



968 Series

**968 Series**

**The Porsche 968  
defines the essence  
of a thoroughbred  
sports car in just  
two simple words.**



**Coupe.**



**Cabriolet.**



You always told yourself that someday you'd drive a Porsche. The only question is, which one? If you're considering the 968, you're looking at a Porsche of magnificent performance and profound safety engineering. But you're still faced with the agonizing question, which one? **Coupe. Or Cabriolet.**

Buying a Porsche is a decision based both on sound reasoning and pure emotion. Take for example, the 968's 3.0-liter, 236-horsepower aluminum alloy engine. Considered to be a masterpiece of engineering logic, its performance is nonetheless a soul-stirring experience. Generating peak torque of 225 lb-ft at 4,100 rpm, it is the first normally aspirated engine to produce 75 lb-ft of torque per liter.

The 968 Coupe equipped with the six-speed manual transmission can record zero to 60 times of 6.3 seconds and race-

track top speeds of 156 mph. The torque-rich throttle response is matched by a remarkable smoothness, thanks in part to counterrotating balance shafts that quell vibration. The engine idles quietly in traffic, cruises effortlessly on the highway, and revs seamlessly to its 6,700 rpm redline. Perhaps most impressive of all, the 968 powerplant also returns excellent fuel economy and produces impressively low emissions. Clearly, here is a sports car engine carefully engineered to be both powerful and pragmatic.

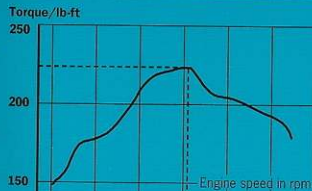




Porsche's unique VarioCam system successfully balances high performance with low emissions and excellent fuel economy.

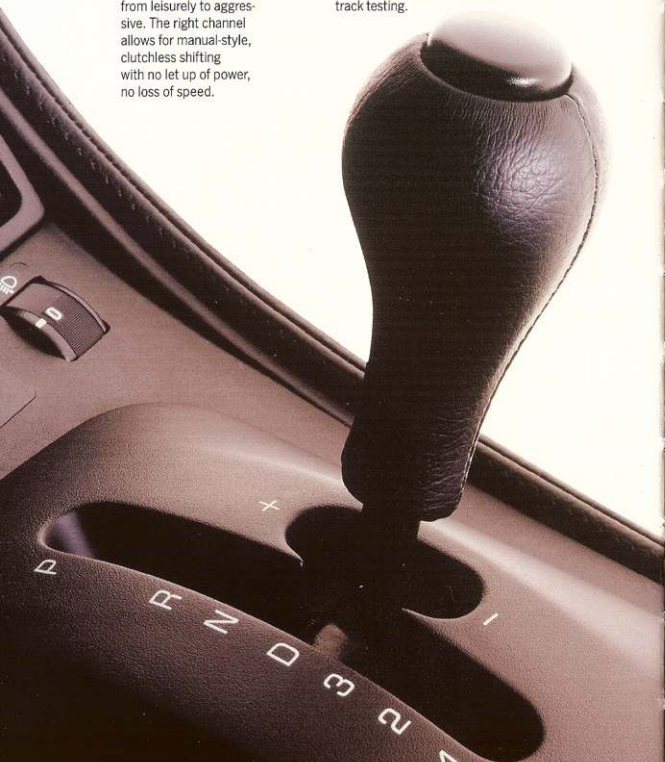
**More irrefutable engineering logic: Porsche's VarioCam™ system adjusts the 968 engine's intake valve timing for maximum power and minimum emissions. Below 1,500 rpm, the intake camshaft automatically advances to help reduce hydrocarbon emissions.**

**Above 1,500 rpm, the intake valve timing automatically retards to produce maximum midrange torque – peak torque is 225 lb-ft at just 4,100 rpm, far below redline. And above 5,500 rpm, the timing is again advanced for optimum efficiency power.**



The dual function Tiptronic transmission: The left channel allows for automatic shifting based on one of five driving patterns, ranging from leisurely to aggressive. The right channel allows for manual-style, clutchless shifting with no let up of power, no loss of speed.

The durability of both the six-speed manual and Tiptronic automatic were proven and perfected through tens of thousands of miles of race-track testing.



**Another toss-up: The 968's close-ratio six-speed manual transmission. Or the optional Porsche Tiptronic, a revolutionary four-speed automatic. Either way, you'll drive the 968 the way you always dreamed of driving a Porsche.**





**There is no substitute for the delights of a true open roadster. So long as it is engineered like a Porsche 968 Cabriolet. Over 50 strategically placed reinforcing panels were added to the body of the 968 Cabriolet to ensure that its performance, stability and riding comfort would accurately mirror that of the 968 Coupe. It's all there: The crisp, disciplined handling that is the hallmark of a Porsche. The solidity and substance**

**that comes from lessons learned in over four decades of endurance racing. The only thing that's missing is the Coupe's shiny hardtop. Not that it matters – each 968 Cabriolet top consists of four beautifully tailored layers and is individually hand-fitted, one car at a time. Raising or lowering the top requires only the engagement or disengagement of two convenient latches, and the simple push of a button.**

The efficiently managed air flow results in a Cd of just 0.34 for the 968 Coupe.

Air resistance (drag coefficient multiplied by frontal area) is one of the lowest of any car in the world.





A rear-end lift coefficient of just 0.06 is the source of the 968's remarkable straight-line stability.



**Drive either the 968 Coupe or the 968 Cabriolet and you cannot fail to be impressed by the confidence they inspire. You'll feel an attachment between yourself, the car, and the road that is at the essence of the Porsche driving experience. The foundation of this feeling is a front engine, rear transaxle design unique to Porsche. By placing the transmission housing at the rear axle, Porsche engineers distributed the car's weight to achieve an ideal 50/50 weight balance. The result is a sports car that turns in without hesitation, adheres to the road tenaciously, and communicates its intentions with absolute clarity. Highly refined power-assisted steering reduces effort without nullifying road feel or handling feedback. Yet, for all its aggressive handling prowess, the 968's ride is unruffled, even over harsh pavement. Those desiring a more aggressive approach to handling may order a sport suspension option that includes 17-inch wheels, adjustable shock absorbers, stiffer spring rates and more massive brakes derived from the 928 Series**

The front suspension employs MacPherson struts with coil springs and stabilizer bar, a combination proven in Porsche racing victories throughout the world.



The secret to the 968's superb roadholding is its balance. The unique front engine, rear transaxle layout results in an ideal 50/50 front-to-rear weight ratio.

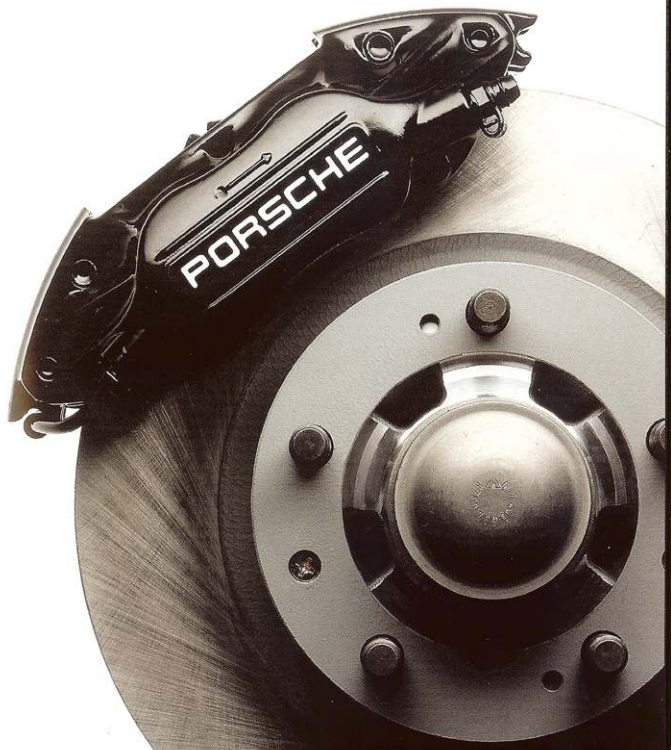
The semi-trailing arm rear suspension keeps the rear tires firmly in contact with the road for the tenacious traction.

The 968's five-spoke turbo design wheels are made of cast aluminum to reduce unsprung weight for enhanced handling agility. The open design helps the brakes cool under hard or

consistent use. Endurance races where speeds in excess of 200 mph are common have given Porsche engineers invaluable experience in the development of high-performance braking

systems. Massive four-piston aluminum calipers and venti-lated high-alloy steel discs are used front and rear for positive, fade-free braking performance.

The 968 achieves a 60 to zero stopping time of just 5.9 seconds. Anti-lock brakes ensure optimum braking effectiveness in all driving situations and weather conditions.



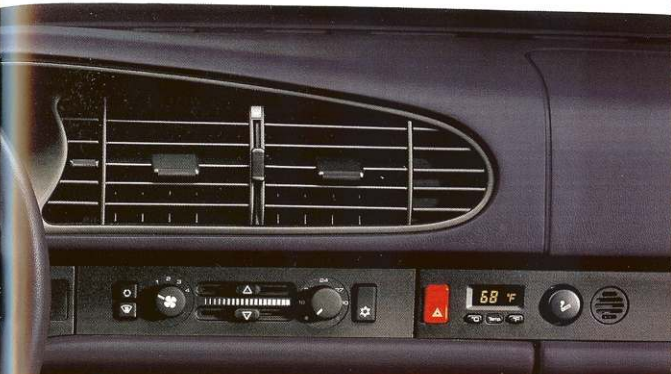
## A Crash Course in Porsche Safety Engineering.



The thought of deliberately crashing a Porsche into a wall seems unthinkable. Yet at the Porsche Research and Development lab in Weissach, Germany, it's business as usual. In fact, Porsche engineers have done it over 120 times to develop safety features such as crush zones, side door beams, safety locks and the dual front airbag system. Combined with attributes such as generous power, responsive handling and an anti-lock braking system, a Porsche offers capabilities that can help you to confront the unthinkable.



Ergonomics perfected in endurance racing ensure that controls and instruments are ideally placed for easy access without interfering with the driving process.



Galvanized steel is used extensively throughout the body to resist rust; the Porsche 968 is covered by a 10-year limited warranty against body perforation by corrosion.






There is only one  
logical place to pass  
judgement on a  
Porsche: From behind  
the wheel.





Both the 968 Coupe and 968 Cabriolet are extraordinary, purebred Porsche sports cars. Unmistakably Porsche in design, performance and comprehensive amenities, they deliver a driving experience of singular character.



Here, in the 968, Porsche offers a stirring automobile that is at once rewarding and responsible, invigorating and intelligent. In the end, the only way for you to truly appreciate all that the 968 has to offer the serious enthusiast is to experience it firsthand. Your Porsche-certified sales representative will be delighted to arrange a 968 test drive at your convenience.

**A difficult but rewarding choice.**

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Note: Some of the vehicles shown have options that are supplied at extra charge; others are shown with non-U.S. specification equipment. Porsche reserves the right to make changes in design, form, and supply, as well as variations in color. See the brochure on 1994, Warranty Coverages and Roadside Assist Program. Porsche recommends seat belt usage and observance of all traffic laws at all times.

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Specifications				STANDARD EQUIPMENT		
Engine design	Liquid-cooled, lightweight, aluminum alloy 4-cylinder engine, 4 valve-per-cylinder, dual balance shafts, external oil cooler, dual resonant induction, front mounted	Steering	Rack and pinion, force sensitive hydraulically assisted	<b>Exterior features</b>	– 5-spoke 16" cast alloy wheels	– Metallic paint
Displacement	3.0 liter	Tires & wheels	STD.CAST ALLOY-FRONT 7Jx16, 205/55ZR 16 STD.CAST ALLOY-REAR 8Jx16, 225/50ZR 16 OPT.CAST ALLOY-FRONT 7.5Jx17, 225/45ZR 17 OPT.CAST ALLOY-REAR 9Jx17, 255/40ZR 17	– 10-year limited anti-perforation corrosion warranty	– Wheel anti-theft device	– Hi-Fi sound system with 10-speakers (8 speakers on cabriolet)
Horsepower (SAE net)	236 hp @ 6,200 rpm	Acceleration	0 – 60 in 6.3 seconds [Tiptronic 0 – 60 in 7.7 seconds]	– 26-step paint process with 3 year limited warranty		– Sport seats with electrical height adjustment
Torque	225 ft. lbs. @ 4,100 rpm	Top track speed	156 mph [Tiptronic 153 mph]	– Aerodynamic, deformable polymer front and rear panels		– Adjustable front lumbar support
Compression ratio	11.0:1	Wheelbase	94.5"	– Pop-up halogen headlights		– Full power front seats
Fuel/Ignition system	Electronic fuel injection, DME controlled, dual knock sensors	Overall length	170.9"	– Integrated fog lights		– Heated front seats
Transmission	6 speed manual transaxle [4 speed Tiptronic]	Width	68.3"	– Rear wing-type spoiler (coupe only)		– Leather seats
Suspension, front	Independent MacPherson struts, aluminum alloy lower control arms, stabilizer bar	Height	50.2"	– Aerodynamic wheel "spat" panels		– Partial leather front seats
Suspension, rear	Independent aluminum alloy semi-trailing arms transverse torsion bars	Track – front/rear	58.2"/57.1"	– Rear window wiper (coupe only)		– Leather interior trim
Brake system	Power assisted dual circuit, 4-piston aluminum alloy fixed caliper, internally vented discs (front 11.73"/rear 11.77"; sports chassis, front 11.97"/rear 11.77"), ABS	Ground clearance	4.9"	– Electric tilt removable sunroof (coupe only)		– Protective side moldings
		Curb weight	3,086 [3,152] Cabriolet [3,306 Cabriolet]	– Power top (cabriolet only)		– Rear spoiler in color of car body (coupe only)
		Front headroom	38.0"	– Electrically adjustable, heated outside mirrors		– Twin, lockable interior storage compartments (cabriolet only)
		Front legroom	44.5"	– Tinted glass with graduated windshield tint		– Carpeted luggage area
		Seat track adjustment	9.0"	– Roof antenna with interference suppression & signal amplifier (coupe only)	<b>Safety</b>	– Dual covered wheel arch storage compartments (single compartment on cabriolet)
		Fuel consumption city**	17 [Tiptronic 16]	– Windshield antenna with interference suppression & signal amplifier (cabriolet only)	– Driver and front passenger airbag supplemental restraint system	– Integrated door panel storage compartments
		Fuel consumption highway**	26 [Tiptronic 25]	– Heated windshield washer nozzles	– Inertia reel front/rear, 3-point seat belts (front only on cabriolet)	– Porsche digital display AM/FM cassette stereo 6-speaker audio system with anti-theft coding
		Driver's-side airbag	Standard		– Energy absorbing steering column	– Front center armrest with cassette & coin holder
		Front Passenger airbag	Standard			– Leather covered four-spoke steering wheel
						– Twin, lockable interior storage compartments (cabriolet only)
						– Carpeted luggage area
						– Speedometer, coolant temperature, voltmeter, oil pressure and fuel level gauges
						– Analog quartz clock
						– Interior light with fade out features
						<b>OPTIONAL EQUIPMENT</b>
						– Sport chassis (coupe only)
						– Limited slip differential
						– Headlight washers
						– 17" 5-spoke cast alloy wheels

[ ] Values apply for Tiptronic