Turbo streetcar share so many similarities. After all, virtually every component used to build our sports cars has, in some way, proven itself on the racetrack. From pressure-cast pistons and Nikasil-lined cylinders to its light-alloy crankcase, this powerplant has inherited numerous technologies from its Le Mans conquering cousin. Not to mention its sense of purpose.

1. Oil scavenge pump
2. VarioCam Plus
3. Oil tank with oil separator
4. Hydraulic valve lifters
5. Turbocharger
6. Section pipe upstream of compressor
7. Electronic throttle
8. Inlet valves
9. Inlet camshaft
10. Individual ignition coils
11. Valve springs
12. Water pump
13. Nikasil-coated cylinders
14. Forged aluminum pistons
15. Crankshaft
16. Combustion chamber
17. Air-conditioning compressor
18. Serpentine belt
19. Forged connecting rods
20. Power-steering pump with oil reservoir
21. Oil-pressure pump (obscured)
22. Muffler
23. Catalytic converter with oxygen sensors
24. Timing chain
25. Slide rail
26. Chain tensioner



**Its exhaust system
doubles as a jet stream.**

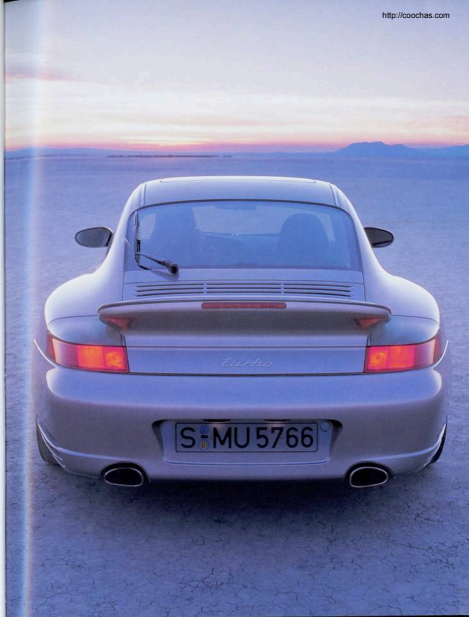
The torrent of power that surges through the 911 Turbo's veins is spurred by exhaust-driven turbochargers that flex their muscles with equal ease in second or sixth gear. Holstered in parallel on either side of the engine, the KKK K64 turbos each serve a separate cylinder bank with up to 12.3 psi of intercooled boost that is virtually linear in its progression. Low intake tube volume and a short exhaust manifold reduce the energy lost by exhaust gases before entering the turbochargers. The payoff? Speed that gathers with a fluid, seamless sense of urgency. And a healthy disregard for impolite surges or hesitations when shifting gears.

Boost pressure is metered by the Motronic engine management system to match your style of driving. At smooth, constant rates of speed, the engine is optimized to reduce fuel consumption. A more dynamic style of driving is met with higher boost pressure upstream of the throttle valve, prompting the turbochargers to run faster and reach full stride sooner when you open up the throttle under acceleration. The turbos compress intake air

to a maximum of 26.8 psi (at about 2500 rpm), where integrated wastegates open to decrease pressure as engine speeds increase. Compressed air is then routed through dual intercoolers to ensure optimal cylinder charge prior to induction.

Immediately downstream of each turbine are advanced tri-metal catalytic converters that cleanse 98 percent of exhaust gases within 10 seconds of startup. Stereo Lambda probes analyze the composition of each exhaust system separately, enabling the air/fuel mixture to be adjusted precisely for each bank of cylinders.

Our profound regard for protecting the environment to the fullest extent technology will allow is evidenced by an on-board diagnostic system that continuously monitors over 70 engine and exhaust components. If an emissions-related item isn't functioning up to Porsche standards, a warning light alerts the driver. Meanwhile, a code is stored in the Motronic control unit to assist in diagnosing repairs, and getting you back on the road, where you belong, as soon as possible.





**Designed to protect
the future at every turn.**

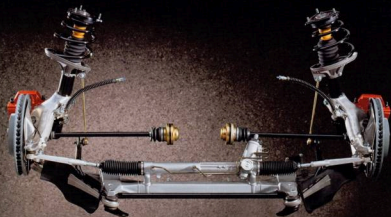
While its ability to push the needle into the red is well documented, the 911 Turbo is also renowned for being the "greenest" supercar on the planet. An advanced engine design teaming VarioCam Plus with a new engine control unit improve fuel efficiency by 18 percent over our previous (air cooled) model. Electronic on-board diagnostics and twin catalytic convert-

ers take things one step further, providing 13 percent cleaner emissions than the previous model. And while the Turbo's exhaust note is unmistakable in its authority, significant noise reductions have also been achieved. Rather than adding unnecessary weight through engine encapsulation, we opted to satisfy

worldwide noise regulations the Porsche way – through intelligent design. Engine components were made more rigid, moving parts lighter, and tolerances tighter. The result: earth-shattering performance delivered without the ear-shattering bravado. All materials are carefully selected with an eye towards the future. Every

Porsche is completely free of asbestos, cadmium, mercury, CFCs and components manufactured with CFCs. Longer service intervals (15,000 miles for engine oil, 30,000 miles for spark plugs, oil and air filters) help minimize both environmental impact and the need for extended pit stops. Even before our Turbos leave the factory,

their environmental impact is minimized. Fully galvanized sheet steel, aluminum and plastics – materials that can be recycled a number of times – are an integral part of our design strategy. These components are specially marked to streamline sorting and recycling in the future. A reassuring thought, even though a Porsche rarely gets recycled.



Greet winding ribbons of pavement with a firm grip.

The 911 Turbo's extraordinary performance potential is as evident in corkscrew turns as it is over wide-open straightaways. Bolstered by components from the 911 GT3 race car, the refined four-wheel independent suspension offers a unique combination of race-ready balance, laser-sharp handling and outstanding driver safety. In front, an optimized

strut suspension with "floating" control rods and control arms bound by a flexible bearing delivers precise wheel control, while stiff springs and shocks tuned for the engine's enormous power remove wrinkles from the road. Without insulating you from it. Even the shape of the steering knuckle has been optimized to enhance brake cooling.

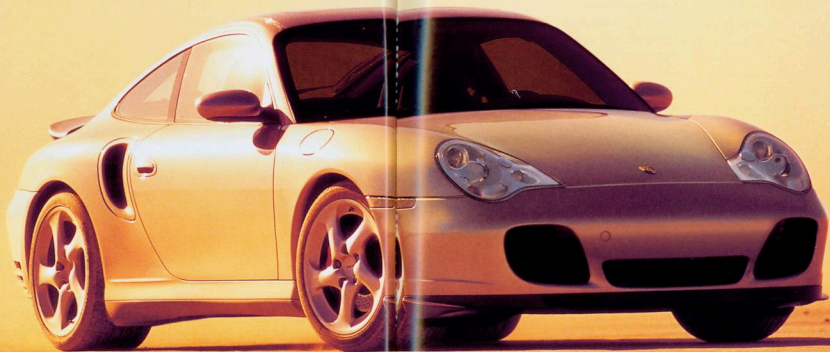


The multi-link suspension in back is mounted on a separate subframe which isolates noise and vibration from the cockpit while allowing for stiffer chassis tuning. Large rubber mounts soak up surface irregularities and help maintain an ideal geometry, ensuring the Turbo's tenacious rear-wheel traction remains firmly intact as you stake your claim to corners.

A streamlined three-piece molding (first fitted on the legendary 959) works in tandem to improve underbody aerodynamics and reduce rear-axle lift by 33 percent over the previous model.

Lightweight aluminum alloys are used to reduce unsprung weight. Behind the wheel, this translates

into improved straight-line tracking and crisp, nimble cornering. It's complemented by a force-sensitive rack-and-pinion steering system that is every bit as responsive as the twin turbochargers pressing you deeper into your seat at speed.



Six-speed manual:
Geared for excitement.

A robust 6-speed manual gearbox serves as the perfect conduit for harnessing the explosive power of the Porsche 911 Turbo. And placing it in the palm of your right hand.

The gearshift is a masterpiece of precision and smoothness. Dual-cone synchronizers and direct short-throw action combine to deliver shifting that is swift and sure. A hydraulically assisted clutch with short pedal travel ensures that your active participation feels almost effortless, while ratios carefully matched to the engine's elevated levels of power ensure that you remain in the middle of the rpm range. With a continuous flow of power under foot to greet each new gear.

Even with a zealous 415 lb-ft of torque on board, the acceleration is every bit as fluid as it is brisk. And, rest assured, the 911 Turbo translates power into motion with more conviction than any Porsche we've ever unleashed onto the streets, eclipsing even our 911 GT3 racecar with a 0-62 time of 4.2 seconds.

Of course, you don't have to work the gearbox to revel in the Turbo's sensations. Even in the very tall sixth gear, a driver is rewarded with plenty of thrust. Shifting down a gear or two, on the other hand, has its own spine-tingling rewards.

A twin-mass flywheel that minimizes gearbox noise and



a reinforced cable-operated shift mechanism that reduces both weight and shifter vibration assure an added degree of comfort for engaging in spirited, and frequent, conversations with each of the Turbo's six gears.

Tiptronic S:
Shifting with Formula One flair.

The full privileges of driving a turbocharged Porsche can be enjoyed with the fun and immediacy of manual shifting or the convenience of an automatic transmission. Engineered to match the Turbo's awesome torque output, the revolutionary Tiptronic S transmission allows you the freedom to choose a style of driving that matches your mood.

In automatic mode, Tiptronic S intuitively selects gears for achieving the objectives telegraphed by your right foot. The five shifting programs of the air-cooled version have evolved into a dynamic system with infinitely adjustable shift points that sync with a driver's unique acceleration, cornering and braking patterns. The system also pays close attention to the demands of the road by choosing the gear best-suited for uphill or downhill driving. It automatically downshifts in response to hard braking, holds the lower gear through cornering, and upshifts to reduce torque if wheelspin is sensed. Downshifts resulting in over-revving are also prevented, yielding to a survival instinct that

is, perhaps, the highest order of intelligence.

Tip the gearshift lever into the manual position, and your fingertips are instantly rewarded with clutchless-shifting benefits of Formula One racing. Toggle switches on either side of the steering wheel let your thumbs set the shift points while keeping both hands firmly in control of their piloting duties. As you run through the gears, each shift is swift (.2 second) and smooth, with the engine management system feathering the throttle to seamlessly match engine revs to the next ratio.

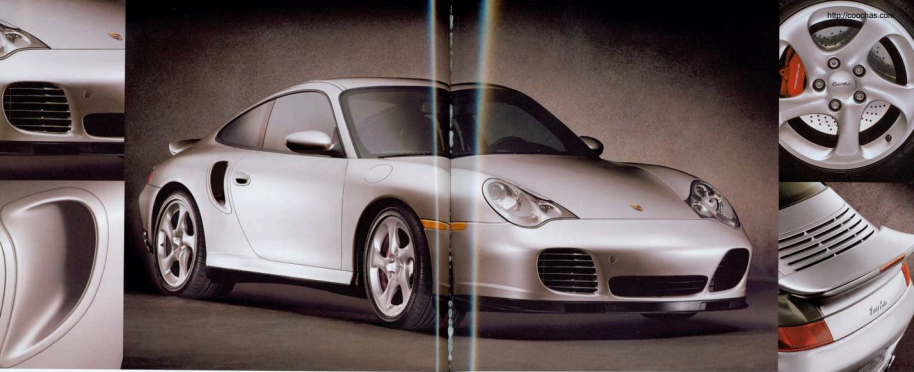
Even with the gearshift in automatic mode, Tiptronic S lets you temporarily take control of the shifting. Simply press the toggle switch, and the system reverts to manual shifting on the fly for at least eight seconds, allowing you to quickly execute a pass – or revel in a spontaneous celebration of pure automotive power.





Design

Form does not merely follow function. It defines it. At maximum speed on the Mulsanne straight, the curvature of a fender or angle of a vent is enough to determine whether a race car remains in sync with its driver. The knowledge gained from such high-speed lessons can be readily seen in the polished lines. And unequivocally felt as the car tracks laser-true at speed, celebrating each curve in its path with equal amounts of poise and panache.



Formsprache:
The language of Porsche design.

Literally translated, it means "form language". In practice, it's the Porsche design philosophy whose unflinching focus on performance has inspired a succession of superlative sports cars. And a blueprint for reinventing the future while retaining the spiritual ties that bind Porsches together as a family. Of course, Formsprache is more than a collection of precepts

shaping our cars. It is a passion that fuels our soul. A passion personified by Porsche Type 959, a rolling test-bed of avant-garde technologies created not for profit, but simply to explore the depths of our ideas. And a passion which, in the 911 Turbo, manifests itself in the functional justification of every feature and subtle styling cue.

Virtually every angle of our flagship 911 Turbo is styled in an incessant effort to achieve even greater aerodynamic efficiencies. You see it the moment your eye begins flowing down the windshield and across low-angle headlights that blend seamlessly into the hood and fender contours. Sculpted air vents in the front, sides and rear of the

vehicle offer further evidence, highlighting the Turbo's ability to harness the wind as an agent in cooling and stability.

And then there's the Turbo wheel, whose profiled spokes help reduce lift and improve braking by drawing warm air from the brake discs out around the sides of the car instead

of beneath the chassis. Lightweight aluminum alloys and a patented hollow-spoke design also manage to shed 24 lbs of unsprung weight into thin air, resulting in more precise cornering. Quicker stops. And a level of comfort that has once again redefined high performance driving in a visceral language that must be felt to be fully understood.



Pure synergy.

At rest, its lines are unmistakably Porsche. The silhouette undoubtedly that of a 911. In motion, you will notice something different: A Turbo whose unabashed charisma is heightened by an extraordinary sense of control. How can so

much power be choreographed with such precision on the open road? The answer is in the air. Rather than settling on a "hydro-plane" approach that merely deflects air around the car, our engineers have spent endless

hours in the wind tunnels at Weissach devising a network of aerodynamic elements that actively enlist the air as an ally in reducing lift and drag while simultaneously cooling vital engine, transmission and brake components.

The Porsche 911 Turbo's leading-edge design begins at the front bumper, where a sculpted spoiler lip reduces front-axle lift by diminishing the amount of air passing beneath the car. Instead, the wind is swallowed by black-lined ducts

feeding three radiators which boast 50 percent more surface space and a 10 percent increase in cooling capacity over the previous generation Turbo. Internal spoilers are also used to enhance brake cooling before venting the air through gill-like slits that act as invisible spoilers to lower drag at the front tires.

Aerodynamic synergies continue in back, where a rear wing spoiler lessens lift and drag as it channels cool air into the engine compartment. Crescent-shaped intakes corral the wind along the sides of the car to satisfy the twin turbochargers' thirst, while meticulously shaped panels work down below to keep air gliding beneath the 911 Turbo, creating a 'ground-effects' stream that simultaneously optimizes ventilation of the front differential and gearbox. The smooth underbody prevents lift forces from gaining a grip and helps drive the coefficient of drag value down to a low .31—while maintaining a thrill factor that races off the charts.



Looking for the heart of the Turbo's forward-thinking design? Look to the rear.

The indomitable spirit of the Turbo, like that of its Carrera cousins, can be traced to a flat-six engine beating directly above the rear axle. It's here, aft of the cockpit, that a supporting cast of designs have been assembled to transform mere horsepower into an uncanny combination of quickness, power and precision, and in the process,

projects the simple act of driving into a "sixth sense" that draws the road and driver together like never before.

Even at first glance, the Turbo's broad stance and smooth, taut lines convey an immediate sense of purpose. The curvaceous hips of its ancestors have been chiseled

into leaner, more athletic rear fenders that cover a wider track while discreetly accommodating twin turbochargers with air vents reminiscent of the 959 supercar. The signature 18-inch hollow-spoke wheels are equally endowed, sporting massive 295/30 ZR-18 low-profile tires that act as contact patches for pouring power onto

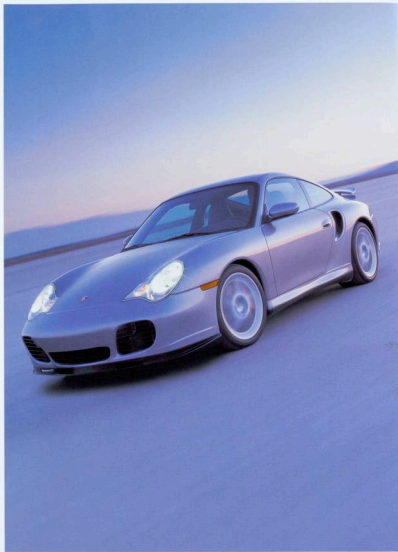
the pavement, while riveting all four corners to the ground. An active dual-section rear spoiler provides still greater adhesion by generating extra downforce that contributes to a top track speed of 189 mph.

The lower section of the spoiler is fixed, while the upper section lifts

2.4 inches when the car's speed reaches 75 mph, keeping the rear wheels faithfully in line.







Safety

Can a sports car invite its driver to pursue its potential without first inspiring confidence? Can any car provide true security if it's incapable of responding to emergency maneuvers? Ask a Porsche engineer and the reply is simple: Performance is equal parts power and safety. It's a philosophy that forges the platform of every car we build. And ensures the Turbo's ability to perform is equalled only by its ability to protect.



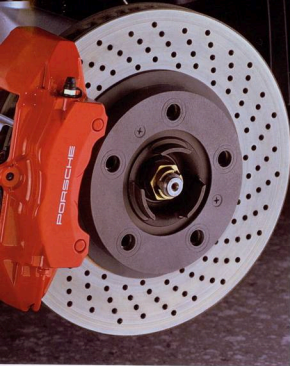
Porsche Stability Management:
Power at every wheel.
Control at every corner.

The unshakable sense of confidence you feel at the controls of the 911 Turbo flows from a liquid all-wheel drive system designed to exploit its uncompromised power and torque with unparalleled control. Leading the charge is a viscous multi-plate clutch that reads traction at all four corners and reacts instantly to wheelspin

by routing power to the wheels with the most grip. Between 5 and 40 percent of the engine's power is dynamically directed to the front axle at all times for optimal stability that retains its incomparable rear-drive character. Our revolutionary Porsche Stability Management (PSM) system heightens handling even

further, orchestrating an ensemble of drivetrain, engine and brake technologies into expertly choreographed cornering. Sophisticated sensors poll the ABS, anti-slip regulation and automatic brake differential systems for data on speed, wheel rotation, steering angle, yaw and lateral acceleration. In an instant, PSM uses these

values to calculate your cornering line and correct traction loss by discreetly applying brake pressure to individual wheels. If necessary, engine output is also regulated. You can switch PSM off and re-activate it by braking.



Engineered to meet the demands of rush-hour traffic. At Le Mans.

While the 911 Turbo's brakes may be ideally suited to withstand the rigors of winding mountain roads and heavy start-and-stop traffic, they weren't built that way. In fact, they were engineered to satisfy an entirely different set of demands; the tortuous 24 hours of Le Mans.

Sporting a monobloc design developed for racing, the Turbo's quartet of large, reinforced four-piston fixed calipers are perfectly tuned for its increased performance potential. Their light weight and bolstered stiffness deliver quicker, more consistent pedal response, while massive 13-inch ventilated discs secure each corner with a

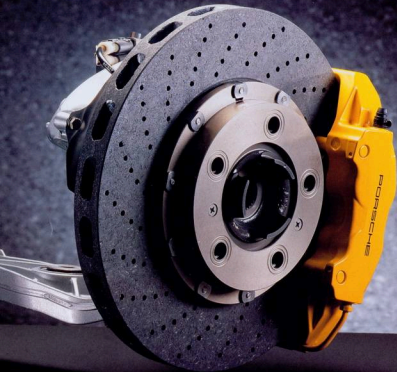
5 percent increase in the brake lining area over the earlier air-cooled model.

All-important brake cooling is aided by cross-drilled rotors, which help dissipate heat and improve wet weather braking by diffusing the build-up of water vapor pressure.

Fade resistance is enhanced even further by spoiler-like brake protection plates that channel air directly to the discs and a spoked wheel design that vents heat from the hub. Backed by the improved modulation and shorter stopping distances of our four-channel ABS, the braking system generates a stopping force rated

four times as powerful as the upgraded engine. Providing more than enough restraint to tame the 911 Turbo's unbridled spirit.

**Ceramic brakes:
A breakthrough in
braking technology.**



The latest generation of remarkable brake technologies, Porsche Ceramic Composite Brakes (PCCB) combine a carbon fiber reinforced ceramic disc with high performance composite pads. Add an internal system of involute cooling channels and the result is unmatched thermal stability.

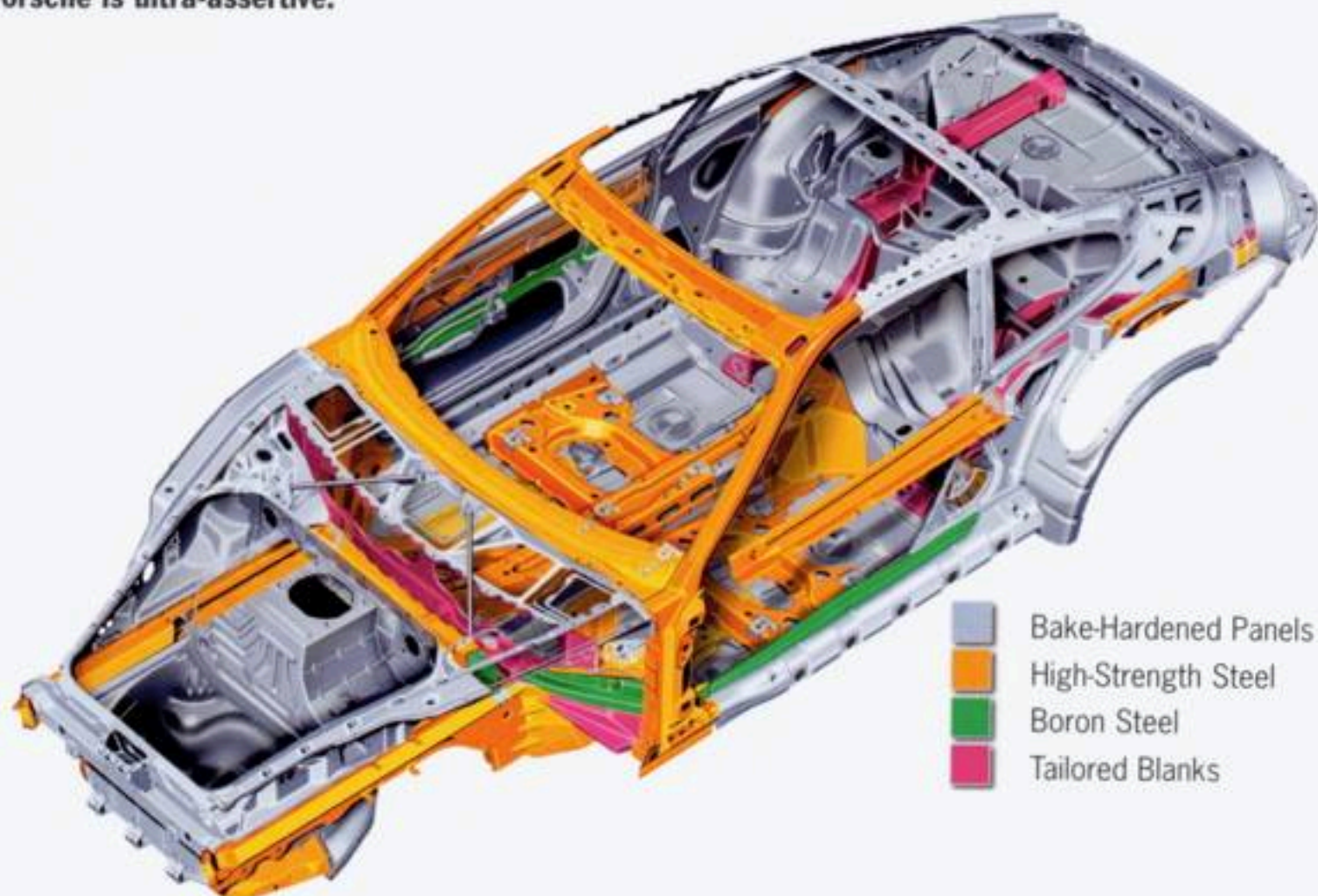
During manufacture, the carbon fiber and polymer-mix disc moulding is silitated in a special high-vacuum process at 3,092° F. The resulting durability is another key benefit of PCCB and can allow a brake disc to last as long as the car itself under normal driving conditions.

The massive 13-inch ceramic brake disc weighs 50 percent less than its cast-iron counterpart, reducing unsprung weight by 44lbs for improved handling. Armed with new composite metal linings, ceramic brakes maintain their frictional coefficient regardless of temperature for the ultimate in fade-free stopping power. Cross-drilled discs and water resistant brake linings ensure equally superior performance in wet weather.

At the front, each disc is securely gripped by a powerful six-piston caliper. At the rear of the car, where less force is required, a pair of four piston units are used. All designed for maximum braking.



**When it comes to passive safety,
Porsche is ultra-assertive.**



- Bake-Hardened Panels
- High-Strength Steel
- Boron Steel
- Tailored Blanks

Beyond their obvious visceral appeal, the new Turbo's torque-rich powerplant, immense brakes, PSM-assisted all-wheel drive and race-tuned suspension meld into a world-class standard for active safety. And, rest assured, the litany of technical leaps beneath its tightly drawn skin offer passive safety in equal abundance.

The front of the car is bolstered by a labyrinth of lateral and longitudinal supports. Modeled after our racing designs, the space-

frame-like structure absorbs energy from a collision using three separate load-bearing levels that channel impact forces around the passenger cell in a precise, calculated manner.

The fuel tank and fuel lines are positioned outside the deformation zone for added occupant safety.

High-strength body panels, forged from two-sided galvanized steel, are integrated into a chassis laced with advanced lightweight alloys,

like boron steel, to increase torsional rigidity by 50 percent and stiffness by 80 percent, while shaving 154 pounds compared to the previous air-cooled 911 Turbo. It's no accident that, in managing a superb power/weight ratio, performance and active safety are enhanced as well. After all, measures taken to improve safety are often mistaken for pure, unadulterated fun by Porsche drivers.

In a Porsche, safety is always on your side

In 1991, Porsche became the first automaker to provide dual airbags as standard equipment across its entire model range. A decade later, nothing has changed. Once again, Porsche is leading the way with new lightweight airbag designs that operate more efficiently with better recyclability. Even the gas propellant is organically based.

Adding to the list of safety innovations is the Porsche Side Impact

Protection (POSIP) system, comprised of side air bags and energy-absorbing door panels strengthened by boron steel side beams. POSIP ensures improved head and chest protection that extends the normal shoulder protection to both the head and chest. At 30 liters in volume each, they also cover the entire adjustment range of the seat.

Granted, the thought of exiting such a safe and deeply satisfying driving environment may not be a pleasant one, but the 911 Turbo's

sophisticated security and remote entry systems make doing so more reassuring. In addition to monitoring the perimeter of the vehicle, the central locking and alarm system allow you to activate up to three levels of security using the remote control key. The ignition's electronic immobilizer completes an arsenal of technologies geared for maximum peace of mind.



Safety first.

Safety in a cabriolet presented the Porsche engineers with a challenge and Porsche engineers have never shied away from a challenge. The 911 Turbo Cabriolet's safety system was developed originally for the 911 Cabriolet. Its design represents a true benchmark for occupant protection in a cabriolet.

The 911 Turbo Cabriolet also comes equipped with the Porsche Side Impact Protection System (POSIP). With its large, twin side airbags and energy-absorbing door panels, POSIP provides added protection for the head, even when the windows are fully open.

Naturally, the 911 Turbo Cabriolet has all of the advanced safety features of the 911 Turbo Coupe, and more. In addition to reinforced A-pillars, the 911 Turbo Cabriolet features an automatically deployed supplemental restraint system designed to help protect the occupants if the car overturns. The system consists of two sturdy, spring-loaded, aluminum bars housed behind the rear seats.

A central sensor monitors acceleration, gravity and angle of inclination at all times. In the event of an emergency, the supplemental safety bars are deployed in a fraction of a second.

**Technology for lighting up
the road at night.**

It's not surprising that Porsche engineers routinely extend their test drives beyond the sun's workday. Nor is it surprising they would devise a technology allowing them to continue riding the stallion of the 911 stable well into the night.

The Bi-Xenon headlights featured on the 911 Turbo project a range and illumination that matches its eager engine. Sporting a distinctive glass lens that focuses more light



near the outer edge, the 911 Turbo's headlights use a single gas discharge bulb for both low and high beams. The DS2 Xenon bulbs radiate twice the light of halogen bulbs while requiring 30 percent less power. Xenon's brilliant blue-white light is virtually identical to the wavelength of daylight, which also helps to reduce eye strain.

Naturally, we haven't confined our efforts to finding an ideal spot on the light spectrum. A dynamic headlight leveling system raises the bar for traffic safety standards by automatically adjusting the beams to compensate for changes in vehicle attitude. As a result, the blinding of oncoming vehicles under acceleration is significantly reduced, and illumination while braking is greatly improved.

A headlight cleaning system completes the package. Washer nozzles are integrated directly into the headlamps to ensure the shortest possible spraying distance. Resulting in the most efficient operation at speed.

Form must always follow function. Just as night follows day.





Comfort and Personalization

Dies are expertly arrayed to match each unique sheet of leather. Seats are upholstered one by one, hand-stitch by hand-stitch. The Turbo's interior, like that of every Porsche past, is the work of craftsmen. The instant you sense the seat bolstering your body, see the tach peering prominently through the wheel or feel the shifter settle into your right hand, it becomes clear: The Porsche cockpit celebrates driving in its purest form.



European dashboard represented.

Race-bred. Elegantly refined.

Welcome inside the 911 Turbo cockpit. A place where drivers come to connect with the road. And experience the emotions that begin to stir the moment your left hand reaches for the ignition switch. In the days of the "Le Mans start", this placement allowed our drivers to sprint to their cars and fire up the engine with one hand while shifting with the other.

To convey engine speed vitals at a glance while racing around the track at triple-digit speeds, we also placed an extra-large tachometer directly in the center of the instrument panel. Where it remains to this day.

A quarter-century after the first 911 Turbo took to the streets, these race-inspired hallmarks have been



augmented with an unprecedented degree of ergonomic refinement. The telescopic 3-spoke leather steering wheel literally reaches for your palms while revealing instrument gauges that cascade into a single visual unit. Giving your eyes the focus necessary for split-second decision making. The on-board trip computer has a large

multi-function display for viewing average speed, outside temperature, and other information simultaneously. The system is even smart enough to translate warning lights and oil level readings into plain English.

LED orientation lights subtly illuminate the cockpit and center

console at night, allowing your fingertips to quickly and easily locate any of the controls. Then again, you may opt to simply set the fully automatic climate controls and ignore the rest, freeing your hands to join forces with the steering wheel and the shifter in surprising the road ahead.





Conventional wisdom suggests that comfort and performance don't mix. Thankfully, the 911 Turbo is anything but conventional.

Given its pedigree for performance, the 911 Turbo's luxurious appointments and spacious interior may seem a bit surprising. Then again, we have never measured excellence strictly by the sweeping of a second hand.

The wider chassis of the 911 series treats Porscheophiles to more space, more storage and, most important, more room to drive. The control panel punctuates the Turbo's full leather interior with both aesthetics and functionality.

Uniquely designed cupholders fit unobtrusively above the control panel for you and your passenger. At the press of a button, open the sunroof or create an interior climate using the one-touch temperature controls.

Comfort and convenience. By design.

Slip behind the wheel, and the first thing you're likely to notice are front seats that conform naturally to the contours of your body. Over time, what you'll notice most vividly is their deep, supportive cushioning that soothes without dulling the senses. As well as exceptional lateral support that defies high cornering forces, holding you securely and comfortably in place.

Power seat adjustment offers you added precision in selecting the driving position you desire. Up to



three seat and exterior mirror settings can be recalled using a memory function whose intelligence includes a programmable passenger-side mirror that automatically shifts down to view the curb when reverse gear is selected. For remote operation, a maximum of four keys can be programmed



with individual seat height, seat back, fore/aft and outside mirror settings. A second button on the key opens the front trunk which holds 4.6 cubic feet of luggage with the spare tire in place.

Bose Sound System

To match the Turbo's high performance with high fidelity, Bose and Porsche engineers worked side-by-side for three years to design the ultimate audio experience – one perfectly calibrated to the 911's unique acoustical signature. The system features twelve high-end speakers (eleven on the Cabriolet) precisely placed throughout the cabin using thousands of measurements from every angle conceivable. Our multimedia technology – the MOST (Media Oriented System Transportation) fiber optic network – connects the ensemble of tweeters, woofers and mid-range speakers together to form a panoramic soundstage that floods the cockpit with deep

bass, rich midtones and sparkling high-range sound at any volume and speed. The system is powered by amplifiers that equalize sound to the interior's acoustics and sweetened by Bose's ingenious AudioPilot technology, which monitors the cockpit for ambient noise and adjusts sound levels to filter it out.

Porsche Communication Management (PCM)

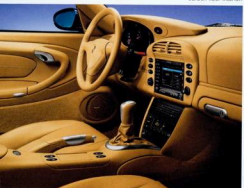
Porsche satisfies the demands of a fast-paced world by including the Porsche Communication Management system as standard equipment. PCM transforms your center console into a digital autobahn by integrating GPS navigation, a trip computer and high-end audio in one easy-to-access system. A high-resolution, wide-format screen lets you request driving directions and ask the trip computer to estimate your ETA using the quickest route. Or take the long way home and set the dual-channel RDS tuner loose scanning the airwaves for your favorite format of music.



Maple wood interiors.



Carbon fiber interior.



Leather interior.



Aluminum-Look interior.

The Exclusive touch:

For those who like their sports cars rare.

Those who create a Porsche, and those who own one, share something uncommon today: An ability to make the rare choice. And feel what others have all but forgotten. Giving Porsche drivers the option of indulging in a cockpit crafted from the world's finest materials is a logical extension of our passion to create sports cars for which there is no substitute.

Which appeals to you most: the suppleness of exquisite leather? The high-tech feel of aluminum or carbon fiber? The rich look of exotic woods, perhaps? We offer interior packages and accents to accommodate every discriminating taste.

Light or Dark Maple wood

Nothing creates a sense of warmth and prestige more convincingly than beautifully crafted wood. Like Porsche automobiles themselves, wood grows more refined with age. Expertly cut and exquisitely finished, Maple wood lends an ambience of stately elegance to the interior's

modern-day shapes and layout.

Each piece of wood inlaid throughout the cockpit is hand-finished for a deep luster and precise fit.

From the careful selection of the native stocks to the extensive finishing processes, a 911 wood interior is imbued with old-world craftsmanship, that upholds a Porsche tradition to create objects of pure beauty that are treasured by their owner as well as their artist.

Carbon fiber

Carbon fiber's unique combination of durability, resiliency and light weight have made it a mainstay of Porsche motor sport designs. Inside your Porsche, its allure is amplified even further with an exquisite finish that intensifies the cockpit's luxury and sporting intent. Carbon interior highlights around the dashboard, door handles and center console clearly communicate the 911's racing bloodlines with a diamond-pattern design that accentuates its modern-day appeal. Optional items include carbon fiber accents along the steering wheel that greet your hands with sporting flair, and carbon door sills designed with 911 insignias

that announce to passengers the incomparable experience in which they are about to indulge.

Leather

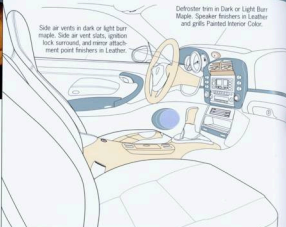
Slip inside a Porsche fitted with an expertly appointed leather package, and your first impression is likely to be the way it feels to the touch, its supple aroma. The taut, fine-grain leathers that conform perfectly to every fluid line and contour. From dials skillfully arrayed to match individual leather sheets to seats that are hand-stitch upholstered, it becomes clear: this is not a race about mass-producing a lot of leather-clad interiors. Only a few perfect ones.

Aluminum-Look

Porsche Number 1 dazzled the automotive world with a lightweight aluminum body that road the wind like no other car of its time. Ever since, aluminum has played an essential role in shaping the unmistakable sporting character of our cars. Inside your 911, it highlights an aura of high performance while embodying the enduring Porsche virtues of pure functionality, simplicity and elegance.

Interior Trim Packages

Dark and Light Burr Maple - Large and Small



* Indicates both a Large and Small Package feature.

Dark or Light Burr Maple (■) Switch trim central air vent mounting*, central air vent divider*, lower switch trim*, instrument surround*, trim strip*, side air vents, defroster trim, speaker finishers on doors and at rear, front of door handle, and lid of door storage bin.

Leather in Interior Color (■) Central air vent slats*, T-divider*, cupholder trim*, hazard warning light surround*, ignition lock surround*, side air vent slats, speaker finishers on dash, mirror attachment point finishers.

Paint in Interior Color (■) Speaker grills on dash and on doors.

Additional Options (■)

Gear Shift Knob (or Tiptronic Shifter) and Handbrake Grip

Leather/Aluminum or Dark or Light Burr Maple/Aluminum/Leather

Steering Wheel Dark or Light Burr Maple/Leather or Interior or Deviating Leather

Steering Column Interior Leather

Rear Center Console Dark or Light Burr Maple, Interior Leather, or Painted Exterior Color, or Aluminum-Look

Door Sills with Model Insignia Aluminum

Carbon Fiber - Large and Small



* Indicates both a Large and Small Package feature.

Carbon Fiber (■) Switch trim central air vent mounting*, central air vent divider*, lower switch trim*, instrument surround*, trim strip*, side air vents, defroster trim, speaker finishers on doors and at rear, front of door handle, and lid of door storage bin.

Leather in Interior Color (■) Central air vent slats*, T-divider*, cupholder trim*, hazard warning light surround*, ignition lock surround*, side air vent slats, speaker finishers on dash, and mirror attachment point finishers.

Paint in Interior Color (■) Speaker grills on dash and on doors.

Additional Options (■)

Gear Shift Knob (or Tiptronic Shifter) and Handbrake Grip

Carbon/Aluminum/Leather or Leather/Aluminum

Steering Wheel Carbon/Leather or Interior or Deviating Leather or **Steering Column** Interior Leather

Rear Center Console Carbon Fiber, Leather, Painted Exterior Color, or Aluminum-Look

Door Sills with Model Insignia Carbon Fiber or Aluminum

Interior Trim Packages

Leather - Large and Small



* Indicates both a Large and Small Package feature.

Leather in Interior Color (■) Switch trim central air vent mounting*, central air vent slats*, T-divider*, cupholder trim*, central air vent divider*, lower switch trim*, instrument surround*, hazard warning light surround*, trim strip*, ignition lock surround*, side air vents, side air vent slats, defroster trim including alarm light surround, speaker finishers on dash, and speaker finishers on doors and rear.

Paint in Interior Color (■) Speaker grills on dash and on doors.

Additional Options (■)

Deviating Leather or Stitching on Interior Features

Front Center Console Interior Leather

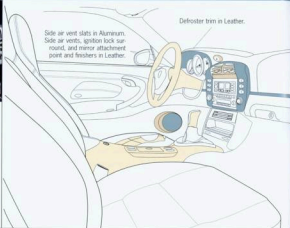
Porsche Crest embossed in headrest

Rear Center Console Carbon Fiber, Leather, or Painted Exterior Color or Aluminum-Look

Steering Wheel Interior or Deviating Leather or **Steering Column** In Interior Leather

Supple Leather Seats or Leather Sport Seats Interior color

Aluminum-Look - Large and Small



* Indicates both a Large and Small Package feature.

Aluminum-Look (■) Central air vent slats*, instrument surround*, trim strip*, side air vent slats, and speaker grills on doors.

Leather in Interior Color (■) Switch trim central air vent mounting*, T-divider*, hazard warning light surround*, side air vents, defroster trim, ignition lock surround, mirror attachment point finishers, and speaker finishers on doors.

Additional Options (■)

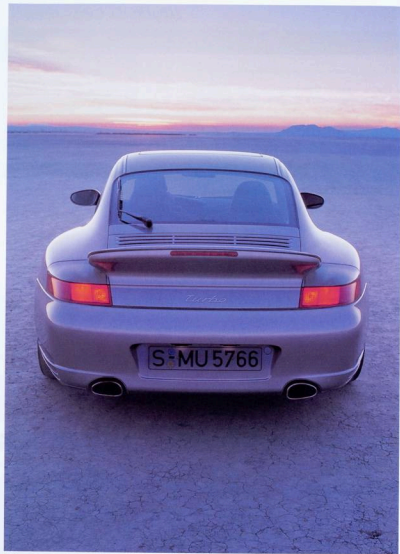
Gear Shift Knob (or Tiptronic Shifter) and Handbrake Grip

Finished in Carbon/Aluminum/Leather, Leather/Aluminum, or Dark Burr Maple/Aluminum/Leather

Steering Column Interior Leather

Steering Wheel Finished in Leather (Interior or Deviating Color), Carbon/Leather, Light or Dark Burr Maple/Leather, or Aluminum-Look

Rear Center Console Finished in Aluminum-Look



Specifications

Porsche cars are engineered to crystallize the connection between man, machine and the pavement disappearing beneath you. A car's innate ability to create this connection is quantified in data – numbers and descriptions that serve as technical expressions of this potential. As even a cursory glance reveals, the 911 Turbo features some impressive numbers. And a number of impressive features.

Specifications

Engine																									
Type	Rear-mounted, twin-parallel exhaust gas turbocharged, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons, dual overhead camshafts, four valves per cylinder with VariableCam Plus variable valve timing system, two intercoolers																								
Induction	Twin turbocharger with intercooling																								
Displacement	3.6 liters (3600 cc)																								
Horsepower	415 hp @ 6000 rpm (SAE)																								
Torque (max)	415 lb-ft from 2700-4600 rpm (SAE)																								
Bore/Stroke	100/76.4 mm																								
Compression Ratio	9.4:1																								
Engine Management	Motronic ME 7.6 system with electronic throttle (E-gas), high-voltage ignition with individual coils, sequential injection, variable valve lift mechanism, boost pressure control, cylinder-selective knock control & stereo lambda exhaust regulation, and on-board diagnostics (OBD II).																								
Chassis																									
Front Suspension	Independent MacPherson struts with forged aluminum control arms, coil springs, stabilizer bar and negative steering roll radius																								
Rear Suspension	Independent LSA multi-link with stabilizer bar, coil springs and self-stabilizing toe control																								
Steering	Hydraulically assisted force-sensitive rack-and-pinion																								
Brakes	4-wheel, cross-drilled, ventilated 330mm diameter discs with aluminum-alloy, 4-piston fixed monoblock calipers (red), ABS 5.7.																								
Wheels	Cast alloy 81 x 18 front, 111 x 18 rear																								
Tires	225/40 ZR18 front, 295/30 ZR18 rear																								
Transmission																									
Drivetrain	All-wheel drive, 6-speed manual transmission or optional 5-speed Tiptronic S dual mode transmission																								
Gear Ratio	<table><tr><th></th><th>Manual</th><th>Tiptronic S</th></tr><tr><td>1st gear</td><td>3.82</td><td>3.59</td></tr><tr><td>2nd gear</td><td>2.05</td><td>2.19</td></tr><tr><td>3rd gear</td><td>1.41</td><td>1.41</td></tr><tr><td>4th gear</td><td>1.12</td><td>1.00</td></tr><tr><td>5th gear</td><td>0.92</td><td>0.83</td></tr><tr><td>6th gear</td><td>0.75</td><td>—</td></tr><tr><td>Final Drive (front/rear)</td><td>3.44/3.44</td><td>2.88/2.89</td></tr></table>		Manual	Tiptronic S	1st gear	3.82	3.59	2nd gear	2.05	2.19	3rd gear	1.41	1.41	4th gear	1.12	1.00	5th gear	0.92	0.83	6th gear	0.75	—	Final Drive (front/rear)	3.44/3.44	2.88/2.89
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6th gear	0.75	—																							
Final Drive (front/rear)	3.44/3.44	2.88/2.89																							
Safety																									
Active	Bosch ABS 5.7, intelligent all-wheel drive, Porsche Stability Management (PSM)																								
Passive	Dual front and side air bags, front and rear deformation zones, side-guard door beams, seat belt pretensioners and load limiters, Bi-Xenon headlights, exterior/interior alarms, and central locking																								

Weights and Dimensions	Coupe		Cabriolet	
Curb Weight	3,505 lbs 3,594 lbs With Tiptronic S		3,660 lbs 3,748 lbs With Tiptronic S	
Weight Distribution %	39% Front/61% Rear		39% Front/61% Rear	
Length	175.8 in (4465 mm)		175.8 in (4465 mm)	
Width	72.1 in (1830 mm)		72.1 in (1830 mm)	
Height	51.0 in (1295 mm)		51.0 in (1295 mm)	
Wheelbase	92.5 in (2350 mm)		92.5 in (2350 mm)	
Track	58.0 in (1472 mm) front, 60.2 (1526 mm) rear		58.0 in (1472 mm) front, 60.2 (1526 mm) rear	
Fuel Tank Capacity	16.6 gal (63 liters)		16.6 gal (63 liters)	
Cargo area volume	3.5 cubic feet (100 liter) trunk		3.5 cubic feet (100 liter) trunk	
Performance				
0-62 mph 0-100 mph	Manual: 4.2 sec 8.3 sec	Tiptronic S: 4.8 sec 10.4 sec	Manual: 4.3 sec 9.5 sec	Tiptronic S: 4.9 sec 10.7 sec
Top Track Speed	Manual: 189 mph	Tiptronic S: 185 mph	Manual: 189 mph	Tiptronic S: 185 mph
Fuel Economy (city/highway) EPA Estimate	Manual: 15/22 mpg	Tiptronic S: 15/22 mpg	Manual: 15/22 mpg	Tiptronic S: 15/22 mpg
Warranty				
To underline our confidence in the quality of our cars, all new Porsche vehicles are covered by a 4-year/50,000 mile (whichever comes first) limited warranty and Roadside Assistance Program. This warranty covers any defect in materials and workmanship. Porsche's limited corrosion warranty extends a full 10 years, regardless of mileage.				

Exterior Equipment

Body	Coupe	Cabrio
Power-operated sliding steel sunroof with air deflector, tilt function and one-touch operation	s	-
Automatically controlled rear spoiler	s	s
Camera fixed rear spoiler	o	o
Dual stainless steel exhaust pipes	o	o
Air intakes in rear-wheel fenders	s	s
Flared rocker panels	s	s
Aerokit Front section with integrated spoiler, side skirts, and rear spoiler with integrated brake light	o	
Roof Transport System	o	o
Performance		
Turbo Power kit (444 hp SAE)	o	o
Power Plus package Porsche Ceramic Composite Brakes (PCCB), Turbo Power kit, 18" Sport Techno wheels, stainless steel exhaust pipes and sport steering wheel	o	o
Sport chassis (lowered, with more rigidly tuned springs and shock absorbers)	s	s
6-speed manual transmission	s	s
Tiptronic S transmission	o	o
Safety		
Porsche Stability Management System (PSM)	s	s
Dual front and side airbags (POSIP) and side-impact protection beams	s	s
Parking Assist System	o	o
Bi-Xenon headlights with dynamic leveling and headlight washers	s	s
Auto-dimming driver's side and rearview mirrors with rain sensing windshield wipers	s	s
Heated windshield washer nozzles	s	s
Rear window wiper	s	-
Porsche Ceramic Composite Brakes (PCCB)	o	o
Wheels		
18" Turbo hollow spoke light alloy wheels	s	s
18" Sport Techno monobloc light alloy wheels	o	o
Wheels in exterior body color	o	o
Wheel center caps with monochrome Porsche Crest	s	s
Wheel center caps with colored Porsche Crest	o	o

s = standard feature o = optional feature

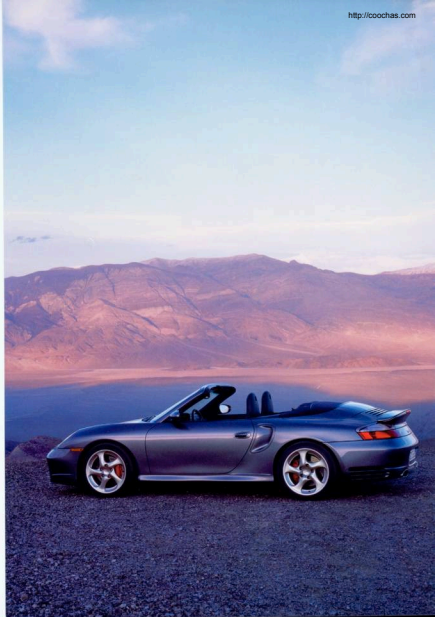
Interior Equipment

Comfort and Convenience	Coupe	Cabrio
Fully automatic climate control with carbon filter	s	s
Illuminated vanity mirrors	s	s
Power windows with one-touch up/down and anti-jam feature	s	s
Three-spoke leather covered steering wheel with colored Porsche crest	s	s
Leather-covered gear knob, handbrake grip and door handle	s	s
Remote release for trunk and engine lid	s	s
Lockable glovebox and storage compartment behind handbrake lever	s	s
CD shelf in center console	s	s
Integrated dual cupholders	s	s
Folding rear seat backrests and storage shelf behind rear seats	s	s
Seats/interior in full leather Includes seats, dashboard, instrument hump, door trim, seat bases A/B pillars, gear shift lever boot, knob and handbrake handle	s	s
Seats in soft look leather with ruffled seat centers	o	o
Sport seats in full leather (manual adjustment)	o	o
Power seats Front seats with power height, length and backrest adjustment, driver's side memory function and tilt-down of passenger side rearview mirror in reverse gear	s	s
Power driver's seat lumbar support	o	o
Power passenger's seat lumbar support	o	o
Heated front seats	o	o
Lowered seats (10mm)	o	o
Electronics		
Bose Sound System with 12 speakers (11 speakers on Cabriolet), AM/FM radio and CD player (Digital)	s	s
Remote 6-disc CD changer	o	o
Multi-function trip computer	s	s
Porsche Communication Management (PCM) Information and Navigation System CD-ROM, 5.8" screen, 2 tuners, GPS navigation module, trip computer	s	s
Safety		
Central locking with remote control	s	s
Anti-theft system with immobilizer, interior sensor and remote control	s	s
Front seat belt pretensioners with belt-force limiter	s	s
Colored seat belts (Guards Red, Speed Yellow, or Martini Blue)	o	o
Footwell lighting	o	o

Interior Equipment (cont'd)

Exclusive™	Coupe	Cabrio
A/B Pillar and roof liner in leather interior color	o	o
Door sill with model insignia in Stainless Steel or Carbon Fiber	o	o
Dome lamp cover in leather	o	o
Floor mats in interior color with Porsche lettering Black, Boxster Red, Cinnamon Brown, Graphite Grey, Metropolis Blue, Natural Brown, Natural Grey, Nephrite Green, Savanna Beige	o	o
Front console in interior leather	o	o
Gear shift or Tiptronic knob and handbrake grip in special finish Carbon/Aluminum/Leather, Leather/Aluminum, Dark or Light Burr Maple/Aluminum/Leather	o	o
Inner sill parts and trunk release in leather	o	o
Instrument dials painted in special finish Aluminum or interior color	o	o
Interior features covered in deviating color Alcantara roof liner, carpet, front and rear seats, seat inserts, upper dashboard, lower dashboard, instrument hump, and steering wheel. (Must be ordered separately.)	o	o
Leather sun visors with lighted mirror	o	o
Porsche crest embossed in headrest of seats	o	o
Rear center console in special finish Carbon, Leather, Dark or Light Burr Maple, Painted Exterior Color, or Aluminum-Look	o	o
Carpet and stitching in deviating color	o	o
Seat adjustment knobs in leather	o	o
Sport seat backs in special finish (interior leather or exterior color)	o	o
Steering Column covered in interior leather	o	o
Three spoke steering wheel in special finish Leather (black standard), Carbon/Leather, Dark or Light Burr Maple/Leather, Aluminum-Look/Leather	o	o
Tiptronic shifter and handbrake grip in special finish Aluminum, Carbon/Aluminum/Leather, Leather/Aluminum, Dark or Light Burr Maple/Aluminum/Leather	o	o
Packages		
Aluminum-Look (Large and Small)	o	o
Carbon Fiber (Large and Small)	o	o
Dark Burr Maple (Large and Small)	o	o
Light Burr Maple (Large and Small)	o	o
Leather (Large and Small)	o	o

s = standard feature o = optional feature



Colors

Select from our standard range of four solid and eight exterior metallic colors featuring the new Carmon Red Metallic and Atlas Grey Metallic.

The interior color schemes are carefully selected to complement the exterior color selection and complete the Turbo's high performance ensemble.

A selection of five special exterior colors completes the color palette. For more information on the special exterior colors please contact your local dealer.

Solid Exterior Colors



Black



Guards Red



Speed Yellow



Carrara White

Metallic Exterior Colors



Lapis Blue Metallic



Midnight Blue Metallic



Atlas Grey Metallic



Arctic Silver Metallic



Carmon Red Metallic



Dark Teal Metallic



Seal Grey Metallic



Basalt Black Metallic

Interior Leather



Black



Metropol Blue



Graphite Grey



Savanna Beige

Carpet



Black



Metropol Blue



Graphite Grey



Savanna Beige

Special Leather



Boxster Red



Cinnamon Brown



Natural Grey



Natural Brown

Special Carpet



Boxster Red



Cinnamon Brown



Natural Grey



Natural Brown