



PORSCHÉ *Carrera*



A demanding set of standards.



After decades of developing experience in all fields of automotive technology at our design facilities in Stuttgart and Gmünd, we wanted to build cars we personally could have fun with. From this evolved our personal concept of designing sports cars that would achieve the goal of "driving in its most beautiful form."

At the time, we were not at all sure that our personal conception would attract enough driving enthusiasts to justify a production series. Even for the relatively small numbers required for Porsche production. De-

termined, we concentrated on satisfying our personal demands, without giving preference to any preconceived concept.

After all, we had design experience with vehicles having water-cooled powerplants as well as those with the traditional Porsche air-cooled rear engine configuration.

Today, Porsche drivers continue to be enthusiastic about our rear-engine models, while showing a growing dedication to our newer transaxle vehicles. I myself often find it hard to choose which of my Porsches to take.



It has always made me proud when we at Porsche have set new standards in automotive engineering with new designs, no matter on what concept these standards were based.

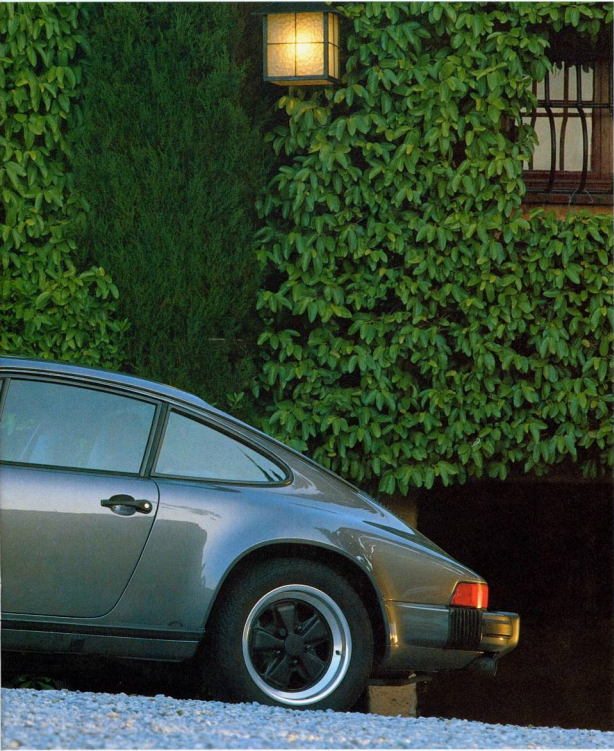
The interpretations of "driving in its most beautiful form" continue to multiply. For some drivers, it has come to express a personal code of driving behavior and safety. For others it is quality, performance, styling and comfort.

I myself am particularly proud that Porsche has been able to set new standards in all of these areas. While at the same time reaching out for new dimensions in the pleasure of driving.

For growing numbers of enthusiasts, "driving in its most beautiful form" has come to mean driving a Porsche. And we will continue to spare no efforts to see that it remains so.

Ferry Porsche





For 1985, the famous Porsche 911 Carrera retains its classic look, but gains new performance and power through an augmented engine governed by sophisticated electronic controls. Its three embodiments are: Targa, Coupe and Cabriolet.

Driving in its most beautiful form.



TRUE ADHERENCE TO THE LONG TERM CONCEPT.

The first automobile to bear the Porsche marque, the legendary 356, was built in its various version for a period spanning 17 years. Its successor, the Porsche 911, is still the contemporary automobile it always has been, fully two decades after its introduction. The continuing evolution of the model clearly demonstrates the Porsche commitment to long-term values.

The Porsche 911 has been designed with all of the ingredients that go into the making of a "classic." The high performance engine, the aerodynamic contours, and a timeless elegance are all hallmarks of the individuality of this unique automobile.

Without a doubt, one element of the fascination engendered by the 911 is its styling. Its basic features, virtually unchanged to this day, have proven amazingly resistant to aging. In the final analysis, this is one of the major preconditions for a model that retains its value year after year.

Equally important elements in the Porsche long-term concept are technical design features that have been maintained at state-of-the-art levels throughout the history of the model. The new 911 Carrera continues to meet or exceed increasingly stringent demands with respect to performance, safety, ergonomics, emissions and fuel efficiency.* New technologies and advanced lightweight materials have consistently found their way into the Porsche 911 much earlier and with greater impact than in most other automobiles.

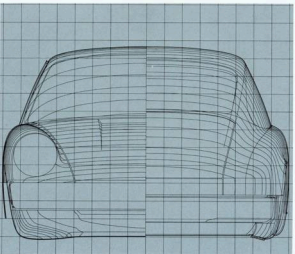
THE PORSCHE 911 CARRERA.

From the beginning, Porsche has built sports cars that are clearly distinct from other automobiles. Porsche 911 is no exception.

Even after 20 years as a model series, the timeless 911 styling, exceptional driving characteristics, superior performance and outstanding active and passive safety engineering clearly separate it from any other contenders in its class. As compared with other high-performance sports cars, the 911 shows its true colors with engine and chassis technology that have evolved over the years to stay ahead of the pack. With a cockpit designed for pleasurable, relaxed driving. And with a high level of reliability that makes the 911 equally suitable for performance driving on the track or for everyday street use.

The ideal synthesis of these seemingly paradoxical design elements is embodied in a new and even more powerful 911, the 3.2 liter Porsche 911 Carrera. From its sleek, aerodynamic contours to its new DME controlled, fuel injected engine, the 911 Carrera is designed to deliver improved performance through the practical application of knowledge gained from research and development into nearly all phases of automotive technology.

The fruits of these efforts are incorporated into production models only after the quality of the design, safety, economy, and the driving performance factors have been clearly proven in such grueling events as world endurance championships and competition in German sport racing, Group C.



*Refer to 1985 EPA fuel economy figures on pages 34 and 35.



Carrera

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AERODYNAMICS AND ROADABILITY.

Mere reduction of the drag factors alone does not achieve the desired goals of reduced fuel consumption* and improved driving performance. This is because total resistance to air depends as much on the cross sectional frontal area of the body as it does on the drag coefficient factor. Due to its smaller frontal area alone, the Porsche offers much less resistance to air than do most other automobiles. When Porsche engineers increased performance by 10% and simultaneously reduced fuel consumption, they were able to do so in the new 911 Carrera series simply through modifications concealed beneath the engine lid.

When the Porsche 911 was created, roadability was at the top of the list of priorities. Under normal weather conditions, roadability is primarily influenced by lifting forces. These can drastically change the straight run driving characteristics, reaction to braking, and the directional control of the vehicle in quick, evasive actions.

In earlier development of competition cars, Porsche carried out comprehensive studies in the wind tunnel with bodies of every conceivable shape. The knowledge gained from such research has helped provide all models in the Porsche 911 Carrera series with properties ideally suited for driving at highway speeds.

The aerodynamics of the body have been devised in such a way that lifting forces do not impair the control or tracking of the car, even at high speeds. Through careful design, Porsche engineers have reduced the effect of lifting forces in front and in back to near zero. The front spoiler reduces the space between the front of the

vehicle and the roadway and minimizes turbulence under the car. A down-force is created, considerably enhancing the car's grip on the road. A large, optional rear spoiler redirects the flow of air to the rear of the car to help prevent rear lift.

INVESTIGATIONS IN THE WIND TUNNEL.

In the wind tunnel, one must determine not only the drag factor, but also the specific effects of air along the body contours. For example, the different zones of air pressure caused by driving wind on the surfaces of the car. These zones are located with the aid of pressure sensors. These pressure sensors enable our engineers to precisely compute the ideal location and size of the various air vents for venting and exhausting the cockpit and cooling the rear engine of the Porsche 911 Carrera.

Tests in the wind tunnel supply valuable information about wind forces on such movable parts as doors, side windows and the hood. This, in turn, leads to design measures that help to minimize unnecessary wind noises.

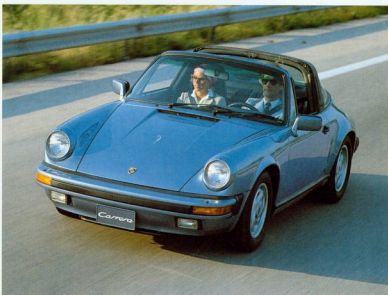
*Refer to 1985 EPA fuel economy figures on pages 34 and 35.

EXCLUSIVITY AND ECONOMY.

The Porsche 911 Carrera is proof positive that exclusive driving pleasure and economic common sense are not necessarily mutually exclusive. In addition to value-retaining model consistency, Porsche material and finishing technology have made possible the first 7-year limited warranty

The high-performance powerplant of the 3.2 liter Porsche 911 Carrera uses fuel with relative efficiency. The new six-cylinder Carrera engine uses unleaded gas and operates at a compression ratio of 9.5:1. The result is high thermal efficiency combined with reasonable fuel consumption.

The 3.2-liter displacement of the engine contributes to economic use of energy because the



against corrosion covering the total body of the car. This lasting value is also ensured by the timeless elegance of the car's lines. And by a shape that is exemplary both for its dynamics and its aerodynamics.

The engine, power train, chassis components and elements of the body are fabricated in light metal alloys to greatly reduce the weight of the car and the loss of energy when accelerating and braking,

required output of the engine is available at lower rpm levels than with vehicles having smaller displacement powerplants. The design of the combustion chambers, arrangement of the intake and exhaust manifolds, control of the fuel mixture and design of the ignition system all contribute to the efficient use of energy.

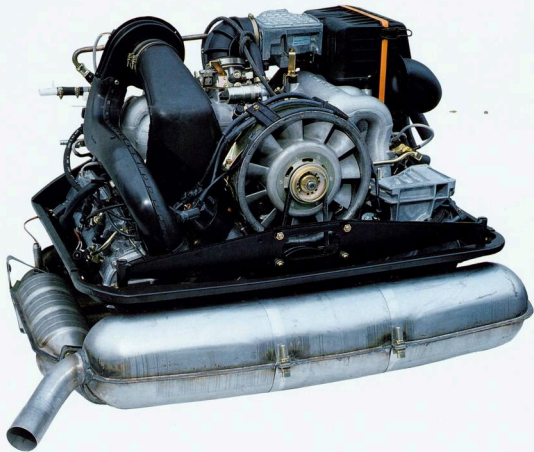




The Porsche 911 Carrera Cabriolet melds the pleasure of open-air driving and top-up performance equal to that of the closed Coupe.

The 3.2 Liter Engine:

The 3.2 liter six-cylinder 911 Carrera powerplant is a compact, weight-saving flat engine with three opposed cylinders in each bank.



911 CARRERA PERFORMANCE.

With a displacement of 3.2 liters and a compression ratio of 9.5:1, the air-cooled powerplant of the Porsche 911 Carrera yields a power output of 200 SAE net horsepower at 5900 rpm. Maximum torque of 185 ft. lbs. is achieved at 4800 rpm, clearly demonstrating the exceptional drivability of the powerplant. Fuel cutoff comes in at 6250 rpm, guarding against overrevving the engine.

The characteristics of the 911 Carrera engine endow the vehicle with impressive performance characteristics: powerful acceleration in all gears all the way through the allowable rpm range. The Porsche 911 Carrera accelerates 0-60 in just 6.3 seconds, and has a top track speed of 146 miles per hour.*

EXCEPTIONAL DRIVABILITY OF THE SIX-CYLINDER 911 CARRERA.

The exceptional response of the 911 Carrera engine is equally apparent in the low rpm ranges as it is above 3500 rpm. Even at low speeds, plenty of torque is generated to permit economical up-shifting. The lower the rpm reading when changing gears, the more impressive is the driving comfort of this grand touring sports car. Whether in city traffic, on country roads or on the open highway, drivers will be aware of its reserve of power.

Starting with the first drive, the new owner can relax and enjoy Porsche 911 Carrera.

THE NEW TECHNOLOGY.

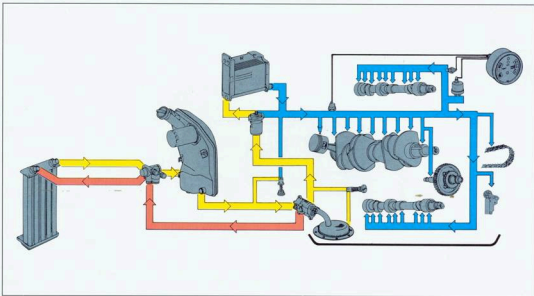
The 3.2 liter six-cylinder 911 Carrera powerplant is a compact, weight-saving flat engine with three opposed cylinders in each bank. This arrangement of the cylinders made possible the low profile design so desirable for a high-performance sports car. Use of light alloys in many components of the engine saved considerable weight as compared with conventional designs. The engine housing is a silicon-aluminum alloy; both the cylinders and the cylinder heads are fabricated from light alloys and are designed as individual components. The two camshaft housings are also aluminum.

The two aluminum camshaft housings each from a three-cylinder group or unit. The two camshafts are driven from the crankshaft via spur gears and an intermediate shaft that also drives the oil pumps. Power then passes through hydraulically tensioned chains to the camshaft housing. The intake and exhaust valves are arranged in an inverted V shape.

The connecting rods are machined to precise tolerances. Together with the forged-steel crankshaft, which is critically balanced with twelve counterweights and supported by eight main bearings, they ensure equilibrium, low vibrations, quiet operation, and instantaneous delivery of power in every rpm range.

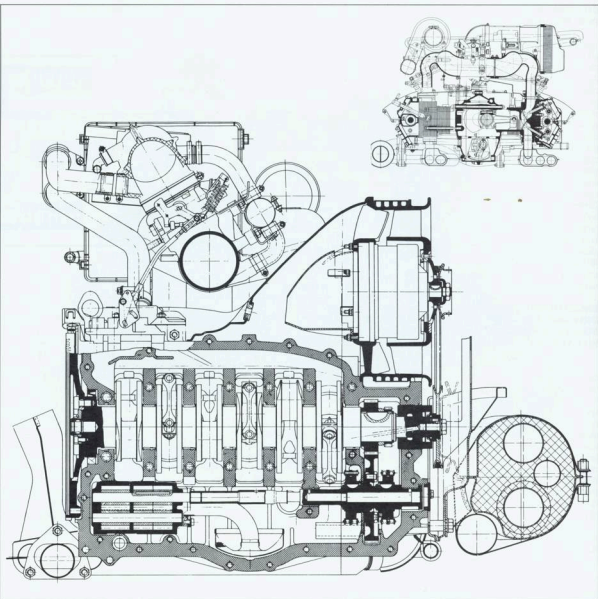
Dry sump lubrication, a system normally reserved for high-performance racing cars, maintains a reliable flow of cooled, filtered oil to all vital points, even when the car is accelerating at a steep angle. In addition to the main oil cooler, an auxiliary tubular oil cooler mounted in the front right fender improves cooling efficiency and capacity.

The 911 Carrera engine is cooled by an engine driven axial flow blower that is capable of delivering up to 1500 liters of air per second. The unit fully satisfies the cooling requirements of this new high-performance engine.



Engine - Cross
Section Drawing

Engine -
Longitudinal
Section Drawing



THE IGNITION SYSTEM.

In addition to reliable starting, the ignition system is responsible for providing precise correlation between ignition timing and temperature and pressure conditions in the engine at any given moment. To achieve this, Porsche engineers have used state-of-the-art electronics which can measure, react, and regulate far faster and more accurately than conventional systems.

The Porsche 911 Carrera incorporates one of the most advanced systems of this type, the Digital Motor Electronic (DME) system. DME goes beyond the functioning of previous digital ignition systems by adding fuel management to its scope of control functions. In conjunction with the highly reliable fuel injection system, it provides exceptionally reliable, highly controlled and warm starting.

Of particular importance is the fact that control values remain constant. Because of this, fuel consumption and exhaust emis-

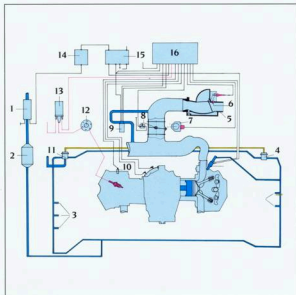
sions are less likely to change. The system requires no scheduled maintenance, and helps to account for the long, 15,000-mile service intervals of the Porsche 911 Carrera.

THE FUEL INJECTION SYSTEM.

Porsche was first among the world's leading automobile makers to use fuel-injected engines on all of its models.

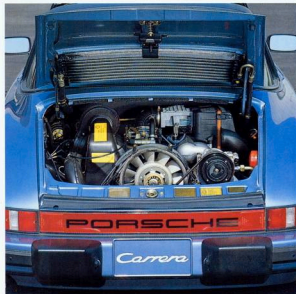
As compared to carburetors, the advantages of an injection system include ensuring optimum fuel/air mixing and uniform charging of all cylinders. The system ensures precise, economical fuel delivery* without loss of performance under a full range of operating conditions, as well as during cold and hot starting. In addition, fuel injection systems are far more reliable than carburetors and require very little scheduled maintenance.

*Refer to 1981 EPA fuel economy figures on pages 14 and 35.

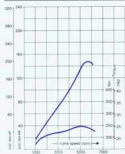


The maintenance-free DME (Digital Motor Electronic) control system of the Porsche 911 Carrera precisely regulates ignition and fuel injection to provide ultra-smooth operation at low speeds and an impressive surge of energy in the higher rpm ranges.

- 1 - Fuel pump
- 2 - Fuel filter
- 3 - Fuel injectors
- 4 - Pressure damper
- 5 - Air flow sensor
- 6 - Temperature sensor I
- 7 - Throttle switch
Full throttle contact
- 8 - Microswitch
idle speed contact
- 9 - Air regulating valve
- 10 - Temperature sensor II (NTC) in cylinder no. 3
- 11 - Pressure regulator
- 12 - Distributor
- 13 - Ignition coil
- 14 - Fuse box
- 15 - DME relay
- 16 - DME control unit



Full-power Curves 911 Carrera



The Drivetrain:

TRANSMISSION OF POWER.

The location of the powerplant and drivetrain above the rear wheels, a configuration that has won the respect and admiration of generations of Porsche enthusiasts, has proven itself time and again among the most aggressive competition.

Power from the 911 Carrera

the Porsche locking synchromesh transmission to be among the finest in the world. Like their predecessors, the 911 Carreras are equipped with five-speed transmissions as standard equipment. A "tall" fifth gear lets the driver operate the 911 at reduced rpms in fifth gear with a corresponding reduction in fuel consumption*

*Refer to 1985 EPA economy figures on pages 14 and 15.

With firm adhesion to the ground on only one side, one driving wheel may spin and the other will grip when the car is fitted with an ordinary rear differential. As a result, engine torque is partially wasted, instead of helping to move the car.

Spinning a wheel during starts or while driving on snow, gravel or on wet or dirt roads is largely limited with this option. And the

tendency of a wheel to skip or spin when accelerating on uneven roadways is reduced. The effect of the limited slip differential has been purposely limited to 40%.

Fifth gear makes for quiet, economical top-gear running in all 911 Carreras.



engine reaches the transmission via a single-plate dry clutch. From here, power is transmitted to the driven wheels by way of half shafts and double constant velocity joints.

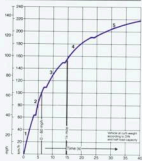
The single-plate dry clutch is highly regarded for its exceptional resistance to wear. Two integrated spring dampers ensure smooth, seemingly effortless shifting.

Experts have long considered

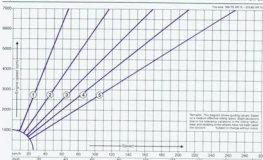
THE LIMITED SLIP DIFFERENTIAL.

All three 911 Carrera models are available with an optional limited slip differential. This limited slip differential offers the Porsche driver additional propulsion reserves whenever he encounters significant friction coefficient variations between the two drive wheels on slippery or uneven road surfaces.

Acceleration Curve 911 Carrera



Transmission Diagram 911 Carrera 5-speed transmission





Active Safety:

THE BASIS.

An important precondition for the active safety of the Porsche 911 Carrera is the vast power reserve of its rear engine. The seemingly unlimited access to more power is the basis for the sporting driving style.

The Porsche 911 Carrera has the ability to pull very strongly through the lower rpm range with little or no gear shifting. Passing maneuvers are enhanced by this reserve of power and are thus far safer. The 60% load of the engine on the driven wheels results in the high power output of the six-cylinder engine being applied to the road with nearly no loss of energy. This results in superior traction.

SAFETY IN CURVES.

The Porsche 911 Carrera offers drivers ideal handling characteristics for negotiating curves at highway speeds. A lateral acceleration value in the range of 0.85 g is attainable. These values are higher than those for many other automobiles. This distinct advantage means that the 911 Carrera can be taken through curves at highway speeds and with less danger of drift.

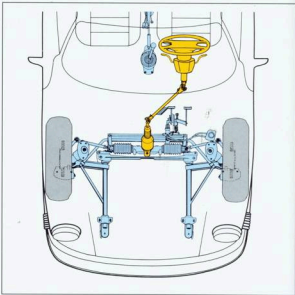
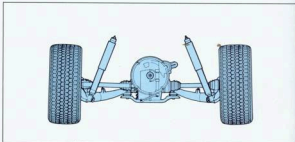
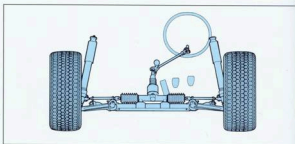
This exceptional performance in curves is not achieved simply by one component. Components of the suspension are precisely tuned to function together as a balanced system. It is also a function of the highly responsive steering of the 911 Carrera. In addition, the tires have been carefully matched to the suspension.

The independent suspension is particularly valuable for driving on bad roads. Bumps and pot holes act only on an individual wheel, and cannot influence the wheel on the opposite side. Stabilizers

in front and in back optimize handling of the 911 Carrera in curves and when cornering. When the car is driven through curves or when the driver takes evasive action, the stabilizers reduce body lean to a minimum. At the same time, they also help reduce wear by maximizing ground contact of the tires.

THE STEERING SYSTEM.

The precise, spontaneous 911 Carrera steering system is based on the well tested rack and pinion principle. Characterized by a simple design, it has proven to be highly reliable and durable. High efficiency and excellent contact is provided between the steering wheel and the front wheels. The toothed rack simultaneously functions as part of the steering tie rod. The steering system thus provides the driver with a good source of information about the condition of the road surface. This is particularly important on rain-slicked surfaces, on snow or on gravel, and on other surfaces where there is reduced friction between the tires and the ground.



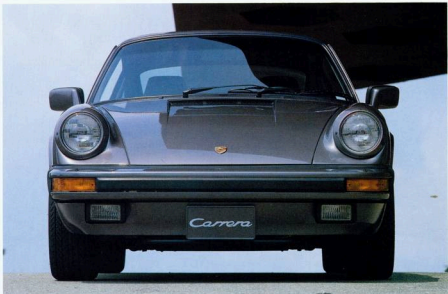
TIRES AND WHEELS.

Light alloy pressure cast wheels are standard equipment on the Porsche 911 Carreras. In front they are fitted with tubeless high-speed radials, 185/70 VR15, while in back they carry 215/60 VR15 radials.

As an option, the 911 Carrera can be fitted with forged aluminum wheels: in front, 6J x 16; in back, 7J x 16. These are fitted with optional 205/55 (front) and 225/50 (rear) tubeless high-speed radials. The colors Grand Prix White and Platinum Metallic are further options for all forged aluminum wheels. In addition, these



are available with white or white-gold metallic rim stars (also optional equipment).



The Porsche 911 Carrera's front/rear weight distribution, independent four-wheel suspension, tires, and stabilizers are all matched for optimum handling.



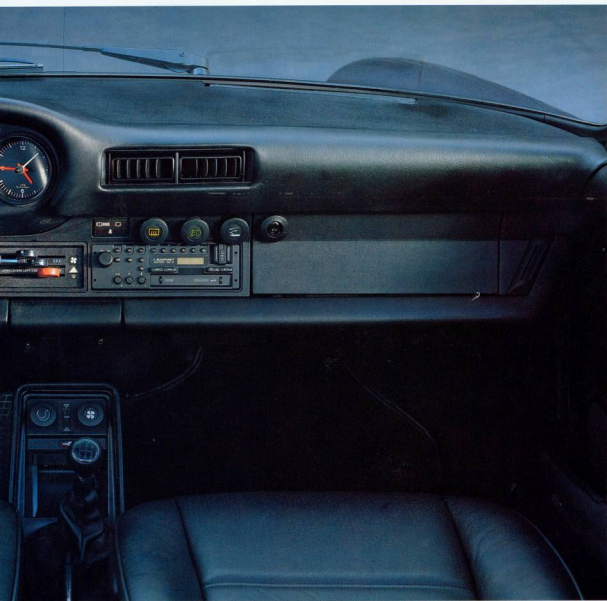
The Porsche 911 Carrera is recognizable even by its wheels... standard pressure cast light alloy (top) or optional forged alloy (bottom).





smooth, easy use.
brake lever is located
the front seats.

The position of
coordinated with
tion of the driver
force required for
clutch, brake and
addition, the relat
instruments to the
that visibility is cle
sitting position. A
to making the Por
safer and more ef



Logical layout of instruments, switches and controls permits the driver to concentrate on traffic without distraction.



SITTING COMFORT, CARRERA STYLE.

In the Porsche 911 Carrera, economic driving begins with optimal seating comfort. However, comfort should not be confused with the kind of excessively soft suspension and extremely soft upholstery that give drivers a false sense of safety and isolate them from vital road and vehicle information. This creates the dual danger of fading concentration and early fatigue.

"New Generation Seats" from Porsche preclude this. They comply in every detail with the demands placed today on the seats of high-performance sports cars. This is true for information response as well as ergonomic seating. In a Porsche 911, the elaborately-supported driver and passenger seats comprise a carefully-matched functional unit with vehicle suspension, transverse stabilization and vehicle dampening, in the best "house tradition".

The anatomically correct design of the bucket seats ensures a relaxed environment for long trips and firm lateral support when driving through curves. The shape and upholstery of the seats help to prevent the torso from "sliding under" and displacing the safety belt from its ideal position across the pelvis. Head rests rigidly connected to the seatbacks make height misadjustment impossible, and provide optimum support for the spinal column.

Electric motors are optional for the passenger seats but are standard (in the US) for the driver seats (Carrera, optional equipment). The distance to steering wheel and pedals, seat height (front and rear adjustable separately with 1.5 inch range), tilt of seat and back, can all be infinitely and precisely fitted to an individual's anatomy and driv-

ing style by simply pressing rocker switches located on the outer flanks of each seat.

For added comfort a seat heating system is available as special equipment for all electrically adjustable seats. Heat is controlled by a push-button, with a safety switch which prevents overheating.

Two occasional rear seats offer space for two adults on short trips. Additional safety is provided by lap belts.

INTERIOR ELEGANCE.

The standard interior of the Porsche 911 Carrera is graced by a harmonious blend of top-quality materials and superb craftsmanship. In both the 911 Carrera and the 911 Carrera Targa, the seat inlays and the integrated headrests can be ordered in a choice of four different top quality fabrics, available in five basic colors. Leather seats are standard on all 911 Carreras.

All of the 911 Carrera models are available with an optional all-leather interior. This may be specified in a choice of five basic colors, as well as many special shades.

Sport seats are available for all 911 Carrera models. The floor covering, available in six different shades, also covers the storage compartments on the doors.

Headliner materials in the Coupe match colors selected for interior upholstery. Convertible tops are now available in six colors: Black, White, Burgundy, Blue, Brown and Gray-green.

VISIBILITY, DAY AND NIGHT.

The large safety glass windshield is cleaned by large wipers that sweep through an arc of over 150°. The wipers are both efficient and



Switch location for electric door mirror, side-windows and seat adjustment.



Highest quality materials and fine craftsmanship impart a special atmosphere to the interior of the Porsche 911 Carrera.



Rear seats can accommodate two adults for short journeys, or folded down, give increased luggage space.



integrated vanity mirrors on the passenger's and driver's side.

PORSCHE 911 CARRERA TARGA: FRESH AIR DRIVING PLEASURE.

The open-air style of motoring will always have its allure to driving enthusiasts. Its fascination today is predicated on a high degree of ease and driving comfort, further enhanced by Porsche per-

Cabriolet, there is no other "top-less" car on the road today that offers performance and advanced engineering to match the new Porsche 911 Carrera Targa.

The Porsche 911 Carrera Targa has a folding solid top that is quickly removed and stowed in the trunk. It is sturdy, yet weighs a mere 19 pounds. No special care is required, and it is designed to withstand winter, wind, and rain.

THE PORSCHE 911 CARRERA CABRIOLET: NO OTHER PRODUCTION CONVERTIBLE IS AS QUICK.

What is the thrill of driving the world's fastest production convertible? To begin with, there is the thrill of driving a high-performance sports car that is in no way second in performance or handling to the Coupe or the Targa. With the top in place, the 911 Carrera Cabriolet is capable of a top track speed of 146 mph.

Secondly, there is the fascination that comes from the knowledge that the 911 Carrera Cabriolet is without a doubt the most logical way of satisfying a desire for a Porsche and a yearning for the pleasure of open-air motoring.

On the one hand, this car offers the engineering excellence, appointments, and the driving and operating comfort of all Porsche 911 Carreras. On the other hand, it offers the novel design of the top. Dimensionally stable and self-tightening, the top ensures a snug fit that minimizes wind noise. With its well-engineered mechanism and its light weight, the top opens and closes quickly and easily. A zippered deck opens to hide the rear window behind the backrests of the rear seats, thus protecting it from damage. The entire top folds away into its own recess, and can be further protected with a snap-on canvas cover.



The cabriolet top is designed to permanently retain its shape and elegant appearance, yet is light in weight for quick, easy opening and closing.



formance and the motoring pleasure it affords. This is just as true for the 911 Carrera Targa as it is for the 911 Carrera Cabriolet.

The term "Targa" in much the same way as "Carrera" has long since become part of the Porsche motoring vocabulary. The Targa design principle rests on an integrated roof bar, now adopted by other car makers. With the exception of Porsche 911 Carrera

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911 Carrera mo
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**FULLY EQUIPPED
TO ACCEPT THE SOUND
SYSTEM OF YOUR CHOICE.**

Porsche 911 Carrera comes equipped with four high-quality speakers, fader control, power-antenna and interference suppression – ready to accept the stereo sound system that pleases your ears.

Available as an option is an advanced digital AM/FM stereo radio with cassette player. The unit can store six pre-tuned AM and six FM stations in its memory. Any one of these can be selected by simply pushing a button. The radio features an electronic signal search that can sweep the dial in both directions, showing the selected frequency on a digital display that can also read out the correct time.

The integrated stereo cassette unit features autoreverse and Dolby[®] noise suppression. A special flat compartment is provided on the center console for cassette storage.

†Dolby is a trademark of Dolby Laboratories, Inc.



The optional stereo cassette radio represents the latest state of the art in auto radio engineering.



Equipped with four stereo speakers, an active windshield antenna is a standard fitting for the Porsche Carrera, and complete noise suppression, the Porsche 911 Carrera is ready to accept the radio of your choice.

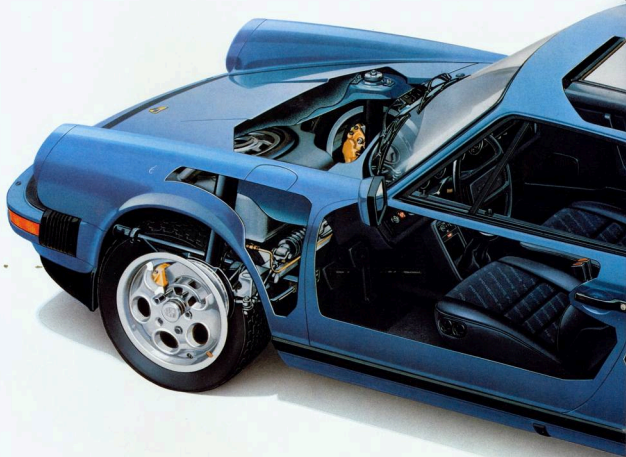
PASSIVE SAFETY STEERING S

The rack and pinion steering system of the F150 is provided with a torsion bar suspension joint between the steering gearbox and the wheel. This deflection allows the wheel to move longitudinally, and helps to prevent the transmission of impact forces into the wheel.



The original motoring style of driving under the open skies will never lose its fascination. Always providing of course, that driving and creature comforts commensurate with present day expectations are fully available. In this respect the 911 Carrera Cabriolet is exemplary.

Porsche 911 Carrera
phantom engineering view.





Utility:

With the rear seats folded down, the Porsche 911 Carrera gains greatly increased luggage capacity.

DYNAMICS WITHOUT SPACE PROBLEMS.

Every inch a sports car, the Porsche 911 Carrera is quite naturally designed to admirably fulfill the transportation needs of two adults, even on extended trips. Space is allotted for luggage, sports equipment and other necessities. For short trips, two additional adults can be accommodated in the rear seats.

The rear seatbacks, which are secured by snaps, can be folded over individually and laid flat, providing luggage space in addition to that under the front hood.

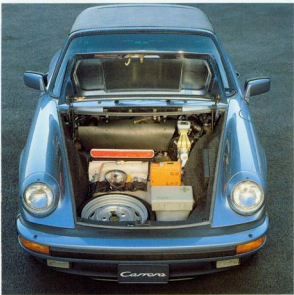
A recess in the floor of the luggage compartment accommodates the space-saving collapsible spare wheel, a jack and an electric compressor for inflating the tires.

- The compressor can also supply air for bicycle tires and other in-

flatables. Protective work gloves and a plastic foil wrapper for a flat tire are provided to minimize soiling of the driver or the car's interior when a tire must be changed.



The aerodynamic form of the Porsche 911 does not prevent it from having ample room for luggage!





1985	911 Carrera
Engine	
Number of cylinders	6
Bore	3.74 in. (95 mm)
Stroke	2.93 in. (74.4 mm)
Displacement	193.2 cu. in. (3164 cc)
Compression ratio	9.5:1
Max. horsepower SAE net at rpm	200 5900
Max. torque - SAE net ft. lbs. at rpm	185 4800
Fuel requirement	Unleaded
Engine design	
Arrangement	Air-cooled, four-cycle, horizontally opposed
Crankcase	Light alloy
Cylinders (individual)	Light alloy
Valve position in cylinder head	1 inlet, 1 exhaust; Inverted V-pattern
Valve operation	Single overhead camshaft for each cylinder bank
Camshaft drive	By double chain
Crankshaft	Forged steel, 8 main bearings
Lubrication	Dry sump with separate oil tank, thermostatically controlled oil cooling, full flow oil filter
Fuel supply	Electronic fuel injection, DME controlled
Emission system	3-way catalyst, oxygen sensor
Electrical system	
Battery voltage	12 V
Battery capacity	88 Amp/hr
Alternator output	Max. 1260 watts
Ignition	Fully electronic, DME controlled
Transmission	
Clutch, mechanically assisted	Single dry plate
Manual gear box	Porsche Synchromesh
Number of speeds	5 forward, 1 reverse
Final drive	Spiral beveled, pinion and differential
Rear axle half shafts	Double constant velocity joints
Shift lever location	Floor-mounted shift control
Final drive ratio	3.875:1

Porsche 911 Carrera:

Standard appointments geared to Porsche's highest level of luxury.

- 3.2 liter six-cylinder air-cooled engine
- Fully integrated electronic ignition and fuel injection (DME)
- 200 Horsepower SAE net
- Oil cooler, front
- Five-speed fully synchronized transmission
- Four-wheel independent torsion bar suspension with stabilizer bars, front and rear
- Welded unitized body
- Four-wheel vented disc brakes, power-assisted
- Pressure-cast light alloy wheels

- Electrically adjustable and heated outside rearview mirrors
- 90 Amp alternator
- Brake pad wear indicator light
- Upshift indicator light
- Fog lights
- Anti-theft device for wheels
- Windshield with graduated tint
- Halogen headlights
- Headlight washers
- Radial ply tires
- Rack and pinion steering
- Inertia-reel 3-point seat belts, front, and lap belts, rear
- Reclining bucket seats
- Choice of partial leather seats at no extra cost
- Leather-covered steering wheel
- Transistorized tachometer

- Trip odometer
- 2 vanity mirrors
- Quartz clock
- Electric rear window defroster, two stage (Coupe & Targa)
- Power windows
- Tinted glass all around
- Deep cut carpeting
- Electric windshield wiper with intermittent wipe cycle
- Air conditioning
- Automatic antenna
- Rear speakers, balance control

Chassis, suspension

Unitized construction, front suspension	Independent MacPherson strut
Front springs	Torsion bars
Rear suspension	Independent semi-trailing arms
Rear springs	1 transverse torsion bar per wheel
Shock absorbers	Front and rear hydraulic double-acting shock absorbers
Stabilizers	Front and rear, 20/18 mm
Power-assisted brakes	With ventilated disc on all four wheels
Wheel rims	6j x 15-front; 7j x 15-rear, cast alloy
Tire size	185/70 VR 15-front; 215/60 VR 15-rear
Steering	Rack and pinion

Capacities

Engine oil	13.7 U.S. qt. (13 ltr.)
Gear box and final drive	3.2 U.S. qt. (3 ltr.)
Fuel tank	22.5 U.S. gal. (85 ltr.)
Windshield washer reservoir	2.2 U.S. gal. (8.5 ltr.)

Dimensions

Wheel base	89.5 in. (2272 mm)
Track, front	53.9 in. (1372 mm)
Track, rear	54.3 in. (1380 mm)
Length	168.9 in. (4291 mm)
Width	65.0 in. (1652 mm)
Height (unladen)	51.6 in. (1320 mm)
Ground clearance at max. load	4.7 in. (120 mm)
Turning circle - curb to curb	35.9 ft. (10.95 m)

Weights

Curb weight	2756 lbs.
-------------	-----------

Performance

Top speed mph (km/h)	146 (235)
Acceleration 0-60 mph.	6.3 seconds
Fuel consumption*	
49 states	17 estimated mpg, 25 estimated highway
California	18 estimated mpg, 25 estimated highway

*Technical data subject to change without prior notice.

*1985 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Your actual mileage will vary with speed, weather, and trip length. Highway mpg will probably be less.

**Porsche 911 Carrera options:
customizing your Porsche
the Porsche way.**

A wide range of options is available to help you personalize your 911 Carrera. Some of the choices have already been mentioned, such as that between the Coupe and the Targa. Yet another is the Porsche palette of body and interior colors. Or the special low-profile tires.

Here are more options to enhance your driving comfort:

- Digital cassette radio
- Electric sliding sunroof (Coupe only)
- Alarm system

- Automatic heating control (Coupe & Targa)
- Tonneau cover color-coordinated with Cabriolet Top
- Rear lockable storage box (Cabriolet)
- 930 body/chassis
- Sport seats
- Forged alloy wheels
- Optional wheel centers painted Grand Prix White or Platinum Metallic
- Black headliner (Coupe only)
- Limited slip differential
- Automatic cruise control
- Heatable windshield
- Front and rear spoiler

- Sport shock absorbers (Coupe & Targa)
 - All leather & special leather interiors
- Ask your Porsche salesperson for complete details on these options.

Note: Some of the vehicles shown have optional features that are supplied at extra charge. Porsche reserves the right to make changes in design, form and supply, as well as variations in color.

Porsche Cars North America believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when your car is built. Please ask your dealer for advice concerning current availability of options and verify that your car includes the optional equipment you ordered.

Due to printing reasons the color samples shown here can differ slightly from the originals.

Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Porschestrasse 42, D-7000 Stuttgart 40

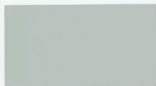
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Printed in West Germany, WVK 103 121



Exterior Paint:



Black
A1 A1 Coupe
A1 V9 Targa, Cabriolet **



Marble Grey
A8 A8 Coupe
A8 V9 Targa, Cabriolet **



Pastel Beige
D4 D4 Coupe
D4 V9 Targa, Cabriolet **



Guards Red
G1 G1 Coupe
G1 V9 Targa, Cabriolet **



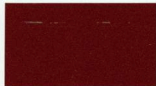
Dark Blue
K5 K5 Coupe
K5 V9 Targa, Cabriolet **



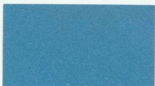
Grand Prix White
P5 P5 Coupe
P5 V9 Targa, Cabriolet **



Nutmeg Brown Metallic*
S1 S1 Coupe
S1 V9 Targa, Cabriolet **



Garnet Red Metallic*
S2 S2 Coupe
S2 V9 Targa, Cabriolet **



Iris Blue Metallic*
S3 S3 Coupe
S3 V9 Targa, Cabriolet **



Prussian Blue Metallic*
S4 S4 Coupe
S4 V9 Targa, Cabriolet **



Crystal Green Metallic*
S5 S5 Coupe
S5 V9 Targa, Cabriolet **



White Gold Metallic*
S6 S6 Coupe
S6 V9 Targa, Cabriolet **



Silver Metallic*
S7 S7 Coupe
S7 V9 Targa, Cabriolet **



Meteor Metallic*
Y5 Y5 Coupe
Y5 V9 Targa, Cabriolet **



Moss Green Metallic*
Y8 Y8 Coupe
Y8 V9 Targa, Cabriolet **

Due to printing reasons the color samples shown here can differ slightly from the originals.

Note:
Color to Sample
9999 Coupe
99V9 Targa, Cabriolet **
available at extra cost.
(Not for delivery in Europe Program)

**Metallic Paint at extra cost.

**Cabriolet Top is Black. Alternate colors:
Dark Brown - 99V4
Burgundy - 99V5
Grey Green - 99V7
Dark Blue - 99V8

Interior Upholstery:

Leather*



Black



Brown



Blue

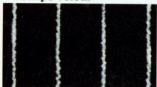


Burgundy



Grey Green

Pinstripe Velour



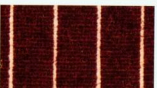
Black/White



Brown/White



Blue/White



Burgundy/White



Grey Green/White

Pinstripe Flannel



Anthracite



Brown



Blue

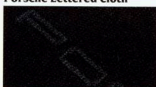


Burgundy



Grey Green

Porsche Lettered Cloth



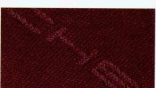
Black



Brown



Blue



Burgundy



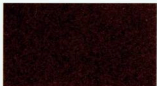
Grey Green

*Partial leather front seats in combination with leatherette interior trims – standard. Full leather interiors available at extra cost.

Note: All interior upholsteries may be ordered with sport seats at extra cost. Please consult your Sales Representative as to material combinations.

Carpet

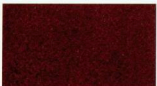
Black



Brown



Blue



Burgundy



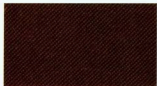
Grey Green



Light Grey

Convertible Top

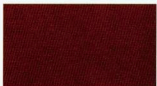
Black



Brown



Blue



Burgundy



Grey Green

Special Leather/Carpet Interiors (extra cost)

Available in addition to the standard color and trim combinations. Color matched to customer's sample at extra cost.



Pearl White



White



Buff Skin Brown



Ocean Blue Metallic



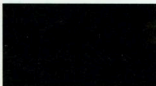
Cancan Red



Cancan Red



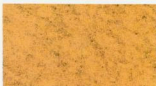
Dark Green



Dark Green



Champagne



Champagne