



PORSCHE



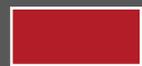
50 years of the Porsche 911

The 911 50th Anniversary Edition – Tradition: Future

911 50

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**If you like loyalty,
you will love this.**

**The 911 50th Anniversary
Edition.**

911. Three numbers. One logo. Yet they represent a legendary sports car concept. Many books have been written on the subject, but do any of them truly describe the emotion that this vehicle has been conjuring up for decades?

The 911 now has a lot of stories to tell – about heroic race wins, a design that has since become iconic; countless

childhood dreams and, above all, a timeless idea.

After 50 years it's evident that the 911 is more than just a car. But what's its secret? Attempts at the answer might include: the typically sloping roof line; the timelessness of the form; the instantly recognisable sound of its boxer engine. Swabian ingenuity; ground-breaking

sports car technology; childhood memories; that tingling feeling as you take the next bend; the defiant tenacity of engineers to do only what they believe in.

In fact, every answer is the right one. Because they are all expressions of the same idea which started life on a desk as a simple sketch. It then took form in plasticine models. It was given names

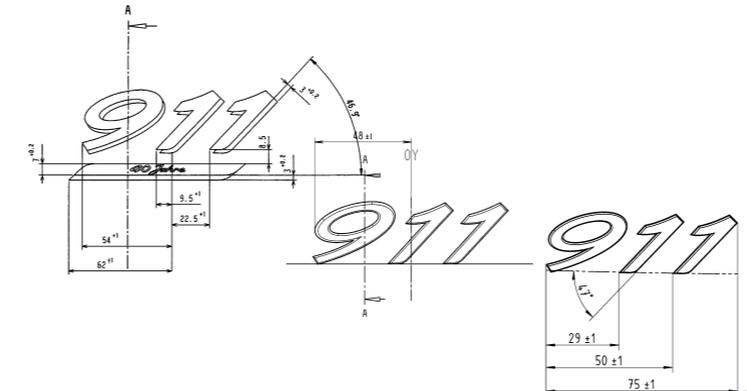
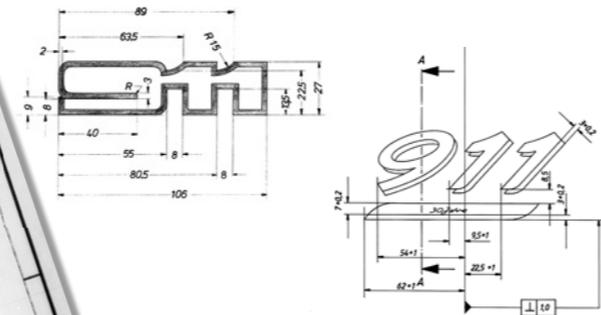
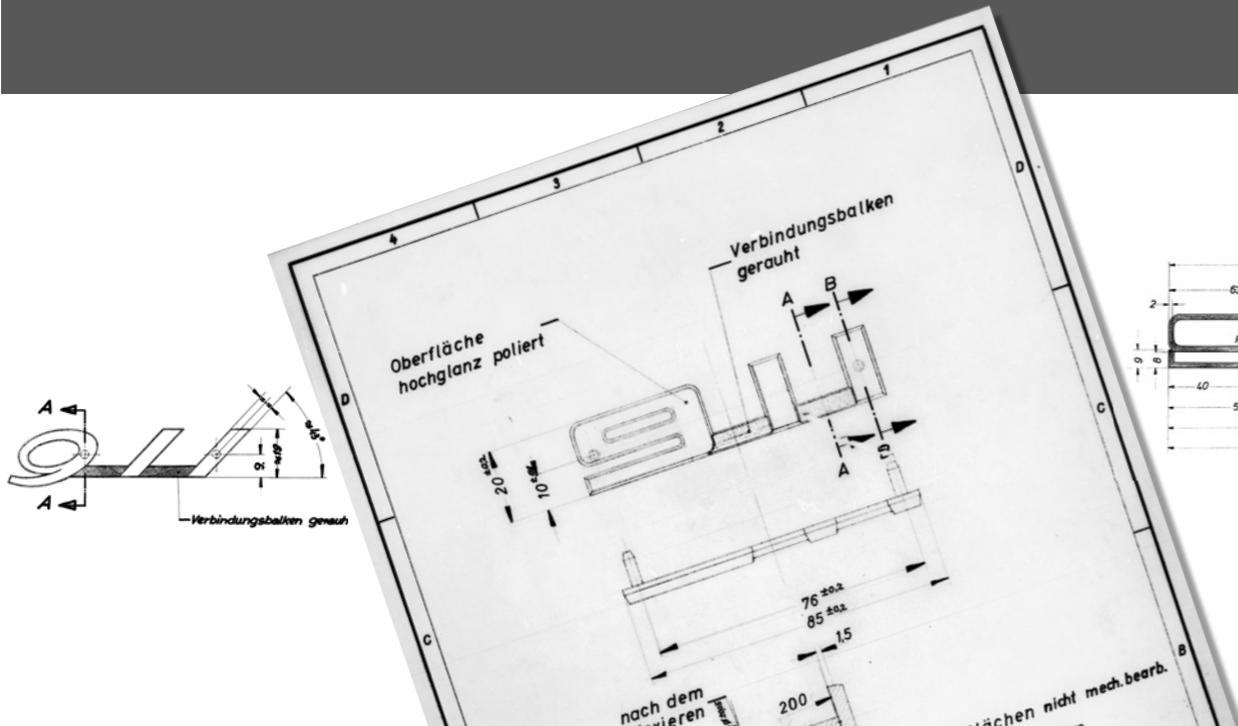
like 695, 754 T7 or T9. It was rejected. Then further developed – sometimes even at night and in the early hours of the morning. What today seems like a matter of course was a long, labour-intensive path on which every millimetre was a struggle. Success came with the design produced by Ferdinand Alexander Porsche.

The heart and soul of the Porsche brand is celebrating its 50th birthday. A good reason for us to pay tribute to the 911 model – with the 911 50th Anniversary Edition. With a limited edition of strictly 1963 copies of the seventh generation as it will never be seen again. With high quality equipment and finely worked details which elude to the history of the 911. With the historic '911' logo.

With a 44 mm wider rear. With 294 kW (400 hp) based on the current 911 Carrera S. Power that is worthy of the 911.

The 911. Tradition: Future. Since 1963.

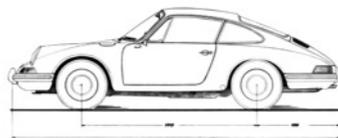
For fuel consumption and CO₂ emissions, please refer to page 53.



50 years ago we sent an idea into the race. The first 7 laps have been very encouraging.

7 generations of the 911.

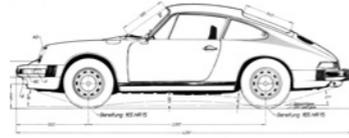
On the podium is an idea. It was born in 1963 and has hardly aged a day since. Why? Because we don't stop at ideas. We develop them. With each new generation.



Original 911: 1963–1973

The 911 is unveiled at the Frankfurt Motor Show on 12 September 1963 when it is still known as the 901. However, another car manufacturer objected to this sequence of numbers on the grounds of patent rights. This was good for Porsche, because that's how the 911 came to have its unmistakable name.

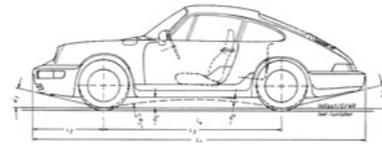
As a legitimate successor to the 356, it has a 2+2 configuration (two front seats with two comfortable 'emergency seats' in the rear) and was commissioned by Ferry Porsche – but with its own shape – and with 6 cylinders at the rear. In 1964 Ferdinand Alexander Porsche puts the design of the century into series production. Fortunately, we might say. The power output from the 2.0-litre boxer engine starts at 96kW (130 hp) – the only way is up.



911 G Series: 1973–1989

The second generation of the Porsche 911 comes onto the market in 1973. The impact bumpers are the characteristic feature of the second generation (so-called G Series) Porsche 911. The fully galvanized body, from 1975 onwards, is another forward-looking feature. As is the occupant protection: with an impact absorbing steering wheel, three-point seat belts and integrated headrests at the front. The exhaust technology is also state-of-the-art – thanks to a controlled catalytic converter (from 1985). The engine electronics brought in as of 1983 boost efficiency.

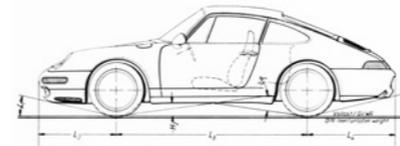
The first engines in the G Series displace 2.7 litres and develop 110 kW (150 hp). In its most powerful version, with 3.2 litres displacement, the boxer engine in the 911 Carrera reaches 170 kW (231 hp).



911 (1964): 1988–1994

After 25 years of 911 evolution, the third incarnation of the 911 represents a major step forward. Still featuring the signature design idiom, only 15% of the original vehicle has been retained. New features include Tiptronic, power steering and ABS – 1991 sees the addition of the first airbag as standard for driver and passenger. Also impressive is the power provided by the 3.6-litre boxer engine: 184 kW (250 hp).

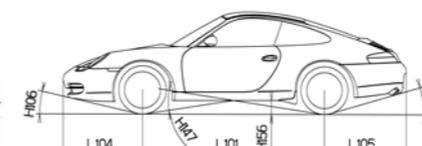
The most remarkable innovation relates to the all-wheel drive. From this time, the figure '4' after Carrera has stood for the 911's permanent all-wheel-drive system, which proves its worth as early as the 1984 Paris to Dakar Rally and goes into series production with the 911 Carrera 4 models. The transfer from motorsport to the road – a future oriented Porsche tradition.



911 (1993): 1993–1998

With its lower shape, flush headlights and seamlessly integrated bumpers, the fourth generation of the 911 appears smoother in design, and more streamlined than its predecessors – for improved aerodynamics and lower fuel consumption. A wider rear enhances its innate sportiness.

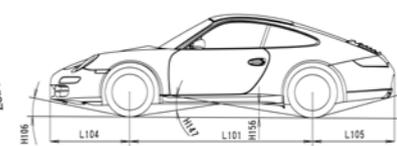
The 3.6-litre, 6-cylinder boxer engine delivers 200 kW (272 hp) to the 6-speed gearbox and reaches a top speed of 167 mph. The driving dynamics are much improved – thanks to the newly designed lightweight chassis. But one thing is on its way out: the 993 is the final Porsche 911 to have an air-cooled boxer engine.



911 (1996): 1997–2005

Featuring contemporary headlights with integral indicators, a flatter windscreen and futuristic interior design, this is the first 911 with a water-cooled engine. Everyone's talking about the 996.

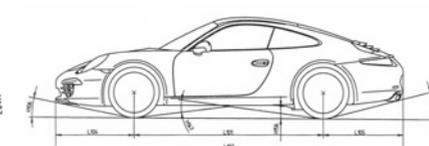
How sustainable it has become gets lost in all of the sparring. The fifth generation marks a major leap forward: it is lighter, has a longer wheelbase, has gained in width and provides its passengers with noticeably more space. Its engine technology and chassis set new benchmarks. Overall, the 996 is more comfortable, more efficient and more dynamic. This is due in no small part to a power output of 221 kW (300 hp).



911 (1997): 2004–2012

The 997 gets some more waist work, with the signature 911 shape becoming even more pronounced. The headlight design is round again. The wheels are bigger, the rear wider, the wings more defined. The design of the 997 reflects the roots of the 911, but the technology of the 21st century.

As of 2008, direct fuel injection (DFI) and Porsche Doppelkupplung (PDK) are used in the 911 Carrera for the first time. This increases performance – and lowers fuel consumption. On this basis, the 3.8-litre engine of the S model releases 283 kW (385 hp) and sprints from 0 to 62 mph in a mere 4.5 seconds.



911 (1991): since 2011*

2011 sees the seventh generation of the 911 start to roll off the production line: a sports car that embraces tradition yet leaves the door to the future wide open. In the Carrera S models with up to 294 kW (400 hp) power and trendsetting efficiency technologies like thermal management and on-board electrical network recuperation come to the fore.

Thanks to an intelligent lightweight design, the new 911 is up to 65 kg lighter than its predecessor. The wheelbase has grown by 100 mm. In design, the rear now appears more angled and sharper. The front headlights have become more rounded. Nevertheless, the 911 is still the 911. Fully in the tradition; future.

*For fuel consumption and CO₂ emissions, please refer to page 54.







Design

**A classic.
From the future.**

Timeless design.

They say that children keep you young. Actually, the 911 has proven its carefree, youthful behaviour: it has been touching the nerve, stirring up fantasy and creating considerable enthusiasm, for 7 generations.

We know, of course, that the 911 has a great power of attraction. But what is the secret of its fascination? It can't just be the fact that it has had the same name for 50 years. It must have something essential at its core.

Ferdinand Alexander Porsche hits the nail on the head: 'A formally coherent product doesn't need any embellishment'. That can be seen in every millimetre of the 911: for instance with the clear roof line, tapering dynamically down at the back – our designers call it the flyline. This typical alignment has also influenced the shape of the side windows. In memory of the original 911, the 911 50th Anniversary Edition has an aluminium trim on the windows.

Characteristics of the 911 are: the roof line, side windows, the wings which are higher than the front lid, and a muscular

look at the rear, because a Porsche has shoulders. At the front, the wings improve the overall view – Ferry Porsche called them 'Peilkanten' (guiding edges). This means that generations of 911 drivers have been able to enjoy the exterior styling from their seats. The round headlights are apparently only elementary, but essential for the design. They are what make the 911 the 911.

The 911 DNA is unmistakable. And yet, our engineers and designers are always looking forward, not back. To open new doors. To build the next new 911. And make it better. To further develop lines

and proportions. With respect for tradition, but with curiosity about the future. Because it's clear: the 911 has won the race against time, because it has never really stayed the same. Only that makes it timeless. And explains its youthfulness.

1 Ferdinand Alexander Porsche working on a type 911 model



1



**You should only quote yourself
if you have remained true to yourself.**

Design Details.

Details show the connection between yesterday and tomorrow. They are the visible expression of the 911's evolution. And of our feelings.

A 911 does not have a classic radiator grille at the front – in any of the generations. However, it has air intakes. They characterise the face of the 911.

Anything else and the 911 would not look the same. Another design feature of the 911 is its rear. To be more precise: the rear lid grille. Giving a clear indication of where the engine is in a 911: at the back.

Typical 911 elements that have been taken up by the 911 50th Anniversary Edition. With finely honed details – and as a homage to its predecessors: the air

intake slats and the black-painted rear lid grille are accentuated with chrome. Its faithfulness to the first generation can also be seen in the chrome strips between the rear lights and the high-gloss trim strips around the side windows. High-quality features form a stylistic connection – with the first 911 from 1963.

The SportDesign exterior mirrors and the distinctive front spoiler lip are details from the present – directed towards the future of the 911.

The styling of the wide rear is another such characteristic of the 911. And with the 911 50th Anniversary Edition we have emphasised it even further. The body is

44 mm wider at the back than the rear-wheel drive 911 Carrera models of the last generation. Thanks to the wider profile, the 911 50th Anniversary Edition sits even more solidly on the road and the trim strips between the rear lights emphasize the horizontal styling of the rear. Low, wide, sleek – a full-blooded sports car with rear-wheel drive.

A small but distinctive design detail of the 911 50th Anniversary Edition is possibly the most emotive: the '911 50' logo on the back. It evokes the famous typography of the earlier 911 models. Seldom, it seems, have tradition and future been closer together.



**Once the past catches up with us,
we have arrived in the middle of the future.**

The Fuchs wheel, reinterpreted.

A classic cast-aluminium wheel with five spokes – and not a single spoke more. The Fuchs wheel has become a legend in its own right. And arouses a lot of memories. Because if, as a child, you craned your neck to look at a 911, often enough you would see it driving through the streets on Fuchs wheels.

Actually, the history of the Fuchs wheel is closely associated with Porsche. In the mid-60s our engineers were looking for a lightweight wheel that would still be extremely resilient. They knew that the steel or cast-iron wheels that were common at that time – unlike today – would not meet those contradictory requirements.

Otto Fuchs KG in Meinerzhagen offered the solution: cast light-alloy wheels that were made from aluminium to provide less weight – always a central theme with sports cars – and thereby reduce unsprung masses; with corresponding benefits in driving comfort and agility. The Porsche designer, Heinrich Klie, was responsible for the design. Another great success from the Porsche design team.

The Fuchs wheel first appeared on the road in 1966, on the Porsche 911 S, and was available as a standard feature until 1989. It has lost nothing of its timeless beauty.

For the developers of the 911 50th Anniversary Edition, it went without saying that this icon should be included in a model embodying both tradition and future. In a

classic design, with a technologically more state-of-the-art interpretation, five spokes, cast aluminium, 20-inch. The Sport Classic wheel in the Fuchs wheel design is painted in satin black, the centre spokes and rim are polished – giving the children of our time still good reason to crane their necks.





Something you can still read off the rev counter: sports car history.

Interior.

If you take a look inside the first 911, you can see how much time has passed. In direct comparison, the 911 50th Anniversary Edition looks like a precision instrument: with the rising centre console, the SportDesign steering wheel and the Porsche Communication Management (PCM) for audio, navigation and communication.

And yet, there is one thing that hasn't changed since 1963: the driver orientation. From the outset it has been about concentrating on what is important.

The very first 911 had five round instruments, with the rev counter positioned in the middle. In those days, the ignition key was where it is today, on the right of the steering wheel – as a tribute to the Le Mans start in which the drivers had to sprint to the car and could start the engine more quickly with the ignition on the right.

Above all, there was one detail that lay close to the heart of our car developers in the 911 50th Anniversary Edition: the instruments. Until 1967, the figures and

scale on the black instruments were green and the pointers were white. For good legibility and utmost functionality. In the 911 50th Anniversary Edition – in the same colours as then – they have become a subtle and yet noticeable design reference that is also reflected in the Sport Chrono clock as part of the optional Sport Chrono Package. The '911 50' logo in the black rev counter illustrates the identity of the 911 50th Anniversary Edition.

The optional Burmester® High-End Surround Sound System ensures the

perfect tone, as is only fitting for the timeless sound of a 911 – thanks to 12 individually controlled loudspeakers and a total output of 821 watts.

A design feature that is noticeable as soon as you get in: the two-tone '911 50' logo on the door sill guards. The trim strips on the doors and dashboard are in brushed aluminium. Above the glove compartment, a plate next to the anniversary model logo shows your personal limited edition number – which also makes you part of the 911 history.



It is in our nature to strive for perfection.

Seats.

The first principle of every 911 since 1963: sportiness. But always with a high degree of comfort and using high-quality materials. That has never been a contradiction, but rather a wise combination of assumed contrasts.

The main materials inside the 911 50th Anniversary Edition are leather and aluminium. The classic interior package is available in Agate Grey and Geyser Grey or Black and Dark Silver. With a special

feature: the strips in the middle of the front and rear seats, taking up an iconic material and pattern from the first 911 models: the so-called Pepita – a two-tone woven textile with a small diamond pattern. The impression it gives is classic and, in the context of the modern interior, it is timeless. The sides of the seats have seams in a contrasting colour – Geyser Grey or Dark Silver. The seams are also on the top of the dashboard, the door and floor trim strips and on the SportDesign steering wheel and floor mats.

The fully electric Sports seats with 14-way adjustment are fitted as standard. Available as an option, are the adaptive Sports seats Plus, which adjust optimally to your requirements thanks to the 18-way electric adjustment. If required, seat heating is available for both types of seat.

One small, fine detail that you notice as you get in, but not while you are driving: the stitched three-tone '911 50' logo on the headrests.





Technology





What's the quickest way to connect tradition and future?

4.1 seconds.

Drive.

Low in the back and sitting just above ground – when it comes to the position of the engine, we are extremely particular. The drive is – and will always be – at the back. The construction principle is also classic: 6 cylinders, in a boxer arrangement, with that full Porsche sound. Typical 911 attributes.

So that's the tradition part. Let's get to the future. Because the 3.8-litre displacement catapults the seventh generation 911 into a new era. And makes it a key sporting player. The engine with direct fuel injection (DFI) and VarioCam

Plus develops 294 kW (400 hp) at 7,400 rpm. And its maximum torque of 440 Nm is achieved at 5,600 rpm. A sports exhaust with original polished tail pipes is standard in the anniversary model. Giving it a more intensive sports car sound at the press of a button.

Based on the 911 Carrera S engine, the 911 50th Anniversary Edition, with 7-speed manual gearbox, accelerates from 0 to 62 mph in just 4.5 seconds. And boasts a top speed of 186 mph.

Available as an option is the especially efficient 7-speed Porsche Doppelkupplung (PDK). For gear changes in milli-

seconds – without interrupting the flow of power. It also reduces fuel consumption significantly and offers a more comfortable drive. And with even higher acceleration values compared to the manual gearbox: with PDK, the anniversary model sprints to 62 mph in only 4.3 seconds (4.1 seconds with the Sport Chrono Package) and reaches a top speed of 185 mph.

However, further developing the 911 doesn't always mean making it faster, it means making it more efficient too. This requirement is also expressed in the seventh

generation 911 – now more than ever. Efficient technologies, as standard, are therefore an integral part of the car concept in the 911 50th Anniversary Edition as well: e.g. with the auto start/stop function, intelligent thermal management or the electrical system recuperation. Combined with the optional PDK, they provide a relatively low consumption value of 32.4 mpg.

Drive. It's the heart of what we call Tradition: Future.

For fuel consumption and CO₂ emissions, please refer to page 53.



50 years of the 911 haven't always gone in a straight line. Which is great!

Chassis.

Let's start at the back: in the rear. More precisely, with the wide track. The 911 50th Anniversary Edition is 44 mm wider at the back than the 911 Carrera S and boasts greater road holding. And greater stability. In every corner.

Let's consider road holding. Our engineers have extended the wheelbase of the latest 911 generation by 100 mm. So the car sits more solidly on the road and driving stability is increased, especially at high speeds and when cornering fast.

A crucial contribution to the typical Porsche driving feel is made by the standard suspension management systems, such as Porsche Stability Management (PSM) and Porsche Active Suspension Management (PASM), with the body lowered by 10 mm. Also standard: Porsche Torque Vectoring (PTV).

The system works, among others, by specifically braking the rear wheels as the situation demands. For even more dynamic steering.

Sportiness is further increased: with the standard SPORT button or the optional SPORT PLUS button in conjunction

with the Sport Chrono Package including dynamic engine mounts. They make the chassis, engine and gearbox settings even sportier. In keeping with the 911 50th Anniversary Edition: the Sport Chrono clock has a black dial, green scale markings and white pointers.

One thing has not changed in 50 years of the 911: the fun of cornering.





Since 1963 we have been interested in the future. Especially the extremely near future.

Safety.

Knowing what's coming. Being prepared. For the next bend. For the next manoeuvre. From motorsport we know that if you have a lot of power you need great reserves. On this basis we haven't changed much in 50 years of the 911. But we have improved significantly.

The 911 50th Anniversary Edition has the potential power of the 911 Carrera S

model and a corresponding safety buffer with the brakes. With red paint finish six-piston aluminium monobloc fixed calipers at the front and four-piston aluminium monobloc fixed calipers at the rear. For greater braking performance and stability.

In addition to large volume driver and passenger airbags, the 911 50th Anniversary Edition is equipped with the Porsche Side Impact Protection System (POSIP).

Bi-Xenon headlights with headlight cleaning system and dynamic range control are fitted as standard. The front lights incorporate LED direction indicators, daytime running lights and position lights. The Porsche Dynamic Light System (PDLS) is also fitted as standard. Its dynamic cornering light function swivels the headlights towards the inside of a bend, based on steering angle and road speed.

Also available as an option are the new LED headlights, including Porsche Dynamic Light System Plus (PDLS+). And its innovative design is apparent not just at night. The daytime running light in the LED headlight consists of four LED spotlights and a ring of LEDs. The main beam and auxiliary main beam are also based on LED technology, as are the side indicators and marker lights. For better illumination – and less energy consumption. One

special feature of PDLS+: the dynamic main beam. A camera identifies the light from vehicles in front and on-coming vehicles and adjusts the range of the dynamic main beam accordingly, continuously and smoothly.

If you are looking back on 50 years of sports car history, you also want to know what's going to happen in the really near future.





Personalisation



No two 911 dreams are the same.

Colour.



1



2



3



4



5

- 1 Metallic exterior colour:
Geyser Grey Metallic
- 2 Interior package: classic in Agate Grey
and Geyser Grey
- 3 Single colour exterior:
Graphite Grey
- 4 Single colour exterior:
Black
- 5 Interior package:
classic in Black and Dark Silver





Bi-Xenon headlight incl. PDLS (standard equipment)



LED headlight incl. PDLS+



Electrically folding exterior mirror incl. courtesy lighting

Product	911 50th Anniversary Edition	I no.
Exterior.		
LED headlights incl. Porsche Dynamic Light System Plus (PDLS+)	•	602
Bi-Xenon headlights, black, incl. Porsche Dynamic Light System (PDLS)	•	XEX
Porsche Entry & Drive	•	625
ParkAssist (rear)	•	635
ParkAssist (front and rear)	•	636
Rear wiper	•	425
Windscreen with grey top-tint	■	567
Automatically dimming interior and exterior mirrors with integrated rain sensor	•	P13
Privacy glass	•	XPL
Electrically folding exterior mirrors including courtesy lighting Note: with this option, the standard 911 Carrera mirrors are fitted instead of the SportDesign mirrors	■	748
Electric slide/tilt sunroof	•	651
Electric glass slide/tilt sunroof	•	653
Roof transport system	•	549
Painted cover for headlight cleaning system	•	XUB
Aluminium Look filler cap	•	XYB

Product	911 50th Anniversary Edition	I no.
Engine, transmission and chassis.		
Porsche Doppelkupplung (PDK, 7-speed)	•	250
Porsche Ceramic Composite Brake (PCCB)	•	450
PASM sports suspension (20 mm lower)	•	030/031
Porsche Dynamic Chassis Control (PDCC)	•	031/352
Power steering Plus	•	658
Sport Chrono Package	•	639/640
Carrera S Powerkit upgrade to 316 kW (430 hp) incl. Sport Chrono Package (Order no. 639/640)	•	X51
Tyre Pressure Monitoring (TPM)	•	482
Interior.		
HomeLink® (programmable garage door opener)	•	608
Cruise control	•	454
Adaptive cruise control incl. Porsche Active Safe (PAS)	•	456
Speed limit display	•	631
Preparation for Porsche Vehicle Tracking System (PVTs)	■	674
Light design package	•	630

– not available • I number/extra-cost option ■ available at no extra cost



Porsche Ceramic Composite Brake (PCCB)



Carrera S Powerkit

For fuel consumption and CO₂ emissions, please refer to page 53.

Product	911 50th Anniversary Edition	I no.
Interior.		
Adaptive Sports seats Plus (18-way) with memory package incl. electric steering column adjustment	•	P07
Seat heating	•	342
Seat ventilation (only in conjunction with seat heating and adaptive Sports seats Plus) Note: with this option, the seat centre is in leather instead of fabric.	•	541
Steering wheel heating (only in conjunction with multifunction steering wheel)	•	345
Fire extinguisher	•	509
Smoking package	■	583
Storage net in passenger foot well	■	581
ISOFIX child seat preparation for front passenger seat	•	899
Painted car key	•	CPK
Lighting in rear foot well	•	CEE

¹⁾ May be incompatible with some copy-protected CDs.

²⁾ Only in conjunction with PCM.

³⁾ Mobile phone preparation or telephone module in HFP mode: the use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength in the passenger compartment can be reduced because your phone can be connected up to the external aerial (feature depends on how specific mobile phones connect to the cradle). For information about the availability of a cradle for your mobile phone, please contact an independent accessories retailer. The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.

⁴⁾ Information on compatible mobile phones is available at www.porsche.com or your Porsche Centre.

⁵⁾ For receiving analogue and digital television signals (DVB-T) in MPEG2 encoding where available.

Product	911 50th Anniversary Edition	I no.
Interior: leather.		
Multifunction steering wheel Note: with this option there is no seam in a contrasting yarn	•	844
Additional interior package: leather dashboard	•	CZW
Additional interior package: leather door panel	•	CXM
Additional interior package: leather in rear	•	CXN
Leather instrument cluster frame	•	XNG
Leather steering column cover	•	XNS
Leather interior mirror	•	CVW
Leather air vents	•	CTK
Leather air vent slats	•	CZV
Leather PCM package	•	CUR
Leather Sports seat Plus backrests	•	XWK
Leather seat belt locks	•	CDT
Leather seat belt outlet covers	•	CTH
Leather fuse box cover	•	CUJ
Leather key wallet	•	CPE

Product	911 50th Anniversary Edition	I no.
Audio and communication.		
Porsche Communication Management (PCM) incl. navigation module ¹⁾	■	P23
Electronic logbook ²⁾	•	641
Voice control system ²⁾	•	671
Telephone module ^{3), 4)}	•	666
Cordless handset for telephone module ^{2), 3)}	•	669
Mobile phone preparation ^{3), 4)}	•	619
BOSE® Surround Sound System	•	680
Burmester® High-End Surround Sound System	•	682
6-disc CD autochanger ¹⁾	•	692
6-disc CD/DVD autochanger ¹⁾	•	693
TV tuner ^{2), 5)}	•	676
Online Services ²⁾	•	UN1
Digital radio ²⁾	■	691
Factory collection.		
Collection from Zuffenhausen factory	•	900
Collection from Leipzig factory incl. dynamic driving instruction	•	S9Y

– not available • I number/extra-cost option ■ available at no extra cost



Adaptive Sports seat Plus in conjunction with seat ventilation



Multifunction steering wheel



Vehicle key painted, leather key pouch

**There are more than a million words in the English language.
But only three numbers can describe this feeling.**

911.

The 911 has a quantity that can't really be measured. But it's one we have been working on every day since 1963: feelings. Because if the 911 was just any other car, it would not fascinate its driver. It's like the first time. Every time.

If necessary, we will scrutinise every single screw to achieve it. It's the only way of staying open to new ideas and intelligent drive concepts. It's the only way of living up to the Dr. Ing. in our company name. And of being able to give the 911 a future.

Yes, the 911 is our acknowledgement to the sports car. It stands for everything we believe in. And for what we are striving.

The 911.







911

Technical data.

	911 50th Anniversary Edition	911 50th Anniversary Edition with powerkit*
Engine		
Cylinders	6	
Displacement	3,800 cm³	
Max. power (DIN) at rpm	294 kW (400 hp) 7,400 rpm	316 kW (430 hp) 7,500 rpm
Max. torque at rpm	440 Nm 5,600 rpm	440 Nm 5,750 rpm
Compression ratio	12.5:1	
Transmission		
Layout	Rear-wheel drive	
Manual gearbox	7-speed	
PDK (optional)	7-speed	
Chassis		
Front axle	McPherson strut suspension	
Rear axle	Multi-link suspension	
Steering	Variable steering ratio, power-assisted (electromechanical)	
Turning circle	11.1 m	
Brakes	Six-piston aluminium monobloc fixed calipers front, four-piston aluminium monobloc fixed callipers rear, discs internally vented and cross-drilled	
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions	
Wheels	Front: 9.0 J x 20 ET 51, Rear: 11.5 J x 20 ET 48	
Tyres	Front: 245/35 ZR 20, Rear: 305/30 ZR 20	

* Values are only included if they differ from the 911 50th Anniversary Edition.

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.
²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. Actual consumption and performance may vary with items of optional equipment.

	911 50th Anniversary Edition	911 50th Anniversary Edition with powerkit*
Weights	Manual/PDK	
Unladen (DIN)	1,410 kg/1,430 kg	
Unladen (EC) ¹⁾	1,485 kg/1,505 kg	
Permissible gross weight	1,830 kg/1,850 kg	
Performance	Manual/PDK	Manual/PDK
Top speed	186 mph/185 mph	188 mph/187 mph
0–62 mph	4.5 s/4.3 secs	4.4 s/4.2 secs
Sport Chrono Package (with PDK) 0–62 mph	–/4.1 secs	–/4.0 secs
0–99 mph	9.5 s/9.1 secs	9.3 s/8.9 secs
Sport Chrono Package (with PDK) 0–99 mph	–/8.8 secs	–/8.6 secs
Flexibility (49–74 mph), in 5th gear	6.0 secs/–	6.0 secs/–
Overtaking acceleration (49–74 mph)	–/2.5 secs	–/2.5 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK
Urban (in mpg)	20.4/23.1	20.7/23.1
Extra-urban (in mpg)	39.7/42.1	38.7/42.1
Combined (in mpg)	29.7/32.4	29.7/32.4
CO ₂ emissions (in g/km)	224/205	224/205
Dimensions/aerodynamics		
Length	4,509 mm	
Width	1,852 mm	
Height	1,295 mm	
Track front	1,538 mm	
Track rear	1,560 mm	
Wheelbase	2,450 mm	
Luggage compartment volume (VDA)	145 l	
Tank capacity (refill volume)	64 l	
Drag coefficient	0.30	

911 Carrera models	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S
Fuel consumption/emissions¹⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban (in mpg)	22.0/25.2	20.4/23.1	21.4/24.1	19.8/22.2
Extra-urban (in mpg)	41.5/43.4	39.7/42.1	39.7/41.5	37.6/40.3
Combined (in mpg)	31.3/34.4	29.7/32.4	30.3/32.8	28.5/31.0
CO ₂ emissions (in g/km)	212/194	224/205	219/203	234/215

911 Carrera models	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet
Fuel consumption/emissions¹⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban (in mpg)	21.5/24.7	20.0/22.7	20.9/23.7	19.6/21.9
Extra-urban (in mpg)	40.3/42.1	39.2/40.9	39.2/40.9	37.1/39.7
Combined (in mpg)	30.7/33.6	29.1/31.7	29.7/32.4	28.2/30.7
CO ₂ emissions (in g/km)	217/198	229/210	224/205	236/217

¹⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. Actual consumption and performance may vary with items of optional equipment.

The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre/ Dealer or your importer. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (04/13). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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