PORSCHE

928S

OWNER'S MANUAL
MODEL '82

PORSCHE

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Your car may have all or some of the components described in this manual. Should you find explanations of a feature or equipment not installed in your car, your Porsche dealer will be glad to assist you. Also check with your dealer on other available options or accessories.

Text, illustrations and specifications in this manual are based on the information available at the time of printing.

It has always been Porsche's policy to continuously make technical improvements at any time during the model year and specifications are subject to change without notice.

NOTE TO OWNERS

In Canada, this manual is also available in French. To obtain a copy contact your dealer or write to:

NOTE AUX PROPRIETAIRES

Au Canada on peut se procurer un exemplaire de ce manuel en français auprès du concessionaire ou du:

Volkswagen Canada Inc.
Porsche Customer Assistance /
Assistance à la Clientèle Porsche
1940 Eglinton Ave. East
Scarborough
Ontario M1L 2M2

Judging by the car you have chosen, you are a motorist of a special breed, and you are probably no novice when it comes to automobiles.

Your **Owner's Manual** contains a host of useful information. Please read this manual before you drive your new Porsche. Acquaint yourself with your car's features and know how to operate your Porsche more safely. The better you know your Porsche, the more pleasure you will experience driving your new car.

The **Warranty & Maintenance** booklet also contains detailed information about the warranties covering your Porsche. These warranties are: **"Warranty for new Porsche vehicles", "Warranty against corrosion for new Porsche vehicles", "Warranty for new Porsche vehicle emission control system", "Emissions performance warranty"** (USA only), **and "California emission control system warranty"** (California USA only).

Always carry your **Warranty & Maintenance** booklet with you when you take your Porsche to an authorized dealer for service. It provides your Service Adviser with the information he needs and enables him to record each service.

The **Owner's Manual** and the **Warranty & Maintenance** record belong with the car. They should be left in the vehicle when sold, to make all operating, safety and maintenance service information available to the new owner. If you bought this car as a **used car**, be sure to send in a NOTICE OF USED CAR PURCHASE post card. This card can be found in the **Warranty & Maintenance** booklet or obtained from your Porsche dealer.

For your own protection and longer service life of your car, please heed all operating instructions and special cautions. Ignoring them could result in serious mechanical failure or even physical injury.

We wish you many miles of safe and pleasurable driving in your

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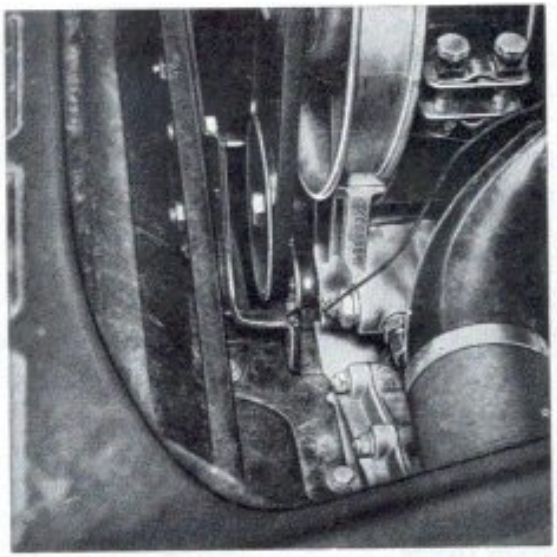


Location of Vehicle Identification Number, Paint and Engine Number

When ordering spare parts or submitting inquiries, always quote vehicle identification and engine number to ensure correct and prompt service.

Vehicle identification number

In accordance with Federal Safety Regulations, the vehicle identification number of your car is located on the left windshield pillar and can be seen from the outside.

Engine number

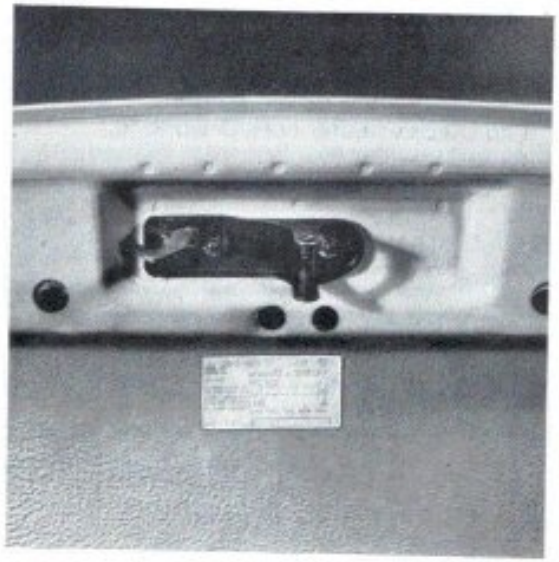
The engine number is stamped on the left of the crankcase (as seen in driving direction), next to the fan housing.

Paint number

The paint number is on a sticker attached to the rear crossmember in the engine compartment.

The **Safety Compliance Sticker** is your assurance that your new Porsche complies with all applicable Federal Motor Vehicle Safety Standards which were in effect at the time the vehicle was manufactured. The sticker is located on the rear doorjamb on the driver's side.

The sticker also shows the month and year of production and the vehicle identification number of your car (perforation) as well as the **G**ross **V**ehicle **W**eight **R**ating and the **G**ross **A**xle **W**eight **R**ating.



Vehicle Identification Label

The vehicle identification label is located below the locking mechanism of the front hood. The label contains the following information:

1. Vehicle Identification Number
2. Vehicle Code
3. Engine Number
4. Paint and Interior Code
5. Option Codes

A duplicate of the label is in your Warranty and Maintenance brochure.

Dear Porsche Owner

A lot has gone into the manufacture of your Porsche, including advanced engineering techniques, rigid quality control and demanding inspections. These engineering and safety features will be enhanced by **you** . . .

the safe driver . . .

who knows his car and all controls,

who maintains his vehicle properly,

who uses his driving skills wisely.

You will find helpful hints in this manual on how to perform most of the checks listed on the following page. If in doubt, have these checks performed by your Porsche dealer.

Before going on a trip . . .

1 – Be sure tires are inflated correctly. Look for bruises and tire wear.

2 – See that wheel bolts or nuts are not loose or missing.

3 – Check engine oil level, add if necessary. Make it a habit to have engine oil checked with every second fuel filling.

4 – Be sure you have a well charged battery. Each cell should be filled to level with distilled water.

5 – Check brake fluid level. If too low, have brake system checked.

6 – Replenish windshield washer fluid.

7 – Replace worn or cracked wiper blades.

8 – See that all windows are clear and unobstructed.

9 – Check whether headlight and tail light lenses are clean.

10 – Check under car for leaks.

11 – Be sure all lights are working and headlights are aimed correctly.

In the driver's seat . . .

1 – Depress plate in center of steering wheel to check whether horn is working.

2 – Position seat for easy reach of controls.

3 – Adjust inside and outside rear view mirrors.

4 – Use safety belts.

5 – Check operation of foot and parking brakes.

6 – Check all warning and indicator lights when starting the engine.

7 – DO NOT leave car idling unattended.

8 – Lock doors from inside, especially with children in the car.

Have the transmission oil level checked regularly, even inbetween the recommended maintenance intervals.

On the highway . . .

1 – Always drive defensively. Expect the unexpected.

2 – Use signals to indicate turns and lane changes.

3 – Turn on headlights at dusk.

4 – Always keep a safe distance from the car in front of you, depending on traffic, road and weather conditions.

5 – Reduce speed during night hours and inclement weather.

6 – Observe speed limits and obey highway signs.

7 – When tired, get off the highway, stop and take a rest. Turn the engine off. DO NOT sit in the car with engine idling. See warning on Engine Exhaust.

8 – When stopped or parked, always set the parking brake.

9 – When stalled or stopped for repairs, move the car well off the road. Set the emergency flasher and use road flares or other warning devices to warn other motorists.

Turn the engine off before you attempt any checks or repairs on the car.

Do not invite car theft!

An unlocked car with the key in the ignition switch invites car theft.

A steering wheel lock and a buzzer alarm are standard equipment in your Porsche. The buzzer will sound if you open the driver's door while the key is still in the ignition lock. It is your reminder to pull the key out of the ignition lock and lock the doors.

Keys

Three keys are supplied with the vehicle. The two master keys (black handle) fit all the locks. The third key (red handle) fits only the door locks and ignition/steering lock.

Replacement keys can only be made if the key number is given. The key number, together with the vehicle identification number, is listed on a tag attached to the keys. Detach this tag and keep it in a safe place. Remove the glue-on label showing the key number from the head of the keys.

It is a good idea to also keep a record of your key numbers in your wallet together with your license.

DO NOT remove the key from the steering lock while you are driving or as the car is rolling to a stop. The steering column is locked when you remove the key, and you will not be able to steer the car.

Key light

One master key has a built-in flashlight in the key head. The beam from a small bulb in the key head illuminates the lower part of the key stem.

The flashlight is on as long as the contact button is depressed.

The flashlight is powered by a 1.5 Volt button battery. When the beams begins to fade, replace the battery, because **an old battery may leak and damage your clothes.**

Anti-theft alarm

(optional equipment)

If your Porsche is equipped with an anti-theft alarm system, you will be given an additional set of two keys. Keep one of these keys in a safe place but **not in the car.**

The alarm system can be activated or deactivated **with this key only**.

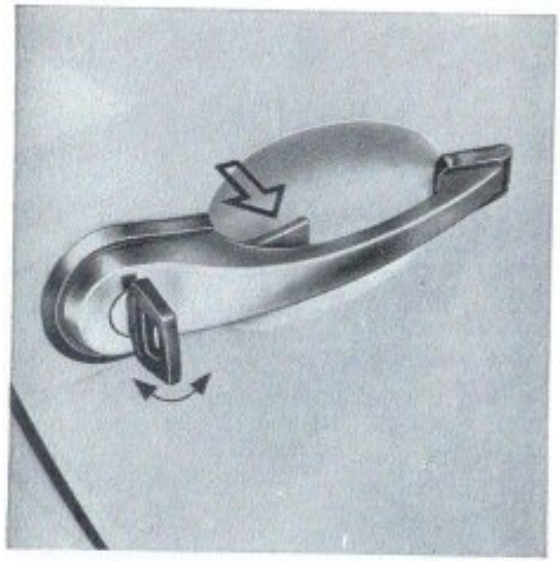
The lock for the anti-theft alarm system is located behind the door lock on the driver's side.

To activate the alarm system, insert the key and turn the lock slot 90° to the right.

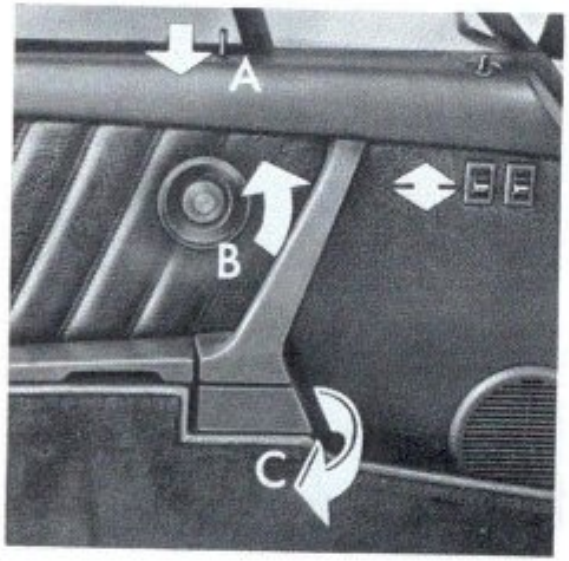
To deactivate the alarm system, open the door only slightly to avoid triggering the alarm. Then insert the key and turn lock slot 90 degrees to the left.

When the alarm system is activated, and an attempt is made to open either door, or to lift the front hood, the alarm will be triggered and produce an intermittent high noise for about 30 seconds.

Should an attempt be made to start the engine, the alarm will also be set off.



- The driver's door can only be locked from the outside with a key. This precaution was taken to prevent locking the driver's door while the key is still inside the car.



Doors

Squeeze trigger in door handle when opening door (arrow).

To lock and unlock the doors from the outside

- Both doors can be locked or unlocked with either key.
- The door on the passenger's side can be locked without a key by first depressing the locking knob (A) and then closing the door.

To lock, unlock and open doors from the inside

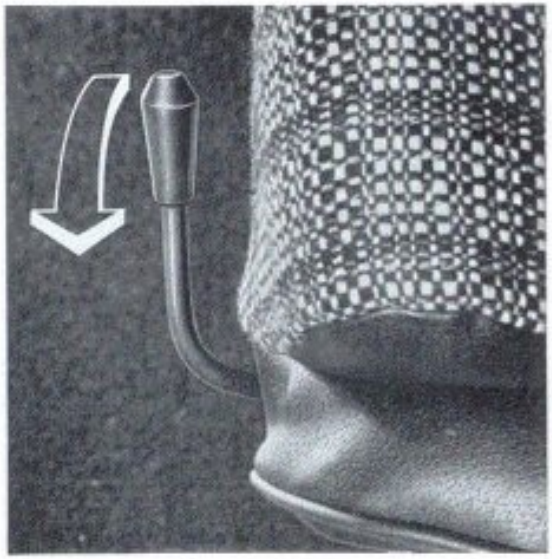
- To lock the door, depress locking knob (A).
- To unlock the door, turn knob (B), which raises locking knob (A) on the doorsill.
- To open the door, pull the door handle (C), which is located in the armrest.

Always drive with locked doors to prevent inadvertent opening of a door from the inside, especially with children in the car.

Power windows

Both door windows can be controlled by "up - down" switches located in the door panels. The door window on the passenger's side can also be operated from the driver's side. The power window switches are operational when the ignition key is turned to switch position 1 or 2.

CAUTION: Remove the ignition key to shut off power to the window switches when the vehicle is not attended by a responsible person.



Front seats

Correct seat positioning is important for safe and comfortable driving. Therefore, the seats and the backrest angle in your Porsche are fully adjustable.

Do not attempt to adjust the driver's seat while driving! The seat may suddenly jerk forward or backward causing loss of control.

Seat adjustment

To move the seat forward or backward, pull the locking lever at the front of the seat up. Now slide the seat to the desired position. Let the lever go, and move the seat slightly back and forth to make sure it is securely engaged.

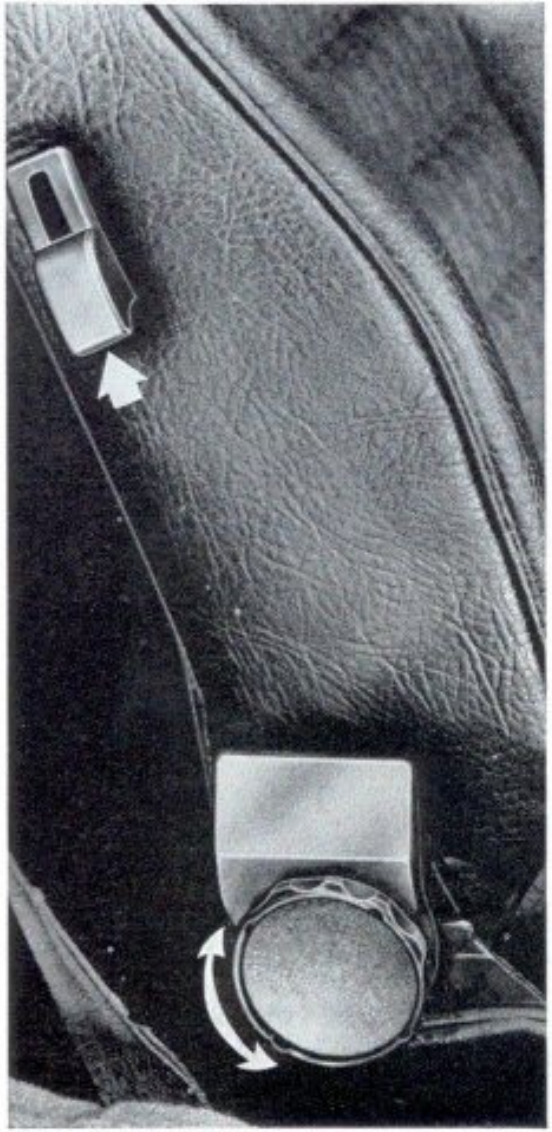
Backrest release

The backrest can be folded forward for easy access to the rear seats. To release, pull the locking knob on the side of the backrest up (arrow) and, at the same time, tilt the backrest forward. When the backrest is tilted back, the lock will engage automatically.

Backrest adjustment

Turn handwheel on the outboard side of the seat (arrows), with your body weight taken off the seatback.

Front seat passengers should not ride in a moving car with the seatback reclined. Safety belts offer maximum protection only with the seatback in an upright position.



Inertia Reel Safety Belt

For your and your passenger's protection, wear safety belts at all times while the car is in motion.

Your Porsche is equipped with a safety belt for each front and rear seat.

The inertia reel safety belt provides safety with freedom of movement. It adjusts automatically to your size and movement as long as the pull on the belt is slow. A sudden motion locks the belt.

Rapid deceleration during hard braking or a collision locks the belt. The belt will also lock when you drive up or down a steep hill or in a sharp curve.

To release a locked belt, lean back to take the body pressure off the belt.

A shoulder belt should not be worn by a person less than 4'11" / 150 cm in height, or with an erect seating height of less than 2'5" / 74 cm, because the belt would not be in its most protective position and may increase the possibility of injury in a collision.

For maximum safety and protection, we recommend that small children travel in the rear seats.

When driving in foreign countries, remember that some require the wearing of safety belts by law.

Safety belt warning system

An audio-visual warning system is interconnected with the driver's safety belt.

When the ignition is turned on, the warning light on the dashboard and the buzzer will come on for about six seconds. The buzzer will go off as soon as the driver has buckled up. The warning light will go off after six seconds.

Fastening the belt:

Sit back in your seat with your body supported by the backrest. Grasp the belt tongue and pull the belt in a slow continuous motion across your chest and lap. Insert the belt tongue into the anchor housing on the inboard side of the seat. Push down until it is securely locked with an audible click.

Be sure the belts are not twisted. Keep belt-buckles free of obstructions that may prevent secure locking.

Adjusting the belt:

For best protection, belts should fit snugly across lap and chest. If belt has too much slack, especially when wearing heavy clothing, pull shoulder section in direction of arrow to make sure the belt is drawn snug around your hips.

Make sure the shoulder belt does not press against rigid or fragile items, such as ball point pens, pipe, lighter or glasses.

Do not wear the belts loosely.

Do not strap in more than one person with each belt.

The belts should not be used to hold a child's seat as the diagonal belt will not provide the needed protection.

Releasing the belt:

To **unfasten** belt, push in red release marked PRESS. Belt tongue will spring out of anchor housing.

To **store** lap/shoulder belt, allow belt to wind up on retractor as you guide belt tongue to its stowed position on door post. Mark section across your lap with moveable stop to keep belt tongue from sliding down when belt is wound up.

The belt of the **unoccupied passenger seat** should always be fully wound up on its retractor, with belt tongue in **stowed** position on the door post. This reduces the possibility of the belt tongue becoming a striking object in case of a sudden stop.

Belt care

Keep belts fully wound up when not in use. In properly stowed position, belts are protected from dirt and damage.

Check belts and mechanisms regularly. If belts do not work properly, see your Porsche dealer to have them repaired or replaced. Do not modify or disassemble the safety belts.

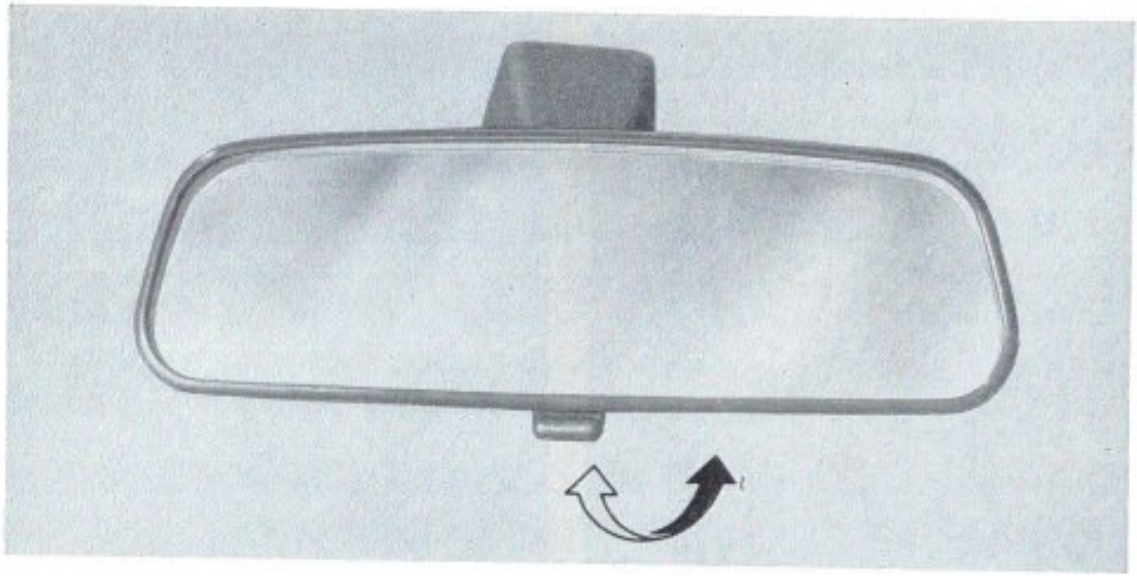
If belts show damage to webbing, bindings, buckles or retractors, they should be replaced.

Belts that have been subjected to excessive stretch forces in an accident must be replaced.

Keep belts clean. If they need cleaning, use a mild soap solution but do not remove belts from car. Do not use other cleaning agents as they will weaken the webbing.

Never bleach or dye safety belts.

Do not allow safety belts to retract until they are completely dry. Let belts dry in the shade



Rear View Mirrors

We recommend you do not put decals or other signs on the window of your car that may interfere with the driver's vision.

Adjust the outside and inside mirrors before driving. It is important for safe driving that you have good vision to the rear.

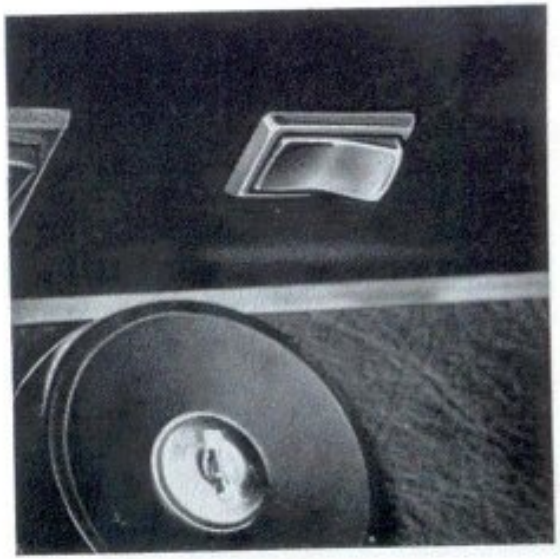
Inside day-night mirror

You can adjust the day-night mirror from clear daylight visibility to non-glare visibility at night by moving the lever at the bottom of the mirror up or down.

Heated outside mirrors with remote control

When you turn on the rear window defogger, the outside rear view mirrors are also heated. The outside mirrors are adjustable from inside by a four-way remote control switch (with ignition on). If necessary, the outside mirrors can also be adjusted by hand.

The mirror housing is hinged and can be folded flat against the car in either direction to prevent damage in tight parking spots.



The heated outside mirror for the **right side** is adjustable with the same fourway switch. Before adjusting the right-hand mirror, first depress the right side of the rocker switch located above the ignition lock.

Interior Light in Coupe Models

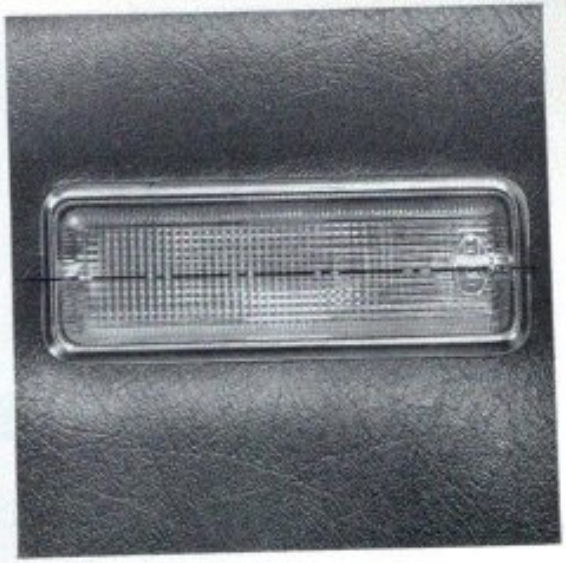
As illustrated above, the light has a built-in switch which is operated by pressing on the side of the lens.

There are three positions:

Lens in center position –
light comes on when door is opened.

Forward half of lens depressed – light on.

Rear half of lens depressed – light off.



Interior Light in Targa Models

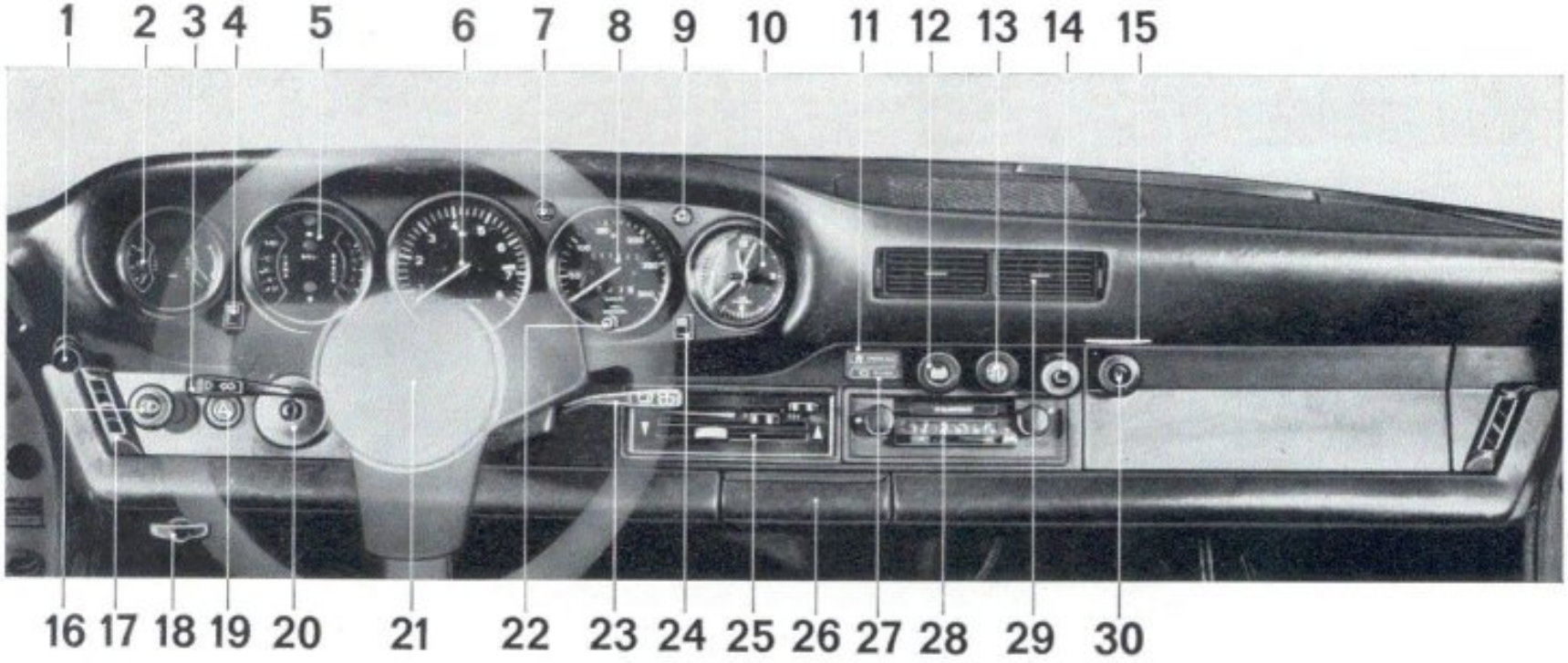
The light has a built-in switch which is operated by pressing on the side of the lens.

There are three positions:

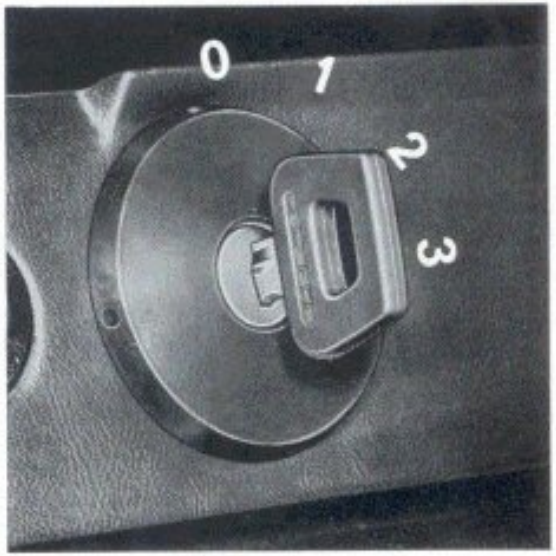
Lens in center position – light off.

Forward half of lens depressed – light on.

Rear half of lens depressed –
light comes on when door is opened.



1 Release for fuel tank filler flap
2 Fuel/oil level gauge
3 Turn signal/headlight dimmer switch lever
4 Rear window wiper switch
5 Oil temperature/pressure gauge
6 Tachometer
7 OXS (oxygen sensor) light
8 Speedometer
9 Intermittent wiper action switch
10 Clock
11 Safety belt warning light
12 Rear window defogger switch
13 Fog light switch
14 Cigarette lighter
15 Glove compartment light
16 Light switch
17 Side window air vents
18 Front hood release
19 Emergency flasher switch (HAZARD)
20 Ignition/starter switch and steering lock
21 Horn
22 Trip odometer reset control
23 Wiper/washer lever
24 Headlight washer switch
25 Heating and ventilation controls
26 Ashtray
27 Brake warning light
28 Radio
29 Center air vents
30 Glove compartment lock



Ingnition/Starter Switch with Steering Lock

The steering is equipped with an anti-theft ignition lock.

For your safety, fasten safety belts.

Make sure the gearshift lever is in **Neutral** before turning the ignition key.

See also Starting Hints and Break-in Period.

There are 4 key positions:

0 – Ignition off/steering locked. Insert key. If it is difficult to turn the key, gently move the steering wheel until the key turns freely.

1 – Steering unlocked. All electric circuits wired through the ignition will operate, except brake warning light, turn signals, back-up lights and fresh air blower.

2 – Ignition on, steering unlocked. All electric circuits can be switched on. The warning lights for alternator, oil pressure, oxygen sensor and brakes will come on for a bulb check. The alternator, oil pressure and oxygen sensor warning lights will go out after the engine is started. The brake warning light will continue glowing until the parking brake is fully released.

3 – The starter is operated by turning the ignition key fully to the right. As soon as the engine has started, release the key. It will return to the ignition "on" position 2. While the starter is cranking the engine, the circuits for headlights and wiper motor are interrupted.

After the engine has started, the engine oil pressure and alternator warning lights must go out.

The starter should not be operated for more than 10 to 15 seconds at a time. If the engine does not start the first time or stalls at any time, the ignition will have to be switched off and then on again. The non-repeat lock in the switch prevents the starter from being operated when the engine is running to avoid damage.

Buzzer

If you leave the key in the ignition/steering lock, the buzzer will sound when the driver's door is opened. This is your reminder to remove the key.

To remove the key and to lock the steering wheel, turn the key back to position "0" and pull out. Turn the steering wheel until it locks.

Only remove key after the car has come to a standstill and the parking brake is engaged. NEVER remove the key while driving or as the car is rolling to a stop. Since the steering wheel locks, you could lose control of the car.

See also Starting Hints and Brake-in Period.

Starting Hints

Temperature sensors on the engine automatically provide the correct fuel/air mixture required for starting. Therefore it is not necessary to depress the accelerator pedal when starting the engine. This applies to a warm or cold engine regardless of outside temperatures.

When starting at low outside temperatures, also depress the clutch pedal, so that the starter only has to crank the engine.

If the engine fails to start after 10 to 15 seconds of cranking, wait about 10 seconds before restarting.

As soon as the engine starts, release the ignition key.

Don't heat up the engine in idling. Start at once, but avoid high speeds or full throttle before the engine has reached its normal operating temperature.

Never start or let the engine run in an enclosed unventilated area. Exhaust fumes from the engine contain carbon monoxide which is a colorless and odorless gas. Carbon monoxide can be fatal if inhaled.

Fuel Economy

Your Porsche gives you excellent mileage. However, fuel economy will vary depending on where, when and how you drive, optional equipment installed, and the general condition of your car. A car tuned to specifications and correctly maintained, will help you get maximum fuel economy.

- Keep a light foot on the gas pedal.
- Drive smoothly, avoid quick acceleration, sudden changes in speed and abrupt stops.
- Avoid unnecessary idling. Turn the engine off.
- Do not carry unnecessary weight.
- Use air conditioner only when needed.
- Wheels should be aligned and tires inflated at correct pressures.

Engine Oil Consumption

Oil consumption in the engine is normal. The rate of oil consumption depends on the quality and viscosity of oil, the speed at which the engine is operated, the climate, road conditions as well as the amount of dilution and oxidation of the lubricant.

Because of these variables, no standard rate of oil consumption can be established, but drivers should expect an increased oil consumption at high speeds and when the engine is new.

Accelerator Pedal

For good fuel economy we recommend smooth and even acceleration. Very fast, racy driving, alternating between full throttle and hard braking, raises the fuel consumption considerably. Also, tires and brake linings wear faster. It is more economical to drive smoothly and at fairly constant speed.

Brake Pedal

Make it a habit to check the operation of your brakes before driving off. The brake warning light will alert you if one brake circuit may have failed.

Make sure that the movement of the brake pedals is not obstructed by a floor mat or any other object.

Do not "ride the brakes" by resting your foot on the pedal when not intending to brake. Overheating and wear of the brakes is the result.

Your Porsche is equipped with a hydraulic dual circuit brake system with selfadjusting disc brakes at the front and rear.

Be sure to replace worn brakes in time.

Keep in mind that the braking distance increase very rapidly as the speed increases. At 60 mph/100 km/h, for example, it is not twice but four times longer than at 30 mph/50 km/h. Tire traction is also less effective when the roads are wet and slippery. Therefore, always maintain a safe distance.

Moisture or road salt on brakes affects braking

Driving through water may reduce tire traction. Moisture on brakes from road water or car wash or coating of road salt may affect braking efficiency. Cautiously apply brakes for a test. Brakes will dry and salt coating will be cleaned off after a few cautious brake applications.

Brake Booster

The brake booster assists braking only when the engine is running. When the car is moving while the engine is not running, or if the brake booster is defective, more pressure on the brake pedal is required to bring the car to a halt.

Parking Brake

The parking brake is set and automatically locked in position by pulling the lever up. The parking brake can be released by first pulling the lever up slightly, pushing the release button in, and at the same time lowering the lever to the "off" position.

The brake warning light will go out when the parking brake has been fully released.

Always set the parking brake when parking your car. Move the gearshift lever to reverse or to first gear. On steep hills also turn the wheels toward the curb.

Clutch Pedal

Always depress the clutch pedal fully when changing gears. Do not hold the car on a steep hill with the clutch pedal partially depressed. This may cause premature wear or damage.

Light Switch

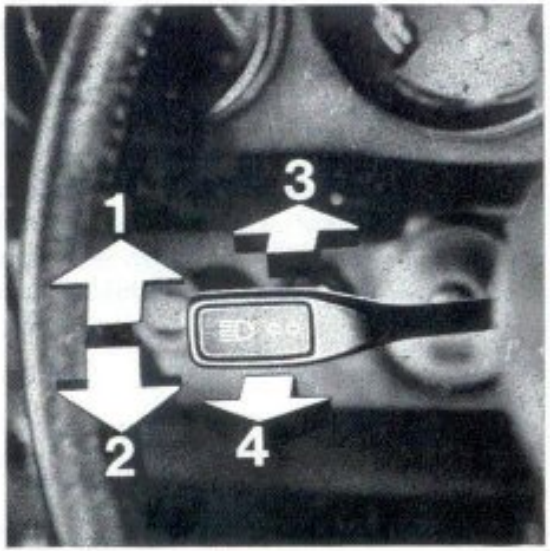
The light switch is a two-stage, pull-turn switch. By pulling the knob out to the first stop, the parking lights are turned on; the second stop is for the headlights (low beam). The lever attached to the left side of the steering column is for changing from low to high beam.

The dashboard is also illuminated when the headlights are switched on. The brightness of the instrument lights can be adjusted by turning the light switch.

Emergency Flasher (HAZARD)

If your car is disabled or parked under emergency conditions, depress the HAZARD switch to make all four turn signals flash simultaneously. The light in the switch flashes at the same frequency.

The emergency flasher works independently of the switch position.



Turn Signal / Headlight Dimmer / Flasher / Parking Light Switch Lever

This lever serves the following four switch functions:

Turn signals
With ignition on:

1. Lever up – right turn signal
2. Lever down – left turn signal

The turn signal lever turns off automatically when the steering wheel is straightened out after completing a turn.

Lane changer

To indicate your intention when changing lanes on expressways, slightly lift or depress the lever to the resistance point. The lever will return to the OFF position when released.

If a turn signal bulb becomes defective, both indicator lights come on simultaneously with reduced brightness.

Headlight dimmer
(Headlight switch all the way out)

With ignition on:

3. Push lever toward instrument panel to select high beam. The blue indicator light in the tachometer lights up when high beam is switched on.
4. Pull lever toward steering wheel to select low beam.

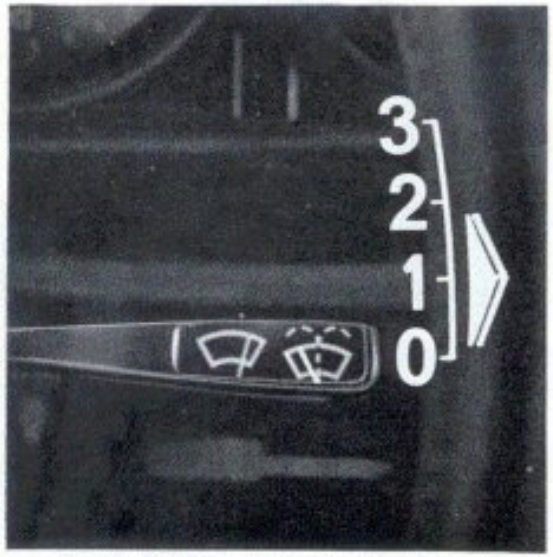
Headlight flasher
With ignition on or off:

You can signal with the headlights (in lieu of horn) by slightly pulling lever toward the steering wheel and then releasing it. The blue indicator light in the tachometer will go on/off as you pull/release the lever.

Parking lights
With ignition off:

1. Lever up – right front and rear parking lights on.
2. Lever down – left front and rear parking lights on.

The green indicator light in the speedometer will light up when the parking lights are switched on.



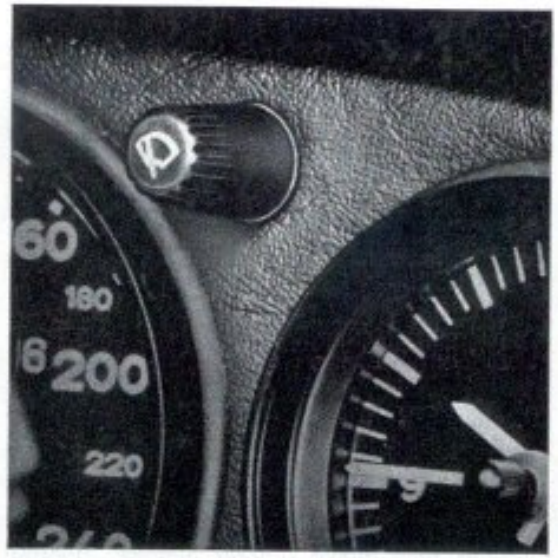
Windshield Wiper/Washer Lever

The wiper/washer lever has four switch positions:

0 – Wipers turned off
1 – Low wiping speed
2 – Medium wiping speed
3 – High wiping speed

The electric windshield washer system can be operated by pulling the lever toward the steering wheel from any wiper position.

In position "0" the wipers will sweep the windshield a few more times after releasing the lever to dry the windshield and then stop automatically.



Before operating the wipers, the windshield must be sufficiently wet to prevent the glass surface from being scratched. Check wiper blades frequently and replace at least once a year.

Intermittent wiper action switch

The switch is located between the speedometer and the clock. Slightly turn the switch to the right to allow the wipers to operate at intermittent intervals.

Turning the switch further to the right varies the wiping intervals. Intermittent wiper action stops when the windshield wiper lever is operated.

Fuel Tank and Windshield Washer Fillers

The filler necks for the fuel tank and the windshield washer reservoir are in the left front fender under a flap. To open the flap, pull the release button on the left side of the instrument panel.

Be sure the fuel filler is closed when adding cleaning fluid or water to the washer reservoir.

To protect the paint finish when filling the fuel tank, a protective apron has been provided.

Do not use engine coolant anti-freze or any other solution that can damage the car paint.

Fuel Recommendation

Your Porsche is equipped with a catalytic converter and must use **unleaded fuel only.** Minimum octane rating is 91 RON (87 CLC rating on U.S. fuel pumps).

The use of **unleaded fuel only** is critically important to the life of the catalytic converter. Deposits from leaded gasolines will ruin the converter and make it ineffective as an emission control device.

Cars with a catalytic converter have a smaller fuel tank opening, and gas station pumps have smaller nozzles. This will prevent accidental pumping of leaded fuel into cars with a catalytic converter.

Unleaded fuels may not be available outside the continental U.S. and Canada. Therefore, we recommend you do not take your car to areas or countries where unleaded fuel may not be available.

Never carry additional fuel in portable containers in your car. Such containers, full or partially empty, may leak, cause an explosion, or result in fire in case of a collision.

We recommend you turn off the engine when filling the fuel tank.

Octan ratings

Octane rating indicates a gasoline's ability to resist detonation. Therefore, buying the correct octane gas is important to prevent engine damage.

Regular fuels have an octane rating ranging from 91 to 95 RON (Research Octane Number), which corresponds to 87 to 91 CLC (U.S. Cost of Living Council octane rating).

The 91 RON octane rating of your car is based on the research method. The CLC octane rating usually displayed on U.S. gasoline pumps is calculated as research octane number plus motor octane number, divided by 2, that is:

$$\frac{\text{RON} + \text{MON}}{2}$$

The CLC octane rating is usually 4 points lower than the RON rating:

91 RON equals ..... 87 CLC
95 RON equals ..... 91 CLC

When traveling outside the United States or Canada, regular gasolines may have a considerably lower octane rating. In this case use high-octane gasoline or mix regular with high-octane gasoline.

Porsche recommends not to use any fuel additivies.

Gasohol

A mixture of unleaded gasoline and ethanol (ethyl alcohol) known as "Gasohol" is available in gas stations in some areas.

Porsche vehicles are designed and certified to use gasoline as specified under **"Fuel Recommendation".** You may decide to use gasohol in your Porsche, provided it contains not more than 10 % ethanol and the octane requirements for your car are met.

However, we strongly recommend to switch back to gasoline without ethanol, if you experience the following adverse effects on your vehicle because of the use of gasohol.

- Deterioration of drivability and performance
- Substantially reduced fuel economy
- Generation of vapor lock and hot start problems, especially at high altitude or at high temperatures
- Engine malfunction or stalling.

The continued use of gasohol under these conditions may adversely affect the emission control system of your vehicle.

Fuel/Oil Level Gauge

The **fuel gauge** has a red warning light which lights up when the fuel level in the tank drops to about 2.1 U.S. gals. or 8 liters.

The **oil level gauge** indicates the amount of oil in the oil tank. If the needle is in the white range of the scale while the car is on level ground with engine at idle speed and the oil at operating temperature, there is sufficient oil in the oil tank.

The oil level in the tank cannot be determined while driving. Slight movements of the indicator needle are normal.

Never to let the needle reach the red range of the dial.

Checking the oil level accurately can only be accomplished by using the oil dipstick.

When the needle of the oil level gauge starts to drop as engine speed increases, it indicates that the gauge is functioning correctly.

Oil Temperature/Pressure Gauge

This combination instrument contains an **engine oil pressure gauge, engine oil temperature gauge** and **warning lights** for **alternator and oil pressure.** (See **"Warning lights"** for details.) The gauges and warning lights work only when the ignition is turned on.

Oil temperature has an influence on the service life of the engine. After starting the engine, drive at moderate speeds until the **oil temperature gauge needle** has reached the end of the white field. When the needle has blimbed to the first line of the scale, the engine has reached operating temperature (194 F/90 C). Should the needle climb into the red range, reduce speed until the needle drops. If the needle remains in the red field, contact your Porsche dealer promptly.

Oil pressure in the engine is shown in bar. With the engine at operating temperature (194° F/90° C) and an engine speed of 5000 rpm (revolutions per minute), the oil pressure should be about 4,0 bar. At this operating stage, the needle in the oil temperature gauge should be at the upper edge of the white-rimmed field. A drop in oil pressure at high temperatures is normal. At idle speed, with the engine oil hot, it is normal for the red control light to light up – this does not indicate any loss of engine performance.

Warning Lights

Alternator warning light

The alternator warning light (red) monitors the alternator, the V-belt and the cooling fan. It lights up when the ignition is turned on and should go out after the engine is started. If the light flickers or burns steadily while you are driving the car, the V-belt may be loose or broken. The belt should be re-tensioned or replaced. The fault may be in the regulator or the alternator itself. In this case consult your Porsche dealer.

Oil pressure warning light

The oil pressure warning light (red) monitors engine oil pressure. The light will come on when the ignition is turned on and should go out after the engine is started. If the oil pressure gauge needle drops suddenly or the oil pressure warning light comes on while driving, **turn off the engine immediately.**

Check the engine oil level. If there is enough oil in the tank, the nearest Porsche dealer should be contacted promptly.

Brake warning light

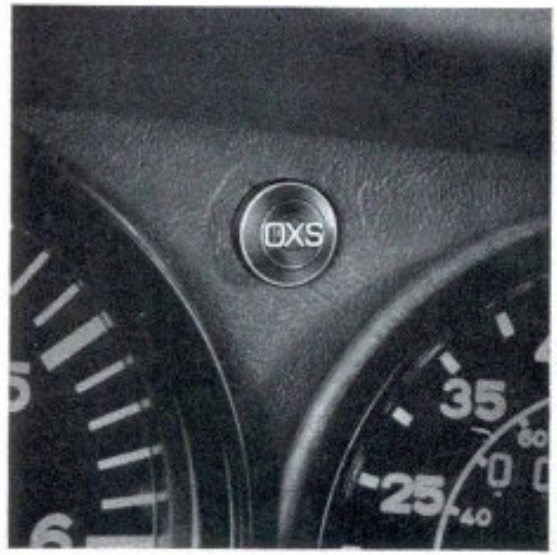
The brake warning light (red) ist located in the dashboard panel. It monitors the parking brake, as well as the hydraulic brake system. The light will come on when the ignition is turned on and should go out after the engine is started and the parking brake fully released. If the brake warning light fails to light up when the ignition is turned on, the bulb should be checked.

When the **brake warning light comes on while you are applying the brakes,** one of the two brake circuits may have failed. In this case the other one will still operate, but a longer distance and greater pedal pressure are required to bring the car to a halt. Pull off the road and stop.

Continued operation of a car with defective brakes is dangerous.

Have your car towed to the nearest dealer for repair.

The brake warning light does not indicate brake fluid level. Check fluid level between regular maintenance services.



OXS (oxygen sensor) light

The OXS light functions as a "Service Reminder". The light will come on (and stay on) every 30.000 miles or 48.000 km to remind you to take your car to your Porsche dealer for the scheduled emission control maintenance service.

Note: The OXS lamp lights up when the ignition is turned on and should go out after the engine has been started. If the light does not go out after the engine has started, a malfunction may have occurred in the monotoring system. Have your dealer locate and correct the cause promptly (see "Emission Control System" for more details).

Tachometer

The red mark at the end of the dial scale indicates the maximum permissible engine rpm (revolutions per minute). Before reaching this area, the next **higher** gear should be selected. Earlier shifting saves fuel. Shift to the next **lower** gear when the engine rpm drops below 1500 rpm. The speed limiting governor prevents the engine from being overrevved under load.

The **turn signal indicator** (green) is located in the upper part of the instrument. The **high beam indicator** (blue) lights up when the high beam headligths are switched on.

Speedometer

The speedometer indicates speed in miles and kilometers per hour (in Canada: km/h). The upper odometer records the total distance driven and cannot be turned back. The **trip odometer** in the lower part of the instrument can be reset to zero at any time by the push button in the dial.

The **parking light indicator** (green) comes on when the parking light is switched on. It goes out when the headlights are switched on.

Clock

Set the electric clock by pushing the button in the center dial and then turn the knob.

Set the white indicator needle by turning the knob in the center dial. The indicator needle enables you to monitor driving time in either minutes or hours.

Windshield/Rear Window-Defogger/Defroster

The windshield/rear window- and the outside rear view mirror defogger/defroster heating elements are actuated by a pull button/rotary switch in the dashboard panel. The switch knob is illuminated when the heating elements are energized.

To defog - switch pulled
The heating element will provide a steady energy output to keep the windshield and rear window free from fog.

To defrost - switch turned clockwise
The heating element is fully energized for defrosting of the rear window. The heating element for the windshield is not actuated.

A control relay reduces the rear window heat rate if the generator's capacity is exceeded by the power actually consumed. The second heat circuit is automatically turned on as soon as the generator's capacity can cope with it again.

Fog Lights

The fog lights are turned on by a push-pull switch knob in the dashboard panel in addition to the headlights. The switch knob is illuminated when the fog lights are on.

When high beams are switched on, the fog lights will go out automatically.

Cigarette Lighter

With the ignition on, the cigarette lighter can be operated by pushing in knob. When ready for use, the lighter will snap back.
With the cigarette lighter removed, the socket may be used for small electrical appliances, such as a shaver, hand vacuum cleaner or air compressor to inflate the collapsible emergency spare tire. The maximum rating of such equipment should not exceed 120 Watt/12 Volt. **Do not damage the socket by trying to insert plugs of the wrong design.**

Ashtray

To open the tray, push down on the cover. To remove the tray, depress the leaf spring in the center of the tray and pull out the tray. Insert the tray with the leaf spring depressed and holding the tray slightly tilted upward. Release the spring.

Glove Compartment and Light

The glove compartment is lockable with the master key. To open the glove compartment turn the knob clockwise. The glove compartment light has three switch positions:

a – Light on – all the time
b – Light off – all the time
c – Light on – when glove compartment is opened

Sun Visors

To protect the driver and the passenger from side glare, the sun visors can be moved to the sides after lifting them out of their center mounting (Coupe models only).

Heating and Ventilation

Supply of heated air and fresh air can be controlled separately. With the heater turned on, it is also possible to mix fresh air with heated air.

Upper left lever to right: fresh air ducts open. Fresh air supply to footwells and windshield.
Upper left lever to left: fresh air ducts closed. No fresh air supply from the outside.

Upper right lever: fan operation. Setting from low to high fan speed.

In cars with air conditioner, fresh air supply and fan operation are controlled by a single lever.

The center lever regulates the distribution of fresh air. When the lever is at the left, the air flow is directed to the leg area. In center position, the air flows to the lower and upper compartment areas. When the lever is moved to the right stop, air flow is directed upward only.

The lower lever (red) regulates the flow of hot air from the heat exchangers when the heater is turned on. The lower lever regulates the distribution of the heated air in the same manner as the center lever distributes fresh air.

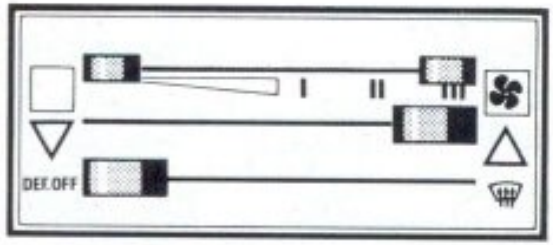
Side window defroster vents

For defrosting the side windows, adjustable vents are located on the left and right side of the dashboard. The amount and direction of the air flow can be regulated as desired by turning the vents.

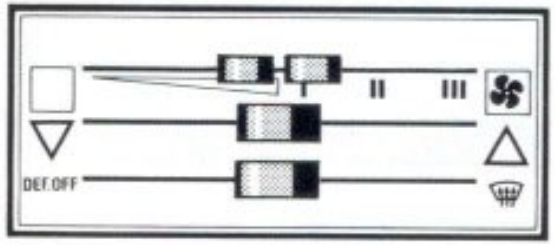
Center outlets

Outlets in center of dashboard are for fresh air only. They can be opened and closed with the small side levers. The vanes in the outlets are adjustable to the sides and up and down.

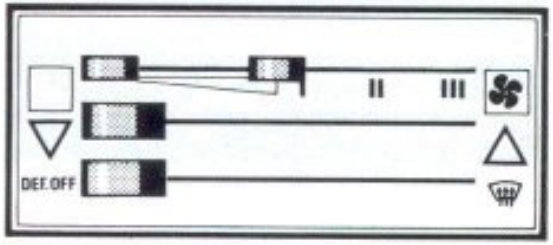
Note: In cars with air conditioner, the side window vents and center outlets supply air conditioned air only.



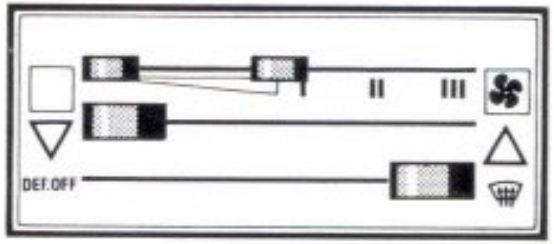
For maximum ventilation of car interior, open center outlets.



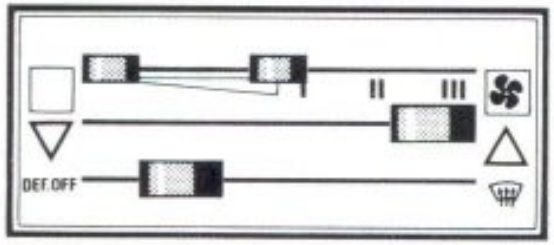
Close center outlets. Normal setting, recommended at moderate outside temperatures and when automatic heater is on.



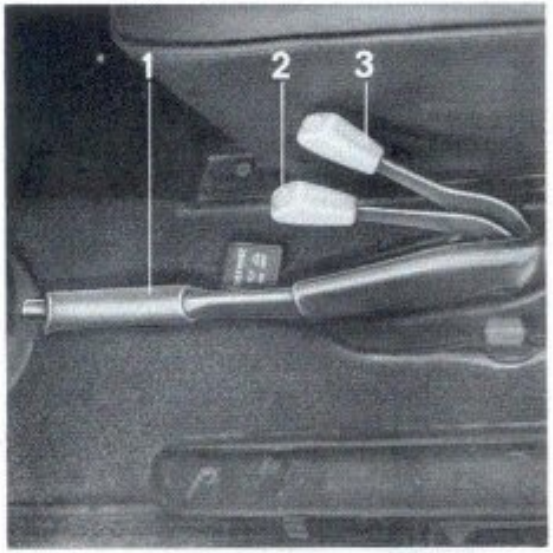
When driving through tunnels or polluted areas, you can close off fresh air intake from the outside by setting levers as shown. Also close center outlets.



Choose this setting when windows fog over on inside or if windshield is frozen. Close center outlets. Open side window nozzles and turn on heater.



For quick heating of car interior: close center outlets, open side window nozzles and turn on heater.

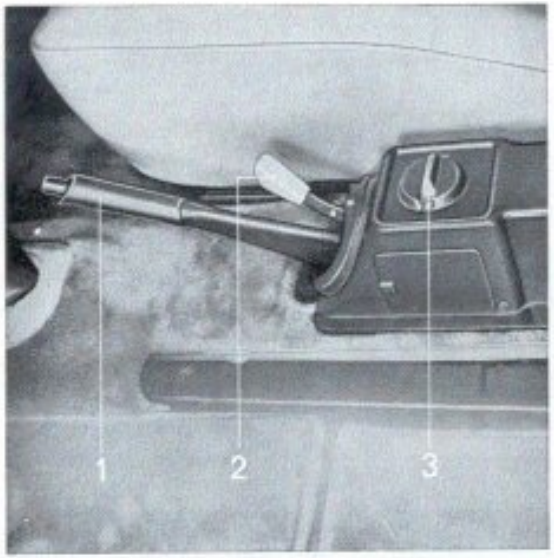


1 Parking brake lever
2 Heater control lever, driver's side
3 Heater control lever, passenger's side

Heater Control Lever

Heat may be separately directed to either the driver or passenger side with the respective heater control lever.

Lever up = heat ON
Lever down = heat OFF



1 Parking brake lever
2 Emergency heater lever
3 Automatic heating control knob

Automatic Heating Control (optional)

With the knob you control the temperature in your car thermostatically. **Do not pull red heater emergency lever.**

Pos. 0 Knob against left stop. Heat OFF.

Pos. 1–9 Low to max. heat (thermostatically controlled).

Pos. DEF Max. heat (**not** thermostatically controlled).

If the automatic heating control system fails, loosen the screw of the emergency heater lever and operate the lever by hand.

For uniform heating, turn knob to desired temperature position and move the control levers in the dashboard panel to their center position.

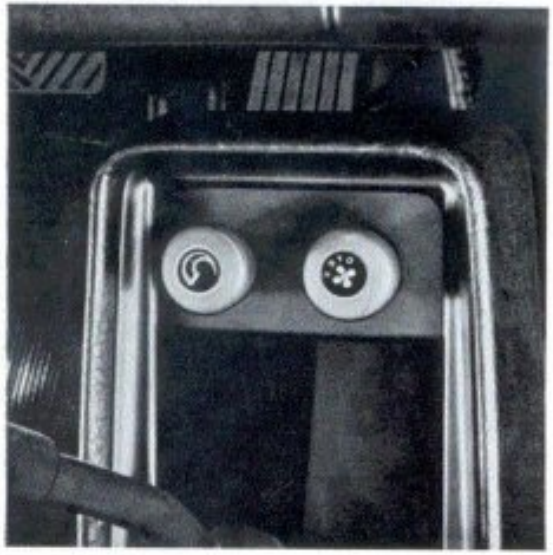
With the heating control knob at a temperature setting, it is recommended to keep the windows and the sliding roof (folding roof on Targa) closed to maintain an even thermostatic control.

Hints for Defogging and Defrosting

Defogging and defrosting your windshield will be more effective if the total air flow is directed toward the windshield.

1. Move upper and center levers in dashboard to extreme left.
2. Move lower lever in dashboard to extreme right.
3. Pull heater control levers on tunnel all the way up. In cars with Automatic Heating Control, turn button to right to position DEF.

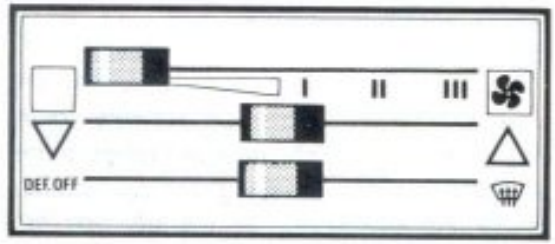
Best defogging and defrosting results are obtained when the engine has reached normal operating temperature.



Air conditioning

The air conditioner works only when the engine is running. It must only be operated when the lid of the engine compartment is closed.

The air conditioner will ensure pleasant interior compartment temperature in hot weather.



Operating controls

The system is controlled by two rotary switches in the center console. The **cooling intensity** can be varied with the temperature control switch. The **air volume** can be determined with the fan control switch. **Air flow distribution** can be adjusted by moving the control levers in the dashboard accordingly.

Temperature control switch

Extreme left	– minimum cooling
Turning right	– increased cooling
Extreme right	– maximum cooling

Fan control switch

Extreme left	– Off
Right turn	– On
Position I	– Low speed
Position II	– Medium speed
Position III	– High speed

Maximum cooling can be obtained with the windows closed, both rotary switches turned to the extreme right and center/side window air vents opened.

Operating hints

If the car has been standing in the hot sun for a long time, it is best to open the windows first and turn on air conditioner and blower to permit the hot air to escape.

Once the desired temperature has been attained in the car's interior, reduce cooling, or turn on the fresh air ventilation system.

Fresh air ventilation can be mixed with cooled air circulation by sliding the upper control lever in the dashboard to the right.

For more comfort during periods of high humidity and relatively low temperatures (fogging windows), the air conditioner can be switched on together with the heating system.

Turn on heater to desired intensity. Move upper lever of heater/ventilation controls on dashboard to the center to open the air ducts. Move the center lever to the right, and the lower lever to the left.

This adjustment provides the pleasant effect of cooled air flow from center vents being circulated with heated air flow from side window vents and the windshield/footwell air outlets. The air in the car will be dehumified, and the windows will clear up.

Functioning of the system

The air from the interior of the car is drawn through the evaporator, where it is cooled. The cooled air returns through vent outlets on the instrument panel. Direct the air flow by adjusting the air vents to either side or up and down.

When the air conditioner is turned on, the compressor clutch engages. Cooling efficency of the air conditioner depends on engine rpm. The higher the engine rpm, the greater the cooling effect of the air conditioner.

The selected temperature is kept constant by a thermostat. The sensor is located between the cooling fins of the evaporator and regulates the temperature by engaging or disengaging the compressor.

The air conditioner must be switched on for a short time at least once each month. Periodic operation of the air conditioner is necessary to lubricate the seal at the crankshaft expansion valve. This is especially true during the cold season when the air conditioner is not used.

If cool air flow decreases

The thermostatic sensor will prevent the evaporator from icing up. If extreme conditions, such as high outside temperature, dense humidity or driving at high altitude cause the evaporator to ice up, you will notice a decrease of cool air flow. To permit the evaporator to defrost, move the lower lever to the center and reduce the fan speed.

After the evaporator has defrosted, the controls can be reset for maximum cooling.

If cool air stops completely . . .

Turn the air conditioner off and see your Porsche dealer. He has the qualified personnel and proper workshop equipment to correct the problem. Further operation could lead to compressor damage.

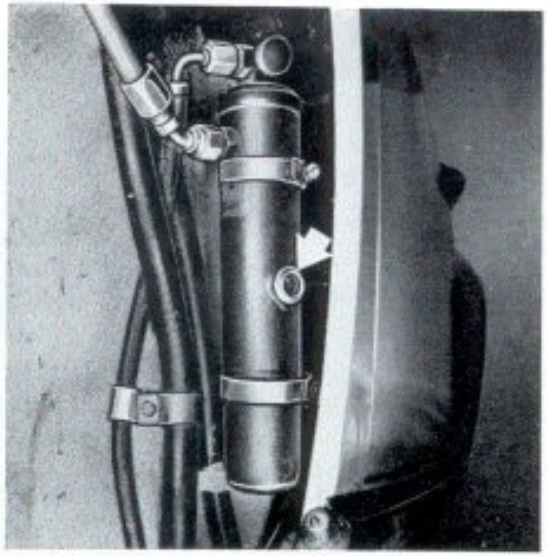
Maintenance

During the winter season, it is advisable to operate the air conditioner briefly at least once a month, to help keep the seals lubricated. The condensers should be checked periodically for cleanliness. If clogged with dirt or insects, the condensers should be washed down with water. After the winter months and before extended summer usage, the air conditioner should be checked and, if necessary, serviced by your Porsche dealer.

Payload reduction

The weight of the air conditioner installed in your car reduces the vehicle's capacity weight. For weight information see sticker on left door post.

Caution: Should you suspect that the air conditioner is damaged, have it checked promptly. Leaks must be sealed immediately, since loss of refrigerant may result in serious damage to the air conditioner system.



3. Open car door to avoid automatic cut-off of the air conditioner and/or turn on the heater.

4. The refrigerant reservoir is located under the left front fender as seen in driving direction.

5. Remove protective cap (arrow) from sight glass recess.

6. After about 5 minutes observe refrigerant level through the sight glass.

7. The small ball must float on top when refrigerant level is normal.

Checking Refrigerant Level

Check the refrigerant level at least once a year because the fluid diminishes gradually during operation.

1. Leave engine compartment lid closed and start the engine.

2. Turn air conditioner temperature and fan control switch knobs to their extreme right.

Always replace cap after checking refrigerant to keep the sight glass clean.

In case the system requires recharging, contact your Porsche dealer. He has qualified personnel and the necessary equipment.

For maximum efficiency of the cooling system, always keep the condensors clean and unobstructed and the condensor blower motor in front operational.

Engine Compartment Light

The engine compartment light only operates when headlights are switched on and by turning the lamp cover.

Break-in Period

There are no specific break-in rules for your Porsche; however, by observing a few precautions during the first miles, you can help extend the service life and performance of your engine.

During the first 1.000 miles/1.600 km, all working components of the engine adjust to each other to a certain degree. Therefore:

Avoid full throttle starts and abrupt stops.

Change speeds frequently. Vary the throttle load.

Do not exceed max. engine speed of 5,000 rpm (revolutions per minute).

Do not run a cold engine at high rpm or in Neutral.

Do not let the engine labor, especially when driving uphill. Shift to the next proper gear in time (use the most favorable rpm range).

These recommendations also apply when an engine or a transmission is exchanged in your car.

There may be a slight stiffness in the steering, gearshifting or other controls during the break-in period, which will gradually disappear.

Never lug the engine in high gear at low speeds. This rule applies all the time, not just during the break-in period.

Breaking-in brake pads

Brakes may not have the highest possible braking efficiency when new. Therefore, allow for longer braking distance during the initial 120 miles/200 km. This also applies when the brake pads are replaced.

Breaking-in new tires

New tires do not grip the road as well during the first 60 to 120 miles/100 to 200 km. Therefore extra care should be taken when driving with new tires.

If you have an automatic garage door . . .

The CD-ignition system in your Porsche may interfere with your electronically operated garage door. To check this: drive your Porsche close to the garage door and run the engine at different speeds.

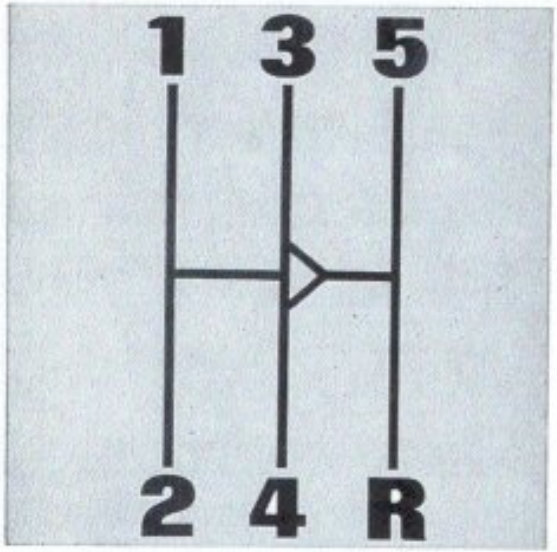
If the garage door opens or closes without your operating the garage door unit in your car, contact the dealer who installed the automatic garage door to have the frequency and/or coding of the garage door signal modified.

Please observe all local and national speed limits.

Maximum Engine Speed

The red mark on the tachometer dial serves as an optical reminder not to overrev the engine. A special limiter prevents overrevving the engine under load by limiting the engine speed.

Before reaching this mark, the next **higher gear** should be selected or the foot eased on the accelerator pedal. Earlier shifting helps to save fuel.



Gearshifting

The Porsche transmission with servo-lock synchronisation permits rapid and precise shifting of gears. But be sure when changing gears that the clutch pedal is fully depressed to the floor, and that the gearshift lever is completely engaged. The engine speeds for the individual gears are listed on this page.

Before shifting into **reverse**, the clutch pedal must be depressed for several seconds; only then move the gearshift lever to the right, overcoming the spring resistance, and then to the rear. An additional spring resistance prevents accidental shifting from 5th gear into reverse.

Both back-up lights come on when the transmission is put into reverse (with ignition on).

The specified maximum rpm figures should not be exceeded when shifting down, as otherwise the engine speed would be too high. For smooth shifting, observe the following shift points (applies to standard gear ratios only):

Maximum downshift points

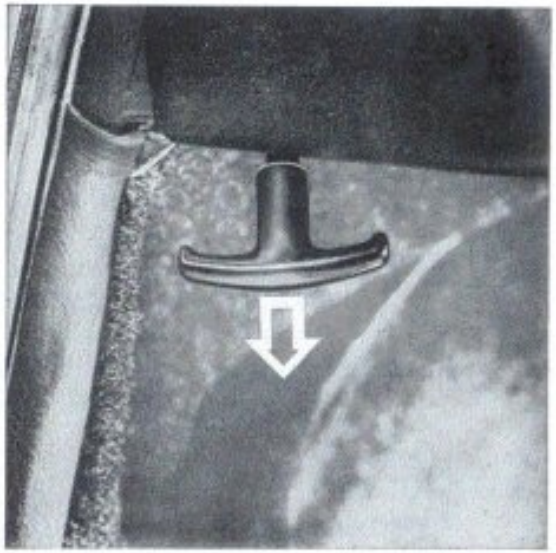
5th to 4th	118 mph/190 km/h or 5300 rpm
4th to 3rd	95 mph/153 km/h or 5100 rpm
3rd to 2nd	63 mph/101 km/h or 4600 rpm
2nd to 1st	36 mph/ 58 km/h or 3600 rpm

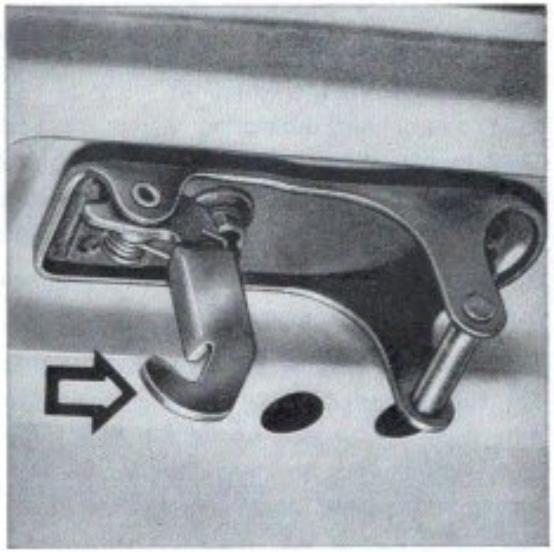
Minimum upshifting points

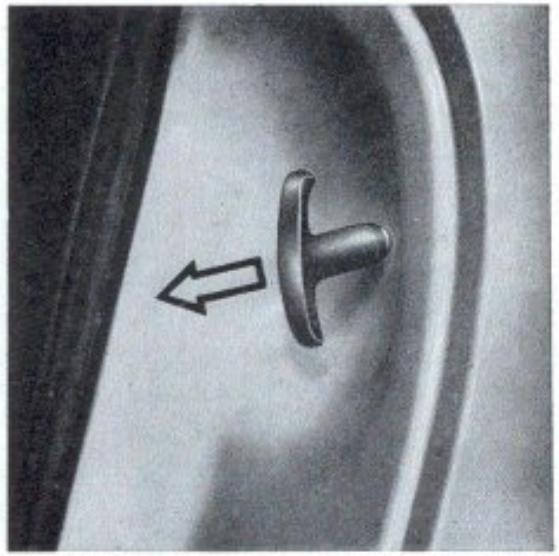
1st to 2nd	15 mph/24 km/h or 2500 rpm
2nd to 3rd	25 mph/40 km/h or 2300 rpm
3rd to 4th	40 mph/64 km/h or 2700 rpm
4th to 5th	48 mph/77 km/h or 2600 rpm

When rolling to a stop, depress the clutch pedal when the engine has reached 1000 rpm to avoid lugging or stalling the engine.

Please observe all local and national speed limits.







Front Hood Release

The front hood release handle is located on the left side under the instrument panel.

Pull to unlock the hood.

Make sure windshield wiper arms are not raised up from windshield when you open the hood.

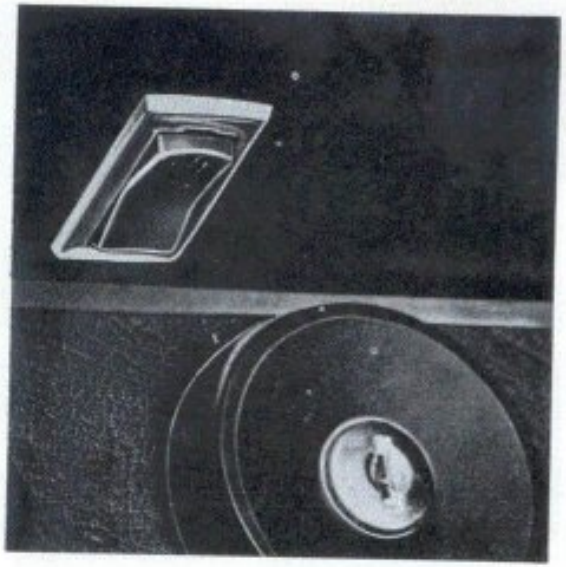
To open the hood, first push the safety catch under the hood to the right. Spring tension keeps the hood in the open position.

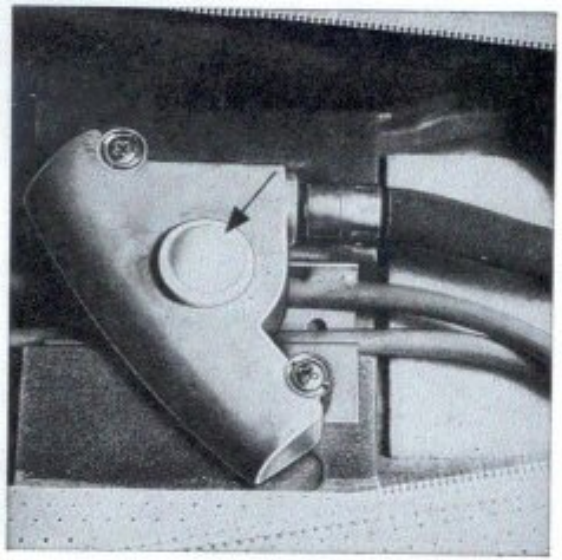
To close the hood, press it down firmly.

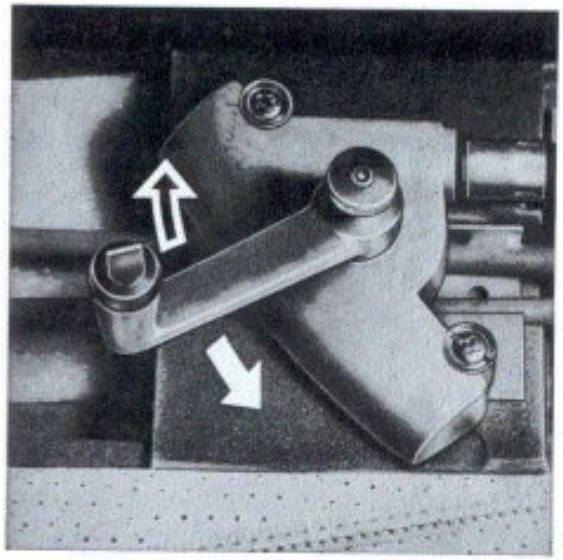
The front hood of **Targa models** is lockable to prevent unauthorized access to the front luggage compartment when the top is folded down.

Engine Compartment Lid Release

The release handle for the engine compartment lid is located in the left rear door post. Pull the handle to open the lid. Spring tension keeps the lid in the open position. To close, push the lid down firmly until the lock snaps shut.
The lid is designed to open automatically if the operating cable should break.







Electric Sliding Roof

The sunroof is controlled through a spring-loaded rocker switch located above the ignition switch. With the ignition on, appropriate movement of the switch brings the roof into the desired position. When released, the switch returns to its neutral position and roof motion stops.

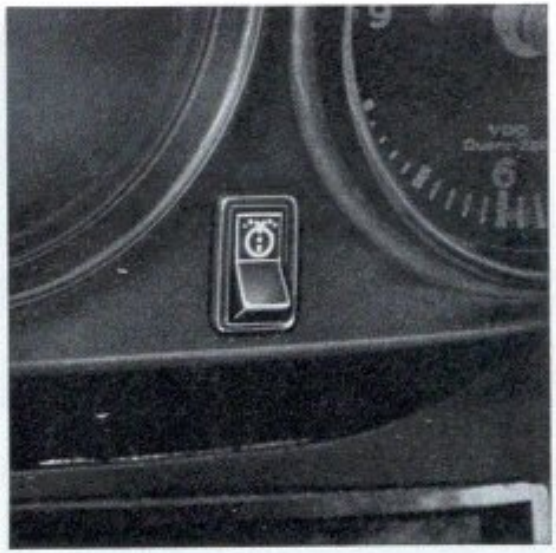
The sunroof is equipped with a safety clutch which disengages the drive mechanism when certain resistance is met, thus excluding the possibility of accidental injuries.

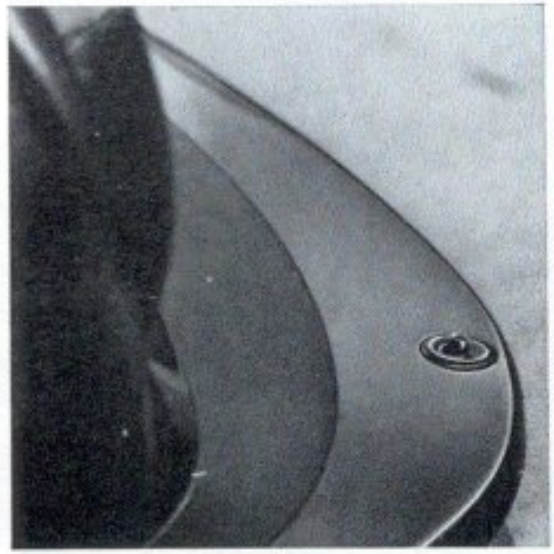
Do not operate the sliding roof at driving speeds exceeding 62 mph or 100 km/h. The force to overcome wind resistance at higher speeds may cause damage to the sliding roof.

Manual operation

A hand crank has been provided for manual operation in the event of an electrical failure.

To gain access to the hand crank, open the zipper above the rear window frame, unscrew the cover and remove plastic cap from the drive unit. Unscrew the now visible slotted screw with the screwdriver tip in the hand crank. Before inserting the forkend of the crank, remove spacers which were under the screw. Turn the knurled screw of the crank into the threaded hole in the shaft making sure that the tips engage in the slots. The roof can then be moved by turning the crank.





Rear Window Wiper

To operate the wiper, depress the switch in the instrument panel. To avoid scratching the glass, the rear window should be sufficiently wet before turning on the wiper.

Note: Be sure to raise the wiper arm off the rear window before opening the rear hood. Otherwise the wiper arm may be bent when raising the hood.

Headlight Washer

To operate the headlight washer, depress and release the switch in the instrument panel. The washer system only operates with the headlights turned on.
A separate pump supplies high-pressure water to the spray nozzles located on the bumper in front of the headlights. The spray time is limited by a relay and can not be altered. The high-pressure stream soaks the dirt on the headlight and washes it off.

Repeat the wash cycle as necessary to remove heavy dirt accumulation.

Since the system supplies water to both windshield and headlights, a large capacity reservoir (approx. 2.2 US gals or 8.5 liters) has been installed.

Add an antifreeze/cleaning solution to the water before the cold season begins so that both washer systems also function at freezing temperatures.

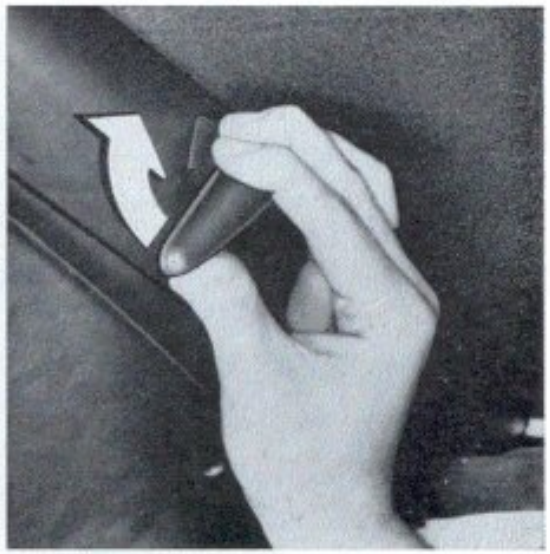
Targa Folding Top

The folding top is secured to the roll bar by means of three pins, and to the windshield frame by two locks, facilitating easy removal and installation.
Roof racks or ski-racks cannot be mounted on the Targa roof. Your Porsche dealer will advise you on suitable racks for your Targa.

Removing folding top

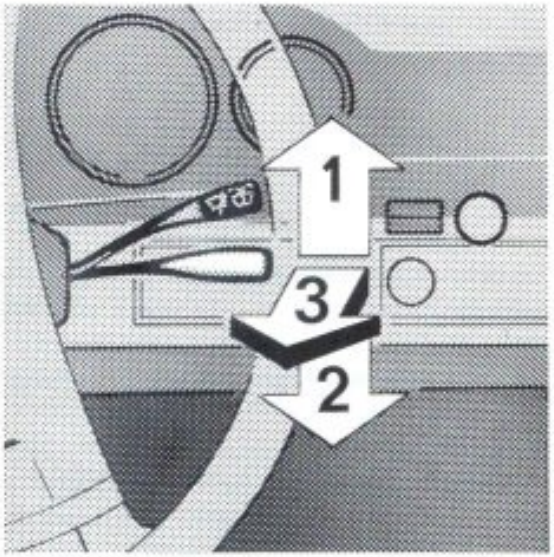
Clean the roof prior to removal to prevent road dust or dirt from soiling your clothes. When storing roof in luggage compartment, protect it from objects which could damage the surface.

1. Insert both operating handles into the right and left lock receptacles located in the front roof support bow; position both handles to point to the left.
2. Pull both handles downward and turn until they point to the right at an angle of approx. 45°. Continue to push one handle to the stop while gently lifting the same side with the other hand in order to snap it out of the safety lock. Do the same on the other side.
3. Step out of the car. Tilt the roof at the front bow and remove with a forward motion.
4. Place the roof with its rear edge on a soft support (such as both shoe tips) and apply simultaneous pressure to the middle of both bows. Fold the roof by applying light pressure to the sides.



Installing folding top

1. Place the roof with its rear edge on a soft support (shoe tips) and pull sideways to unfold. Simultaneously push both pivoting linkages outward to tension the cover.
2. Guide the stop assembly into the rear supporting pawls in the roll bar and push to the rear until fully seated.
3. Applying light pressure from above, press the forward end of the top down to engage it in the safety locks.
4. Insert both operating handles into the receptacles at an angle of approx. 45°.
5. While pulling the top down with one hand, turn the handle to the left stop. Do the same on the other side. Remove handles.



1 Set, accelerate
2 Reset
3 Cancel

Automatic Speed Control (optional)

The automatic speed control allows you to maintain a constant cruising speed of 30 mph/50 km/h or higher, without actuating the accelerator pedal.

Any manual operation, such as accelerating, gearshifting or braking can be done independent of the automatic speed control.

To operate the automatic speed control

— Accelerate to the desired cruising speed. Move the spring loaded lever up (1) and release. This sets the cruising speed and stores it in a memory.

— After a second or two the automatic speed control will take over, and you can remove your foot from the accelerator pedal. The set cruising speed will be maintained automatically.

— **Passing:** when you want to drive faster for a brief moment, for example when passing another vehicle, step on the accelerator. When you take your foot off the accelerator pedal, the preset speed will automatically be resumed.

— **Gearshifting:** when shifting gears, the automatic speed control is only disengaged as long as the clutch pedal is depressed. The preset speed will be resumed as soon as you take your foot off the clutch pedal.

— **Braking and stopping:** whenever you apply the brake or come to a stop, the automatic speed control is disengaged. Move the lever down (2), and the preset speed will be resumed.

— **Switching system off:** to switch the automatic speed control off, move the lever toward you (3). To resume the preset speed, move the lever down (2).

Note:

When driving with the speed control set, be careful (at speeds above 30 mph or 50 km/h) not to move the gearshift lever into Neutral to prevent excessive engine rpm.

Decrease preset speed:

— Apply the brake, which will disengage the automatic speed control. When the vehicle has slowed down to the desired speed, move the lever up (1) to set the new cruising speed.

— As an alternative, disengage the automatic speed control by moving the lever toward you (3). When the vehicle has slowed down to the desired speed, move the lever up (1) to register the new cruising speed in the memory.

Note: when driving up a hill, if the engine power is insufficient in a particular gear, the speed control will be disengaged automatically. Shift to a lower gear to avoid lugging the engine.

Caution:

Do not use the cruise control when it may be unsafe to keep the car at a constant speed. For example, a constant speed may not be safe in heavy traffic, or on winding or slippery roads. With the cruise control system engaged, the engine speed will not return to idle when removing the foot from the accelerator pedal.

Please observe all local and national speed limits.

Hints for Winter Operation

Engine oil

High quality multi-grade oils are suitable for all year round driving. Seasonal oil changes are therefore not necessary. Only if multi-grade oils are not readily available should a single-grade oil of the correct viscosity be used for winter weather driving. Specifications of the various oils to be used are detailed under "Filling Capacities". **The use of oil additives is not recommended by Porsche.**

Battery

When outside temperatures drop, the battery's capacity decreases, but at the same time the load placed on it increases considerably. Therefore check the condition of the battery in time and, if necessary, have it charged. Also check the level of the electrolyte and add distilled water if required. Battery terminals should be greased with petroleum jelly.

Corrosion prevention

The road salts used to keep streets and highways free of ice and snow promote corrosion.

Therefore, we recommend frequent car washing and regular waxing of all painted body parts. Have the factory applied undercoating inspected by your Porsche dealer before and after the winter months. Refer to **"Cleaning your Porsche"** for more corrosion prevention details.

Winter tires, snow chains

Your Porsche dealer can assist you in choosing suitable winter tires and snow chains.

Winter radial ply tires give good traction in snow or slush. For a better grip on hard snow or ice, you can use winter tires with studs, but check with your local Motor Vehicle Bureau for possible restrictions.

Winter tires with studs should be run at moderate speed when new to give the studs time to settle.

Winter tires should always be mounted on all four wheels. They should also conform to the same load requirements as original equipment tires.

For safety reasons, it is not advisable to drive with winter tires at prolonged high speeds. Winter tires do not have the same degree of traction on dry, wet or snow-free roads as regular tires. Winter tires would wear rapidly under these conditions.

Snow chains can only be mounted on the rear wheels. Use only snow chains with fine pitch links, so that enough space remains between the chains and the inside of the wheel arches.

Wheels must rotate freely in all steering positions with chains mounted ot prevent damage to body, rear axle or brake components. Follow instructions issued by the supplier of the chains. Remove chains as soon as roads are free from snow. (Refer to **"Tires, Wheels"** for additional details.)

Washer reservoir

To ensure that the windshield washer and the headlight washer also function at freezing temperatures, antifreeze must be added to the cleaning solution beforehand. Follow the instructions on the can for the right amount to be used.

Locks

Locks can freeze in the winter if water gets into the lock cylinders. When washing your car in the winter, do not aim the water jet directly at the locks. It is a good idea to tape

the keyholes to prevent the water from seeping into the lock cylinder. Water in the locks must be removed with compressed air afterwards. Squirt lock de-icer, antifreeze, or glycerine into the lock cylinders to prevent freezing.

To open a frozen lock, warm up the key before inserting it. Do not use hot water as it will later freeze in the lock.

Rubber moldings

Rubber moldings around the doors, the front hood and the luggage compartment lid should be lightly coated with glycerine or talcum to protect them against freezing.

Emergency equipment

It is good planning to carry emergency equipment in your car. Some of the things you should have are: window scraper, snow brush, container or bag of sand or salt, flares, small shovel, first-aid kit, etc.

Note: We recommend to have a maintenance service performed prior to the cold season and in accordance with the maintenance schedule.

Roofracks

The installation of commercially available roofracks is not compatible with the roof design of your Porsche.

When installing the **Genuine Porsche Roofrack** available up still now, the maximum permissible weight load of 75 lbs or 35 kg must not be exceeded.

The **"New Genuine Porsche Roofload Transport System"** provides for maximum permissible weight loads of up to 165 lbs or 75 kg. Your Porsche dealer will be glad to advise you which type of roofrack can best serve your idividual needs and load carrying requirements.

Operating your Porsche in other Countries

Government regulations in the United States and Canada require that automobiles meet specific emission regulations and safety standards. Therefore cars built for the U.S. and Canada differ from vehicles sold in other countries.

If you plan to take your Porsche outside the continental limits of the United States or Canada, there is the possibility that

- unleaded fuel may not be available;
- unleaded fuel may have a considerably lower octane rating. Excessive engine knock and serious damage to the engine could result;
- service may be inadequate due to lack of proper service facilities, tools or diagnostic equipment;
- replacement parts may not be available or very difficult to get.

Porsche cannot be responsible for the mechanical damage that could result because of inadequate fuel, service or parts availability.

If you bought your car abroad and want to bring it back home, be sure to find out about shipping and forwarding requirements, as well as current imporut and customs regulations.

Car Care Instructions

Regular and correct care helps to maintain the value of your car and is also a precondition for the long-life guarantee.

The Porsche paint finish is of a high quality baked synthetic enamel. The color and enamel type designation are indicated on a sticker attached to the rear crossmember in the engine compartment. When buying touch-up paint, always give the paint and the car's identification numbers to your dealer.

A well-cared for Porsche can look like new 10 years later. It all depends on the amount of care the owner is willing to give the car.

Your Porsche dealer has a number of car-care products and can advise you which ones to use for cleaning the interior and exterior of your car.

- **Always read directions on the container before using any product.**
- **Most chemical cleaners are concentrates which require dilution.**
- **Be aware of caution labels.**

Following are a few hints on how to keep your Porsche looking young and beautiful.

Car washing

The longer the dirt is left on the paint, the greater the risk of damaging the glossy finish, either by scratching if the dirt is rubbed into the paint, or simply by the chemical effect dirt particles have on the paint surface. Therefore dirt should be washed off as soon as possible.

Dust should never be wiped off the car with a dry rag since dust particles are abrasive and will rapidly dull the finish and cause scratches that may be difficult to repair.

Pamper your Porsche! Wash it by hand! The mechanical brushes in an Automatic Car Wash may not reach every angle of the vehicle, and some **tracks may cause damage to the underbody.**

- **Do not wash or dry your car with the engine running.**
- **Do not clean the underside of chassis, fenders, wheel covers, etc., without protecting your hands and arms. You may cut yourself on sharp-edged metal parts.**
- **Do not wash your car in direct sunlight.**

Wash your car often, use plenty of water, a car-wash and wax solution and a soft sponge or hose brush. Begin by spraying water over the dry car to remove all loose dirt before applying the car-wash and wax solution. Use plenty of water to rinse the car off. Wipe the car dry with a chamois to avoid water spots. The underside of the car picks up dirt and salt and should by sprayed with a powerful jet of water. This is easier to do after the car has been driven in rain.

Moisture on brakes may affect braking efficiency. Cautiously apply the brakes for a test after each car wash.

Care of the finish

Oils contained in the paint are the most important ingredients contributing to the elasticity of the finish. Because these oils are gradually lost, due to weather and similar causes, they must be replenished through regular and proper care of the finish. Given proper care, the original finish will retain its luster for many years. Ask your dealer for approved cleaning agents and preservatives. The use of polishes is recommended only after it becomes evident that the normal preservatives no longer accomplish the job.

Care of plastic and dull finishes

Plastic parts, such as light bulb lenses, decorative stripes, panels, bumpers, etc., will come clean during car washing. Should additional cleaning or spot removal be necessary, use a soft brush or cloth soaked with a mild detergent solution. Then rinse thoroughly and immediately with clear water.
Do not use anything which could mar the plastic or dull finished surface, such as wax or polish, harsh detergents or chemical cleaning solvents.

Metal trim

Bright or black anodized trim will come clean when you wash the vehicle. To protect the trim, use car wax.

Touch-up paint

Your dealer has touch-up paint for minor scratches at stone chips. Scratches should be touched up soon after they occur, to prevent corrosion. If corrosion formation becomes visible, however, a simple touch-up job will not suffice. The affected surface must be smoothed with sand paper and covered with an anti-rust primer, before restoring the painted finish.

Removing spots

Do not use gasoline, kerosene, naphtha, nail polish remover or other volatile cleaning fluids. They may be toxic, flammable or hazardous in other ways. Only use spot removing fluids in well ventilated areas. Keep them out of reach of children.

Tar

Do not allow tar to remain on the paint finish. Remove it as soon as possible with a cloth soaked with a special paint cleaner. If you do not have a tar remover, you may substitute with turpentine. After applying a cleaning fluid, always wash with a lukewarm soap/ solution and apply a new wax coat.

Insects

Remove as soon as possible with a lukewarm soap/water solution or apply insect remover.

Tree sap

Remove with a lukewarm soap/water solution. Do not allow tree sap or bird droppings to harden on the paint surface.

Windows

Keep silicone polishes off the windshield to avoid wiper smear in rain.

Clean all windows regularly to remove road film and car-wash wax buildup. Use a lukewarm soap water solution or an alcohol base commercial window cleaning agent for the inside and outside. If a chamois is used for polishing the glass, it should exclusively be used for that purpose.

Weatherstrips

To seal properly, weatherstrips around hood, windows and doors must be pliable. To retain flexibility of the rubber, spray with silicone, coat with talcum powder or glycerine.

Cloth upholstery and carpet

Clean with a vacuum cleaner or a soft brush. Dirt spots can usually be removed with a lubewarm soap water solution.

Use spot remover for grease and oil spots.

Do not pour the liquid on the cloth material. Dampen a clean cloth and rub carefully, starting at the edge and working inward.

Leatherette and interior trim

Use all purpose cleaner or a dry foam cleaner. Grease or paint spots can be removed by wiping with a cloth soaked with all purpose cleaner. Leatherette parts of the headliner and side trim panels can be cleaned with a soft cloth or brush and all purpose cleaner. Occasionally a colorless vinyl preservative should be applied.

Wiper blades

Remove all wiper blades periodically and clean them thoroughly with an alcohol base cleaning solution. Use a sponge or soft cloth and wipe lengthwise.

Leather and leather trim

To keep leather seats and trim beautiful and soft, they should be cleaned and cared for regularly. Clean leather with a soft, white woolen cloth and a mild soapwater solution. Do not use chemical or abrasive cleaning agents. Do not let moisture seep through perforated surfaces to safeguard against corrosion and cracking from underneath. After cleaning, apply the leather preservative "Karneol" -Porsche part-No. 000.043.007.00 - to all dry surfaces with a clean and soft woolen cloth. Let your Porsche dealer advise you on the use of the leather preservation product.

Antenna

The telescopic radio antenna should be cleaned weekly. Do not retract a dirty antenna as this may damage the electric mechanism. A dirty antenna can also produce poor radio signal reception. Wipe the antenna with a soft, lightly oiled cloth. Do not use wax based oils. Use a clear, thin oil only (for example: sewing machine oil).

Light alloy wheels

To preserve the decorative appearance of the light aluminum cast, some special care is necessary. Aside from road dirt and salt sprays, brake metal dust will excert corrosive effects. If left on too long, brake metal dust can cause pitting. Wash the wheels with a sponge or hose brush every other week. Road salts should be removed weekly with an acid free cleaning solution. Every three months (after regular cleaning) the wheels should be coated with petroleum jelly. Rub it in firmly with a soft cloth. Never use abrasive or metal polishing cleaning agents.

Remember that moisture and road salt on brakes may affect braking efficiency. Test the brakes after each car or wheel wash.

Engine compartment

The engine compartment, as well as all engine, transmission, front and rear axle assembly surfaces have been treated at the factory for protection against corrosion. If it becomes necessary to steam clean or otherwise wash the engine compartment, the wax based protective coating is usually lost. It is therefore important to re-apply this protective coating to all engine compartment panels, flanges, cavities, seams and engine assembly surfaces. The accelerator cable return spring **must** be lubricated after each engine compartment cleaning.

Chassis

The lower body shell of your Porsche is protected against corrosion. However, it is recommended to have the underbody inspected twice a year. Any detected damage to the undercoating, due to road hazards, should be repaired promptly. Oil based protective sprays must not be applied. Only tar or wax based anti-corrosion protectors are compatible with the factory applied undercoating. Before application, road dirt and oily substances must be removed.

Whenever the lower body shell, axle, transmission or engine assemblies are repaired, the lost anti-corrosion coating of the affected sufaces should be renewed.

Your Porsche dealer has the knowledge, equipment and personnel to advise and assist you.

Maintenance and Emergency Service

The recommended service intervals, as listed in the Maintenance Record, apply under normal driving conditions.

The condition of oil, and of wear and tear items depends greatly on the amount of driving and on driving habits. Therefore, oil and wear and tear items should be checked more frequently and possibly changed at shorter intervals.

Incomplete or improper servicing may cause problems in the operation of the car and affect your warranty coverage. If in doubt about any servicing, have it done by a qualified mechanic or by your Porsche dealer.

Before working on any part in the engine compartment, turn off the engine and let it cool down sufficiently. If work has to be done with the engine running, exercise extreme caution to prevent neckties, jewelry or long hair from getting caught in the V-belt.

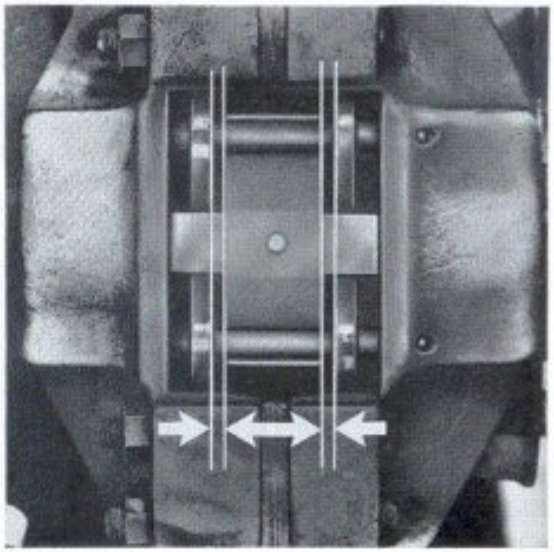
Be mindful of how you dispose of used engine oil. Do not dump it on the ground, into open streams or down sewage drains. Your zoning regulations or environmental rules will tell you how you can dispose of it. Should the discarding of the old oil present a problem to you, we suggest that you have your oil changed at your dealer or at a service station.

Tool Kit

The tool kit is located in the front luggage compartment. It contains tools needed for minor roadside repairs or adjustments.

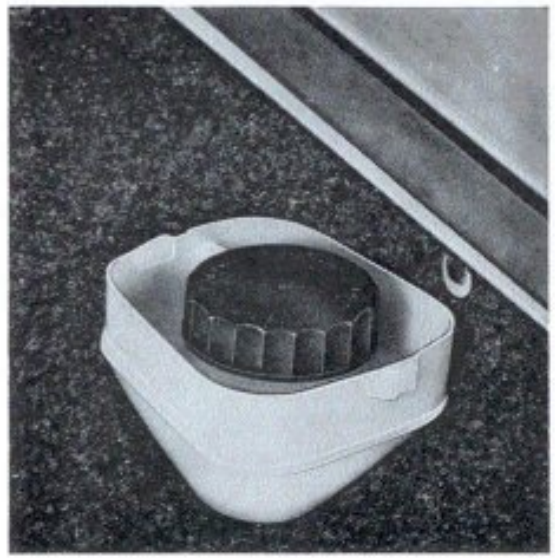
Regulations in some countries require additional tools. Details should be obtained before leaving for a foreign country.

The jack should only be used for changing a wheel. Do not use it as a support to work underneath the car. Never jack up heavier cars or other loads with the jack.



brake pads must be thick enough between the brake pad plate and the cross spring to allow a reserve for further wear (see illustration). The permissible wear limit has been reached once the brake pad plate comes to rest against the cross spring (brake pad thickness approx. 0.08 in. or 2 mm).

We also suggest that the condition of the brake pads be checked prior to going on long trips.



Checking Brake Pads

Brake pad wear will mainly depend upon the degree of usage, and the type of driving you do.

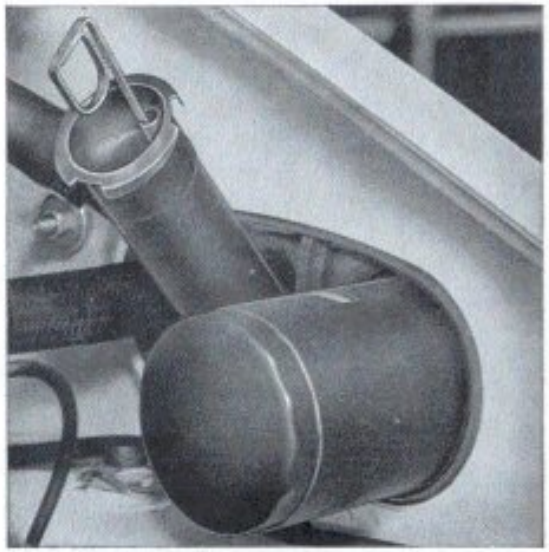
Thickness of the pads should be checked during regular maintenance or whenever the wheels are taken off (visual check). The

Checking Brake Fluid

The brake fluid should be changed every 2 years. If brake fluid must be added to the reservoir, use only new and unused DOT 3 or DOT 4 brake fluid that meets SAE specification J 1703 and conforms to Motor Vehicle Safety Standard 116. Using any other brake fluid, or using brake fluid that has absorbed moisture from the open air, or brake fluid that is dirty, may cause premature wear or unreliable braking action.

Do not add or mix DOT 5 silicone type brake fluid with the brake fluid in your car as severe component corrosion may result. Such corrosion could lead to brake system failure.

The brake fluid reservoir is in the luggage compartment on the left side. The brake fluid level should always be at the top mark. Check the brake fluid level regularly. If level drops below the mark, the cause should be located and corrected by your authorized dealer.



Checking Engine Oil Level in the Oil Tank

Have the engine oil level checked regularly, also in between the prescribed maintenance intervals.

The oil level should be checked with the engine idling and the oil warm (approx. 194° F/90° C) and the car on level ground. It is necessary to measure the oil at operating temperature because the volume of oil is dependent on and changes with the temperature. The idling speed of the engine is required because at idle speed the oil circulates under pressure and thus is drawn out of the oil tank.

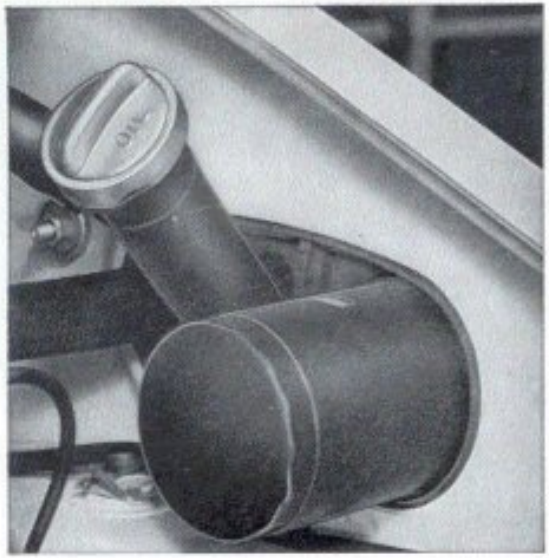
The engine should be running at idle speed for about one-half minute prior to reading the oil level gauge or checking with the dipstick. This allows the oil to find its level in the tank. Oil level reading will not be correct if the above conditions are not met.

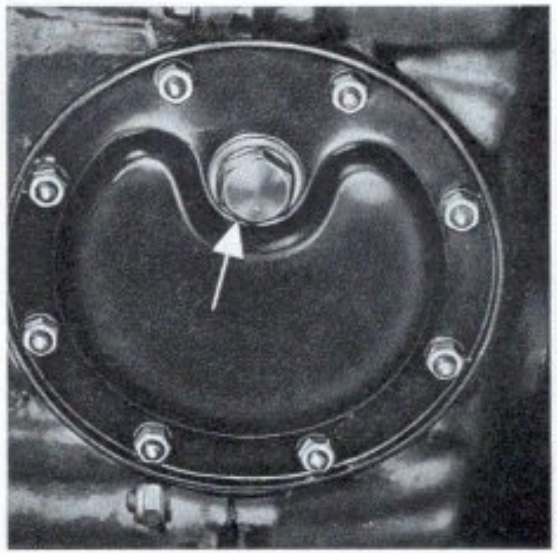
Remove oil filler cap from filler neck and pull out dipstick. Wipe dipstick clean and reinsert into small tube. Wait a few moments and pull out to check oil level.

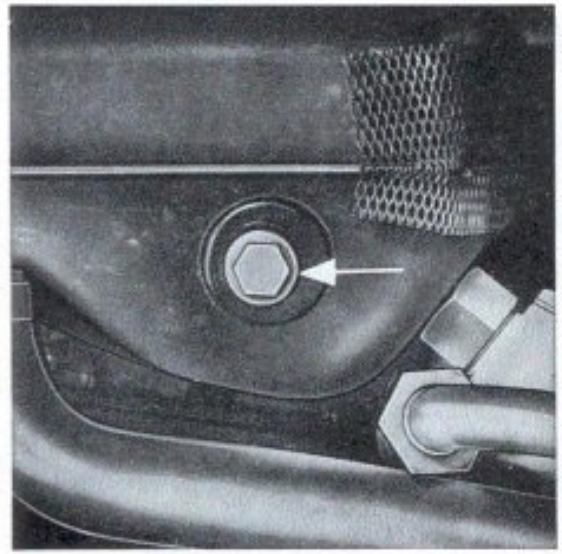
The oil level should be between the two marks on the dipstick, and must never drop below the lower mark. Do not overfill.

The difference between the min. and max. marks on the dipstick is approx. 1.85 U.S. qts. or 1.75 liters.

Always screw on oil filler cap tightly. A loose cap may cause rough engine idle.







Changing Oil Filter

The oil filter should be changed at the intervals listed in your **Maintenance Schedule.**

1. Loosen oil filter element with appropriate wrench and remove.
2. Lightly coat new filter seal with engine oil.
3. Screw on new filter element until seal just contacts the crankcase. Only hand-tighten according to filter manufacturer's instructions on container or on filter element.
4. Run the engine and check for leaks.

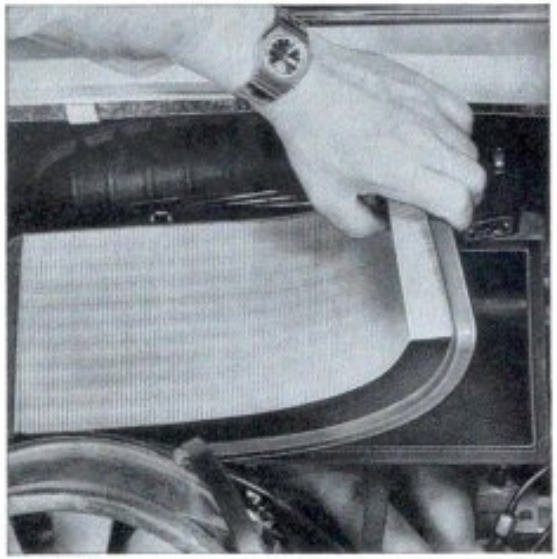
Changing Engine Oil

When removing oil drain plugs with your fingers, hold your arm as horizontal as possible to prevent hot oil from running down your arm. Wear eye protection.

1. With engine at operating temperature (ignition off), remove oil drain plug from the engine, the oil tank and the drain plug of the super charger reservoir; open tank filler cap and drain oil completely.
2. Change oil filter cartridge.
3. Clean and reinstall oil drain plugs, tighten properly.
4. Fill the oil tank with approx. 2.64 U.S. gals. or 10 liters of quality oil labeled **"API Service SF or SE".** Secure oil filler cap.
5. Start the engine and check oil level with dipstick at idle speed when the oil has reached an operating temperature of approx. 194° F (90° C). Add more oil if necessary. Before checking keep the engine running at idle speed until the oil level has stabilized (about $^1/_2$ minute).
6. Check for leaks.

Checking Transmission Oil

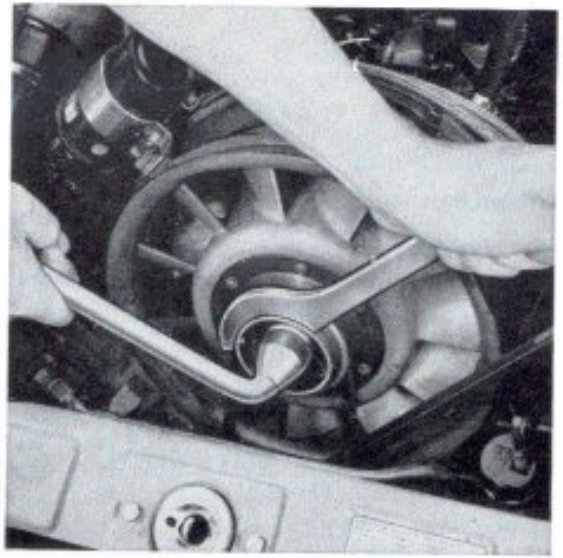
1. Clean the outside of the transmission oil filler plug and then remove plug.
2. When the car is standing on level ground, the oil should come up to the lower edge of the filler opening.
3. Clean the filler plug and reinstall it.

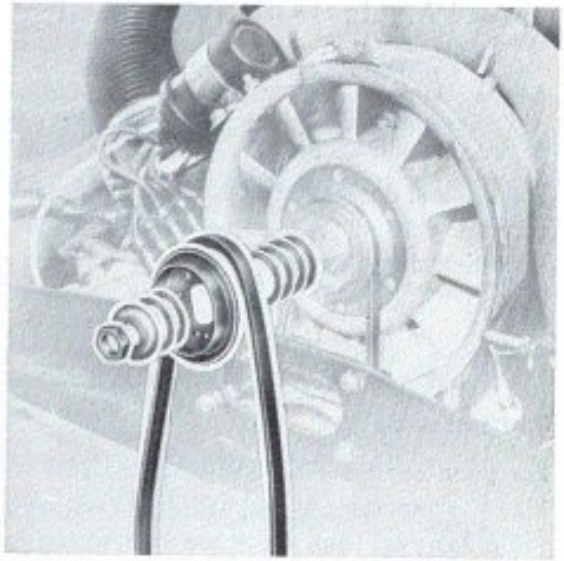


Replacing Air Cleaner Cartridge

A dirty air cleaner not only reduces engine performance, but can lead to premature engine wear. If driving is mostly done in areas where the air is very dusty, the air cleaner must be checked and cleaned frequently – perhaps daily.

1. Unfasten clamps and remove cover of air cleaner.
2. Take out filter cartridge.
3. Clean inside of air cleaner housing with an oiled cloth. Use lint-free rag.
4. Insert new filter cartridge. Reinstall cover and fasten clamps.





Adjusting and Replacing V-Belts

Be sure ignition switch is off and gearshift in neutral. Set parking brake.

To remove the V-belt, hold the fan hub pulley securely in place with the spanner wrench provided in the tool kit. Then loosen the retaining nut with the hex wrench also included in the tool kit.

Correct belt tension is attained by changing the distance between the pulley halves. This is done by adding or removing spacers which are installed between the two pulley halves; spare spacers are kept between the outer pulley half and the retaining nut.

The belt tension is correct when the belt can be depressed by about 1/4 to 1/2 in. (5 to 10 mm) under thumb pressure halfway between pulleys. Recheck the adjustment after turning the crankshaft a few times.

Bear in mind that new belts stretch after the first few miles of use.

Therefore, we recommend to have the V-belt tension checked and adjusted by your Porsche dealer shortly after installation of a new belt.

It is important to install a new V-belt that meets the manufacturer's original specifications. Ask your Porsche dealer for assistance.

Although V-belts have a relatively long service life, it is good planning to carry a spare belt in your car.

The original equipment tires on your Porsche comply with all applicable Federal Motor Vehicle Safety Standards.

Tire pressures

For good car handling and long tire service life, it is important to maintain recommended tire pressures. Tires which are inflated above or below specifications can cause increased tire wear, high gas consumption and affect road holding of the car.

In the interest of safety, check the tire pressure of all tires at least once a week, and always before going on a long trip.

Always use tire pressure gauge when checking inflation pressures. Do not exceed the maximum tire inflation pressure listed on the tire sidewall. (Also refer to "Technical data".) Cold tire inflation pressure means: when a car has not been driven for at least 3 hours or less than 1 mile. Never let any air out of warm tires to meet cold tire pressure specifications.

Wheel balancing

A wheel should always be balanced after a tire repair. Even with regular use a wheel can get out of balance, and should therefore be balanced from time to time. Unbalanced wheels may affect car handling and tire life. When balancing light alloy wheels, use only adhesive balancing weights supplied through the Porsche parts service.

Tire Life

Tire life depends on various factors, i.e., roads, traffic and weather conditions, driving habits, type of tires and tire care.

Inspect your tires at least every 2,000 miles or 3,000 km for wear and damage. If you notice uneven or substantial wear, wheels might need alignment or tires should be balanced or replaced when necessary.

After changing, adjust tire pressure and torque wheel nuts diagonally to 94 ft lb (130 Nm) (see "Changing wheels").

Tire wear

The original equipment tires on your Porsche have built-in wear indicators. They are molded into the bottom of the tread grooves and will appear as approximately $^1/_2$ in (12 mm) bands when the tire tread depth is down to $^1/_{16}$ of an in (1.6 mm).

When the indicators appear in two or more adjacent grooves, it is time to replace the tires. We recommend, however, that you do not let the tires wear down to this extent. Worn tires cannot grip the road surface properly, and are even less effective on wet roads.

Do not drive with worn tires or tires showing cuts or bruises as they may lead to sudden deflation.

If you notice that tires are wearing unevenly, consult your Porsche dealer. Uneven wear may not always be due to improper wheel alignment. It can be the result of individual driving habits such as cornering at high speeds. If the tire pressure is not checked and adjusted regularly, abnormal tire wear can also occur.

Tire replacement

In the interest of maximum safety and best all-around car handling, always buy replacement tires that have the same specifications with regard to tire size, design, load carrying capacity, tread pattern, etc. This also applies to Porsche-recommended alternate replacement tires.

In case of tire damage where it is uncertain whether there is a break in the ply with all its consequences or tire damage caused by thermal or mechanical overloading due to a loss of pressure or any other prior damage, we recommended that the tire be replaced for safety reasons.

If one faulty tire is replaced it should be noted that the difference in tread depth on one axle must not be more than 30 %.

Tire specifications are imprinted on the sidewall of the tires. If in doubt, check with your Porsche dealer.

When replacing tubeless tires, always install new valve stems. When replacing tires requiring an inner tube, always install new tubes.

New tires do not possess maximum traction. They tend to be slippery. Break new tires in by driving at moderate speed for the first 60–120 miles or 100–200 kilometers.

Wheels

If you intend to use other than original equipment wheels, be sure that they conform to Porsche specifications for your model. Check with your Porsche dealer regarding the correct wheel specifications for type and model year.

Tire care

- Avoid damaging tires and wheel rims. If you must drive over a curb or other obstacle, drive slowly and at an angle. Frequently check tires for uneven wear and damage.
- Remove imbedded material.
- Replace worn or damaged tires promptly.
- Replace missing valve dust caps.
- Keep oil and gasoline from tires.
- Keep tires inflated correctly.

Winter tires

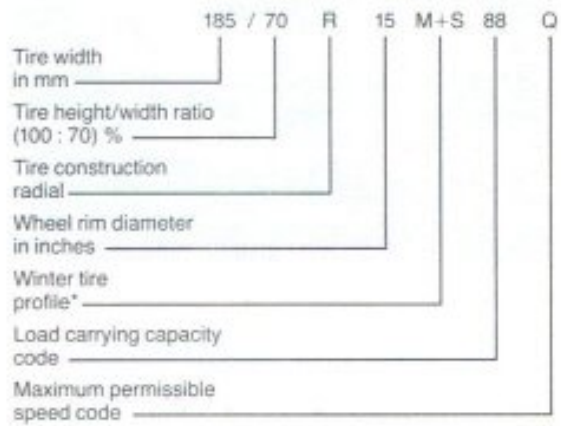
For a better grip on snow and ice use **radial M+S tires** or winter tires with studs. **Check with your local Motor Vehicle Bureau for possible restrictions.**
Winter tires should have the same load capacity a original equipment tires and should preferably be mounted on all four wheels. **Winter tires with studs** should be run at moderate speeds when new in order to give the studs time to settle.
Tires with badly worn treads and studs are very dangerous. Make sure they are replaced promptly.
Winter tires do not fulfill their purpose if the tread depth is less than $^{5}/_{32}$ in (4 mm.).
Refer to **"Hints for winter operation"** for additional details.

Removing and storing tires

The driving direction should be clearly marked on all tires before removing them for storage. This is to make sure that they are mounted and run in the same direction as before. Have tires/wheels balanced as soon as possible.
Store tires in a cool and dry place.

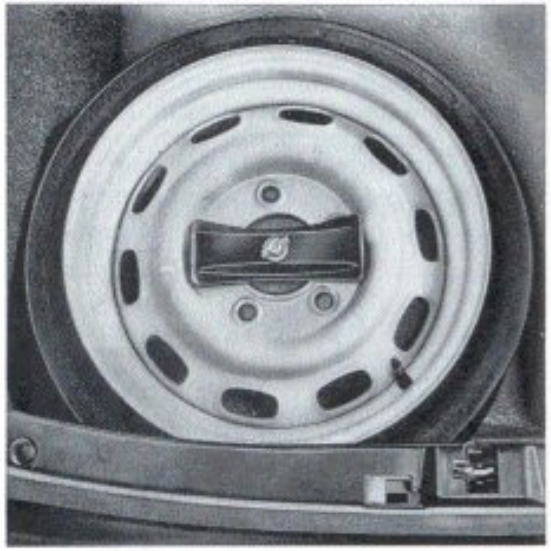
New Tire Identifications

The European tire manufacturers have changed their tire identification system for SR and HR-tires pertaining to maximum permissible speed and maximum load carrying capacity for belted tires. The following is an example only.



During the transition period some tires might show both old and new identification codes, such as: 185/70 **SR** 15 M+S 88 **Q**. In this instance, the new codes apply.

The identification codes for VR tires remain unchanged; for example: 225/50 VR 16. (V-maximum permissible speed for radial tires, i.e. over 130 mph or 210 km/h.)



Spare Wheel, Jack, Tool Kit

The spare wheel is stored in the luggage compartment under the floor mat. In front of the spare wheel is the jack, the tool kit and a plastic bag. To protect the floor covering, place the flat road tire into this bag before storing it under the front hood.

Use the jack only for changing a wheel. Do not use it as a support to work underneath the car.

Collapsible Emergency Spare Tire

Your Porsche is equipped with a collapsible spare tire, which made it possible to provide a large 20-gal. fuel tank without reducing trunk space. However, tread and space saver design features of the collapsible tire may affect car handling. **Therefore, do not drive more than 50 mph/80 km/h with moderate acceleration when using the collapsible spare tire. It is for emergency use and short distances only. Remount the original road tire as soon as possible.**

Inflating the collapsible tire

Inflate the collapsible tire with the electric air compressor that comes with your Porsche. Do not use other equipment!

1. Install spare wheel before inflating the tire.
2. Attach hose of air compressor to tire valve and insert plug of electric cord into cigarette lighter socket.
3. **The required tire pressure is 32 psi or 2.2 bar.** Check pressure with tire pressure gauge.
4. Have flat road tire repaired and remounted on car at next service stop. Remember, the collapsible tire is for emergency use and short distances only.

When the air is released from the collapsible tire, it will return to its original shape after cooling down for several hours. Store collapsible tire in compartment underneath the luggage compartment floor mat.

Tire tread depth

As required by law, the tread depth of the collapsible tire is the same as that of the original equipment tire. Replace a worn collapsible spare tire in time.

If air compressor does not work

... Check if tobacco or any other foreign matter is lodged in the cigarette lighter socket. Remove carefully with a wooden pick. Do not use metal object to prevent short circuit.

... Check if fuse is blown. Replace with new equivalent fuse.

Maintenance of air compressor

The air compressor is maintenance-free. Do not apply oil or any other lubricant.

The air filter should be cleaned periodically to assure maximum efficiency of the unit.

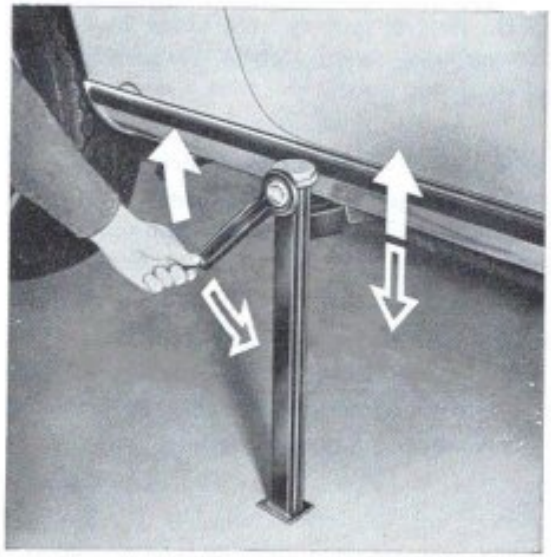
The collapsible spare tire cannot be repaired or mounted with standard workshop equipment. Repair and remounting must only be done by the manufacturer.

Changing a Wheel

If you have a flat tire, pull off the road and turn on the emergency flasher. In addition, mark the position of your car with flares or other warning devices to alert other motorists.

Before you change a wheel, be sure the ground is level and firm, especially near the rear wheels where the jack ports are.

Set the parking brake and block the wheels opposite the defective wheel on the other side of the car.



Sequence of operations:

1. Loosen the wheel nuts about one turn. Do not yet remove the nuts.
2. Securely insert the jack in the jack port. There is one for each side. It is under the body toward the rear and is used for front and rear wheel changing.

   Never jack the car up by the bumper or the body. Passengers should not remain in the car when the car is jacked up.
3. To raise the car, turn the handle clockwise. Only raise the car as much as is needed to change the wheel.
4. Fully unscrew all wheel nuts and install spare wheel.
5. When the new wheel is in position, reinstall the nuts and handtighten them crosswise. Be sure the wheel nuts are inserted with the beveled edge toward the wheel. When tightened alternately, the nuts will center the wheel correctly.
6. Attach hose of the compressor to tire valve, insert plug of electric cord into cigarette lighter socket. After a few minutes the required tire pressure (32 psi or 2.2 bar/atm) will be reached. Check pressure with the pressure gauge.
7. To lower the car, turn the jack handle counterclockwise. Remove the jack.
8. Firmly tighten the wheel nuts, again in a crossvise pattern.

Correct tightness of the wheel nuts is important. Correctly tightened nuts should have a torque of 94 ft. lb. (130 Nm). This torque can be obtained with the wheel nut wrench by any person of average strength. If in doubt about the correct tightness of the wheel nuts, have it checked with a torque wrench by your dealer or at a service station.

Have flat road tire repaired and remounted on car at next service stop. Remember, **the collapsible tire is for emergency use and short distances only.**

Battery – 12 Volt

The battery is located on the left side in the luggage compartment under the floor mat.
A replacement battery should always have the same rating as the original equipment battery. Specifications are printed on the battery housing.

Before work is done on the electrical system, the battery must be disconnected to prevent short circuiting. Disconnect the negative ground strap first, then the positive cable. When reconnecting the battery, connect the positive cable first and then the ground strap.

Disconnecting the battery when the engine is running will damage the alternator. This also applies to cars equipped with a battery main switch.

Important cautions and warnings

- **Never drive the car with a disconnected battery as this will damage the alternator.**
- **Do not expose the battery to an open flame or electric spark. Hydrogen gas generated by the battery is explosive.**
- **Do not let battery acid come in contact with skin, eyes, fabric or painted surfaces.**
- **If you get electrolyte, which is an acid, in your eyes or on skin, immediately rinse with cold water several minutes and call a doctor.**
- **Spilled electrolyte must be rinsed of at once with a solution of water and baking soda to neutralize the acid and prevent damage to fabric and metal.**

Checking the electrolyte fluid level

The electrolyte fluid level in your battery can be checked by unscrewing and opening the filler vent caps of **each** cell. The fluid level should meet the indicator mark in each cell. If necessary, top up with distilled water.

Only top up to mark, otherwise the electrolyte will overflow when the battery is being charged and cause damage.

Battery care

1. Battery should be securely mounted.
2. Terminals and connections should be kept clean and properly tightened. Corrosion can be prevented by coating terminals and connections with petroleum jelly or silicone spray.
3. Vent caps must be securely tightened to prevent spillage.
4. Spilled electrolyte fluid should be rinsed off at once with a baking soda and water solution to neutralize the electrolyte fluid and to prevent damage to fabric and metal.
5. During the winter months, battery capacity tends to decrease as temperatures drop, and headlights, heater, rear window defogger, etc., are used more frequently. Curtail unnecessary power consumption, particularly in city traffic or when traveling short distances only.

Battery charging

Automotive batteries lose their efficiency when not in use. The charge available in your battery can be measured with a hydrometer. We recommend that battery voltage be tested by your Porsche dealer who has the appropriate equipment. If the car is not driven for prolonged periods, the battery must be charged at least every 6 weeks. A discharged battery allows rapid formation of sulfates, leading to premature deterioration of the plates.

5 to 15 ampere charging rate.

Heed all warnings and follow instructions that come with your battery charger.

Never charge a frozen battery. It may explode. Allow a frozen battery to thaw out first.

Quick-charging a battery is dangerous and should only be attempted by a competent mechanic with the proper equipment.

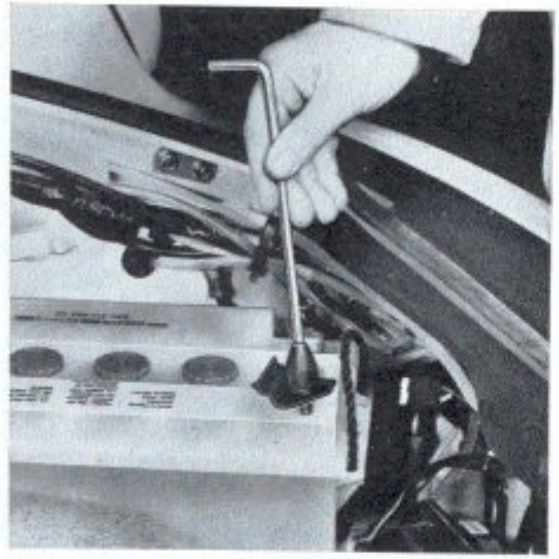
Before charging a battery, disconnect the battery: first the ground strap, then the positive cable.

All vent caps should be open. If fluid level is low, it should be topped up to the full mark in each cell.

Charge battery in a well ventilated area. Keep away from open flame or electrical spark. Do not smoke. Hydrogen gas generated by the battery is explosive.

After charging, disconnect charger. When the electrolyte fluid has stopped "bubbling" in the cells, close the vent caps.

Reconnect the positive cable first, then the negative ground strap.

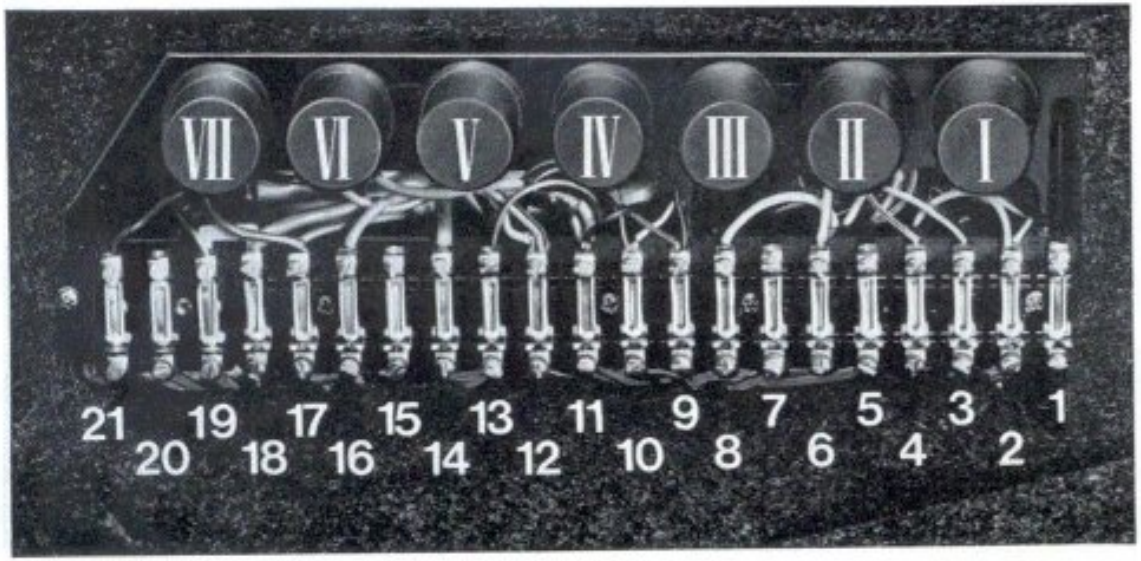


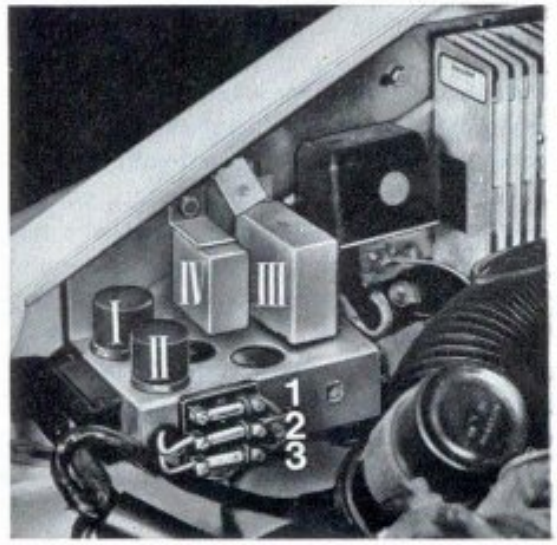
Removing battery

Keep vent caps on to avoid spillage.

- First disconnect negative (−) ground cable.
- Then disconnect positive (+) cable.
- Use the hex wrench (Allen wrench) in the tool kit to loosen the mounting bracket.

To reinstall battery, reverse the above procedure. Be sure to reconnect the positive (+) cable first. Then reconnect the negative (−) cable.





Fuses and Relays

A failure in the electrical system may be caused by a burned fuse or a defective relay.

The fuses and several relays are located on the left side inside the luggage compartment.

They are protected by a cover.

The respective main fuse circuits are identified inside the cover as well as the switch circuit of the interchangeable relays.

The numbering used in the following list begins, contrary to the numbering inside the cover, with the front-most fuse in the car's forward direction.

Replacing a Fuse

Before replacing a fuse, turn off all electrical components and the ignition; remove the key. Replacing a fuse or relay with the engine running or the ignition on could cause electrical shock.

The fuses are held in position by spring clamps and can easily be removed by hand. A burned fuse indicates an overload in the circuit. When a fuse is blown it is not sufficient to merely replace it. The cause of the short circuit or overload must be found. On no account should fuses be patched up with tin foil or wire as this may cause serious damage elsewhere in the electrical circuit.

1. Remove cover from fuse box.
2. Turn fuses between contact springs until metal fuse strip faces upward. In a blown fuse the metal strip is separated.
3. Take blown fuse out by carefully depressing the upper contact spring.
4. Carefully install fuse so that the metal strip is visible. The fuse must fit tightly between the contact springs – do not bend the springs.
5. Close fuse box cover.

It is advisable to always carry a few spare fuses in the car.

Additional fuses are located in the engine compartment on the left side under the cover of the regulator plate.

Relays in fuse box

I	Air conditioner
II	Fog lights
III	Horn
IV	Automatic speed control
V	Power windows
VI	Not connected
VII	Fuel pump

Relays in the engine compartment

I	Not connected
II	Heater fan
III	Rear window defogger
IV	Not connected

To preclude any possibility of damage, we recommend you have a faulty relay checked and exchanged by your Porsche dealer.

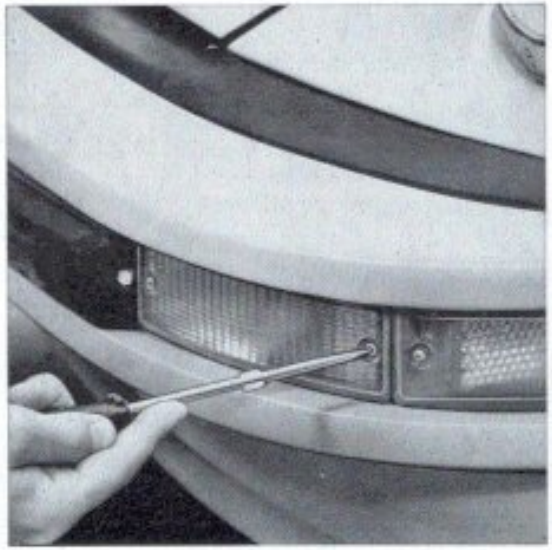
	Electrical Components	Amperes
1	Fog lights	25
2	License plate light	5
3	Front and rear parking lights (right)	5
4	Front and rear parking lights (left), engine compartment light	5
5	Low beam (right)	8
6	Low beam (left)	8
7	High beam (right)	8
8	High beam (left), high beam indicator light	8
9	Turn signal lights (right)	5
10	Turn signal lights (left)	5
11	Flasher relay, back-up light	16
12	Relay for rear window defogger, fresh air blower, control light of the rear window defogger, automatic heating control	25
13	Windshield wiper, windshield washer pump, cigarette lighter	25
14	Electric sunroof, rear window wiper, outside mirror	16
15	Brake lights (right and left), automatic speed control	8
16	Fuel pump	25
17	Emergency flasher, windshield defogger	16
18	Interior light, clock, glove compartment light, luggage compartment light, OXS	5
19	Headlight washer	25
20	Blower of air conditioning	25
21	Power windows	25

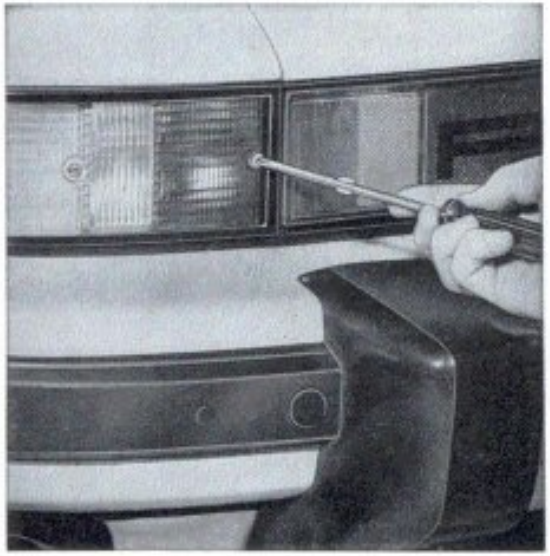
Fuses in the engine compartment

1	Rear window defogger, rear window wiper return	25
2	Heater fan	25
3	Relay for heater fan	5

Replacing Bulbs

To avoid short circuits, turn off the respective electrical components when changing light bulbs.





Keep bulbs free of grease and dirt. Hold them only with a clean cloth or soft paper.

Do not use chemical cleaning agents on the plastic lenses. Plastic lenses should only be cleaned with water or a mild soap/water solution.

We recommend you keep an assortment of spare bulbs in the car.

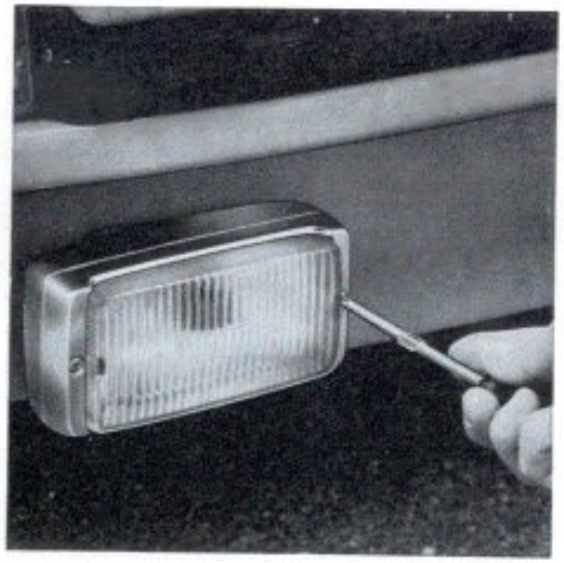
When traveling abroad don't forget that some countries require spare bulbs as part of the safety equipment.

Turn Signal, Parking, Back-up and Stop Lights

1. Remove the three Phillips screws holding the lens and remove lens.
2. Push bulb into holder and twist to the left (bayonet mount).
3. Remove bulb.
4. Insert new bulb and turn to the right so that it snaps into position.
5. Reinstall the lens and tighten the retaining screws evenly, alternating from one to the other.
6. Check lights.

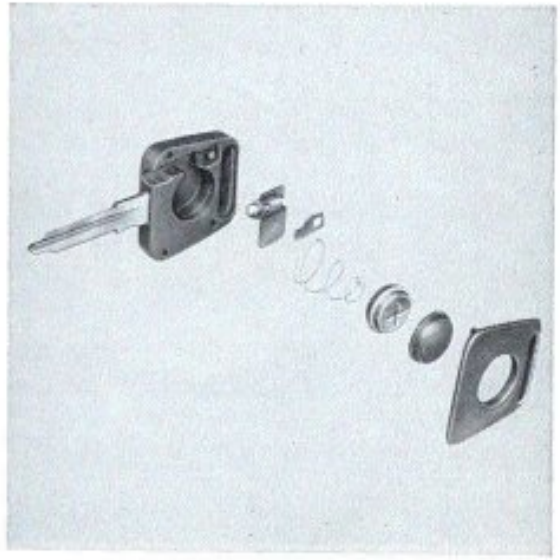
License Plate Lights

1. Loosen both screws and remove cover.
2. Press the defective bulb gently into its holder, turn and remove. Insert new bulb.
3. Reinstall the cover. Be sure the rubber gasket is seated correctly. Tighten the screws and test the light.



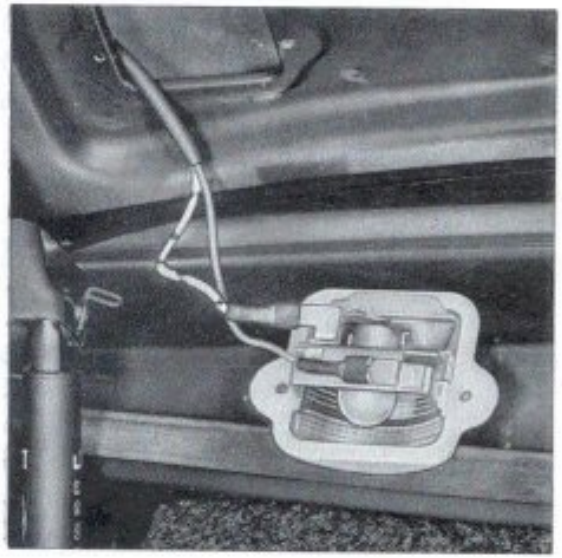
Fog Lights

1. Remove Phillips screws. Take off lens.
2. Disconnect wire. Push down holding clamp for bulb.
3. Remove defective bulb and replace. Be sure guide pins on bulb base fit into socket of reflector.
4. Reinstall lens. Tighten screws. Do not overtighten as lens may crack. Check functioning of light.



Replacing the Button Battery for Key Light

1. Carefully lift the cover in the key head with a fingernail or a small screwdriver, and remove the old battery.
2. Insert the new 1.5 or 1.4 Volt battery with the plus (+) side up.
3. Press the cover back into the key head.



Luggage Compartment Light

1. Loosen both screws and remove the entire housing. Remove bulb holder from the cover.
2. Press the defective bulb gently into its holder, turn and remove. Insert new bulb.
3. Place the bulb holder into the guiding slots of the cover and press in.
4. When reinstalling the housing, be sure the gasket sits properly. Tighten screws and test light.

Interior Light and Glove Compartment Light

The following description applies to both, the glove compartment light and the interior lights:

1. Insert screwdriver in cut-out on panel and carefully pry out the light housing.
2. Remove the defective bulb between the contact springs and insert new bulb.
3. Insert one side firmly back into the housing cut-out and press on the other side.

Sealed Beam Headlights

Replacing light units

1. Unscrew retaining screw and remove headlight trim ring.
2. Remove the 3 screws (arrows) from the sealed beam retaining ring, remove ring, and withdraw sealed beam unit.
3. Disconnent plug from rear of unit.
4. Attach plug to rear of new unit.
5. Insert sealed beam unit and retaining ring, tighten hold-down screws.
6. Check headlight adjustment.
7. Install headlight trim ring and tighten retaining screw.

Adjusting Headlights

For access to the headlight adjustment screws remove the two rubber plugs from the headlight trim ring.

Headlight adjustment should be done with a headlight aiming device under the following conditions:

At curb weight of car (i.e. car ready for use and with full fuel tank).

Driver's seat should be occupied by a person or a weight of approx. 155 lbs (70 kg).

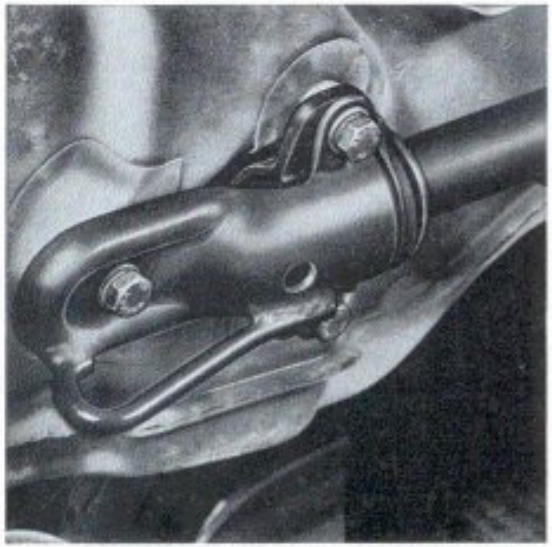
Tire pressure must be correct.

Roll car forward a few feet so that the suspension seeks its normal position.

Headlight adjustment screws

Screw „a" (lateral adjustment)
right turn = beam moves right
left turn = beam moves left

Screw „b" (vertical adjustment)
right turn = beam moves up
left turn = beam moves down



Towing

The towing hook to which a tow line can be attached, is located under the front of the car.

The towing hook on your Porsche is for emergency towing and short distances only.

Always observe local laws and municipal ordinances governing towing.

The driver of the towing car must be very careful when driving off and shifting to avoid sudden and abrupt jerks, because the tow line must always be kept taut.

When towing your Porsche, place the gear-shift in Neutral. Turn the ignition on to be able to operate the turn signals and stop lights. Be sure to release the parking brake.

An Important Word of CAUTION on the Emission Control System in Your Car

Your Porsche is equipped with a **Lambda Emission Control System.** The major components of this system are **three way catalytic converter** and **oxygen sensor.**

These components are designed to burn carbon monoxide, hydrocarbons and oxides of nitrogen in the exhaust gas. Normal operating temperature of the exhaust system will not cause any heat related problems if you maintain and use your car properly. Lack of necessary maintenance, maladjustment of the fuel system or ignition timing, or improper use of the car may cause overheating problems. This can lead to damage to the catalytic converter and other components of your car.

Therefore:

- Have your car maintained properly in accordance with the service recommendations of the Warranty & Maintenance booklet.
- Do not alter or remove any component of the Emission Control System unless approved by the manufacturer.
- Do not alter or remove any device, such as heat shields, switches, valves, which are designed to protect your car and the environment.
- Do not leave your car with engine idling unattended after starting. Extended idling produces heat which could result in damage to emission control and other components in your car.
- Do not continue to operate your vehicle if you detect engine misfire or other unusual operating conditions.
- Do not park or operate the car in areas where the hot exhaust system may come in contact with dry grass, brush, fuel spill or other flammable material.

Undercoating

Do not apply additional undercoating on or near the exhaust manifold, exhaust pipes, catalytic converter or heat shields. The substance used for undercoating could overheat during driving and cause a fire.

Emission Control System

In the Interest of Clean Air

Pollution of our environment is of increasing concern to all of us. We urge you to join us in our efforts for cleaner air in controlling the pollutants emitted from the automobile.

Porsche has long recognized its responsibilities not only toward its customers but also toward the public in general. We have developed an emission control system that controls or reduces those parts of the emission that can be harmful to our environment. Your Porsche is equipped with such a system. On the following pages we explain how the Porsche emission control system works, and what you can do to keep it in working order.

Your car is warranted under the terms and conditions set forth in the Warranty & Maintenance booklet.

You, as the owner of the vehicle, have the responsibility to provide regular maintenance service for the vehicle and to keep a record of all maintenance work performed. To facilitate record keeping, have the service performed by authorized Porsche dealers. They have Porsche trained mechanics and special tools to provide fast, efficient service.

How Emission Control Works

When an automobile engine is running, it uses energy generated through the combustion of a mixture of air and fuel. Depending on whether a car is driven fast or slow or whether the engine is cold or hot, some of the fuel (hydrocarbons) may not be burned completely but be discharged into the engine crankcase or exhaust system. Additional hydrocarbons may enter the atmosphere through evaporation of fuel from the fuel tank. These hydrocarbons (HC), when released into the air contribute to undesirable pollution.
In addition, carbon monoxide (CO) and oxides of nitrogen (NO_x) contribute to harmful engine emissions. They, too, are formed during the combustion process and discharged into the exhaust system. To reduce these pollutants to a minimum, your Porsche is equipped with a **Lambda Emission Control System.**

Controlled Combustion System

The amount of pollutants emitted from an engine greatly depend on the combustion of the air/fuel mixture. Complete burning of the air/fuel mixture is, therefore, very important. An improved combustion process in your Porsche makes it possible to keep harmful emissions from the engine at the required low level.
Your Porsche engine is equipped with a precisely calibrated fuel injection system that assures a finely balanced air/fuel mixture under all operating conditions.

Crankcase Ventilation

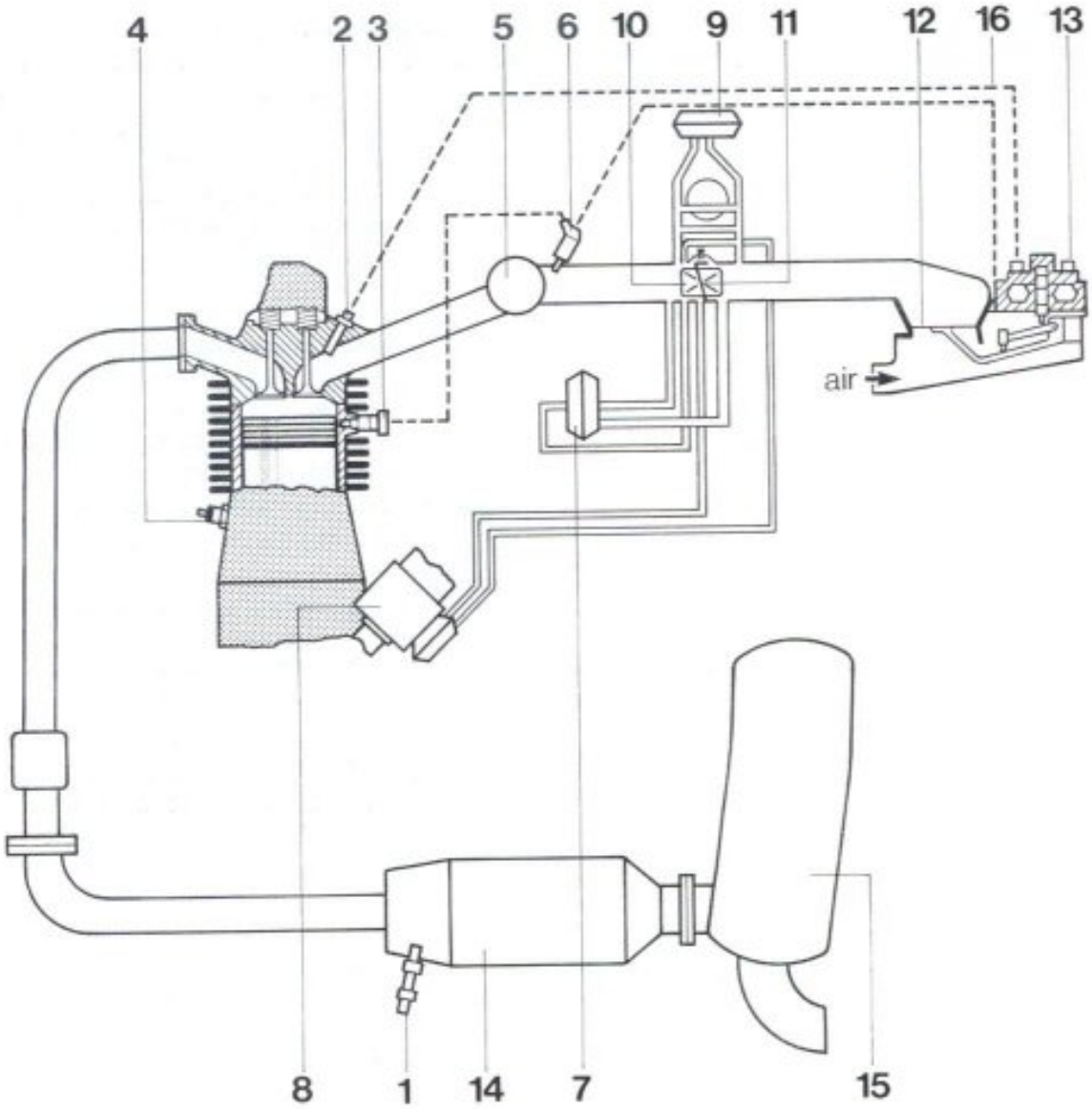
Through Crankcase Ventilation harmful emissions from the engine crankcase are not permitted to reach the outside atmosphere. These emissions are recirculated from the crankcase to the oil tank and from there to the air intake system. From here the emissions mix with the intake air and are later burned in the engine.

Oxygen Sensor (OXS)

The oxygen sensor installed in the exhaust manifold makes it possible to maintain the air/fuel mixture ratio at the desired level of lambda = 1.0. The oxygen sensor continuously measures the oxygen content of the exhaust gas and signals the information to an electronic control unit. The control unit corrects the air/fuel ratio, so that the engine always receives an accurately metered air/fuel mixture. The **Lambda Control System** is monitored by the oxygen sensor (see "Warning lights").

Three way catalytic converter

Harmful pollutants in the exhaust gas can be reduced to a minimum with the three way catalytic converter. However, the catalytic converter can only achieve this reduction with the aid of the **Lambda Control System.** This system is designed to maintain close control of the air/fuel mixture ratio under all operating conditions. At an air/fuel mixture ratio of 14.5 to 1 (lambda = 1.0), hydrocarbons (HC), carbon monoxide (CO) and oxides of nitrogen (NO_x) can be controlled efficiently and simultaneously by the three way catalytic converter. If, at any time, the air/fuel mixture ratio is either below or in excess of lambda = 1.0, pollutants increase.
The use of UNLEADED FUEL is critically important. Deposits from leaded gasolines will make the catalytic converter ineffective as an emission clean-up device. Therefore, only unleaded gasoline without harmful additives must be used.



Emission Control System

1 Oxygen Sensor
2 Injection valve
3 Thermo time switch
4 Oil temperature switch
5 Intake manifold
6 Cold start valve
7 Vacuum limiter
8 Ignition distributor
9 Auxiliary air valve for start
10 Throttle valve switch
11 Throttle valve
12 Sensor plate
13 Fuel distributor Assembly
14 Threeway catalyst
15 Muffler
16 Fuel injection line

Fuel Tank Venting

An expansion chamber for the fuel tank and vent lines are part of the fuel tank vent system. These components prevent fuel from escaping to the outside at extreme high outside temperatures and when the car is driven or parked at an incline or in any other non-level position.

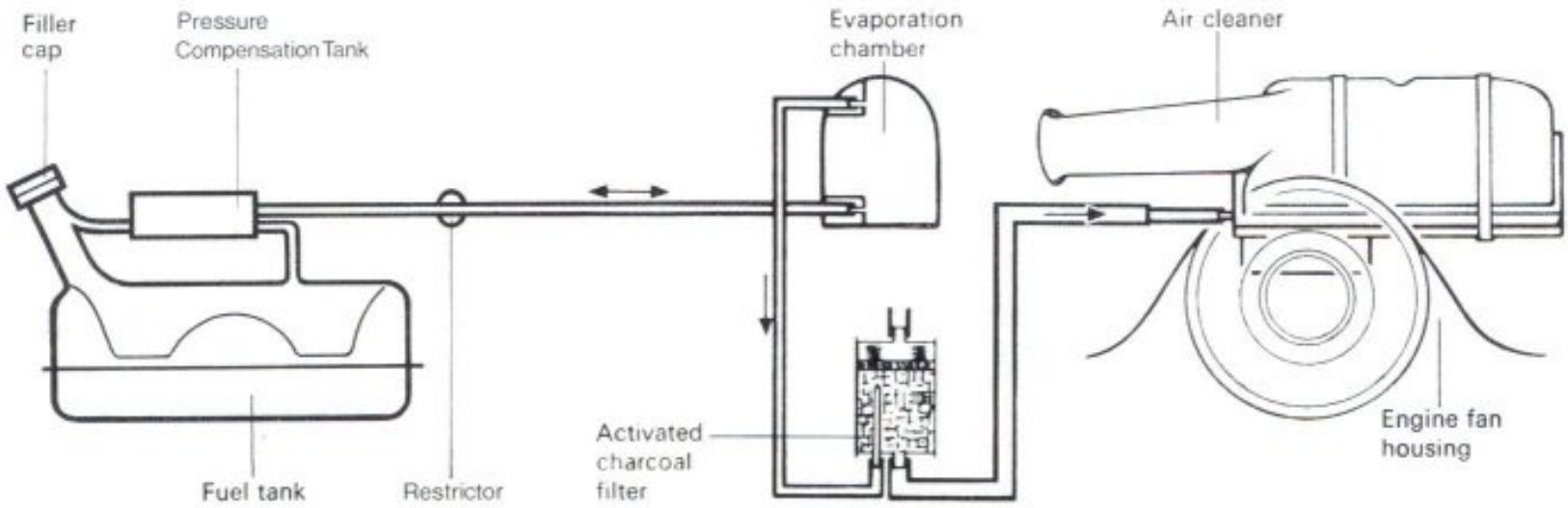
How fuel evaporation control works is shown in the illustration. The arrows indicate the flow direction of air or fuel vapors respectively.

Activated Charcoal Filter

Vapors from the fuel tank are trapped in a container filled with activated charcoal. The filter is connected to the fuel tank vent system. This is how it works:

Fuel vapors pass through the filter and deposit hydrocarbons on the surface of the charcoal filter element. When the engine is running, fresh air from the ambient entering the filter through a rubber hose cleans the filter and routes these hydrocarbons via the air cleaner back to the engine where they are burned during normal combustion.

A restrictor is used to retard the filling of the expansion tank in the case of overfilling the fuel tank.



Engine

Number of cylinders	6
Bore	3.74 in./95.0 mm
Stroke	2.77 in./70.4 mm
Displacement	182.7 cu.in./2994 cm^3
Compression ratio	9.3 : 1
SAE net-horsepower	172 hp/128 kW at 5500 rpm
SAE net-torque	175 ft.lb./237 Nm at 4200 rpm
Fuel octane rating	91 RON (87 CLC rating on fuel pumps in U.S.A.) UNLEADED FUEL ONLY
Max. permissible cruising rpm	6300 rpm
Maximum engine rpm	6500 ± 200 rpm
Spark plugs	Bosch W 225 T 30 (W 5 D) or Beru 225/14/3 A (14/5 D)
Spark plug gap	0.028 in./0.70 mm
Ignition timing	5° before TDC at 950 rpm; distributor vacuum lines disconnected, engine at operating temperature (see sticker in engine compartment)
Ignition system	Capacitive discharge system (CDI) with breakerless distributor
Main V-belt	9.5×710 mm
Battery	12 Volts, 66 Ah; optional 88 Ah
Alternator	1050 watts, 75 Amp. AC
Firing order	1 – 6 – 2 – 4 – 3 – 5
Valve clearance (cold engine)	Intake and exhaust valve: 0.004 in./0.10 mm
Valve actuation	OHC, one camshaft per cylinder bank
Engine lubrication	Dry sump system with separate oil tank, full-flow oil filter

Power Transmission

Gear ratios [1])	1st gear	(11/35) ≙ 3.181:1
	2nd gear	(18/32) ≙ 1.778:1
	3rd gear	(23/29) ≙ 1.261:1
	4th gear	(26/26) ≙ 1.000:1
	5th gear	(28/23) ≙ 0.8214:1
	Reverse gear	(12/21 - 20/38) ≙ 3.325:1
Drive ratio [1])		(8/31) ≙ 3.875:1
Rear axle drive		Drive shafts with two CV-joints per shaft

[1]) In parantheses: number of teeth

Road Performance [2])

Maximum speed	139 mph/225 km/h
Acceleration from 0-62 mph/100 km/h	7.0 seconds
Kilometer with dead start	27.5 seconds

[2]) At curb weight and half-load capacity

Tires, Rims, Chassis

	front	rear
Rims, radial ply tires	185/70 VR 15, wheel rim 6 J×15 205/55 VR 16, wheel rim 6 J×16	215/60 VR 15, wheel rim 7 J×15 225/50 VR 16, wheel rim 7 J×16 ***
Radial ply winter tires	** 185/70 R 15 M+S 88 Q, wheel rim 6 J×15 ** 185/70 R 15 M+S 88 Q, wheel rim 7 J×15 ** 185/70 R 15 M+S 88 Q, wheel rim 6 J×15	** 185/70 R 15 M+S 88 Q, wheel rim 6 J×15 ** 185/70 R 15 M+S 88 Q, wheel rim 7 J×15 ** 185/70 R 15 M+S 88 Q, wheel rim 7 J×15

Caution: Use of snow chains on the drive wheels is permissible **only** on standard equipment tire/wheel rim size combinations.

Tire pressure (cold tire)	**Front** 29 psi (2.0 bar/atm), **rear** 34 psi (2.4 bar/atm). This is also valid for winter tires 165–15 LRb on 5½ J×15 rim. Tire pressure always 32 psi (2.2 bar/atm), front or rear use
Collapsible spare tire	Front + 30′ ± 10′, rear 0° ± 10′
Wheel chamber *	Front 0° (under 33 lbs./150 N pressure): rear + 10′ ± 10′ per wheel
Toe-in *	At 20° turning angle: 0° to 30′
Steering difference angle *	6° 5′ ± 15′
Caster *	

* At curb weight (unladen with full tank)

** This tire dimension may also be mounted with M+S T specification

*** Use of snow chains on the drive wheels is **not** permissible on this tire/wheel rim size combination

Dimensions

Length	168.94 in./4291 mm
Width	65.04 in./1652 mm
Height at curb weight	51.97 in./1320 mm
Wheel base	89.45 in./2272 mm
Front track (rims 6 J×15 and 6 J×16)	53.90 in./1369 mm
Rear track (rims 7 J×15 and 7 J×16)	54.29 in./1379 mm
Ground clearance [1]	4.72 in./ 120 mm
Turning circle diam. (curb to curb)	33.96 ft. /10.35 m
Turning circle diam. (wall to wall)	35.93 ft. /10.95 m

[1]) At total permissible weight

[2]) Do not exceed total permissible weight

Weights

Curb weight	2756 lbs./ 1250 kg
Maximum load capacity	661 lbs./ 300 kg
Total permissible weight	3417 lbs./ 1550 kg
Permissible axle load, front [2]	1433 lbs./ 650 kg
Permissible axle load, rear [2]	2094 lbs./ 950 kg
Permissible rack load	165 lbs./ 75 kg

(applicable to Targa only with original Porsche ski rack installation 77 lbs./35 kg)

Filling Capacities

Engine oil	Total capacity of the system approx. 13.74 U.S. qts. or 13 liters. Quantity at oil change approx. 10.57 U.S. qts. or 10 liters. Always check oil level with dipstick at idling speed with engine at operating temperature. The difference between the max. and min. marks on the dipstick is approx. 1.85 U.S. qts. or 1.75 liter. **Porsche does not recommend the use of oil additives.**
Transmission and differential	Approx. 3.17 U.S. qts. or 3.0 liters SAE 90 transmission oil according to API classification GL 5 (or Mil-L 2105 B)
Fuel tank	21.13 U.S. gals. or 80 liters including approximately 2.1 U.S. gals. or 8 liters reserve. Fuel requirement: Regular with at least 91 octane RON (87 CLC rating on fuel pumps in U.S.A.). UNLEADED FUEL ONLY
Brake fluid reservoir	Approx. 0.42 U.S. pint or 200 cm^3. Brake fluid according to SAE J 1703 (DOT 3 or DOT 4) and conforming to Motor Vehicle Safety Standard No. 116
Windshield/headlight washer reservoir	Approximately 2.2 U.S. gals. or 8.5 liters
Refrigerant for air conditioning	Approx. 39 oz. or 1100 g. Refrigerant R 12 ($C Cl_2 F_2$)

Engine Oils – petroleum based and/or synthetic based

Always use quality oil labeled **"API Service SF or SE".** The terms **SF** or **SE** may appear on the oil container singly or in combination with other designations, for example: SE/CC, SF/CC or SF/CD. Engine oils are graded according to their viscosities. The grade to be used depends on existing or anticipated seasonal climates. Refer to the temperature chart when selecting engine oil. If you need to add oil, it is permissible to mix oil of different viscosities. As the temperature ranges for different oil grades overlap, **brief** outside temperature variations are no cause for alarm. When using SAE 10 W or SAE 5 W-20 engine oil, avoid high speed long distance driving if outside temperature rises above the indicated limits.

Single grade oil

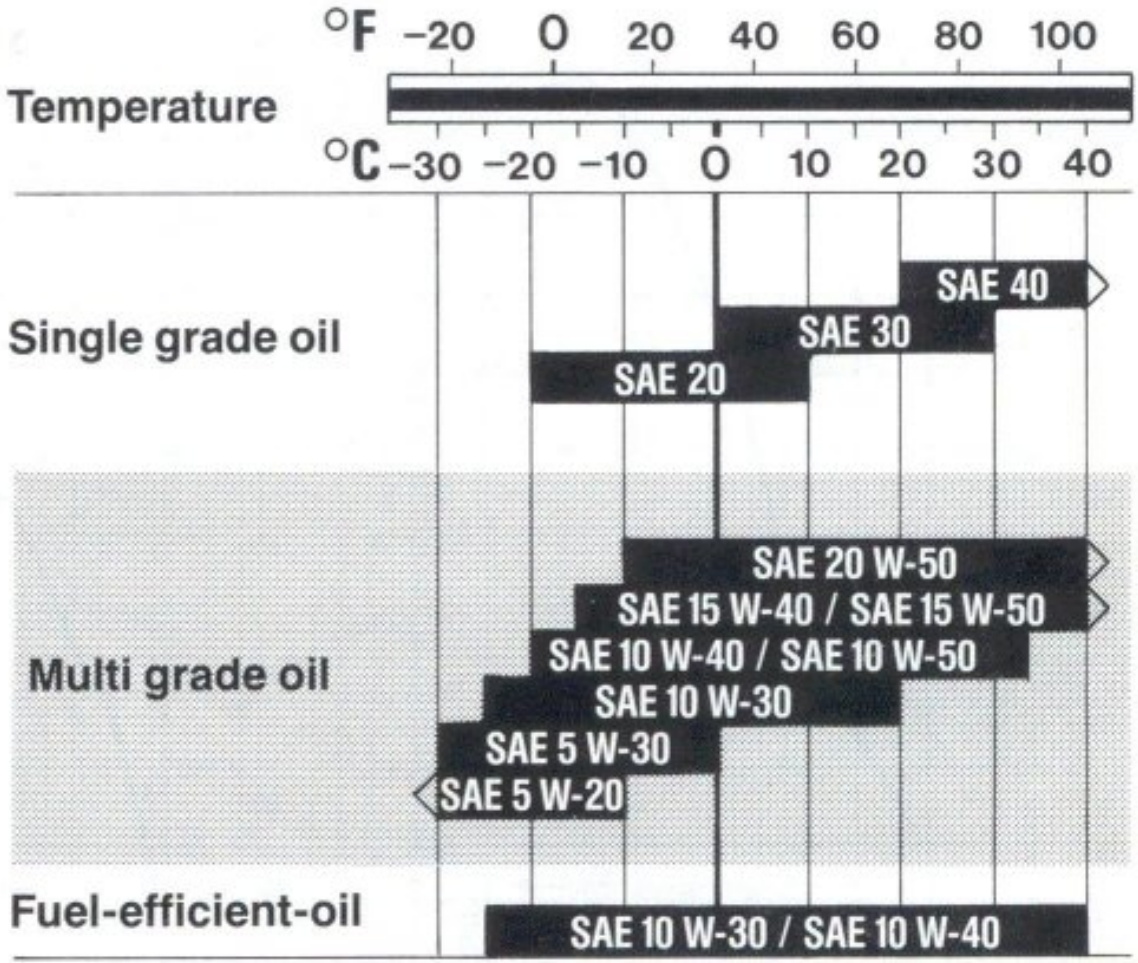
Porsche recommends the use of single grade oils **only** if multi grade oils are not readily available. However, engine oil changes must then be performed according to seasonal temperature changes to guard against engine damage.

Multi grade oil

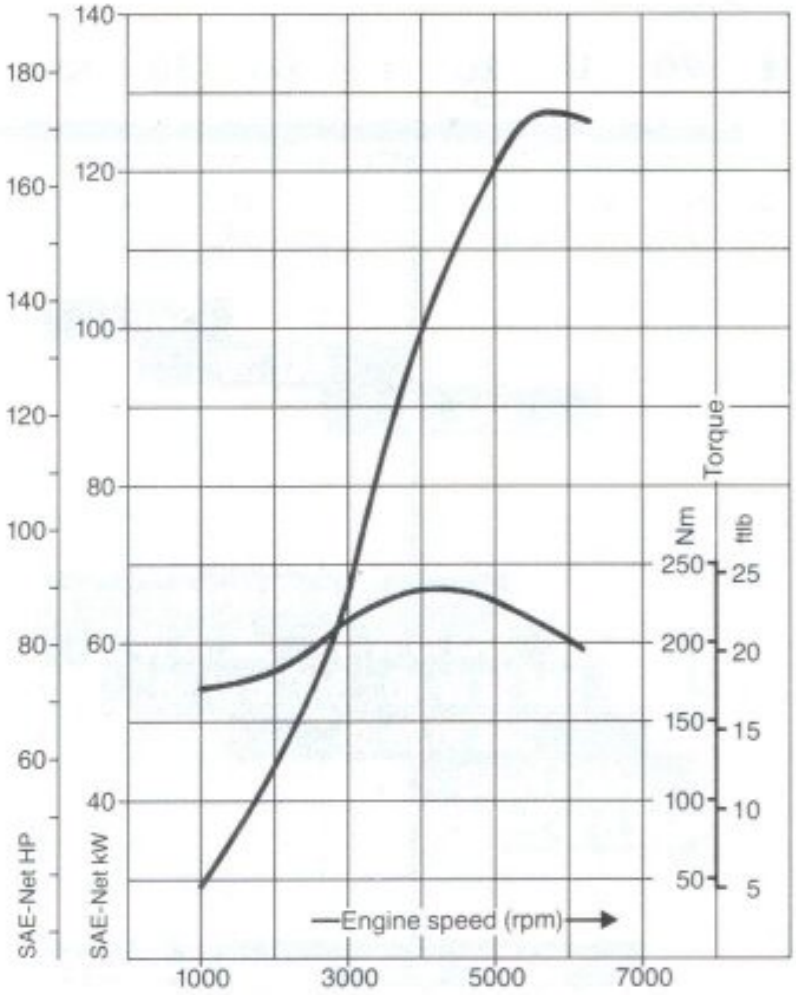
For all year round driving use multi grade oil. **Oil change intervals specified in the Warrantiy & Maintenance brochure accompanying the vehicle must be adhered to, including intervals for oil filter change.**

Fuel-efficient-oil

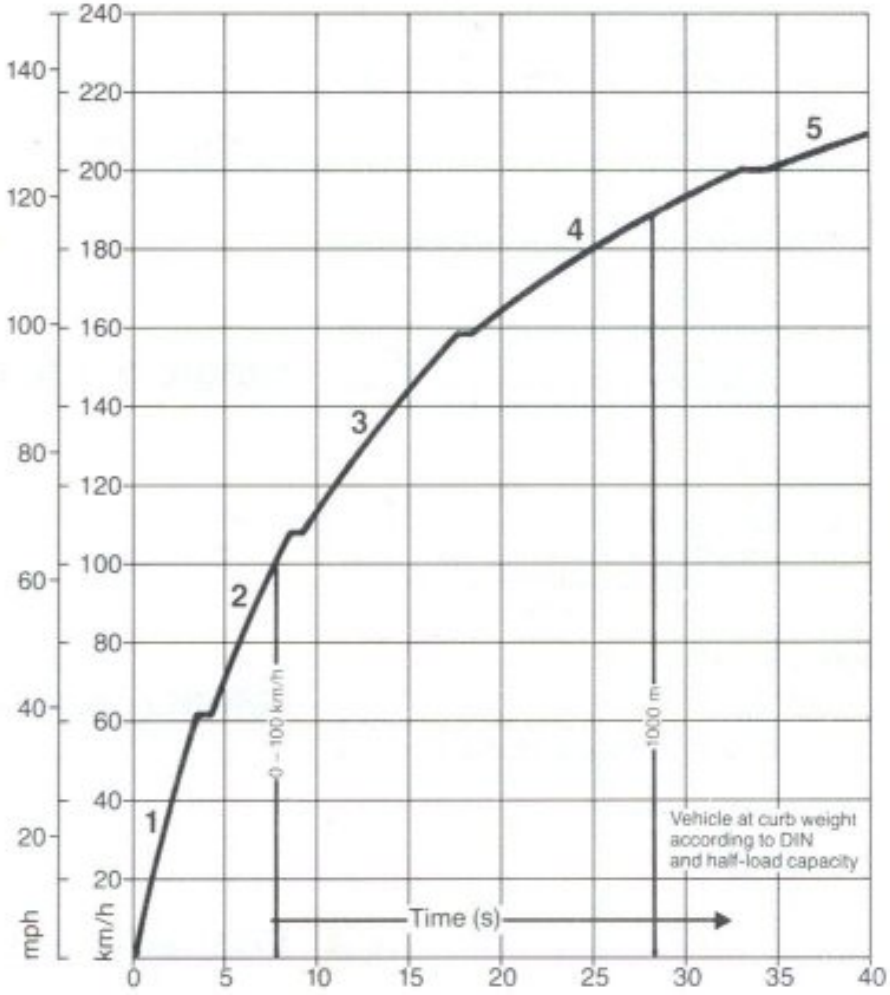
For all year round driving a top quality "Fuel-efficient"-oil can have a benefical influence on fuel economy. Before selecting these unconventional oils, consult your Porsche dealer.



Full-power Curves

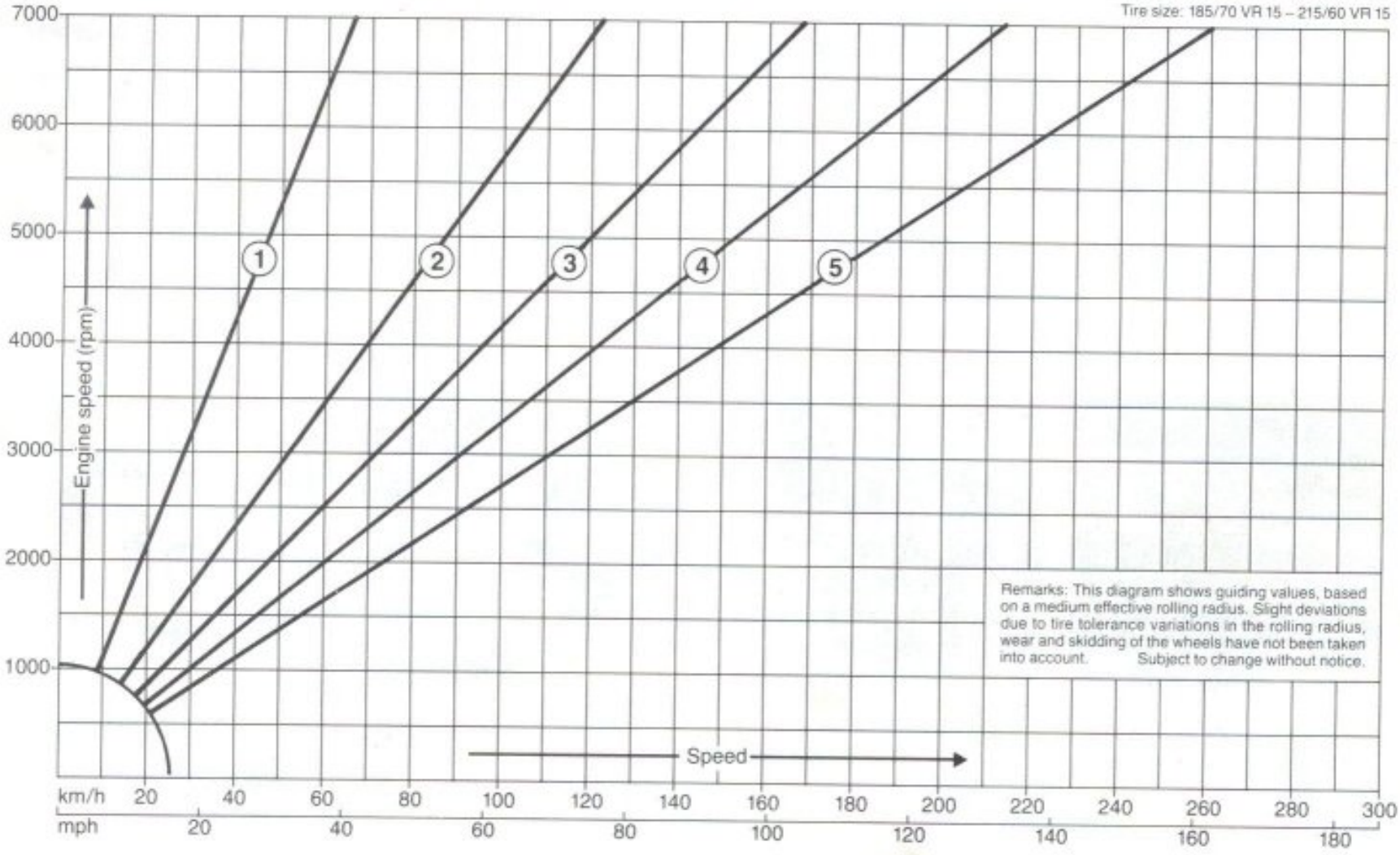


Acceleration Curve



Transmission Diagram

5-speed-transmission



Gas Station Information

Starting

Start with gearshift lever in Neutral.

Fuel supply (A)

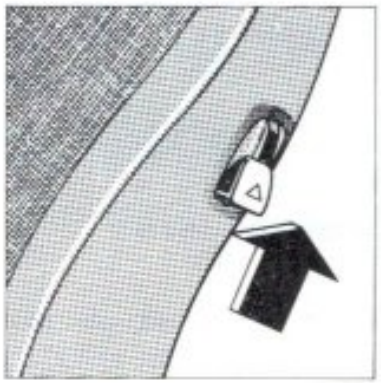
Regular, 91 RON (87 CLC on U.S. fuel pumps), gasoline, UNLEADED FUEL ONLY. If regular fuel of sufficient quality is not available, use high-octane fuel or mix regular with high-octane fuel.
Tank capacity approx. 21 U.S. gals. (17.6 Imp. gals./80 liters).

Windshield washer reservoir (B)

Keep fuel filler (A) closed when adding cleaning fluid or water to washer reservoir.
Reservoir capacity approx. 2.2 U.S. gals. or 8.5 liters.

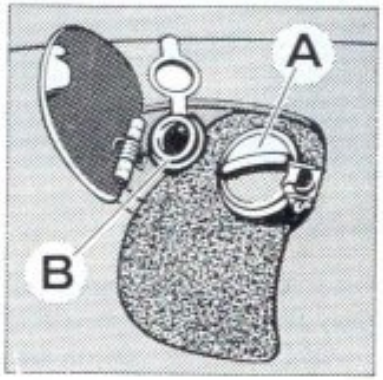
Seat adjustment

Pull lever on outboard side.

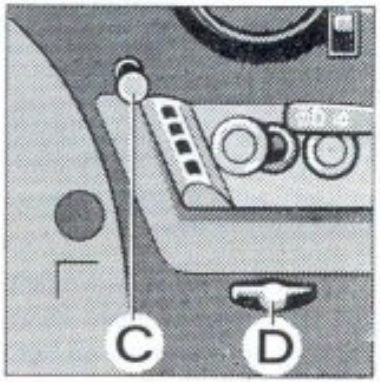


Seat back release

Lift lever on side of seat back.



A - Fuel filler
B - Windshield washer filler



C - Release for fuel filler flap
D - Release for front hood lock

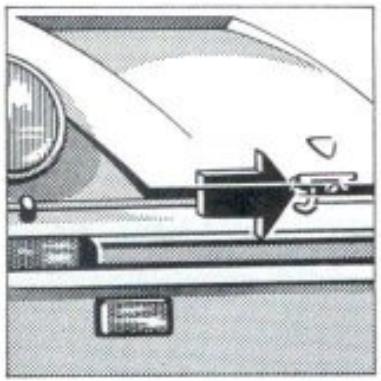
Battery

On left in front luggage compartment under floor mat.
Check each cell. Top up with distilled water.

Never disconnect the battery while the engine is running; alternator might be damaged.

Fuses and relays

Main fuse box is under front hood. Fuses for heater fan and rear window defogger are in engine compartment, on left side under cover of regulator plate.

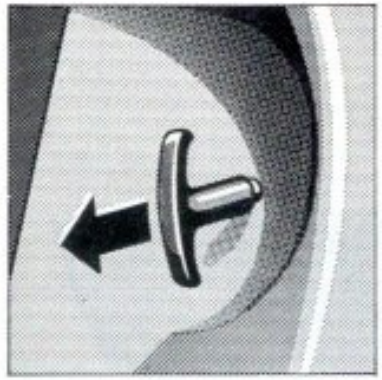


Front hood release

To open front hood, pull handle (D) to unlock. Push safety catch under the hood to right.

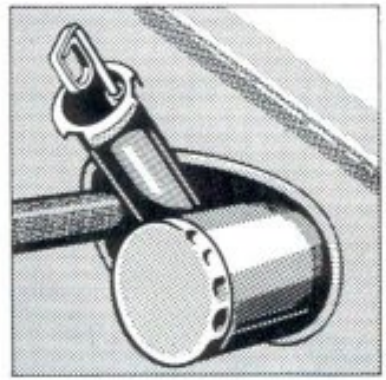
Brake fluid

Reservoir is under front hood. Only use new brake fluid SAE J 1703 (DOT 3 or DOT 4), conforming to MVSS 116. Fluid level should be at top mark. **Do not use silicone base brake fluid (DOT 5).**



Engine hood release

Pull handle in left rear door post.



Checking engine oil with dipstick

Engine should be at idle speed and operating temperature (194° F/90° C). Vehicle should be level. **Tighten oil filler cap properly.**

Oil level should be between upper and lower marks on dipstick. Difference between marks is approx. 1.85 U.S. qts. or 1.75 liters.

Engine oil

Always use quality oil labeled **"API Service SF or SE"**. Quantity at oil change: approx. 10.57 U.S. qts. or 10 liters.

Follow details about oil qualities listed under "Engine Oils".

Always check oil level with dipstick at idling speed with engine at operating temperature. **Always screw on oil filler cap tightly. A loose cap may cause rough engine idle.**

Transmission oil

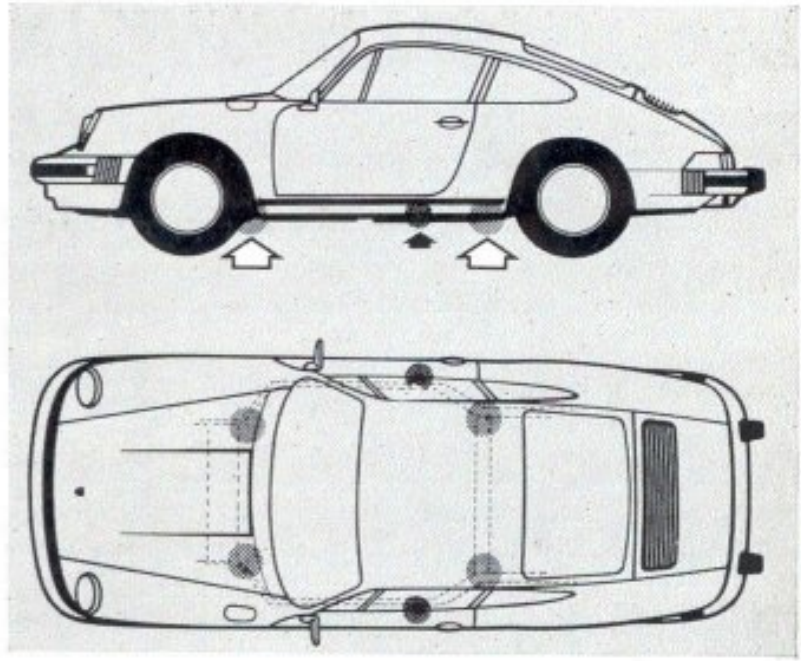
For transmission and differential use SAE 90 oil according to API-classification GL 5 (or Mil-L 2105 B). Quantity approx.: 3.17 U.S. qts. or 3.0 liters.

Tire pressure

Front 29 psi (2.0 bar/atm). Rear 34 psi (2.4 bar/atm).
Collapsible spare tire 32 psi (2.2 bar/atm) for front or rear use.

Jack and tool kit

In front of spare wheel in front luggage compartment under floor mat. Use jack only for changing a wheel.



Spare wheel

In front luggage compartment under floor mat. The collapsible tire is for emergency use and short distances only. Follow instructions listed under "Spare Wheel".

Jack support points

Black arrow: Jackport for car jack.
White arrows: Lifting points for workshop hoist or floor jack.

When using a floor jack, it is necessary to insert a wooden slab or a rubber pad between the floor jack and the lifting point to guard against damaging the underbody.

Never jack the car up by the bumper.