

*Turbo
Carrera*



The specifications.

Engine:

Design	Air-cooled, 4-cycle, opposed cylinders, turbocharged	
No. of cylinders	6	
Bore	3.70 in	(94.0 mm)
Stroke	2.80 in	(71.00 mm)
Displacement	182.6 cu in	(2993 cc)
Compression ratio	6.5:1	
Horsepower SAE (net)	234 hp @ 5500 rpm	
Max. torque (net)	245 ft lbs @ 4000 rpm	
Crankcase	Two-piece, light alloy	
Valve train	Chain-driven overhead cams (one per bank), sodium-filled exhaust valves	

Fuel System:

Fuel/air supply	CIS fuel injection/ exhaust turbocharged
Emission control	Air injection an thermal reactor
Fuel octane requirement	91 RON (96 RON for competition events)

Electrical System:

Battery capacity	12V/66 Amp/hr
Alternator output	980 Watts (maximum)
Ignition	Breakerless, capacitive discharge

Transmission/Differential:

Design	4-speed, fully synchronized, transaxle	
Clutch	Single disc, dry	
Gear ratios	1. 2.25:1	4. 0.6563:1
	2. 1.3043:1	R. 2.4375:1
	3. 0.8929:1	
Final drive ratio	4.222:1	

Suspension/Steering:

Front suspension	Independent, with transverse control arms and telescopic McPherson struts/Bilstein shocks, torsion and stabilizer bars	
Rear suspension	Independent, with longitudinal control arms, Bilstein shocks, torsion and stabilizer bars	
Steering	Rack and pinion	
Turns, lock to lock	3.1	
Turning circle (approx)		
Wall-to-wall	35.4 ft	(10.8 m)
Curb-to-curb	34.8 ft	(10.6 m)

Brakes:

Service brake	Dual circuit, hydraulic, vented disc brakes, front and rear	
Total effective brake area	257 cm ²	
Disc diameter, front/rear	282.5 mm/290.0 mm	
Parking brake	Mechanical on rear drums	

Rims/tires:

Rim type	Forged, light alloy	
Rime size, front/rear	7 x 15/8 x 15	
Tires, front	185/70 VR 15	
Tires, rear	215/70 VR 15	
Spare rim	5-1/2J x 15 (steel)	
Spare tire	Space saver with compressor	

Dimensions/Weights:

Overall length	168.9 in	(4291 mm)
Overall width	69.9 in	(1775 mm)
Height (unladen)	52.0 in	(1320 mm)
Wheelbase	89.5 in	(2272 mm)
Track, front	56.3 in	(1431 mm)
Track, rear	59.1 in	(1501 mm)
Ground clearance		
Unladen	6.9 in	(175 mm)
With maximum load	6.1 in	(155 mm)
Dry weight	2635 lbs	(1195 kg)
Gross vehicle weight	3087 lb	(1400 kg)
Maximum permissible axle load		
Front/rear	1323/1852 lbs	(600/840 kg)
Payload	452 lbs	(205 kg)
Maximum roof carrier load	82 lbs	(37 kg)
Performance:		
Top speed	152 mph (245 km/h)	
Acceleration		
0-60 mph	5.7 sec	
0-100 mph	13.0 sec	

Specifications subject to change without notice



The Turbo Carrera.

In all of Porsche history, it's the most advanced model we have ever introduced.

Porsche.

The standard of advanced engineering, endurance, quality of workmanship, luxury and beauty without parallel.

In the Turbo Carrera, the standard has been surpassed. Because this model although instantly recognizable as a Porsche, is obviously a very special Porsche.

Born of a proud racing heritage, proven in the toughest international competition, the Turbo Carrera's breeding shows through. The extra-wide, highspeed VR radial tires. The, aerodynamic styling. The functional front and rear spoilers. A car with breath-taking acceleration (0 to 60 mph in an incredible 5.7 seconds) which is capable of speeds well over 150 mph on the test track. Truly, it gives new definition to the word performance.

Yet it is a car for practical people. In performance gives reserve power on the highway. Its nimbleness gives easy maneuverability in town. And, as you'll see later, its engine design meets very practical requirements too. The Turbo Carrera is also a car for people who appreciate luxury. You sit in genuine leather upholstery, your feet resting on plush cut pile carpeting. Fully air conditioned, of course. Automatic heating which is controlled by a thermostat in your home. AM/FM stereo radio with speakers all around.

These, plus an impressive array of other standard features, make this one of the most luxurious high performance cars ever built.

The Turbo Carrera.

In a world of compromise, Porsche doesn't.



The Turbo engine.

For all its performance, it was still designed with the real world in mind.

Turbocharging is not new to high performance racetrack machines. Nor is it new to Porsche. We have been racing and winning with such engines for many years. More important we've been refining the technique in anticipation of the day we could offer it in a Porsche designed for everyday use.

The day has arrived.

Turbocharging is in essence a method of precompressing air to a density (11.4 psi) unheard of in conventional cars, and blending that air with gasoline to achieve new levels of performance. The compressor is powered by an exhaust-driven turbine wheel which reaches speeds of up to 90,000 rpm. The blending of the fuel and air is accomplished by a larger version of our proven CIS fuel injection system.

This combination of turbocharging and fuel injection has achieved some dramatic results.

An engine that is remarkably clean, meeting all current clean air standards and exceeding most.

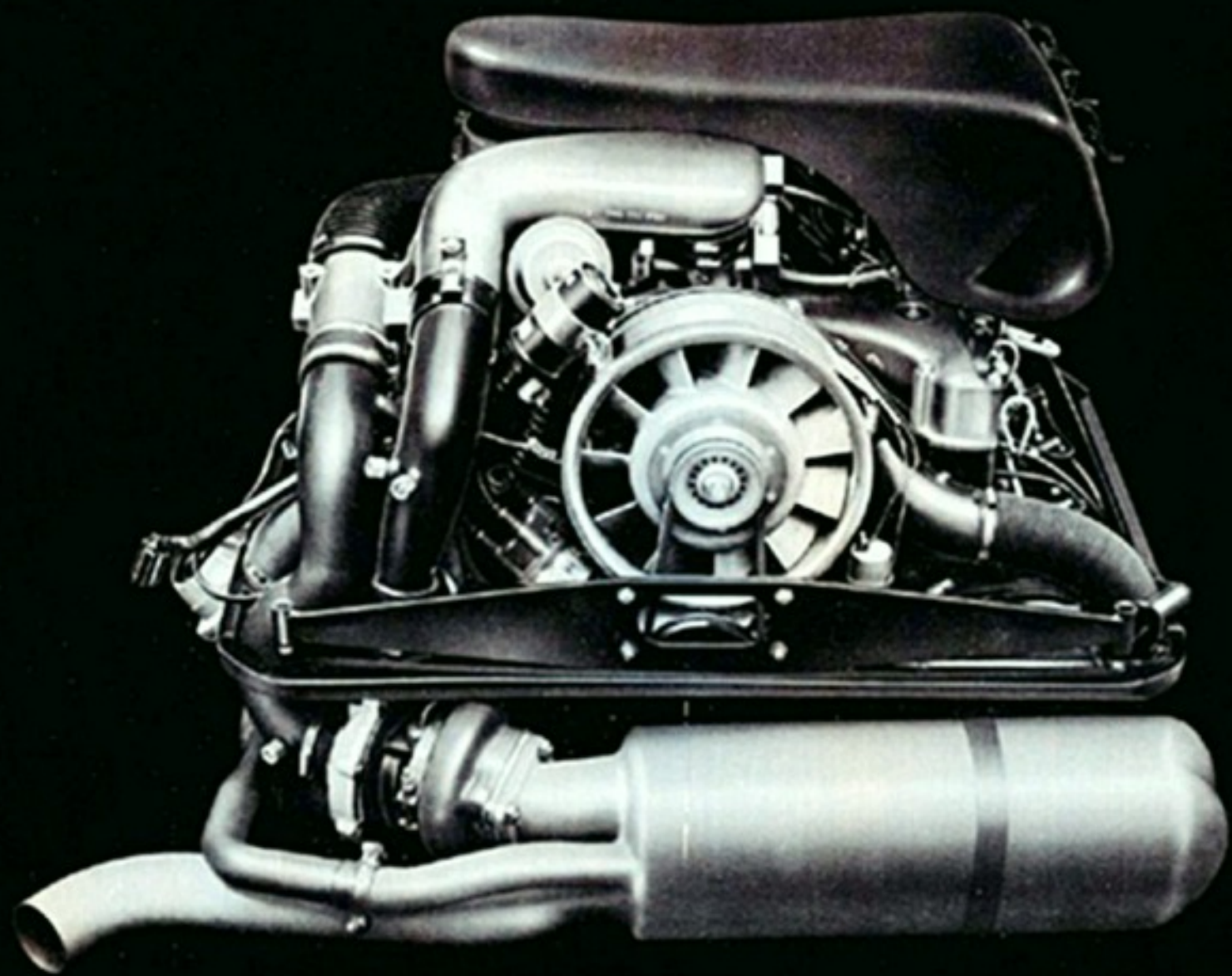
An engine that efficiently squeezes more miles out of each gallon of gas than you would expect from such a powerplant. Its EPA rating is 24 mpg on the highway and 14 mpg in the city. (Your actual mileage may vary depending on how and where you drive and your car's condition.)

An engine from which one expects a roar, but surprisingly is even more quiet than many conventional engines.

An engine which, though highly advanced, can be routinely maintained by the same Porsche Audi dealer you bought it from.

The Turbo engine.

Very exotic. But very practical as well.



The equipment.

With a Porsche like this, you naturally expect every luxury to be standard.

Many of the Turbo Carrera's standard features are not even available as options on other cars.

Engine and transmission

- 3.0 liter six-cylinder Turbocharged air-cooled engine
- 234 horsepower SAE net
- CIS fuel injection system
- Oil cooler
- Four-speed fully synchronized transmission
- Electric rear window wiper
- Electric windshield wiper with intermittent wipe cycle
- Fog lights
- Outside mirror with electric remote control and defroster
- Headlight washers
- Breakerless, capacitive discharge ignition

Body and suspension

- Four-wheel independent torsion bar suspension with stabilizer bars front and rear
- Bilstein shock absorbers
- Four-wheel vented disc brakes
- Forged alloy wheels
- Radial ply tires
- Functional front and rear spoilers
- Rack and pinion steering
- Tinted glass all around

Electrical

- Electric window lifts
- Electric rear window defogger

Interior

- Air conditioning
- Genuine leather interior
- Leather-covered sport steering wheel
- Automatic heating with thermostatic control
- Quartz clock
- Electronic speedometer
- Transistorized tachometer
- Trip mileage odometer
- AM/FM stereo radio with speakers in doors and rear shelf
- Power antenna
- Cut pile carpeting

And the few items which are optional are optional because they're strictly a matter of choice.

- Special sport seats
- Limited slip differential
- Electric sliding sunroof

