

**New Look
Enhances
Aerodynamics**

For 2002, the 911 Carrera models keep their unmistakable 911 profile and adopt the headlight design of the 911 Turbo, plus a newly shaped front end, widened rear quarter panels, and redesigned oval exhaust tailpipes.

The design changes are much more than cosmetic. The new front air intakes increase airflow to the radiators by 15 percent. Reshaping the radii of the front wheel arches and adding small, flexible spoilers ahead of the front wheels has reduced lift at the front by 25 percent and at the rear by 40 percent. In addition, new air intake ducts enhance front brake cooling, and a new underfloor duct enhances transmission cooling by 20 percent.

The new headlight design improves lighting performance. The Bi-Xenon gas-discharge headlights that are standard on the 911 Turbo are a new option for the 911 Carrera models. These light units use high-intensity gas discharge bulbs for both the low and high beams, compared to low-beam only for the Litronic HID lights offered previously.

**Enhanced
Comfort and
Convenience**

Porsche also enhanced the comfort and convenience in the 2002 911 Carrera models. The instrument panel comes from the 911 Turbo, including the standard onboard computer that conveys information on an LCD display in the lower third of the tachometer. In addition to information about fuel consumption and driving range, the computer can display engine oil level, outside temperature and 35 different warning messages in plain text.

A three-spoke sports steering wheel is now standard, replacing the previous four-spoke wheel, and the center vents have also been redesigned. The remote entry system now controls seat memory function when the optional power seats are ordered. The remote determines which of the four car keys is in use and transmits the information for driver's seat position and exterior mirrors to the memory control unit. Apart from the function provided by the four programmable keys, the driver can select two other seat positions via buttons to the left of the seat.

The new lockable glovebox and a cupholder integrated into the center dash add convenience, while matte surfaces for the switches enhance tactile quality. A new optional parking aid with sensors integrated into the bumper covers can help prevent parking maneuver fender-benders by sounding an audible alert as the car gets closer to an obstacle. Finally, the trunk is equipped with an anti-entrapment release with internal handle, and the car keys feature a color Porsche Crest®.

**New Bose Digital
Audio System**

For 2002, Porsche offers a high-end digital audio system from home and automotive audio manufacturer Bose. Each system has been custom-engineered for that particular model. The optional Bose sound system replaces previous audio system upgrades in the 911 Carrera models.

The 911 Carrera Coupe can accelerate from rest to 62 mph (0-100 km/h) in just 5.0 seconds, the Cabriolet models in 5.2 seconds. The top track speed increases slightly to 177 mph (285 km/h) from 174 mph (280 km/h) for all versions with the manual transmission. A five-speed Tiptronic® S automatic transmission remains an option for all 911 Carrera models.

**New
Engine Control**

The new ME 7.8 unit calculates the precise supply of fuel needed from the tank. Previously, fuel not needed by the injectors – but heated by the engine – went back to the tank. The new system reduces hydrocarbon emissions caused by heated fuel.

Sequential multi-port fuel injection features separate fuel mixture control for each cylinder bank, and a coil-on-plug ignition system provides quick response and reliable operation. The ME 7.8 engine control module incorporates the E-Gas electronic throttle. In place of a traditional throttle cable setup, E-Gas electronically transmits pedal position to the engine control unit. New mufflers with less backpressure than before emit a more powerful sound through newly designed tailpipes.

**All-Wheel Drive
Supercar**

Based on the 911 Carrera Cabriolet, the 911 Carrera 4 Cabriolet differs most in that its drivetrain powers all four wheels. The current-generation model uses an all-wheel drive system based on a viscous multi-plate clutch located directly behind the front differential. Weighing just 120 pounds (54 kg), the all-wheel drive system in the 911 Carrera 4 Cabriolet qualifies as one of the lightest such systems in the industry.

The all-wheel drive system directs five to 40 percent of the torque to the front wheels, depending on available traction and power applied. The viscous unit compensates for differing wheel speeds during cornering. While the 911 Carrera 4 Cabriolet exhibits superior traction on all road surfaces, Porsche did not intend the all-wheel drive system as an all-weather traction assistant.

Subtle exterior differences that distinguish the 911 Carrera 4 Cabriolet from its rear-wheel drive sibling include plainly visible titanium-color brake calipers and a titanium-color “Carrera 4” logotype on the rear engine hood.

**Porsche Stability
Management**

Porsche equips the 911 Carrera 4 Cabriolet with the advanced Porsche Stability Management system (PSM) as standard equipment, and offers it as an option on the 911 Carrera. Using data from several sensor inputs, PSM can detect a loss of grip at the front or rear and reduce instability by applying braking to individual wheels and, if necessary, altering engine power.

**Two
Transmissions**

As before, Porsche offers a choice of two transmissions on the 911 Carrera models: a precisely-shifting standard six-speed manual and the optional Tiptronic® S five-speed automatic transmission. Porsche increased the torque capacity of the manual transmission for the more powerful 2002 models by using a stronger alloy steel on key components. In addition, the output shaft runs in three bearings instead of two, and the differential uses stronger bevel gears. As before, a dual-mass flywheel ensures low vibration, and a hydraulic clutch provides consistent performance.

The 911 Carrera models adopt the Tiptronic S transmission from the 911 Turbo for 2002, which can handle greater torque output than the version in the 2001 models. The lock-up torque converter and shifting programs have been specially tailored to the naturally aspirated engine. With the advanced Tiptronic S, the driver can place the shift lever into "D" and let the transmission do the shifting, or shift into "M" and control gearshifts with steering wheel-mounted thumb switches.

Tiptronic S uses one of five programmed shift maps to respond to the driving style. For example, during leisurely driving, Tiptronic S will upshift early to provide a quiet ride and the best fuel efficiency. Quicker gas pedal action will call up a sporty shift program, which holds each gear longer for crisp response and power.

The computer-controlled Tiptronic S responds like a driver working a manual transmission, downshifting or holding lower gears when cornering and driving on hills. Tiptronic S also allows the driver to select manual mode by pressing an up- or downshift button, even with the shift lever in the "D" position.

**Innovative Safety
Technology**

With the high performance potential of the 911 Carrera models and 911 Carrera 4 Cabriolet comes a high level of occupant protection. A patented crumple zone body structure protects a reinforced passenger compartment. Supplementing the three-point inertia-reel seatbelts, the 911 Carrera models gain new seatbelt pretensioners and load limiters for 2002. All new Porsche models include dual front airbags plus the Porsche Side Impact Protection System that includes boron-steel door reinforcement beams, energy-absorbing door panels, and door-mounted side airbags. The 30-liter capacity sidebags provide additional protection for the chest, head, and pelvis.

In the 911 Carrera Cabriolet models, the boron-steel reinforced A-pillars and windshield header combine with an automatic-deploying supplemental rollover structure to reduce the risk of injury in the event of a rollover accident. The optional Park Assist feature audibly warns drivers of obstacles behind the car.

The Tequipment® (“Tech-quipment”) program offers a line of accessories available only from authorized Porsche dealers. Tequipment options include such items as special wheels, a new-for-2002 aerobody kit, instrument panel trim kits, CD changers, and custom floor mats. Customers can order Tequipment options at the time of purchase or return to the dealership for installation later. While installation of Tequipment may require some modifications to the car, such modifications do not affect the standard limited warranty. Tequipment items come with a two-year warranty when installed by a certified technician at an authorized Porsche dealership.

Paint-To-Match

In addition to the limited-availability special paint colors, Porsche will even paint a 911 Carrera to match a sample from the customer. The Porsche 26-step corrosion protection and paint process ensures that the custom paintwork meets the same quality standards as a regular production paint color. The Porsche three-year/unlimited mileage paint finish and 10-year/unlimited mileage corrosion perforation warranties apply to any custom color.

**Substantial
Warranty**

Every new model-year 2002 Porsche car sold in the United States and Canada is covered by a four-year/50,000-mile (80,000 kilometer), bumper-to-bumper limited warranty, which includes Porsche’s roadside assistance program. The galvanized body and 26-step paint and anti-corrosion process enable Porsche to warrant each car against rust perforation for 10 years and unlimited mileage. In addition, Porsche guarantees the paint finish for three years – also without a mileage limitation.

Porsche Cars North America, Inc., (PCNA), based in Atlanta, Georgia, is the exclusive importer of Porsche cars for the United States. A wholly owned subsidiary of Dr. Ing. h. c. F. Porsche AG, PCNA employs some 200 people who provide Porsche vehicles, parts, marketing and training for its 205 dealers in North America. They, in turn, provide Porsche owners with best-in-class service.

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