

GTS

928 GTS Series

928 GTS Series

It's possible to view driving not merely as a means to an end. But as an end all its own.



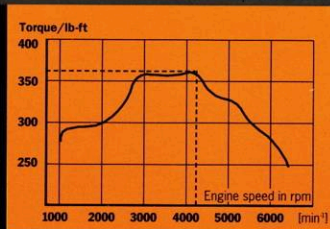
**Provided, of course,
that what you're driving is a Porsche.
The Porsche 928 GTS.**



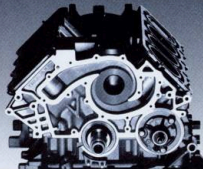
It's called "Gran Turismo" by the automotive cognoscenti. It means, in brief, that the intent of a car isn't merely to transport its occupants. But to transform the human spirit. The Porsche 928 GTS is engineered to achieve this pure purpose. It is a car capable of inducing consummate pleasure from its performance, style and sustaining comfort. Like every Porsche ever built, it is a sports car, built to give profound satisfaction to those who seek an uncompromised driving experience.



Porsche's 5.4-liter V-8 engine produces a seamless flow of 345 bhp and an incredible 369 lb-ft of torque – a figure few cars in the world can equal. Equipped with a manual transmission, the 928 GTS accelerates from zero to 60 mph in 5.5 seconds.



The exhaust note is your first hint of what lies ahead. Feather the throttle and that deep-throated growl you hear is the sound of Porsche's 5.4-liter V-8 engine. With 345 horsepower and 369 lb-ft of torque, it gives the 928 GTS a driving character that is quintessential Porsche: electrifying in its power, reassuring in its poise. The V-8's temperament in the bumper-to-bumper grind of a morning commute is smooth and calm, yet it's quick to seize on the slightest gaps in traffic. On the open road, the Porsche V-8 displays its stamina, as you cruise effortlessly across mile after shrinking mile.

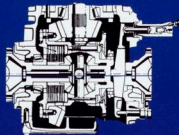


The flexible engine response of the 928 GTS is the result of exquisitely executed Porsche engineering. Cylinder heads and engine block are cast from aluminum alloy for optimum thermal efficiency and minimum weight. Low-friction silicon crystals, impregnated in the cylinder walls, resist engine wear. Crankshaft, connecting rods and pistons are balanced for running smoothness. Four valves per cylinder and dual overhead cams optimize breathing for maximum power. Fuel injection and ignition systems are controlled electronically for efficient,

immediate response. The 928 GTS offers a choice of two transmissions. The five-speed manual employs ratios carefully chosen to extract every ounce of power. The four-speed automatic, while adding a distinct level of convenience, sacrifices little in terms of performance. The automatic-equipped 928 GTS records a zero-to-sixty time of just 5.6 seconds. The engine and transmission are hand-assembled in Porsche's Zuffenhausen workshops, and each finished powertrain is rigorously bench tested for 30 minutes.



A highly advanced PSD variable-slip differential – technology derived from the limited-production Porsche 959 supercar – controls traction on slippery road surfaces. Lateral acceleration sensors help stabilize handling by reducing oversteer.



Get out a map. Find a road that seems remote from the world of grid patterns and gridlock. One that stretches your imagination as it stretches across the miles. Got it? Good. Now choose a traveling companion. Pack music for the drive, and a weekend's worth of clothes. You wouldn't be the first Porsche owner to let a Saturday afternoon drive carry over into Sunday. The 928 GTS is, after all, a sports car. A Porsche, meticulously engineered to elicit pleasure from the simple act of driving.



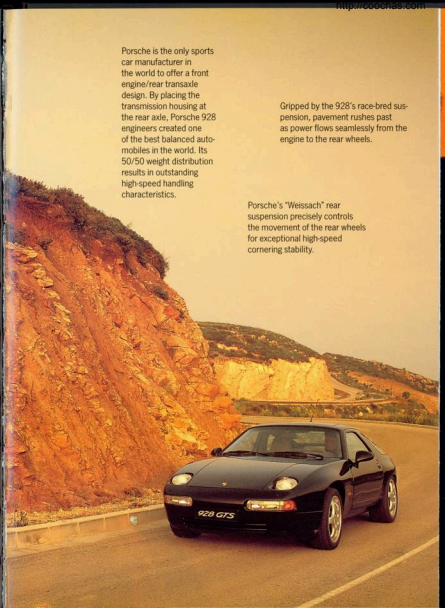
The new 17 inch Cup design alloy wheels reduce unsprung weight for improved suspension response and a smoother ride.

PORSCHE

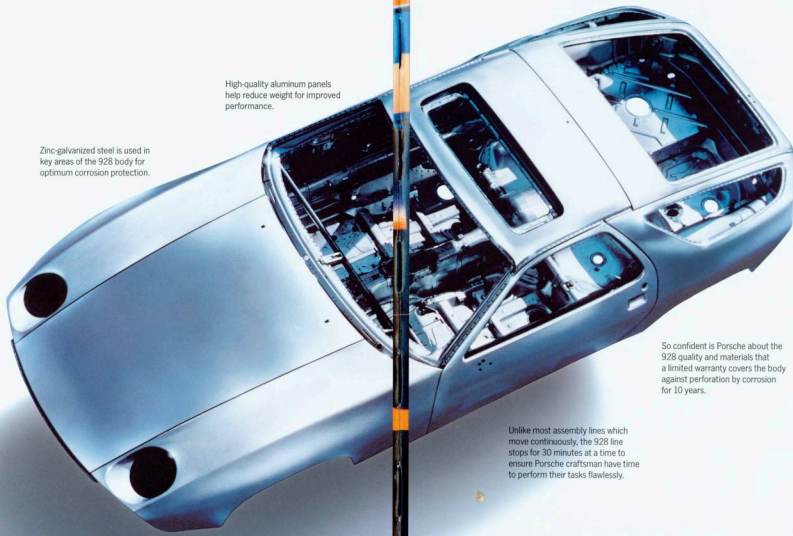
Porsche is the only sports car manufacturer in the world to offer a front engine/rear transaxle design. By placing the transmission housing at the rear axle, Porsche 928 engineers created one of the best balanced automobiles in the world. Its 50/50 weight distribution results in outstanding high-speed handling characteristics.

Gripped by the 928's race-bred suspension, pavement rushes past as power flows seamlessly from the engine to the rear wheels.

Porsche's "Weissach" rear suspension precisely controls the movement of the rear wheels for exceptional high-speed cornering stability.



928 GTS



High-quality aluminum panels help reduce weight for improved performance.

Zinc-galvanized steel is used in key areas of the 928 body for optimum corrosion protection.

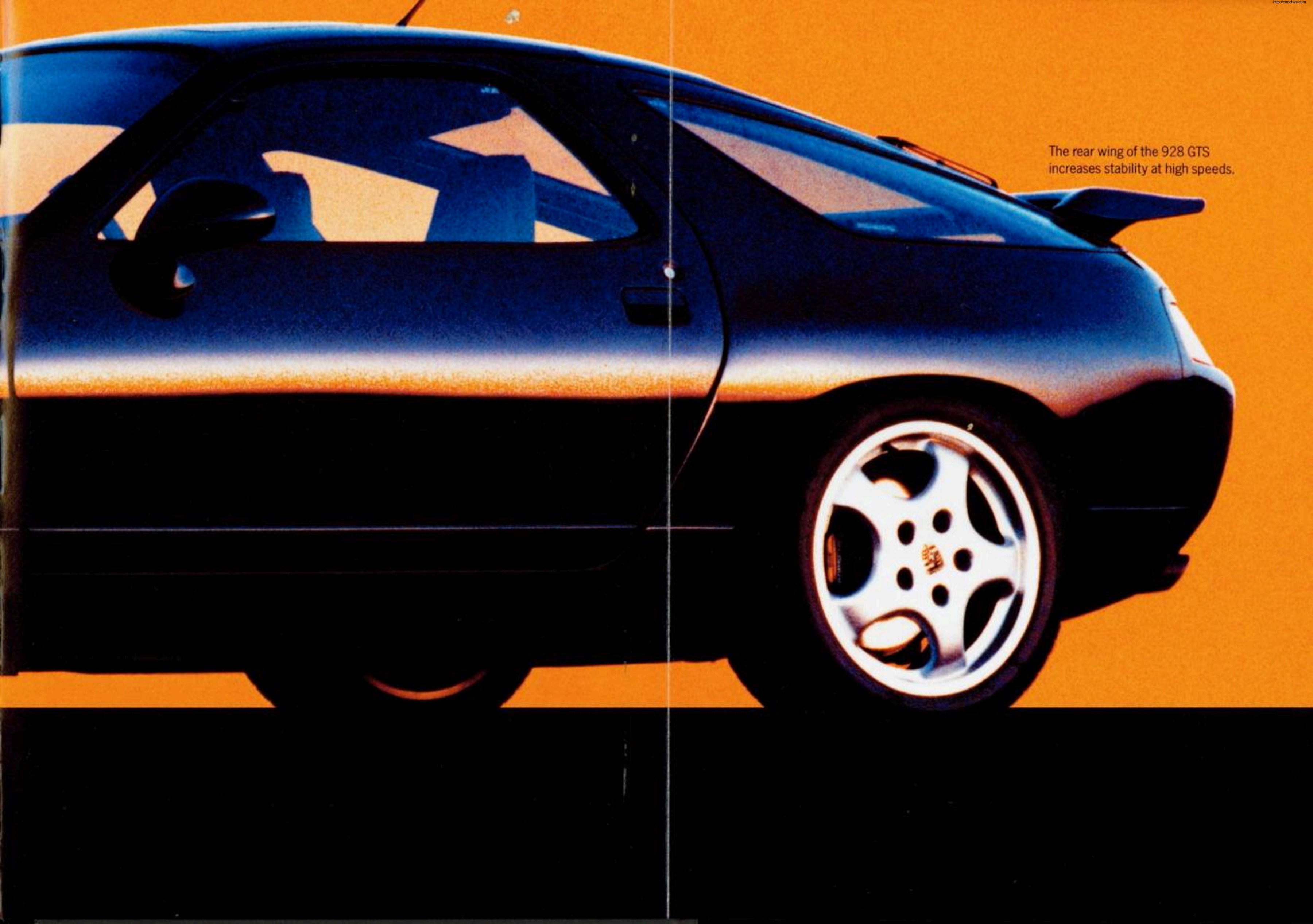
So confident is Porsche about the 928 quality and materials that a limited warranty covers the body against perforation by corrosion for 10 years.

Unlike most assembly lines which move continuously, the 928 line stops for 30 minutes at a time to ensure Porsche craftsmen have time to perform their tasks flawlessly.

Wind tunnel testing produced aerodynamic drag of just 0.34 Cd; the flow of air actively improves the 928's handling poise.

The pliable polymer nose section resists dings and dents and helps direct air flow over, under and through the car.





The rear wing of the 928 GTS increases stability at high speeds.

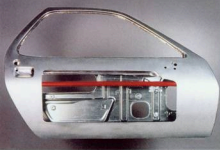


Porsche's four-wheel disc brake system will bring the 928 GTS from 60 mph to zero in just 3.3 seconds.

The anti-lock braking system (ABS) was first developed in Porsche's 911 and legendary 917 racing cars and can deliver maximum braking performance in all conditions.



What will astound you is not just how quickly a 928 GTS will travel, but how quickly it will stop.



Porsche's reputation was built on engineering some of the fastest automobiles ever made. Yet Porsche engineers are equally obsessed with building

some of the safest automobiles on the road. To that end, every Porsche provides you with numerous "active" and "passive" safety features. The capabilities that make a Porsche so fun to drive can also take an active role in helping you to avoid a serious accident. The 928's abundant power and quick acceleration allow you to "power out" of potentially dangerous situations. The quick, stable handling can help you to steer clear of trouble. And, under certain slick driving conditions, the anti-lock braking system engages to prevent wheel lock-up and preserve steering control.

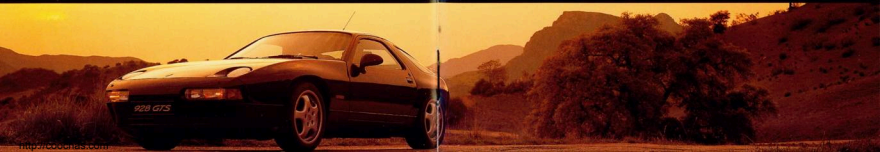
The 928 GTS is engineered with a profound regard for passive safety. Crush zones help absorb the energy of front and rear impacts to preserve the integrity of the passenger cabin. Steel door guard beams resist intrusion in side impacts. And Porsche was the first manufacturer to equip every one of its models with driver and front-passenger airbags. Of course, the three-point seat belt remains a vital safety device.

The result is a high-performance sports car designed with its highest priority firmly in place: The safety of its occupants.



The cockpit design of a 928 owes much to Porsche's vast racing experience. With competition speeds in excess of 240 mph, a momentary distraction of the driver can cost more than just the race. You'll sense the lessons of this high-speed training the second you enter the 928 GTS. The gauges are large and instantly legible. Switches are close at hand, clearly marked and operate with a reassuring certainty. Visibility is excellent in all directions and the mirrors are ideally placed for an excellent rearward view.

The seats are sculpted to support your body during spirited driving. In brief, every function and control has been optimized to allow you to focus on the task at hand: Enjoying the enormous performance capabilities of the Porsche 928 GTS.





The 928 GTS combines luxury and performance in the true Gran Turismo tradition.



The 928's amenities do not compromise the purity of its sports car purpose; rather, they serve to heighten the driving experience by leaving the occupants soothed yet invigorated. From the full leather seats, to the adjustable steering column and instrument pod, the 928 interior was designed to accommodate the

most demanding occupants. The sound reproduction of the AM/FM/cassette stereo system with 10 speakers and a 160-watt, six-channel amplifier/equalizer will delight audiophile and casual listener alike.





The first time you saw one coming towards you on the road, you instinctively knew what it was. It was simply too stunning a design, too single-minded in its mission, not to be a Porsche. Today, the 928 GTS

remains a sight to behold. In a world of sports cars that each seem to be facsimiles of the other, the 928 GTS is clearly, undeniably a Porsche. In the way it looks. In the way it sounds. And in the way it drives.

It is this last qualification that cannot be understated. The 928 GTS is built to a singular purpose: To elevate the driving experience as Porsches' have for more than four decades.

The feeling is incomparable. Put this car on a road, preferably a long, sinuous ribbon running across breathtaking terrain, and go to work. The exercise will do you good.

A test drive of the 928 GTS will provide you with ample opportunity to assess the unique Porsche driving character.

Your Porsche-certified sales representative will be delighted to arrange a thorough test drive. We invite you to make an appointment today and experience firsthand a Grand Touring automobile like no other: The Porsche 928 GTS.



**The 928 GTS.
The Difference is in the Driving.**

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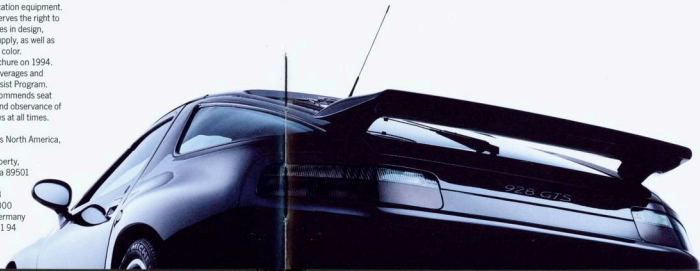
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Note: Some of the vehicles shown have options that are supplied at extra charge; others are shown with non-U.S. specification equipment. Porsche reserves the right to make changes in design, form, and supply, as well as variations in color.

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.

Porsche Cars North America, Inc.
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**1993/1994 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Your actual mileage will vary with speed, weather, and trip length. Highway mileage will probably be less.

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Porsche Cars North America, Inc., 100 West Liberty St., Reno, Nevada 89501.

See brochure on 1994 Warranty coverages and Roadside Assistance Program.

Technical Data

928 GTS

Specifications

Engine design	Liquid-cooled, light-weight, aluminum alloy V8, DOHC, external oil cooler, dual resonant induction, 4 valve-per-cylinder, dual balance shafts, front mounted	Steering	Rack and pinion, force sensitive hydraulically assisted
Displacement	5.4 liter	Tires & wheels	STD.CAST ALLOY-FRONT 7.5Jx17, 225/45ZR 17 STD.CAST ALLOY-REAR 9Jx17, 255/40ZR 17
Horsepower (SAE net)	345 hp @ 5,700 rpm	Acceleration	0 – 60 in 5.5 seconds (5.6 seconds automatic)
Torque	369 ft. lbs. @ 4,250 rpm	Top track speed	171 mph
Compression ratio	10.4 : 1	Wheelbase	98.4"
Fuel/Ignition system	LH-EZK fuel/ignition system, dual knock sensors	Overall length	178.1"
Transmission	Rear transaxle/differential, 5-speed manual or 4-speed automatic	Width	74.4"
Suspension, front	Independent double aluminum alloy A-arms, coil springs, stabilizer bar	Height	50.5"
Suspension, rear	Independent aluminum alloy Weissach design, toe correcting, stabilizer bar	Track – front/rear	61.1"/63.6"
Brake system	Power assisted dual circuit, 4-piston aluminum alloy fixed caliper, internally vented discs (front 12.68"/rear 11.77"), ABS	Ground clearance	4.5"
		Curb weight	3,593 lbs. (3,638 lbs. Automatic)
		Front headroom	36.5"
		Front legroom	43.5"
		Seat track adjustment	7.0"
		Fuel consumption city**	Manual 12, Auto 15
		Fuel consumption highway**	Manual 19, Auto 19
		Driver's-side airbag	Standard
		Front Passenger airbag	Standard

Specifications

STANDARD EQUIPMENT

Exterior features

- 10-year limited anti-perforation corrosion warranty
- 26-step paint process with 3 year limited warranty
- Aerodynamic, deformable polymer front and rear panels
- Retractable halogen headlights
- Integrated fog lights and driving lights
- Rear wing-type spoiler matching exterior color
- Rear window wiper
- Electric sunroof with wind deflector
- Electrically adjustable, heated outside mirrors
- Tinted glass with graduated windshield tint
- Roof antenna with interference suppression & signal amplifier
- Heated windshield washer nozzles
- 5-spoke 17" cast alloy wheels
- Wheel anti-theft device

Interior features

- Orthopedically designed, reclining highback bucket seats
- Leather seats

- 2+2 seating
- Fully electrically adjustable front seats
- Positrol "memory" system for driver's seat and outside mirrors
- Front center armrest with cassette holder
- Leather covered four-spoke steering wheel & shift lever
- Deep, cut-pile carpeting
- Carpeted luggage area with security cover
- Electric rear hatch release

Safety

- Driver and front passenger airbag supplemental restraint system
- Inertia reel front/rear, 3-point seat belts
- Energy absorbing steering column

Comfort and convenience

- One key central locking/alarm with LED warning lights
- Automatic temperature control air conditioning
- Power windows
- Automatic speed control with resume feature
- Electric rear window defogger and wiper

- Intermittent wiper control with variable delay
- Porsche digital display AM/FM cassette stereo system with anti-theft coding
- Hi-Fi sound system w/10 speakers and 160 watt six channel amplifier/equalizer
- Integrated door armrest storage compartments
- Adjustable tilt instrument pod and steering wheel
- On board computer
- Driver information and diagnostic system
- Backlit transistorized tachometer, speedometer, coolant temperature, voltmeter, oil pressure and fuel level gauges
- Analog clock
- Interior light with fade out feature
- Remote CD player (6 compact discs)

OPTIONAL EQUIPMENT

- Sport shocks (no additional charge option)
- Tourist Delivery preparation/modification
- Sport front seats with electric height adjustment
- Metallic paint

- Adjustable lumbar support
- Positrol right front seat
- Heated front seats
- Leather interior
- Protective side moldings
- Rear spoiler in matte black finish
- Supple leather seats
- Portable cellular telephone with integrated console and hands-free speaker in console

Equipment