



928 GTS Series

928 GTS Series

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




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






The exhaust note is y
throttle and that dee
Porsche's 5.4-liter V-
of torque, it gives the
tessential Porsche: e
poise. The V-8's temp
a morning commute
on the slightest gaps
V-8 displays its stan
after shrinking mile.



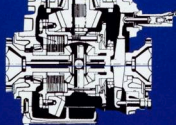
The flexible engine response of the 928 GTS is the result of exquisitely executed Porsche engineering. Cylinder heads and engine block are cast from aluminum alloy for optimum thermal efficiency and minimum weight. Low-friction silicon crystals, impregnated in the cylinder walls, resist engine wear. 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 transmissions. The five-speed manual employs raters to extract every ounce of power. The four-speed automatic adds convenience, while adding a distinct level of performance, 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 at Zuffenhausen workshops, and each finished engine is individually 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 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.





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

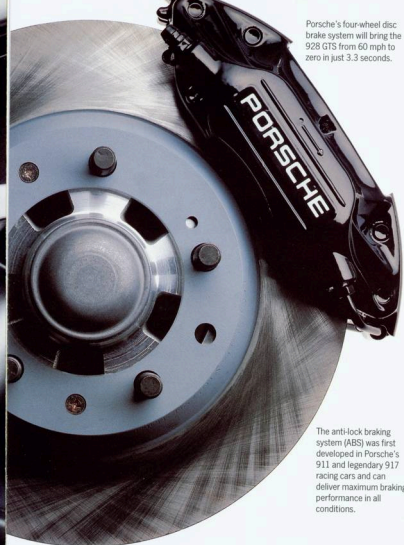
Zinc-galvanized steel is used in key areas of the 928 body for optimum corrosion protection.

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.





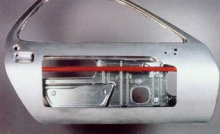
A detailed close-up photograph of a Porsche four-wheel disc brake system. The black brake caliper is prominently displayed, with the word "PORSCHE" embossed in white capital letters on its side. The caliper is mounted over a large, silver, multi-spoke brake disc. The background is a plain, light color, emphasizing the mechanical components.

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.**

© Porsche Cars North America, Inc. 1993
® Porsche, Carrera, Targa, Tiptronic, Variocam™ and the Porsche crest are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

Porsche Cars North America, Inc. 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.

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.
100 West Liberty,
Reno Nevada 89501

Status: 8/93
Copies: 22,000
Printed in Germany
WVK 127 021 94



options are subject to change without notice. Some options may be unavailable when your car is built.

12.68"/rear 11.77"),
ABS

Specifications