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PORSCHE ADDS POWER AND REFINEMENTS TO 2002 911® TURBO

ATLANTA – Porsche last year introduced an all-new 911® Turbo with a 415-horsepower twin-turbo engine, advanced all-wheel drive and exclusive styling. For 2002, Porsche offers an optional engine enhancement performance package to boost horsepower from 415 to 450. As well as offering more power, the Turbo's standard equipment list also expands with a Bose® high-end digital audio system and other additional luxury features. In addition, the 911 Turbo adds new front seat belt pretensioners and force limiters to its extensive roster of safety technology, and the trunk now includes an anti-entrapment release with internal handle.

"The 911 Turbo has become a modern sportscar legend and remains a performance and technology benchmark," said Frederick J. Schwab, president and CEO, Porsche Cars North America.

A racecar-derived 3.6-liter, twin-turbo six-cylinder engine gives the 2002 911 Turbo staggering performance capability. The engine produces 415 horsepower (309 kW) @ 6,000 rpm and sustains 415 lb.-ft. (560 Nm) of peak torque from 2,700-4,600 rpm. Power drives through a standard six-speed manual transmission. The new-generation model was the first 911 Turbo to offer the advanced Tiptronic S five-speed automatic transmission as an option.

Porsche builds the 911 Turbo on the all-wheel drive 911 Carrera® 4 platform, a practice it began with the previous-generation 911 Turbo in 1996. All-wheel drive, the Porsche Stability Management system (PSM), and 18-inch wheels combine to make the new-generation 911 Turbo the best-handling version in the model's history.

With power characteristics of a far larger engine, the 911 Turbo can accelerate from zero-to-62 mph (0-100 km/h) in just 4.2 seconds. On the test track, the 911 Turbo will sprint from a standstill to 100 mph (160 km/h) in only 9.2 seconds and can achieve a top speed of 189 mph (305 km/h).

**Engine
Enhancement**

The 911 Turbo adds an optional engine enhancement performance package that increases horsepower to 450 (331 kW) @ 5,700 rpm and sustains 457 lb.-ft (620 Nm) of peak torque from 3,500 – 4,500 rpm. The new package includes modifications to the turbo charger, air intake cooler, electronic control unit, exhaust system and a strengthened transmission. This option cannot be retrofitted to the standard 2001 and 2002 911 Turbo.

**New Bose®
Digital Audio
System**

The 911 Turbo features the new Bose system as standard equipment, while other Porsche models offer a Bose system as an option. Each Bose audio system has been custom-engineered for a particular Porsche model.

The new Bose automotive music systems combine balanced stereo, a panoramic soundstage, deep bass and smooth frequency response to produce lifelike music reproduction even in the challenging environment of a car. Digital amplifiers provide clean, uncolored sound at any listening level. In the 911 Turbo, 12 advanced loudspeakers and a subwoofer blend seamlessly into cabin trim, raising and widening the sound stage and ensuring balanced stereo.

New Refinements

Porsche designed the 911 Turbo not only for high performance, but to provide long-distance comfort, as well. In line with that mission, the car adds several new comfort and convenience features for 2002, including auto-dimming inside and outside mirrors with integrated rain sensor windshield wipers. Other interior changes include redesigned center vents and matte-surface switches, which improve tactile feel. A new lockable glovebox adds to interior storage. The center dash gains an integral cupholder. The car keys now have a color Porsche Crest®.

Exclusive Design

While the new-generation 911 Turbo inspired the front-end redesign of the 2002 911 Carrera, the 911 Turbo retains many exclusive body parts and design elements. Three large intake grills dominate the lower front fascia and provide cooling air to the car's three radiators. Compared to the 911 Carrera models, the 911 Turbo has a wider stance, particularly at the rear, where the 911 Turbo is 2.6 inches (65 mm) wider to accommodate the standard 18-inch alloy wheels and massive 295/30 ZR18 tires.

Air scoops integrated into the leading edges of the rear fenders channel air to the turbocharger intercoolers, while louvers in the sides of the lower rear cover exhaust air from the intercoolers. The engine compartment lid carries a two-piece rear stabilizer wing, the upper part of which automatically raises at speeds above 75 mph (120 km/h) and lowers at 50 mph (80 km/h).

In addition to the standard Bose digital audio system, the 911 Turbo adds several luxury features over and above the standard equipment on the 911 Carrera models, including full-power adjustable leather seats for the driver and passenger (with driver's side memory). The 911 Turbo also comes with a standard programmable remote entry and security system with alarm and immobilizer. The driver can control the seat memory and open the luggage compartment with the remote control. In addition, customers may choose one of the metallic paint options at no extra cost.

The 911 Turbo engine is based directly on the 3.6-liter engine from the GT1 racecar that won the 24 Hours of Le Mans in 1998. (The engine is not a turbocharged version of the new 3.6-liter unit used in the 2002 911 Carrera models.) To accommodate the high boost pressure produced by its dual turbochargers, the engine features a 9.4-to-1 compression ratio, compared to 11.3-to-1 for the 911 Carrera models.

Intake air enters through louvers in the engine lid, flows into a joint air filter housing and then into the turbochargers. The turbos compress the air to a maximum of 11.76 psi (0.8 bar over atmosphere). From the turbos, the intake air flows through dual intercoolers (one mounted in each rear fender) and then into the induction system.

Like all current Porsche engines, the 911 Turbo features double overhead camshafts and four valves per cylinder. The new-generation 911 Turbo introduced a new version of the Porsche VarioCam[®] valve timing system. Called VarioCam Plus, the new system provides continuously adjustable valve timing by using two camshaft profiles and two sets of tappets to vary both valve lift and duration. The system helps boost low-end and mid-range torque. Dual valve springs ensure reliable, high-performance operation.

Sequential multi-port fuel injection features separate fuel mixture control for each cylinder bank and a coil-on-plug ("distributorless") 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 conventional throttle cable setup, E-Gas electronically transmits pedal position to the engine control unit. The new system provides even sharper throttle response and ensures low emissions.

The current-generation 911 Turbo 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 Turbo qualifies as one of the lightest such systems in the industry. The all-wheel drive system directs torque to the front wheels at a rate of five-to-40 percent, depending on available traction and power applied. The viscous unit compensates for differing wheel speeds during cornering. The 911 Turbo exhibits outstanding traction on all road surfaces. However, Porsche did not intend the all-wheel drive system as an all-weather traction assistant.

Racecar-Derived Turbo Engine

All-Wheel Drive

The four-wheel independent suspension features a Porsche-optimized MacPherson-strut design in front and a multilink setup in the rear, both with aluminum suspension components to reduce unsprung weight. Front and rear stabilizer bars and gas-charged shock absorbers provide flatter cornering. Standard power rack-and pinion steering yields a quick 2.98 turns lock-to-lock and a tight 34.8-ft. (10.6-meter) turning circle.

A “staggered” wheel/tire array (wider wheels and wider, lower-profile tires on the rear) contributes to neutral handling. The standard aluminum alloy wheels measure 18 x 8 inches in front and mount 225/40 ZR18 tires; the 18 x 11-inch rear wheels mount 295/30 ZR18 tires.

**Race-Proven
Brakes**

The 2002 911 Turbo employs the four-wheel vented disc brakes derived from the Porsche GT1 racecar. One-piece (“monoblock”), four-piston brake calipers reduce unsprung weight and improve heat dissipation. The front and rear discs measure 13.0 inches in diameter (330 mm), but differ in thickness – 1.34-inch (34 mm) in front and 1.1-inch (28 mm) in the rear. The cross-drilled discs dissipate heat to maintain braking performance and brake feel even under hard usage.

**Porsche Stability
Management**

Porsche equips the 2002 911 Turbo with the Porsche Stability Management system (PSM), an innovation the automaker first introduced on the 1999 911 Carrera 4. 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. PSM can help keep the 911 Turbo going in the direction the driver steers, especially on slippery roads.

The PSM system operates so quickly that most drivers likely will not feel it making corrections, and the system operates whether or not the driver is using the brakes. The driver can disengage PSM with a dashboard switch, but, for safety, PSM will engage under braking and then disengage when the driver lifts off the brake. While the system provides dynamic handling aid, Porsche cautions drivers that PSM cannot counteract the laws of physics.

**Choice of
Transmissions**

The 911 Turbo offers a choice between a precise-shifting standard six-speed manual transmission or the optional Tiptronic S five-speed automatic transmission. The six-speed manual features a dual-mass flywheel for low vibration and a hydraulic clutch for consistent performance. 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.

In automatic mode, Tiptronic S uses infinitely variable shift points to respond to the driving circumstances and the driving style. During leisurely driving, Tiptronic S will upshift early to provide a quiet ride and the best fuel efficiency. With quicker gas pedal action, the transmission responds by raising shift points to hold each gear longer for crisp response and power. The Tiptronic S transmission draws from among 250 different shift maps to provide optimal performance at all times.

Even while in automatic mode, 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 allows the driver to select manual mode by pressing an up- or downshift button, even with the shift lever in the "D" position.

With the high performance potential of the 911 Turbo 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 Turbo gains new seatbelt pretensioners and load limiters for 2002. All Porsche for 2002 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.

At a customer's request, a U.S. Porsche dealer can install a system that deactivates the passenger airbags when a U.S. Porsche-approved child seat is used. The system features a cross brace with belt lock in front of the passenger seat. Buckling the special child seat into this brace deactivates the airbags. To install the system, the dealer also must reprogram the airbag control module.

The 911 Turbo comes equipped with a full slate of standard luxury and security features:

- Anti-theft system with engine immobilizer and alarm
- Automatic climate control with dust/pollen and activated charcoal odor filters
- Bi-xenon headlights (xenon high-intensity discharge lights for the low and high beams)
- Bose digital audio system with six-channel amplifier and 12 speakers
- Heated power sideview mirrors
- Heated windshield washer nozzles
- Leather-covered telescoping three-spoke steering wheel with Porsche Crest
- Metallic paint
- Power opening for the luggage and engine compartment lids

**Innovative Safety
Technology**

**Available U.S.
Child Seat**

**Equipped for
Grand Touring**

- Power sunroof
- Power windows with one-touch up/down
- Power-adjustable full leather seats with driver's seat memory
- Programmable remote locking system
- Trip computer

The remote entry system allows the driver to open the luggage compartment lid and operate the seat memory function.

Custom Options

Porsche Cars North America offers customers in the United States and Canada the opportunity to personalize their cars through two option-selection channels. Together with the choice of limited-availability special paint colors, the special options allow a customer to make a Porsche into a truly one-of-a-kind car.

The Porsche Exclusive program offers a wide array of optional features installed at the factory. Options include custom interior trim packages and individual trim items. The Porsche four-year/50,000 mile bumper-to-bumper warranty covers all Exclusive options, and Porsche dealers can include the cost of the options in the lease or finance contract.

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.

Turbo Heritage

Porsche began using turbochargers in the 917 racecar in the early 1970s and introduced its first 911 Turbo model in 1974. The 911 Turbo arrived in the United States for model-year 1976, and with its 234-horsepower engine (U.S.-spec) could achieve 0-60 miles per hour in 5.5 seconds. From the beginning, Porsche designed the 911 Turbo as a fully equipped grand touring car with a high level of standard luxury features.

Porsche introduced innovations that increased the reliability of turbocharging, including the exhaust wastegate to regulate boost pressure and intercoolers to reduce the temperature of the compressed intake air. Porsche pioneered the all-wheel drive supercar with the limited production 959 of the mid-1980s. Although not imported to North America, the turbocharged 959 became a Porsche legend and paved the way for the first standard-production all-wheel drive Porsche 911 Turbo, which arrived in the U.S. for 1996.

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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**Substantial
Warranty**