


PORSCHE

928



**Pace and
performance are
part of
our daily life.**

The best saloons represent the ultimate in comfort and safety, while sports cars embody the ultimate in speed and excitement. The 928 GTS personifies a third option: comfort and power.

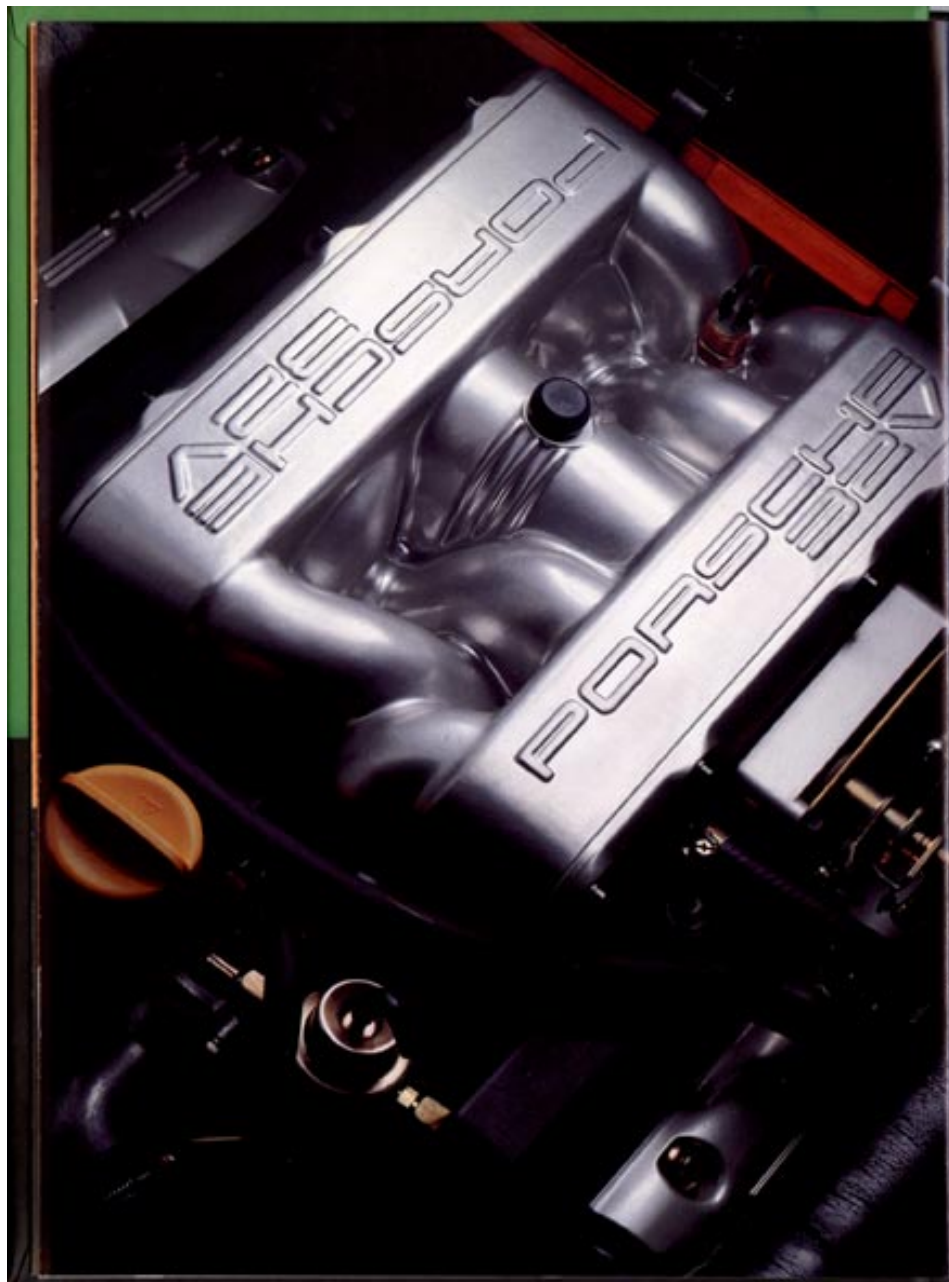
Even when the 928 was still on the drawing board at the beginning of the seventies it was already a revolutionary sports car. The 928 was to be bigger, more comfortable, more powerful and even more exclusive than any other Porsche before.



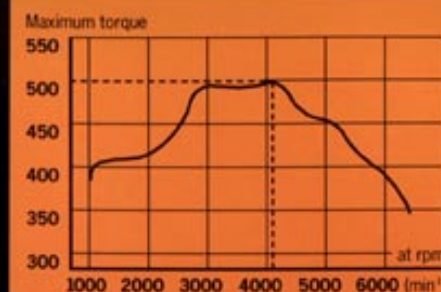
Stress Free.



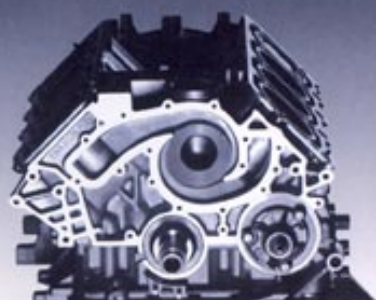
The Porsche 928 GTS performs well on winding country lanes or in city traffic jams but its powerful 350 bhp (257 kW) engine lives for the open road. If there is one sports car which combines cruise comfort with effective speed then it is the 928 GTS.



The heart of the Porsche 928. The light alloy V8 engine features 32 valves and 4 overhead camshafts. The 5.4 litre cubic capacity of the 928 GTS produces 350 bhp (257 kW) of performance and a torque of 500 Nm at 4250 rpm.



**The 928 engine
can reach 170 mph
although the road
rarely allows it;
this is why there has
never been a great
need to improve
performance.**



But in enhancing response Porsche has excelled itself. The 928 GTS achieves maximum torque of 500 Newton meters at only 4250 rpm, and at 2000 rpm, just above idling speed, the engine reaches 400 Nm. And the 928 GTS still has power in reserve to overtake or climb hills with ease.

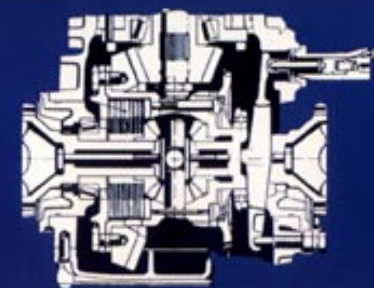
A superlative sports car deserves an exceptional engine and the 928 GTS guarantees high performance even at low revs. The torque characteristics reflect its wide power range across all levels. The automatic transmission gives the 928 GTS flexibility yet is only fractionally slower than the 5 speed manual,

so that the 928 automatic accelerates from 0 to 62 mph in 5.9 seconds rather than 5.7 seconds. Simply put your foot down sharply and the dynamic kick-down will select the lowest possible gear. There's no longer any need to push the pedal right to the floor.

The 928's digital fuel injection and ignition system ensure economic fuel consumption and the Electronic Octane™ Knock Control even compensates for any variance from the recommended octane value. This makes the 928 GTS one of the most economic cars in its class.



The Porsche limited slip differential transfers power from the engine and transmission in a fraction of a second. Wheel slippage is instantly locked until both wheels regain 100% traction. So the 928 GTS can safely put down full power onto the road even in rain and snow, during hard acceleration, or load shifts when taking corners.



One of the toughest trials of sports car design is the test run at the Porsche Research Centre in Weissach. Every last detail is carefully checked by our engineers to fine tune road holding and handling and all materials are stress tested for their bending and breaking points. Yet some engineering achievements remain unsurpassed even after 20 years, such as the Weissach rear axle, the double wishbone front axles, the transaxle design and the Porsche limited slip differential.



Porsche has reinvented the wheel. The new 17" Cup Design alloy wheel – standard equipment for 1995.

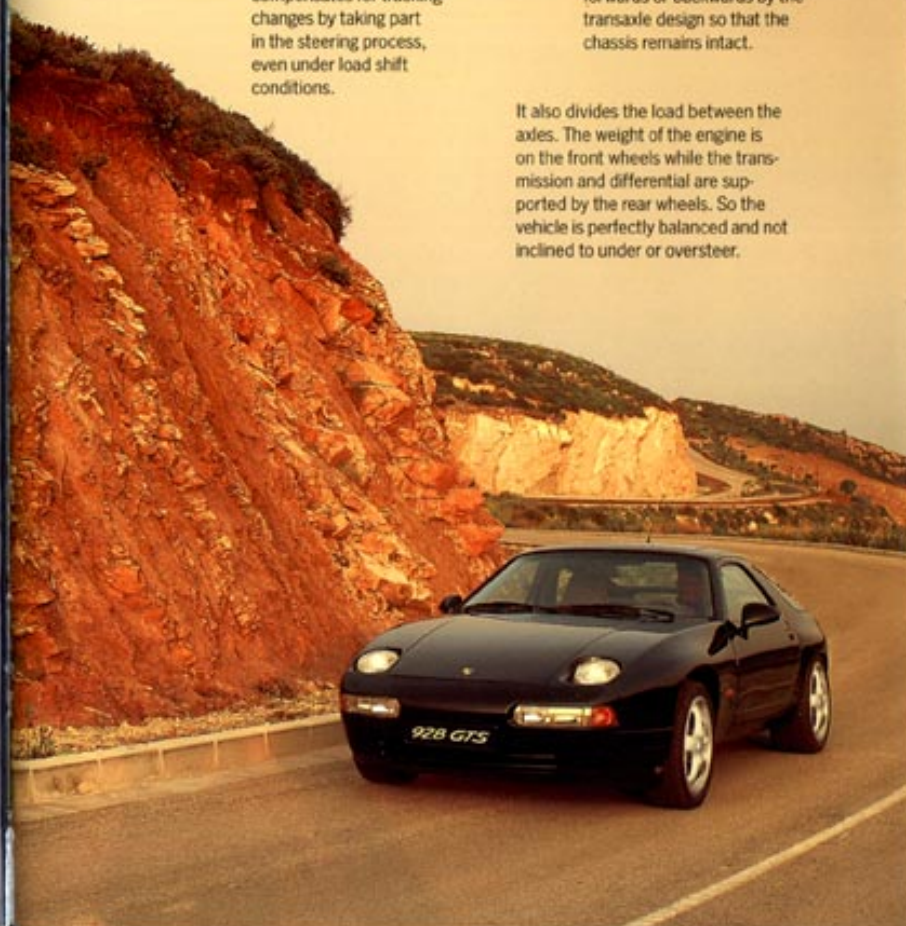
PORSCHE

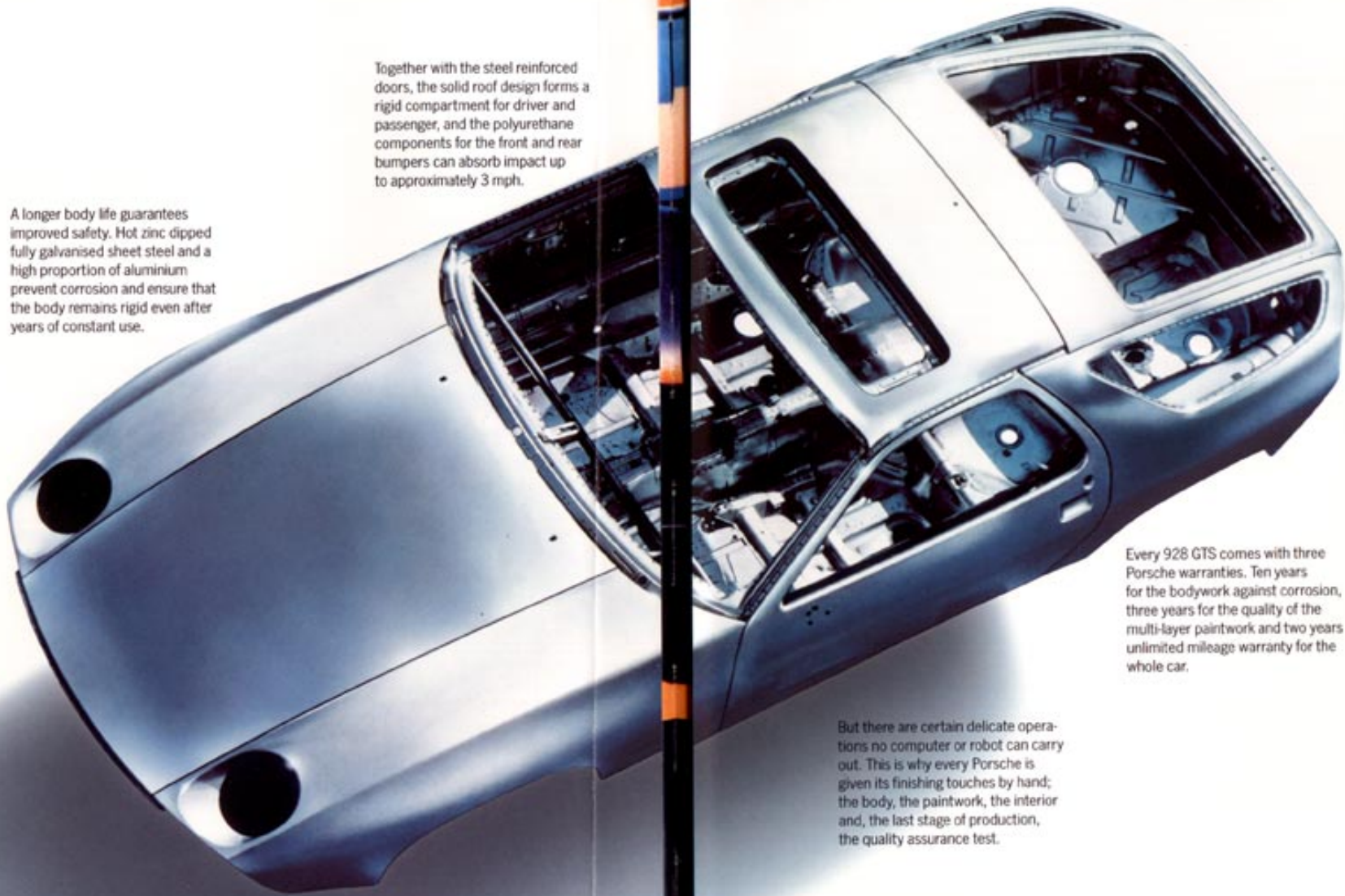


Extremely stiff aluminium double wishbones on the front suspension ensure exact wheel tracking. At the rear, the "Weissach" axle prevents wheel slip by adapting the wheel on the outside of the corner to the radius of the bend. In other words, the axle compensates for tracking changes by taking part in the steering process, even under load shift conditions.

The backbone of the 928 is the transaxle system. The rigid transaxle column connects the front mounted engine to the rear mounted transmission system. So in the event of a crash, impact forces are transmitted either forwards or backwards by the transaxle design so that the chassis remains intact.

It also divides the load between the axles. The weight of the engine is on the front wheels while the transmission and differential are supported by the rear wheels. So the vehicle is perfectly balanced and not inclined to under or oversteer.





A longer body life guarantees improved safety. Hot zinc dipped fully galvanised sheet steel and a high proportion of aluminium prevent corrosion and ensure that the body remains rigid even after years of constant use.

Together with the steel reinforced doors, the solid roof design forms a rigid compartment for driver and passenger, and the polyurethane components for the front and rear bumpers can absorb impact up to approximately 3 mph.

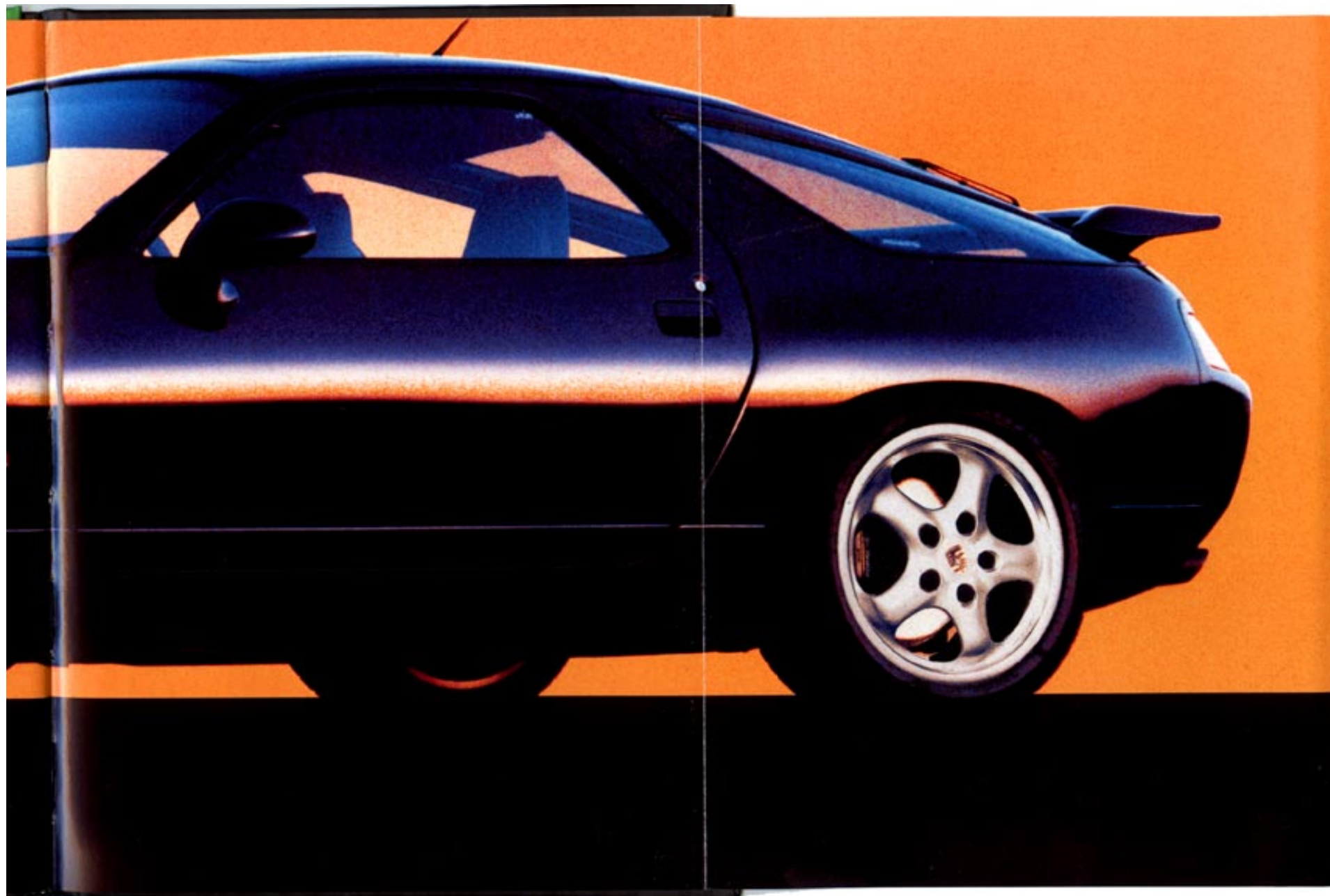
Every 928 GTS comes with three Porsche warranties. Ten years for the bodywork against corrosion, three years for the quality of the multi-layer paintwork and two years unlimited mileage warranty for the whole car.

But there are certain delicate operations no computer or robot can carry out. This is why every Porsche is given its finishing touches by hand; the body, the paintwork, the interior and, the last stage of production, the quality assurance test.

There are many sports cars with the GT logo on the boot, but the Porsche 928 GTS is one of the few which truly deserve the accolade.

Planned for over twenty-five years until its embodiment in the form of the 928 today, few cars contain so many developments in engine technology. Can there be better proof of timeless styling?







The hydraulic dual circuit braking system has four internally ventilated discs which, with controlled air cooling provide the most effective braking and maximum deceleration capabilities, even under extreme loads.

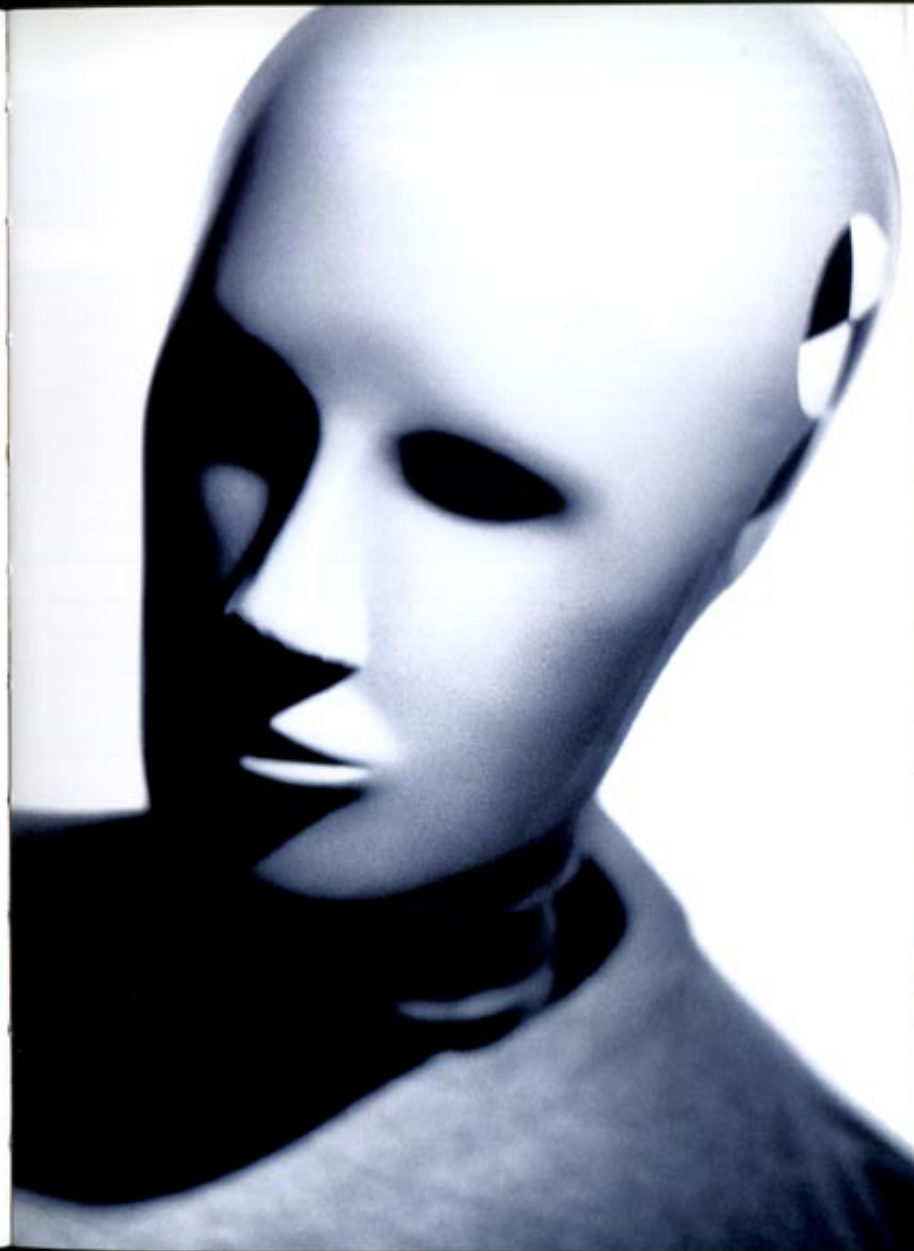
Optimum braking performance even under difficult driving conditions. The mounting and design of the brake callipers and brake discs are based on racetrack expertise.



People always disagree about the value of racetrack experience on normal roads. Until they have to brake in an emergency.




Safety has always been a priority in the design of the 928. In parallel with the development of the light aluminium body components, such as the bonnet, front wing and doors, Porsche also introduced the first protection for sports cars in the event of a side-on impact. Safety steering, consisting of a collapsible steering column, double bend steering shaft and fracture proof steering wheel have long been standard Porsche safety features. One result of 25 years of tests at the Weissach research centre is the airbag; Porsche was the first German manufacturer to fit the airbag as standard for all drivers and passengers. Together with the 3 point safety belt, fitted in Porsches since 1972, the airbag is currently considered the best retention system in automotive engineering. And if you include integral head rests, the ABS anti locking braking system and flame resistant interior upholstery, the Porsche 928 is one of the safest vehicles on the road.




Inside the 928 GTS everything has its rightful place. You can check speed, revs, fuel and temperature at a glance while the on-board computer reports on fuel consumption, average speed or the current outside temperature. The PIDS diagnostics system indicates any malfunction, and all data is safely stored and taken into account at the next service. After all, when you drive a sports car you should be concentrating on the road and not on the instrument panel.

And you're never subject to the vagaries of the weather in the 928 GTS, unless you want to be. The constant inside temperature is made possible by heat insulating windows and the air conditioning system, comprising the heating, ventilation and cooling system and automatically maintains the selected temperature.









The central locking and alarm system mean that the 928 GTS not only drives safely, but parks safely. One turn of the key locks all doors, windows and the sunroof as well as arming the alarm.



What's beneath the roof has been as carefully designed as what's under the bonnet. Firm seat upholstery gives stable support, and is electrically adjustable into any position. Use the memory button to store three seat positions, which can be called up at a single touch, also adjusting the position of the door mirrors. The rear seats are not just there for emergencies.



Keep them upright for two adult passengers or fold them down for more luggage space. The stereo system comprising 10 speakers and an optional CD autochanger completes the picture. Any further requirements you may have can be met by our Porsche Exclusive Workshop with their wide range of special woods, leathers, colours and finishes.



The longer a car lasts, the less of a problem it poses in terms of waste disposal. Of the 900,000 Porsche sports cars built since 1948, around two thirds are still on the road. This means that nearly every Porsche exceeds the average service life of a European car of ten years. Small wonder that it's

difficult to find Porsche spares at the scrap yard. For the materials used in the Porsche 928 GTS we concentrate on consistent improvements rather than fixed concepts. For example, the catalyser which filters the exhaust fumes without impairing performance, or the aluminium components which comprise

20% of the total weight and promote sporting performance, while reducing fuel consumption and increasing service life.


There are no unwanted passengers in your Porsche 928 GTS, as all Porsche models are asbestos and CFC free. Porsche has implemented this policy in its

own production and obliged all its suppliers to do the same. As early as 1988, all synthetic components in the Porsche were marked so that if the worst came to the worst they could be recycled cleanly, all the metal reused, and the catalysers and batteries are constantly recycled.

Even 15 years after the debut of the 928 the enthusiasm of the press is undiminished. "The very best touring sports car" says the Swiss "Automobil Revue" of the 928 GTS.

"The best of the best" comments the "Wiener Kurier", and "sport auto" sees it as "the embodiment of the Gran Turismo sports car", while the "Münchener Merkur" describes the 928 as the "best long distance sports car in the world".

To experience the power and refinement of the Porsche 928 GTS at first hand, contact your Official Porsche Centre to arrange a test drive.



**171 miles in an hour,
30,000 miles a year in comfort.**

Engine

Number of cylinders	8
Bore	100 mm
Stroke	85.9 mm
Capacity (effective)	5397 cc
Compression ratio	10.4:1
Max. power according to 80/1269/EEC	257 kW (350 bhp)
at rpm	5700 rpm
Max. torque	500 Nm
at rpm	4250 rpm
Max. output per litre	47.6 kW (64.9 bhp)

Engine design

Type	Water-cooled, V8 cylinder four-stroke petrol engine, separate engine oil cooler with twin variable speed electric cooling fans
Valve arrangement	2 inlet, 2 exhaust, V-shaped, overhead
Valve operation	4 overhead camshafts (2 DOHC), hydraulic valve operation
Lubrication	Forced feed lubrication
Fuel system	LH-Jetronic (electronic fuel injection with hot wire air mass sensor) deceleration fuel cut-off, idle stabiliser
Exhaust cleansing	Three-way metal catalytic converter with lambda sensor and closed fuel tank vent system

Electrical system

Battery voltage	12 V
Battery power	75 Ah
Alternator	1610 W
Ignition	Electronic ignition with spark advance map (EZK), "Electronic Octane™ Knock Control"

Transmission

Basic concept	Front-mounted engine, transaxle design, transmission on rear axle, Porsche Limited Slip Differential
Manual transmission	5 forward gears, 1 reverse gear, full synchromesh, rear wheel drive
Final drive ratio	2.727:1
Automatic	4 forward gears, 1 reverse gear, parking lock, rear wheel drive
Final drive ratio	2.538:1

Body Design

Coupé, 2-door with tailgate, body constructed from hot dipped fully galvanised sheet steel, bonnet, front wings and doors from sheet aluminium

Chassis

Front suspension	Independent suspension, dual wishbones, helical spring coils, anti-roll bar
Rear suspension	Independent suspension, transverse links, wishbones, helical and spring coils, self-correcting characteristic

Steering

Rack and pinion safety steering, progressive power assistance

Brakes

Hydraulic dual circuit braking system, 4-piston aluminium fixed callipers, internally ventilated brake discs front and rear, forced air cooling, anti-locking system (ABS), servo-assisted, pressure compensating valve for rear brake circuit, asbestos-free brake pads

Wheels

Cast light alloy Cup Design with locking wheel nuts
7.5 J x 17 front
9 J x 17 rear

Tyres

225/45 ZR 17 front
255/40 ZR 17 rear

Dimensions

Length	4520 mm
Width	1890 mm
Height (unladen)	1282 mm
Ground clearance (loaded)	115 mm
Wheelbase	2500 mm
Track, front	1551 mm
Track, rear	1616 mm
Turning circle	11.7 m

Weights

(to DIN 700 20)	
Unladen weight	1620 kg [1640 kg]
Maximum permitted weight	1960 kg [1925 kg]

Performance

Top speed	275 km/h, 171 mph [275 km/h, 171 mph]
Acceleration 0-100 km/h (0-62 mph)	5.7 secs [5.9 secs]

Capacities

Engine oil (incl. oil filter)	approx. 7.5 litres
Engine coolant	approx. 16.0 litres
Gearbox oil manual transmission	approx. 4.8 litres
Gearbox oil automatic transmission	approx. 9.3 litres
Screenwash	approx. 7.5 litres
Fuel tank	approx. 86.0 litres including approx. 12.0 litres reserve

Fuel consumption

to EC standard 80/1268 in l/100 km at a constant 90 km/h (56 mph)	9.8 litres, 28.8 mpg [9.8 litres, 28.8 mpg]
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Technical Data

at a constant 120 km/h
(75 mph)

in the EC urban exhaust
cycle

Fuel octane rating (RON)

12.0 litres, 23.5 mpg
[11.9 litres, 23.7 mpg]

20.7 litres, 13.6 mpg
[18.8 litres, 15.0 mpg]

98 unleaded
(Super Plus)

Performance/weight ratio

Coupe

6.3 kg/kW [6.4 kg/kW]

[] Values apply to automatic models

Safety

- Side impact protection bars in doors
- Deformable front and rear panels with integral light alloy bumpers fitted on impact bars
- Passive retention system, airbag on driver's side only
- Front and rear seats with 3-point inertia reel seat belts, buckle on seat base
- Brake pad wear indicator

Body

- Cavity wax protection
- Underbody protection
- Synthetic front and rear inner wing liners
- 17" light alloy wheels with lockable wheel nuts
- Metallic paint

Electronics

- Electrically adjustable and heated door mirrors
- Electrically operated windows

- Electrically operated sunroof
- Automatic speed control
- Front screenwash system with heated jets
- 3-speed wipers with variable intermittent wipe facility
- Headlamp washer system (high pressure system)
- 10 speaker hi-fi system (including amplifier and active equaliser for bass speaker)

- Amplified roof aerial
- Rear window wiper
- Sony CDX 600 DSP Radio with CD player
- Integral central locking and alarm system with LEDs in door lock buttons (anti theft device with ignition circuit breaker and fuel cut-off)
- One-touch closing system for windows and sunroof
- Two stage heated rear windscreen
- Automatic courtesy light

Lights

- Retractable main headlamps with beam width control
- H3 extra main beam and foglamps
- Rear foglamps

Instruments

- Fibre optic instrument panel with Porsche Information and Diagnostics System (PIDS)
- Speedometer
- Rev counter
- Indicator for oil pressure, fuel gauge, voltmeter
- Analogue clock

Air conditioning

- Fully automatic air-conditioning system with air conditioned glove compartment
- Fuel cooling when air-conditioning system on
- Individual air distribution through variable guide vents and flow rate control
- Particle filter
- 4-stage blower

Interior fittings

- Fully adjustable front electric seats
- Driver's seat position memory (3 memory options incl. door mirror position)
- Soft look leather upholstery
- Adjustable instrument console and steering wheel
- High gloss burr walnut centre console and door insert
- Rear sun visors
- Storage compartment with first aid kit between rear seats

Optional equipment

- Multi-play CD auto-changer
- Heated front seats
- Sports seats and many more

Some of the vehicles illustrated are fitted with additional specification only available at extra cost. We reserve the right to modify or alter design or specification without prior notification. Specification correct at time of going to press. Porsche is a registered trademark of Dr. Ing. h.c. F. Porsche AG.

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Equipment