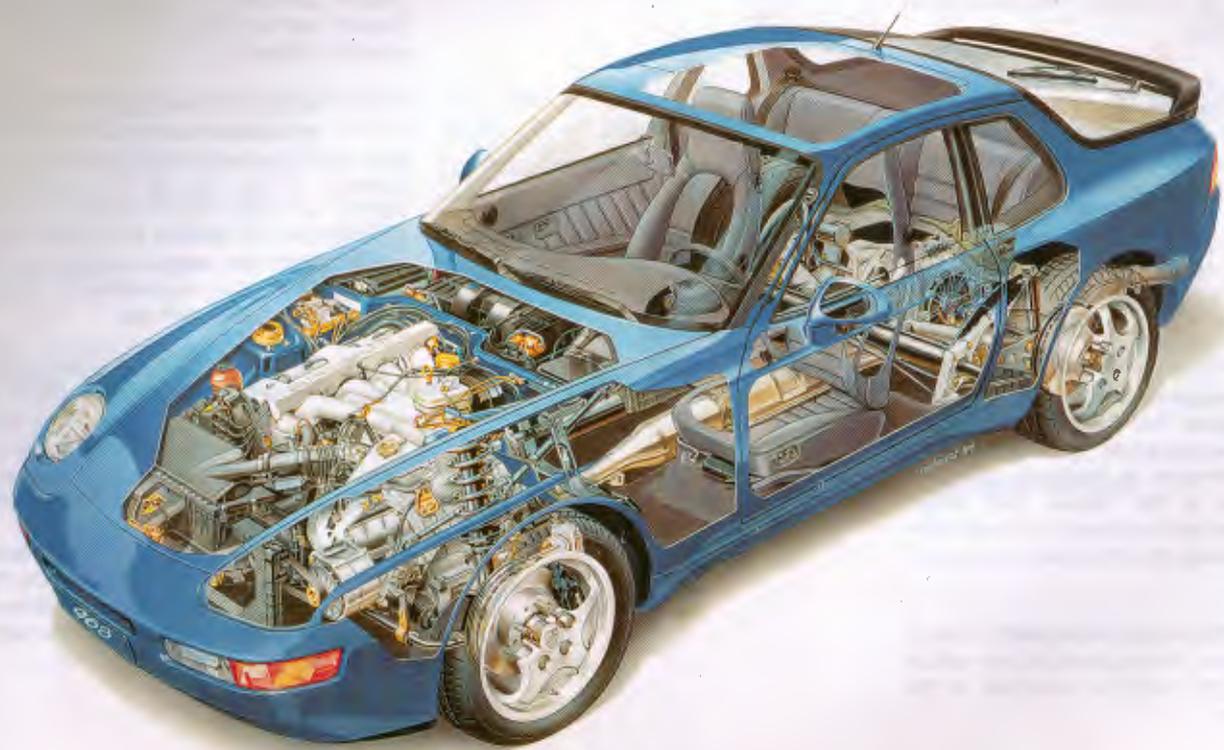


PORSCHE

968

Driver's Manual



Before Driving Off, Running In, Controls

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Before Driving Off

For your own safety, before a journey you should check:

air pressure and condition of all tyres;

cleanliness of headlight lenses, rear lights, indicators and windows;

operation of headlights, brake lights and indicators with the ignition switched on;

operation of warning lights with ignition switched on and engine switched off;

that fuel supply is adequate;

adjustment of inside and outside rear-view mirrors for proper vision to the rear;

that seat belts are fastened - driver and passengers.

Have the fluid levels checked regularly, also between the prescribed maintenance intervals.

Tips for Running In

There are no particular rules to be observed when running in your new Porsche. However, the following tips will be helpful in obtaining optimum engine operation.

Despite the most modern, high-precision manufacturing methods, it cannot be completely avoided that the moving parts have to wear in with each other. This wearing-in occurs mainly in the first 1000 km (600 miles).

The oil consumption may be somewhat higher than normal during the running-in period.

Therefore you should:

Never overrev a cold engine, either in neutral or in gear.

Continually change the engine speed and the demands made upon the entire drive train. Do not exceed approx. 5000 rpm in the individual gears.

Always change gear in good time, and thereby keep the engine in the optimum revolution range (note the transmission diagram). This of course also applies after running-in.

Bedding in New Brake Pads

New brake pads have to be bedded in, and do not therefore have full braking ability at the beginning. To compensate for this slightly reduced braking ability for approx. the first 200 km (120 miles) a little more pedal pressure is necessary. This also applies after having the brake discs renewed at a later date.

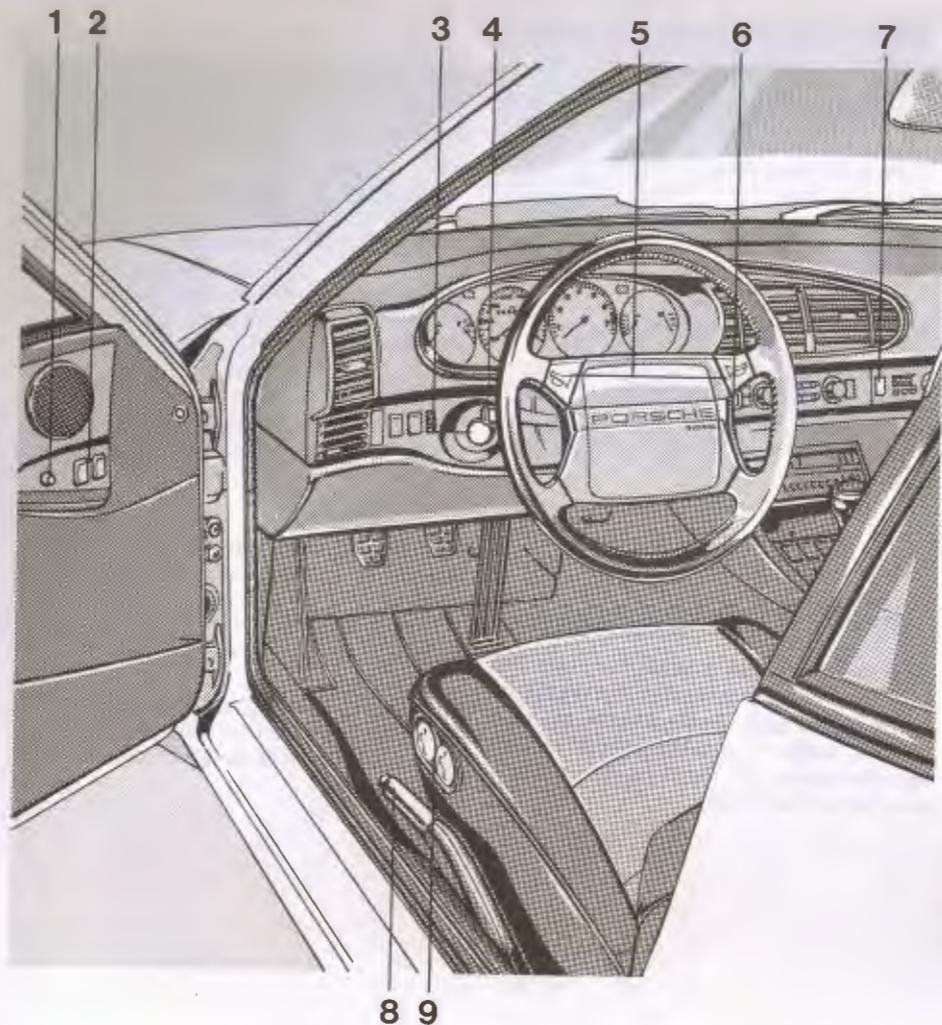
Running in New Tyres

Please note: new tyres do not at first possess their full road-holding ability. You should therefore break in new tyres by driving at moderate speeds for the first 100-200 km (60-120 miles).

Maximum Engine Speed

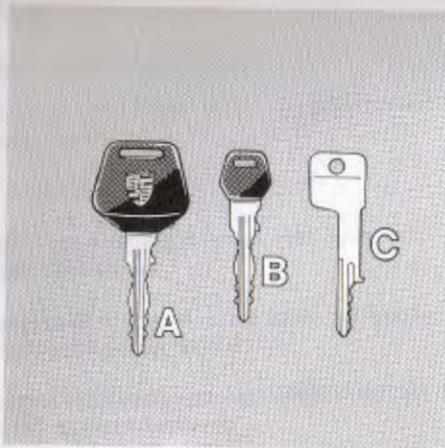
Under normal driving conditions you should change into a higher gear before the needle reaches the red mark on the tachometer, or ease off the accelerator.

When maximum engine speed is reached, fuel feed is interrupted. This is to prevent overrevving of the engine when accelerating.



- 1 Door mirror control
- 2 Power window controls
- 3 Light switch
- 4 Indicator / high, dipped beam / parking light / headlight flasher stalk
- 5 Horn (at the steering wheel centre on vehicles without airbag)
- 6 Windscreen wiper/washer stalk
- 7 Hazard warning light switch
- 8 Handbrake
- 9 Power seat controls

8 9



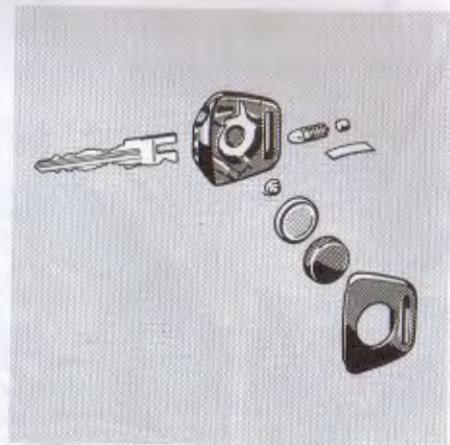
A Key with battery-operated lamp
 B Flat key
 C Key for lock-up wheel nuts

Keys

Three identically cut keys come with your Porsche. Two of the keys have a built-in battery-operated lamp in the plastic grip. The lamp lights up when the button is pressed. There is one flat key which you can keep in your purse or wallet, for example, as an "emergency" key.

Key "A" or "B" can be used to operate:

1. Ignition/starter switch with steering lock
2. Door locks with
 Lift-up sun roof lock,
 Central locking,
 Alarm system,
 Interior light
3. Rear lid lock
4. Glove compartment lock
5. Tank cap lock



After removing the plastic head from the flat key, you can clip on an illuminated plastic grip (available from your Official Porsche Centre).

Replacement keys are available from your Official Porsche Centre. You should quote both the vehicle identification number and the key number. This number is supplied together with the keys themselves, and should be kept in a safe place outside the vehicle.

For the lock-up wheel nuts, you will receive three identical keys. Copies of lost keys cannot be supplied.

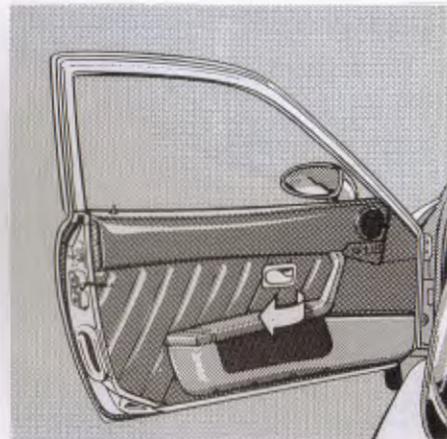
Please store them separately.

If wheels are to be removed while your vehicle is in a garage, please remember to hand over a key for the wheel nuts along with the main key.

Replacing the Battery for the Key Light

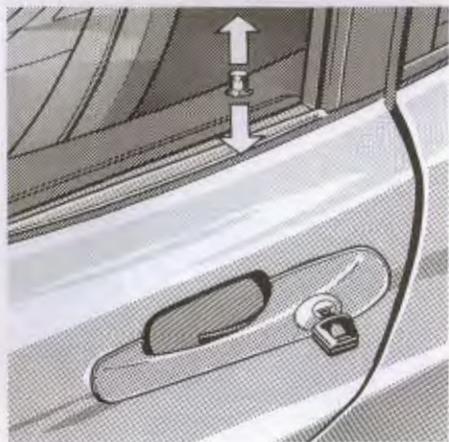
When the beam begins to fade, fit a new battery. The substance which may escape from a discharged battery is caustic. For this reason, keep away from skin and clothing.

1. Using your finger nail or a small screwdriver, carefully lift off the cover of the key grip.
2. Insert a new, commercially available battery (1.5 V) in the contact button. Please comply with environmental protection laws when disposing of old batteries.
3. Reassemble the key head as illustrated.



Doors

The unlocked doors can be opened from the outside by pulling the lever, and from inside by pulling the inner door handle.



Central Locking

With the central locking system, both doors can be electrically locked or unlocked by turning the key in one door lock. (Locking knobs down/up).

When the doors are locked, the removable lift-up sun roof is also locked at the same time.

If the lift-up roof is up, it is not affected by the central locking system.

The two doors can be locked individually from inside by depressing the locking knob. If one door is unlocked using the locking knob, the second door is also unlocked automatically.

To prevent being accidentally locked out of the vehicle, it is not possible to operate the central locking system unless the driver's door is closed (even if the passenger's door is still open).

Should the central locking fail, both doors can be opened and closed individually. The alarm system can be switched on by performing the locking action three times in quick succession.

Central Locking Button

By pressing the central locking button in the centre console, it is possible to lock both doors electrically. As a check, an indicator lamp in the button lights up when the doors are locked.

To unlock via the locking button, the ignition must be switched on.

Theft Protection

To protect your vehicle from theft, you should always proceed as follows when leaving your vehicle:

- Close windows and sun roof
- Remove ignition key
- Engage steering lock
- Lock glove compartment
- Cover luggage
- Lock doors
- Lock tank cap
- Don't leave any valuables in the car

Alarm System

The alarm system is primed when one of the doors is locked with a key. Light-emitting diodes (LED's) in the door locking knobs start flashing to indicate that the alarm is primed.

If the LED's do not flash when the car is locked or if they change to a double-flashing signal after 10 seconds, not all of the alarm contacts have been closed.

The following components are monitored by the alarm:

- Doors (central locking)
- Front and rear lids
- Glove compartment
- Radio
- Ignition (car immobilizing circuit)

If an alarm contact is broken, the alarm horn will sound for approx. 30 seconds.

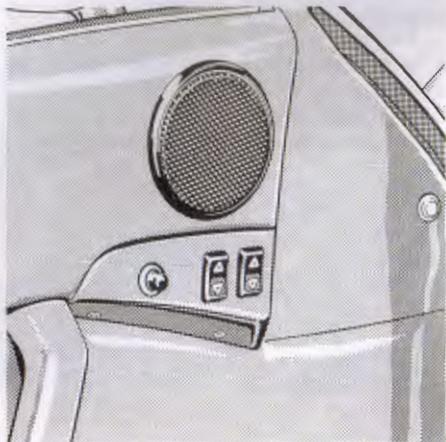
At the same time, the interior lights and the hazard warning lights* flash for approx. 5 minutes. When the alarm is triggered, the LED's are switched to a double-flashing signal.

If the rear lid is opened with a key when the alarm system has been primed, the alarm status is automatically suspended until the rear lid is closed.

When a door lock is unlocked, the alarm system is unprimed and the LED's go out.

Emergency Priming

If the central locking system is not working, the alarm system can be primed by performing three locking actions in rapid succession. The LED's indicate this with a double-flashing signal.



Power Windows

Both door windows are controlled by up/down switches in the door panels. The passenger's side window can also be operated using the front switch on the driver's side. When the doors are closed, the power windows will operate only when the ignition key is in position 1 or 2. When a door is open, the power windows will operate even if the ignition key has been removed.

Caution:

In view of the danger of injury when the windows are closed by occupants unfamiliar with the vehicle (children), the driver should always remove the ignition key when leaving the car even for a brief period.

Window Lifter (1968 CS)

The side windows are opened and closed by turning the crank handles in the door linings.



Interior Lights

When the switches are in the appropriate positions, the interior lights come on as soon as a door is unlocked or opened or the rear lid is opened.

The interior lights go out approx. 20 seconds after the doors are closed. They go out immediately if the ignition is switched on or the vehicle is locked with a key.

The positions of the interior light switches are as follows:

- A – Light switched on permanently
- B – Light switched off permanently
- C – Light comes on only when a door or the rear lid is opened

Make sure the interior lights are turned off when the vehicle is parked (battery run-down).



Rear-view Mirrors

Before beginning a journey you should ensure that the rear-view mirrors are properly adjusted.

Press the lever in the bottom edge of the inside rear-view mirror to move the mirror to the anti-dazzle position.

The electrically adjustable door mirrors can be set with the switch in the driver's door.



☞ The passenger-door outside mirror is adjusted by the same switch, if the rocker switch in the centre console is pressed accordingly.

When necessary, the door mirrors can also be adjusted by hand.

The convex glass of the passenger-side mirror allows a wider field of vision. When judging the distance of following traffic please note that, consequently, vehicles or objects viewed using this mirror will appear smaller and more distant than they are in reality.



When the rear window heating (Coupé) or ignition (Cabriolet) is switched on, the door mirrors are also electrically heated.

968 CS

The door mirror can be adjusted by pressing the mirror glass in the desired direction. The mirror is not heated.

Seat Adjustment

A correct seat position is essential for safe, tireless driving. The seat can be adjusted to suit individual requirements. We recommend the following procedure:

1. Move the seat backward or forward until, with the clutch fully depressed, your leg is straight but your foot is at an angle.
2. Set the desired seat height at front and rear.
3. Grip the top half of the steering wheel. Set the backrest angle so that with your arms almost fully outstretched your shoulders are still in contact with the backrest.
4. If necessary, correct the fore-and-aft adjustment once again.



A Backrest release
B Height adjustment
C Fore-and-aft adjustment
D Backrest adjustment

Front Seats

Seats with Manual Fore-and-Aft and Backrest Adjustment

For fore-and-aft adjustment, raise the outer locking lever on the front of the seat, slide the seat to the desired position, release the lever and ensure that the seat engages securely.

Do not disengage the driver's seat catch while the car is in motion; the seat could suddenly change position, causing you to lose control of the car.

To adjust the backrest angle, pull the inside locking lever at the front of the seat upwards, set the seat to the desired position and release the lever.

When there is no load on the backrest, it will always be pushed upwards by spring force when the lever is pushed forwards.

The height of the seat at front and rear can be adjusted electrically by pressing the rocker switches.

3 - 4 Height adjustment front

7 - 8 Height adjustment rear

Backrest Lock

The backrest is locked so that it cannot tilt forwards under heavy braking. To release, raise the knob at the side of the backrest. The backrest locks automatically when it is pushed back into position.



Seats with Electric Fore-and-Aft and Backrest Adjustment

In vehicles with electric backrest and fore-and-aft adjustment the two front rocker switches have two additional functions.

- 1 – 2 Fore-and-aft adjustment
- 3 – 4 Height adjustment front
- 5 – 6 Backrest adjustment
- 7 – 8 Height adjustment rear
- A Seat heating
- B Lumbar support

Heated Seats

The seat heating is switched on and off at the pushbutton switch. It heats the seat cushion and the backrest.

Press upper part of switch – heating on
Press lower part of switch – heating off

Heating temperature is controlled with the aid of the knurled knob set in the switch. The temperature is held constant until the seat heating or the ignition is switched off.

Turn knurled knob up – to increase temperature
Turn knurled knob down – to reduce temperature



Lumbar Support

In order to facilitate a relaxed seated posture, the curvature of the backrest can be adjusted vertically and horizontally to any position, thereby providing individual support for pelvis and spine.

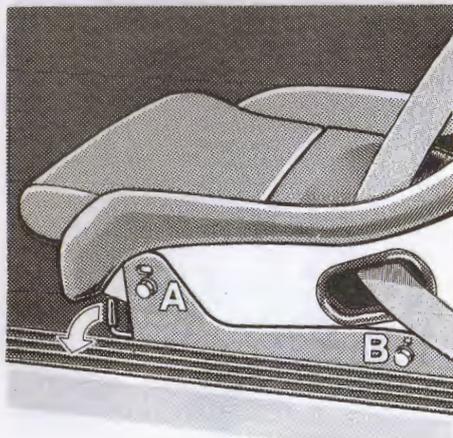
-  Horizontal adjustment of backrest curvature
-  Vertical adjustment of backrest curvature

Emergency Fore-and-Aft Adjustment

Should the electrically operated seat adjuster fail, the seat can be moved backwards or forwards using the Allen key from the tool kit. Use the Allen key to turn the servo motor at the front of the seat.

Move seat forward – turn anti-clockwise

Move seat back – turn clockwise

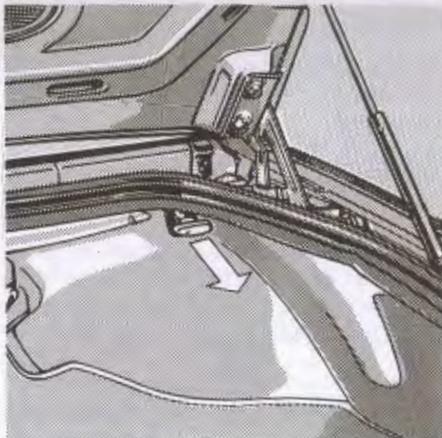


High comfort bucket seat (1968 CS)

Seat adjustment

To adjust the seat longitudinally, operate the lever on the front of the seat (arrow).

The seat height and angle can be set for you individually by your Official Porsche Centre, by positioning the screws (A and B).

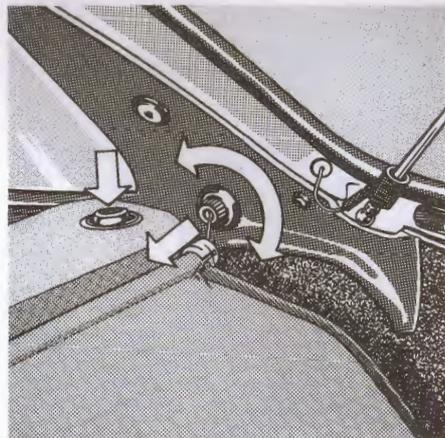


Cabriolet

Rear Seat Backs

Luggage space can be increased by folding the rear seat backs forward. In the case of the Coupé, the corresponding locking button in the backrest must be pressed. In the case of the Cabriolet, pull the corresponding knob in the luggage compartment (arrow).

To avoid damage to the fabric of the folding top while it is open, it must be lifted when uprighting the rear seat backs.



Coupé

Luggage Compartment (Coupé)

Luggage in the car can be protected against sunshine and "inquisitive eyes" by pulling out the luggage cover and hooking its eyelets to the rear lid.

Turn the end sleeves of the hangers (arrows) to release the luggage cover.

To prevent luggage from sliding around when braking or cornering, it can be held in place with the luggage net (accessory). Holders for this purpose are provided on the rear seat backrest and the luggage compartment floor.

Seat Belts

All occupants of the car must wear seat belts for their own safety, on every journey. To remind you of this, the seat belt warning light in the instrument cluster is displayed every time the ignition is turned on and does not go out until the tongue of the driver's belt is inserted in the buckle.

The seat belts for the front seats are not suitable for persons under 150 cm (5 ft.) tall. To stop children distracting the driver's attention and for their own safety, children should sit in the back.

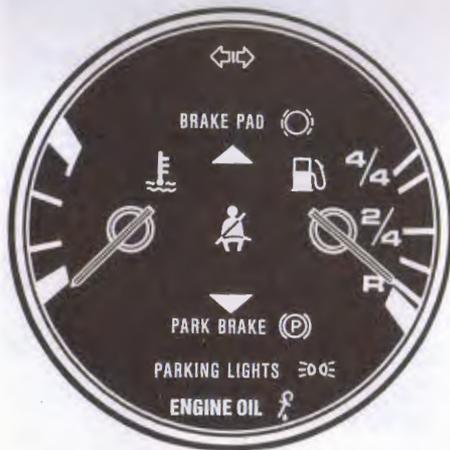
If children have to be transported in the front passenger's seat, only restraint systems specifically permitted for this purpose are to be used.

See "Child Restraint System".

Never use the same belt for two persons at the same time.

Loose clothing adversely affects a proper fit of the seat belts. You should therefore take off your coat, since a correct seating position and full freedom of movement are important for your comfort and safety.

Do not lay the belt across hard or breakable objects (spectacles, ball-point pens, pipes etc.),

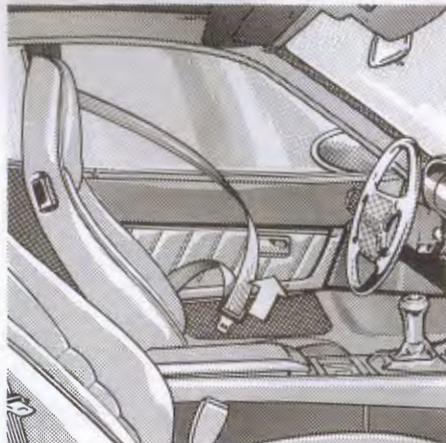


since these articles may represent an additional injury hazard.

Fastening the Belt

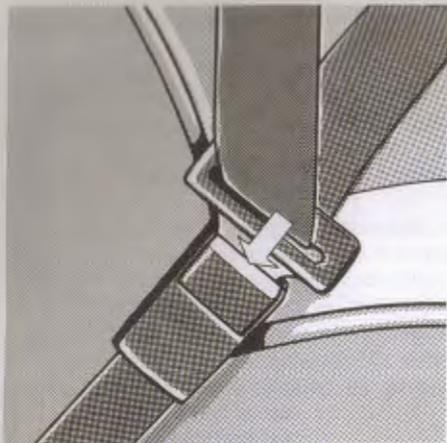
Adjust the seat to the position that is best for you. Grasp the belt tongue and pull the belt in a slow, continuous motion across your chest and lap. Insert the belt tongue into the corresponding buckle on the inboard side of the seat, until it locks securely with an audible click.

Make sure that the belts are not twisted.



The lower part of the belt should always fit snugly across the lap. After inserting the buckle, always pull the diagonal part of the belt upwards in the direction of the arrow.

Repeat this procedure now and again during the journey to ensure that the lap belt remains tight.



The locking mechanism in the inertia reel is designed to lock the belt in the event of strong acceleration and deceleration, when cornering and on steep inclines. The locking mechanism reacts more quickly to acceleration forces than to pulling forces on the belt.

Releasing the Belt

To release the belt, press the red button marked "Press". The belt tongue will immediately spring out of the buckle, even if the belt is under load.

Make sure that the belt is fully retracted when not in use. This protects it from dirt and damage.

Check all belts at regular intervals for signs of damage to the webbing, and make sure that the buckle and the anchorage points are in good condition. For your own safety, have the belts replaced if they have been subjected to heavy loads in an accident.

Child Restraint System

If a child restraint system is used on the front passenger's seat of a model fitted with airbags, the seat must be moved to the rearmost position and remain there.

Only use restraint systems specifically permitted for the front passenger's seat.

Child restraint systems which are supported by the dashboard must not be used in models fitted with airbags.

Your Official Porsche Centre will be glad to recommend appropriate child restraint systems to you.

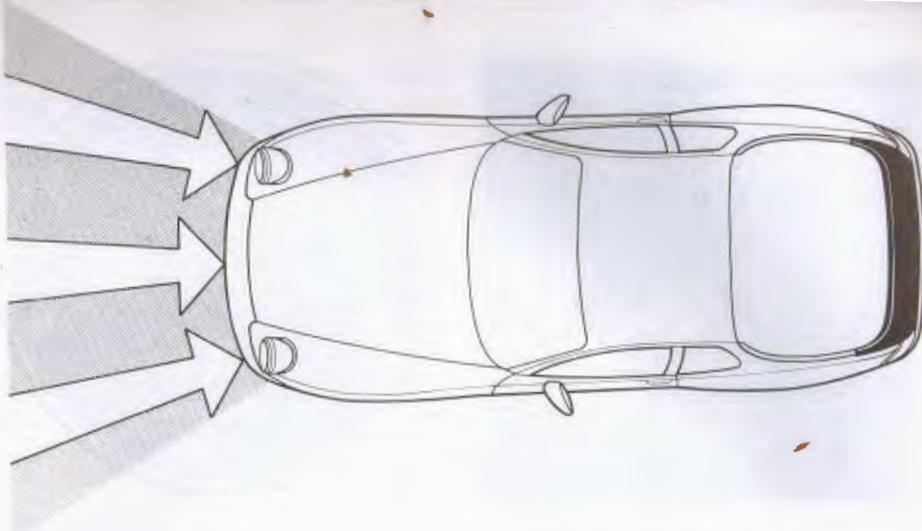


Airbag System

In conjunction with the seat belt, the airbag is a passive safety system designed to provide the driver and passenger maximum protection from injury in an accident.

Right-hand drive vehicles are not equipped with an airbag at the passenger side, so the following information is insofar not applicable.

The airbag system consists of the following 4 main elements:



- Airbag with gas generator (airbag unit)
- Control electronics
- Crash sensors
- Electrical wiring

In the event of a collision of sufficient impact, the crash sensors transmit a signal via the control electronics to the ignition mechanism.

In the ignition process, the solid chemical in the gas generator is combusted within fractions of a second. This combustion process generates the quantity of gas needed to inflate the airbag and the necessary gas pressure.

On the driver's side the airbag is situated beneath the padded steering wheel panel and on the passenger's side beneath the padded trim above the glove compartment.

The danger of vision being impeded by the inflated airbag is negligible as the airbag deflates rapidly. Equally, the ignition detonation will be drowned by the noise of the accident.

The airbag protects face and torso whilst cushioning the forward motion of the driver and passenger at the same time.

Effective Angle of Impact

Even if your vehicle is fitted with an airbag, you still need to fasten your seat belt as the triggering of the airbag system depends on the force and the angle of impact.

See picture above for effective angle of impact.

If the impact is below the triggering threshold of the airbag system and in accidents which do not cause the airbag to be triggered immediately, correctly fastened seat belts are essential to the safety of the vehicle's occupants. Therefore, all of the vehicle's occupants should always fasten their seat belts (in many countries the wearing of seat belts is required by law).

See also the chapter "Seat belts".

Maintenance/Warning Light

The airbag system automatically monitors the correct functioning of its ignition devices, sensors, warning light, control electronics and diagnostic unit.

Any faults are immediately indicated by the warning light in the instrument cluster. When the ignition is switched on, the word "Airbag" lights up for about 3 seconds.

In the following cases, you should consult your Official Porsche Centre without delay to have any malfunctions rectified:

- If the airbag warning light comes on while you are driving or if it lights up repeatedly with the ignition switched on after the 5 seconds have elapsed.
- If the airbag warning light does not come on when the ignition is switched on.

To ensure that it is working properly, the airbag system should be checked after 4, 8 and 10 years of service - and every two years thereafter - by your Official Porsche Centre.

Safety and Disposal Instructions

Once the airbag has been triggered, it should be checked or replaced immediately at an Official Porsche Centre.

No modifications should be made to the wiring or components of the airbag system; do not attach any additional trim or stickers to the steering wheel or in the vicinity of the passenger's airbag.

Do not lay any extra cables for additional electrical equipment in the vicinity of the passenger's airbag.

Leave the elimination of all faults to an Official Porsche Centre.

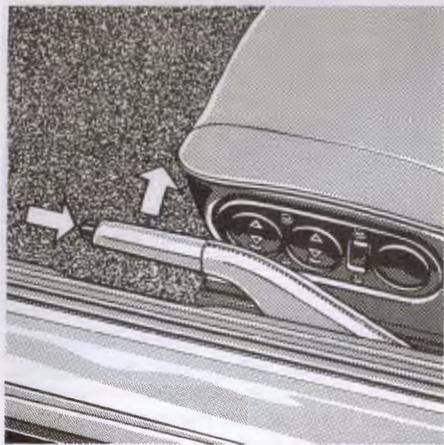
Non-ignited gas generators, or whole vehicles or subassemblies with airbag units, must not be disposed of as normal scrap or waste.

Your Official Porsche Centre will be able to give you details on disposal.

Important: If you sell your Porsche, tell the buyer that the vehicle is fitted with an airbag and refer him to the chapter "Airbag System" in the Driver's Manual. (Safety and Disposal Instructions).

You can find further information on the airbag on an adhesive label in the glove compartment and on the airbag components.

When fitting child safety seats, please refer to the section entitled "Child Restraint System".



Handbrake

The handbrake acts on the rear wheels via cables. Pull the lever up to apply the handbrake when parking.

To release the handbrake, pull the lever up slightly, hold down the locking button and lower the lever once the ratchet disengages.

The handbrake warning light will not go out until the handbrake is fully released.

Foot Brake

Your Porsche is equipped with a brake booster to reduce the force which has to be applied to the brake pedal; the booster only operates when the engine is running.

If the brake booster is defective or if the car is towed (with the engine not running), considerably more pedal pressure is required for braking once the stored vacuum pressure has been used up.

If the brakes are bled properly, free travel of the brake pedal will always remain constant as a result of automatic adjustment. Pedal travel before the brakes respond can be up to 20 mm.

If pedal travel suddenly increases, air may have entered the brake system. A loss of brake fluid is indicated by the warning light in the instrument cluster.

When driving in rain or through water, braking may be delayed and require increased pressure on the pedal. You should therefore keep more distance from the vehicle ahead.

ABS Brake System

(Anti-lock Brake System)

ABS represents a significant improvement in active driving safety.

It prevents the wheels from locking during full brake application, on almost any road surface, until shortly before the vehicle stops.

ABS ensures:

<u>Full steering control</u>	The vehicle remains steerable
<u>Good driving stability</u>	No skidding due to locked wheels
<u>Optimum braking distances</u>	Shorter stopping distances in most cases
<u>No wheel locking</u>	No flat spots on the tyres

The crucial advantage of ABS is that the vehicle remains stable and manoeuvrable in hazardous situations, even when the brakes are applied fully when cornering.

In spite of this the driver must still take the responsibility for adjusting his driving actions to

road and weather conditions, and to the traffic situation. The increased safety offered by the system should not induce you to take increased risks.

Driving with ABS

Sensors measuring wheel rotation are installed on all four wheels. If a wheel reaches a rotational speed that is too low for the vehicle's speed, and thus threatens to lock, the control process begins. Brake pressure is regulated individually for each front wheel, and for the rear wheels as pair.

If the road is slippery on one side, the rear wheel that is braking on the slippery surface determines the brake pressure for both rear wheels. Because of the good lateral traction of the rear axle, this maintains good driving stability.

If the vehicle is braked close to the locking limit (full brake application), the ABS starts to operate. The driver perceives the control process (which essentially involves pumping the brakes very rapidly) as a pulsation in the brake pedal along with an audible noise; this serves as a warning to adjust the vehicle's speed to road conditions.

Warning Light

The functional readiness of all the main electrical components of the ABS is checked by an electronic monitoring system both before and while

you drive. When the ignition is switched on the ABS warning light will come on; it should go out again when the engine is started, at the latest.

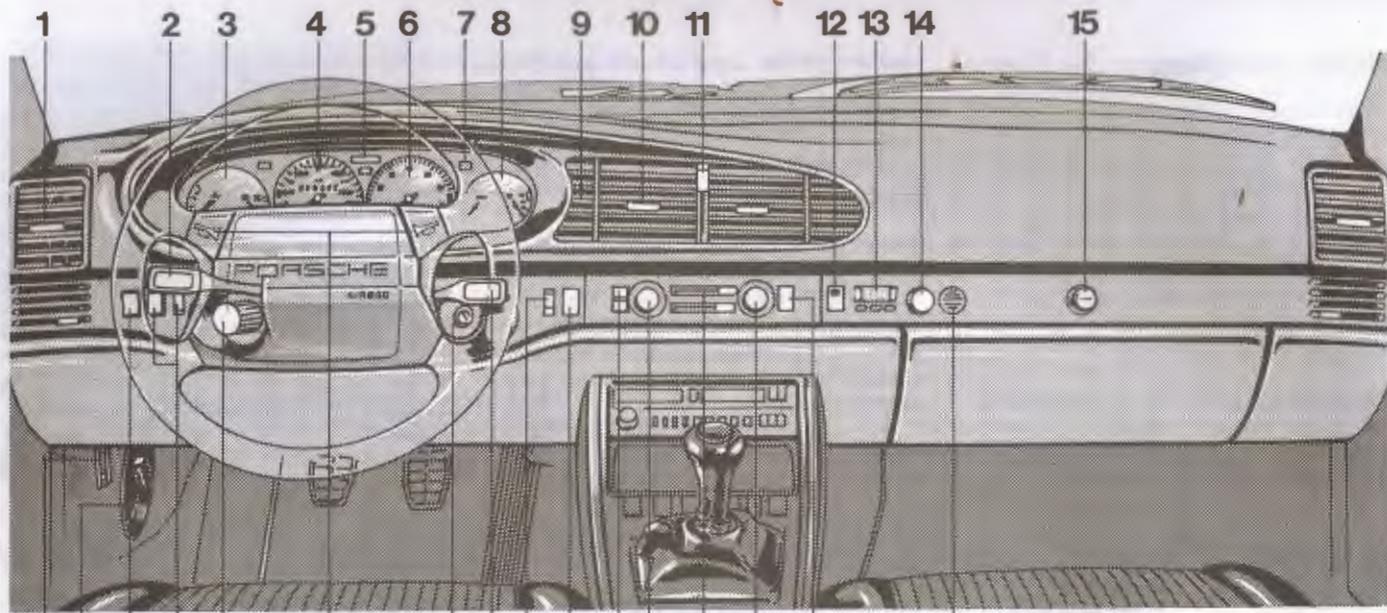
If the ABS warning light fails to go out, this indicates that ABS has been deactivated due to a fault.

If the warning light comes on while you are driving, this indicates that a fault has occurred. In both cases, normal braking, as in vehicles without ABS, is still retained. The ABS system should, however, be examined at an Official Porsche Centre immediately, so as to prevent the occurrence of further faults which may have other, unforeseeable, effects.

Note

The ABS control unit is adjusted for the approved tyre dimensions. Utilisation of non-approved tyre size can lead to different wheel rotation speeds, which may be interpreted by the control unit as different vehicle speeds at the two axles.

If the difference in roll radius exceeds approx. 6%, the control unit will deactivate the ABS and the ABS warning light will come on.



- | | | |
|--|--|---|
| 1 Side window vent | 9 Tripmeter reset | 21 Horn (at the steering wheel centre on vehicles without airbag) |
| 2 Indicator/high, dipped beam/parking light/headlight flasher stalk | 10 Fresh air vent | 22 Ignition/starter switch/steering lock |
| 3 Left-hand instrument cluster/coolant temperature and fuel gauge displays | 11 Centre vent lever | 23 Wiper/washer stalk |
| 4 Speedometer | 12 Hazard warning light switch | 24 Windscreen wiper interval adjusting knob |
| 5 Central warning light, direction indicator pilot light | 13 Exterior temperature display (968 CS: Clock) | 25 Rear window heating switch |
| 6 Tachometer | 14 Cigarette lighter | 26 Recirculating air switch/defroster switch |
| 7 High beam pilot light | 15 Glove compartment lock | 27 Blower switch |
| 8 Right-hand instrument cluster/oil pressure gauge and voltmeter | 16 Rear lid release | 28 Slide control for air distribution, top/bottom |
| | 17 Engine compartment lid release | 29 Temperature selector knob |
| | 18 Fog light switch | 30 Air conditioner/recirculating air switch |
| | 19 Rear fog light switch/instrument illumination adjustment knob | 31 Interior temperature sensor |
| | 20 Light switch | |

Starting and Stopping the Engine

Electronic components ensure that the engine is provided with the right mixture. Therefore, always refrain from depressing the accelerator when starting.

Please note the tips on running in.

Before starting the engine, move the gearshift lever to neutral, or the Tiptronic selector lever to position "P" or "N", and apply the handbrake.

The starter should not be operated for longer than 10 - 15 seconds. If the engine does not fire, repeat the starting procedure after a pause of approx. 10 seconds. Every time the starter motor is operated, the key must be returned to position 1 before trying again, due to the starter non-repeat unit built into the ignition lock. This device prevents inadvertent operation of the starter motor whilst the engine is running.

In cold weather, it is advisable to depress the clutch pedal fully when starting the engine, even though the transmission is in neutral. To assist the engine when starting with the engine cold, it is advisable not to stop the starting procedure as soon as the engine begins to fire.

If the battery is insufficiently charged, your Porsche can be started with jump leads or by towing.

Never start the engine or let it run in confined spaces. The exhaust contains the colourless and odourless gas carbon monoxide, which is poisonous even in small quantities.

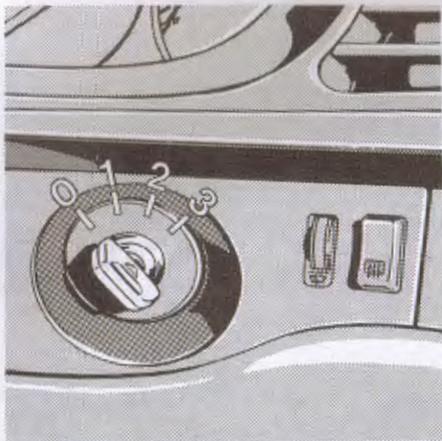
Do not allow the engine to warm up in neutral, but drive off immediately while avoiding high rpm and full throttle until the engine has reached its normal operating temperature.

Never turn the key back to position 1, or pull the key out, whilst the vehicle is still moving.

When leaving the vehicle, even only briefly, always ensure that the ignition key is removed and the steering lock is fully engaged. This is done by rocking the steering wheel to left and right. This might also be necessary to release the lock when turning on the ignition again.

Never park your car or run the engine where there is a danger of flammable material, such as dry grass or leaves, coming into contact with the hot exhaust system.

Please note the information contained in the chapter entitled "Emission Control System".



Steering and Ignition Lock

The ignition key has 4 positions:

- 0—The steering is locked. All circuits connected to the ignition switch are off. This is the only position in which the ignition key can be withdrawn. Once the key is withdrawn, the steering lock can be engaged by turning the steering wheel to the right or left.
- 1—Steering unlocked. The ignition is off and the main electrical circuits (e.g. headlights, wind-screen wipers, radio) are operational.

- 2—Ignition switched on. All electrical circuits can now be operated. With the engine off, the warning lights come on as a check.
- 3—By turning the key to the right, the starter motor is operated. As soon as the engine fires, release the key. It will spring back to position 2. With the engine running, the warning lights should go out. While the starter motor is being operated, the circuits for items with heavy electrical consumption will be interrupted.

With the ignition key in position 1 and at low rpm with the key in position 2 (traffic jams, town driving etc.), it is advisable to switch off all items of electrical equipment which are not needed at that moment. This saves draining the battery and thus ensures a good starting performance of the engine.

Tiptronic models

The ignition key can only be removed from the lock with the selector lever in position "P".



Speedometer

The speedometer shows the vehicle's driving speed in km/h and/or mph.

The upper odometer registers the total distance driven. The tripmeter can be reset to zero with the ignition on by pressing the ribbed button in the left-hand part of the centre air vent (arrow).



Tachometer

The tachometer indicates the engine speed in rpm x 1000.

The red mark on the tachometer dial has been provided as a visual reminder of the maximum permissible engine speed.

When accelerating, the engine is prevented from exceeding this maximum speed by means of a cut-off in the fuel supply. When changing down through the gears, always bear the maximum permissible down-change speeds in mind.



Selector Lever Position Indicator

With the ignition on or with the vehicle lighting on, the current position of the selector lever is illuminated.

The display is cancelled when the key is withdrawn or the vehicle lighting switched on.



Central Warning Light

When the ignition is switched on, the central warning light in the instrument cluster and the individual warning lights come on to indicate that they are operative. In the event of a malfunction, the central warning light will come on accompanied by the relevant individual warning light. The car should be taken immediately to the nearest Official Porsche Centre.

↔ Indicator pilot light

The indicator pilot light flashes at the same frequency as the direction indicators themselves. Should one of the direction indicators fail, the frequency is noticeably quicker.

⊞ High beam pilot light

The high beam pilot light comes on when the headlights are on high beam.



Coolant Temperature Gauge

Lower range – engine cold

Avoid overrevving or labouring the engine.

Middle range – normal

The temperature gauge needle should normally stay in this range. When engine load is high, it is not unusual for the needle to move towards the upper range, but it should return to the middle range when the load on the engine is reduced.

Upper range – warning

If the needle moves into the upper range in very hot weather or when the strain on the engine is high, then the engine is being overloaded and the warning light comes on.

Warning Light

If the warning light comes on, check that the fans are working. If they are not, the power supply to the fan control is defective.

Allow the engine to cool down and drive to the nearest Official Porsche Centre, keeping a constant check on the temperature gauge. Avoid idling, crawling and engine speeds over 4000 rpm. Note the contents of the chapter "Cooling System".



Fuel Gauge, Warning Light

With the ignition turned on the gauge shows the amount of fuel in the tank. If the level is too low the warning light comes on.

For fuel reserve and filling capacity, see chapter "Filling Capacities".

The tank should be filled at the next opportunity.

Never keep driving until the fuel tank is completely empty.

Warning lights

Trailer indicator pilot light

The trailer indicator pilot light flashes at the same frequency as the direction indicators themselves. Should a trailer indicator fail, the frequency is noticeably quicker.

BRAKE PAD

This light comes on when brake pads are worn down to the permissible minimum and must be replaced.



Seat belt warning light

The seat belt warning light remains on until the tongue of the driver's seat belt is snapped into the belt buckle.

PARK BRAKE

The light comes on when the handbrake is applied or not fully released.

PARKING LIGHTS

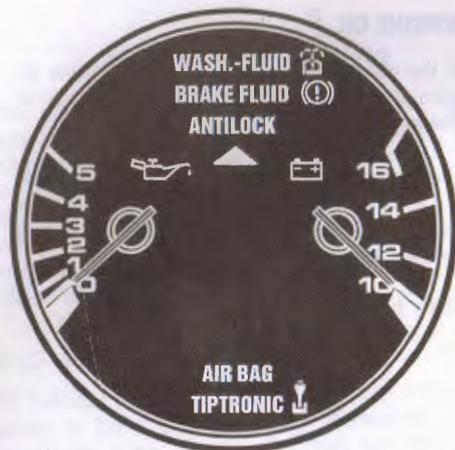
The parking light pilot lamp comes on when the side lights are on and goes out again when the headlights are turned on.

ENGINE OIL

If the warning light fails to go out when the engine starts, the oil level is too low. Switch off the engine.

Wait for approx. 2 minutes (to allow oil to drain back into sump), then check oil level with the dipstick and top up to max. mark. The light goes out when the engine is restarted.

Refer to the chapter "Engine Oil Level".



Oil Pressure Gauge

Oil pressure should be approx. 4 bar at 5000 rpm, with the engine at normal operating temperature. A drop in oil pressure at high temperatures is normal.

However, if oil pressure drops suddenly while you are driving, or if the red warning light comes on, stop the engine immediately.

If the oil level is normal, contact the nearest Official Porsche Centre in order to have the fault rectified.

Warning Light

The oil pressure warning light comes on when the ignition is turned on, and goes out when the engine is running and the correct oil pressure has been reached. If the light comes on while driving, this is a sign that oil pressure is incorrect.

If this happens, stop the vehicle immediately.

If the oil level is correct you should consult the nearest Official Porsche Centre in order to determine and rectify the fault. An occasional, brief flickering of the warning light when the engine is hot, at idle speed, is normal and no cause for concern.

Voltmeter

The voltmeter shows the overall condition of the charging system. The needle should normally stay in the range of 12 to 14 volts when the engine is running. A temporary drop under 12 volts when the engine is started is normal.

Alternator Warning Light

The alternator warning light monitors the alternator and its drive belt. It comes on when the ignition is turned on, and goes out when the engine is running. If the warning light suddenly flickers or burns steadily while driving, the drive belt may be loose or broken, and must be retightened or replaced. Alternatively, the problem may involve the voltage regulator or the alternator itself; in such cases it is possible to keep driving, but preferably only as far as the next Official Porsche Centre. Switch off all electrical equipment that is not absolutely essential!

Warning lights

WASH.-FLUID

If the washer fluid light comes on, this indicates that about 1 litre of washer fluid remain in the reservoir.

BRAKE FLUID

The brake fluid warning light comes on if the brake fluid drops below the minimum permissible level or if one of the two brake circuits has failed, in conjunction with a longer pedal travel.

If a brake circuit fails, drive to the nearest Official Porsche Centre immediately, remembering to adjust your driving speed to the longer brake pedal travel, a longer braking distance, and changed braking behaviour of your car, especially when cornering.

ANTILOCK

The ABS warning light monitors the anti-lock braking system and indicates any faults as they occur. Refer to the chapter "ABS".

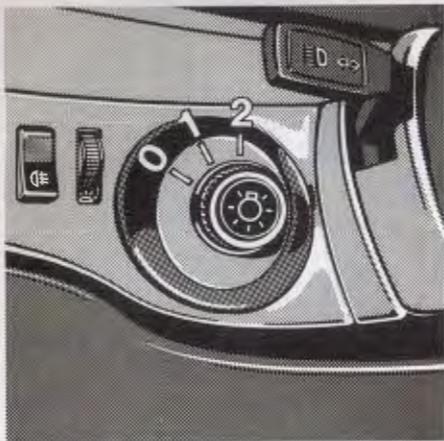
AIRBAG

The airbag warning light monitors the airbag system and indicates any faults as they occur. Refer to the chapter "Airbag System".

TIPTRONIC

The Tiptronic warning light comes on if there is a fault in the Tiptronic system. Refer to the chapter "Tiptronic" in this manual.



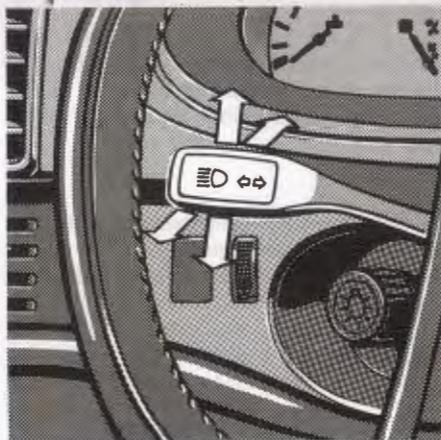


Light Switch

- 0 – Lights switched off
- 1 – Side lights
- 2 – With the ignition on, the main headlights come on once the lamp units emerge.

If the lights are switched off after the ignition, the headlights remain extended.

In switch positions 1 or 2 the following are also on: rear lights, number plate light, instrument illumination, switch symbol illumination and the blue high beam pilot light.



Indicator, High/Dipped Beam, Parking Light, Headlight Flasher Stalk

This stalk controls the headlight flasher, high and dipped beam, the direction indicators and the parking lights.

Direction Indicator Switch

Move stalk upward past the point of resistance – right indicator pilot light flashes.

Move stalk downward past the point of resistance – left indicator pilot light flashes.

If the stalk is moved only as far as the point of resistance, the direction indicators operate until the stalk is released.

Failure of a direction indicator is shown by faster flashing by the pilot light.

The direction indicators only operate with the ignition switched on.

Parking Light

With the ignition key withdrawn, the right-hand parking light comes on in position “indicate right” and the left-hand parking light in position “indicate left”.

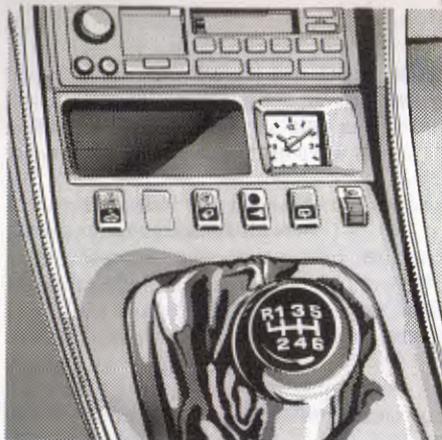
In each case the appropriate front side light and rear light come on.

High and Dipped Beam, Headlight Flasher

The blue pilot lamp in the instrument panel lights up when high beam is on or the headlights are flashed.

When the headlights are switched on:

Dipped beam	stalk in centre position
High beam	push stalk forward
Flash headlights	pull stalk towards steering wheel (also functions if vehicle lights are off)



When your Porsche is more heavily loaded, the beam setting must be corrected as shown in the table. By turning the knurled wheel, the beam is raised or lowered.

Check the correction by observing the dipped-beam cut-off (e.g. on the back of the vehicle in front).



Load condition

0 = 1 or 2 occupants without luggage

1 = 3 or 4 occupants with/without luggage

2 = 1 or 2 occupants with luggage

Headlight Beam Adjustment

The headlight beam adjustment system can be used to adapt the headlight range to the load condition of the vehicle. This ensures maximum road illumination without dazzling other road users.

For the basic headlight beam setting the adjuster must be set to the click-stopped "0" position.

968 CS without rear seats

0 = 1 or 2 occupants without luggage

1 = 2 occupants with luggage

2 = 1 occupant with luggage



Fog Lights,

Rear Fog Lights

The fog lights and the rear fog lights can be switched on in addition to the headlights and rear lights. With the fog lights or rear fog lights on a pilot lamp in the rocker switch lights up. In vehicles with fog lights and rear fog lights the rear fog lights can only be switched on if the fog lights are on.

Caution: comply with local traffic regulations regarding these fog lights.

Instrument Illumination

The instrument illumination comes on when the vehicle lights are switched on. The brightness can be varied by turning the knurled knob.



Wiper/Washer Stalk

The wiper/washer stalk has 7 positions:

- 0 – Wipers off
- 1 – Slow wiping speed
- 2 – Fast wiping speed
- 3 – Very fast wiping speed
- 4 – Intermittent wipe

5, 6 – Windscreen Washer System

By pulling the stalk towards the steering wheel, the windscreen washer pump is operated in switch position "5". When the stalk is released, the wipers wipe the windscreen a few times.

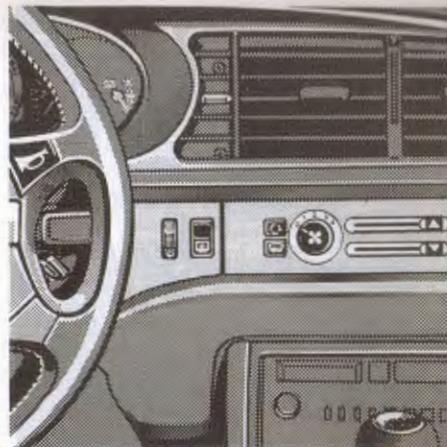
In switch position "6", the windscreen washer pump and wipers operate together. Before operating the wiper system, the windscreen must be sufficiently wet to prevent the glass from being scratched. Check your wiper blades regularly and replace at least once a year.

With the ignition on, the windscreen washer nozzles are heated.

7 – Headlight Cleaning System

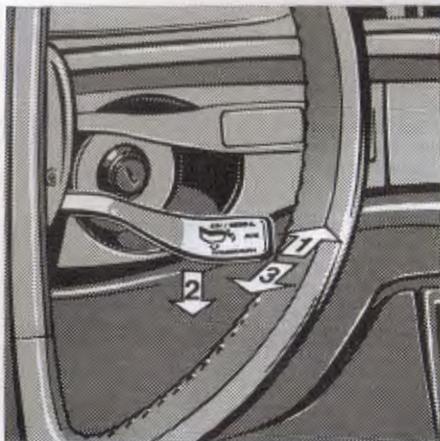
With the lights on (high or dipped beam headlights) the system is operated by briefly pressing the wiper/washer stalk towards the instrument panel.

The washer pump supplies water under high pressure to the spray nozzles located in front of the headlights. The spray duration is limited by a relay, so if the headlights are particularly dirty, repeat the process as necessary. Stubborn dirt (e.g. dried-on insects) should be removed regularly.



Wipe Interval

The wipe intervals can be regulated to any setting by turning the knurled knob.



- 1 Set/accelerate
- 2 Recall
- 3 Cancel

Tempostat (Automatic Speed Control)

The Tempostat will maintain any desired speed within the range 40-220 km/h (25-137 mph) without you operating the accelerator. Irrespective of this, you can brake, change gear and accelerate as normal.

The operation of the Tempostat is controlled by the stalk behind the wiper stalk.

The vehicle's current road speed can be stored in an electronic memory by briefly pressing the control stalk forwards (1). You can then take your foot off the accelerator and this speed will be maintained.

When the vehicle is braked or stopped, the unit automatically cuts out, but the last information (speed) stored remains in the memory. This information can be recalled by pressing the stalk downwards (2). If the ignition is turned off, the electronic memory is cancelled.

If you wish to drive faster than the speed entered, you can increase speed with the accelerator or by moving the stalk forwards (1) and holding until the desired speed is attained. The speed driven when you release the control stalk is then maintained automatically. If you accelerate from the programmed speed using the accelerator pedal (e.g. when overtaking), the programmed speed will automatically be resumed as soon as you remove your foot from the accelerator.

If the programmed speed is too high, briefly pull the control stalk towards the steering wheel (3) or brake; this interrupts the Tempostat control.

Once the required lower speed is attained, tap the control lever forwards (1); the new speed is stored in the memory and maintained automatically.

Note

When you depress the clutch, the speed control is interrupted, but resumes again when the clutch is released.

To avoid accidentally overrevving the engine, do not move the gearshift lever into neutral at road speeds above 40 km/h (25 mph) while the Tempostat is engaged.

On steep up or downhill inclines it is possible that the vehicle will not maintain the selected speed in a higher gear; in this case you should change down to avoid overloading the engine (uphill) or to achieve sufficient engine braking (downhill).

For safety reasons the Tempostat should not be used in heavy traffic or when road conditions are unsuitable (e.g. winding or slippery roads).



Hazard Warning Light Switch

When the hazard warning light switch is operated, all four indicators flash in unison. A pilot lamp in the switch indicates that the system is in operation.

The hazard warning light switch is operative in any of the ignition switch positions.

Cigarette Lighter

By pushing in the button the filament is caused to heat up. The cigarette lighter will pop out when it has reached the required temperature.

The cigarette lighter works even when the key is not in the ignition lock (right-hand drive vehicles only in ignition lock position "1" and "2").

The socket of the cigarette lighter may be used for small electrical appliances, such as electric light or a compressor. The maximum rating of such equipment should not exceed approx. 120 W/12 V.

With the engine not running, electrical appliances must be used no longer than 5 minutes (battery run-down).

Interior Temperature Sensor

The temperature sensor for automatic temperature control is situated to the right of the cigarette lighter.

Exterior Temperature Display (968)

By pressing the appropriate button, the exterior temperature is displayed in degrees Celcius (1) or degrees Fahrenheit (2).

The exterior temperature display is not an ice warning.



Heated Rear window (Coupé)

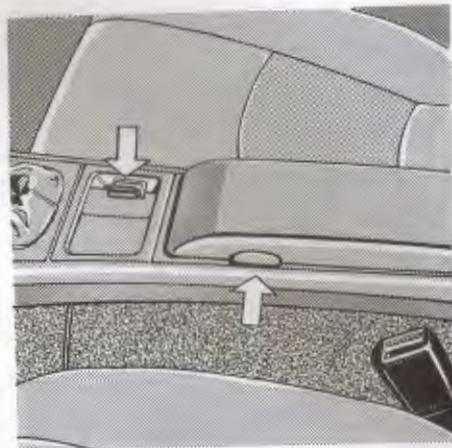
Pressing the rocker switch in the instrument panel activates the heating in the rear window and door mirrors.

An indicator in the switch lights up when the heating is on.



Rear Window Wiper

To avoid scratching the rear window, check that it is wet enough before operating the rear screen window switch.



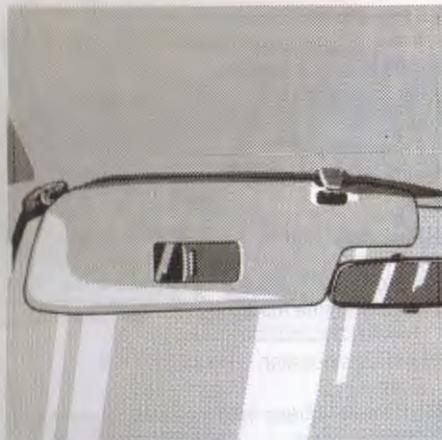
Ashtray

The ashtray is located in the centre console. To empty, remove it by lifting.

Cubby

The cubby, which can be used for storing tapes, coins for parking meters etc., is opened by pressing the locking button (arrow).

In the Cabriolet, the roof locking handle is also housed in this cubby.



Sun Visors

To avoid dazzling by direct light, the sun visors can be pivoted downwards.

In the Coupé the sun visors can be removed from their mountings beside the interior mirror and pivoted round to the side windows.



Make-up Mirror

The make-up mirror on the back of the visor is fitted with a protective sliding shutter.

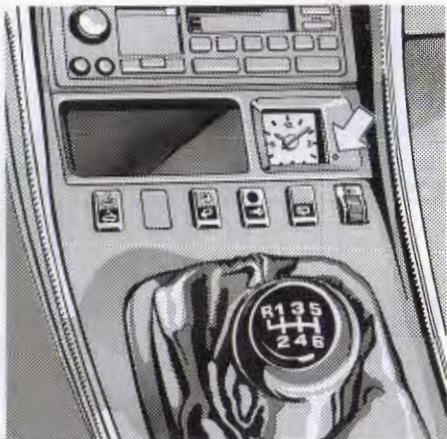


Glove Compartment

To open the glove compartment, turn the locking button.

To protect the contents from unauthorized access, the compartment can be locked with the ignition key.

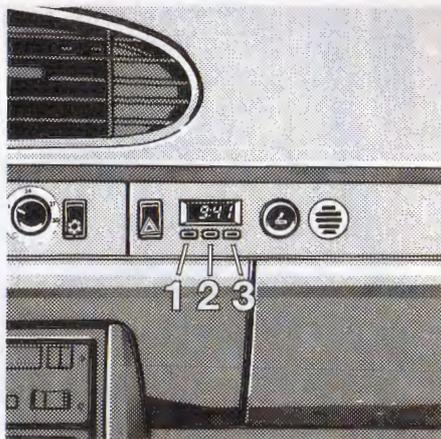
Make sure the glove compartment is closed when the vehicle is parked (battery run-down).



Clock (968)

To set forward one minute – press briefly

To set forward rapidly – press for longer



Clock (968 CS)

Setting the time of day

- 1 – Press button 2 until the display 12 H or 24 H flashes. By pressing button 1 you can now select either the 12-hour or 24-hour display mode.
- 2 – Press button 2 again.
The hour display flashes and can be set by means of button 1.

- 3 – Press button 2 again.

The minute display flashes and can be set by means of button 1.

Press button 3 to start the clock at the newly set time accurate to the second. The clock can also be started during the individual stages.

Stopwatch

The stopwatch can only be started if the clock is in normal time mode.

Switch on stopwatch – Press button 3

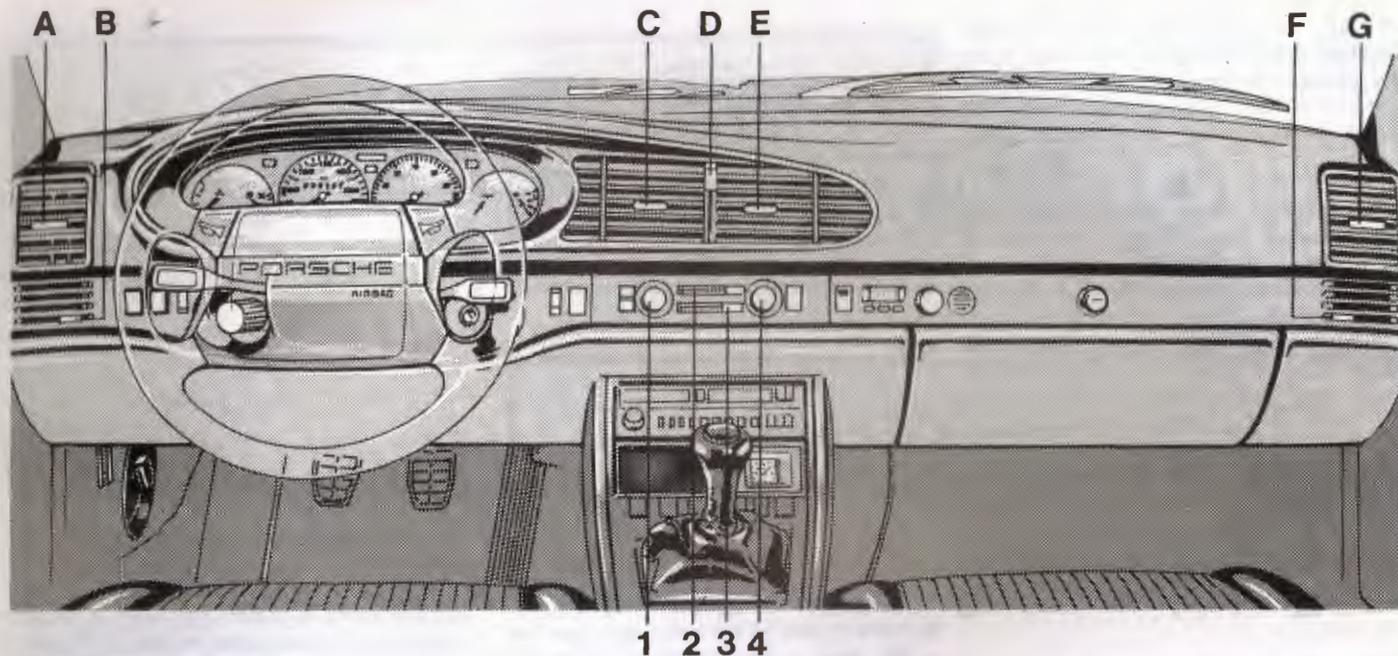
Start timing – Press button 1

Stop timing – Press button 1

It is possible to add further times cumulatively by pressing button 1 again.

Set stopwatch to „0“ – Press button 2.

Press button 3 to return the clock to normal operation. If the clock is returned to normal operation when the stopwatch has been activated, the stopwatch continues to run.



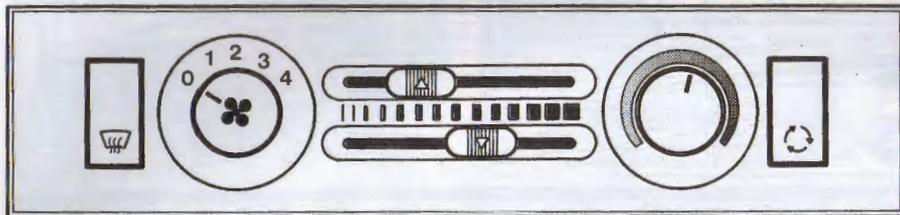
Heating, Ventilation

- 1 Blower switch
- 2 Distribution of air to windscreen
- 3 Distribution of air to footwells
- 4 Temperature knob

- A Air outlet – left-hand side vent
- B Opening and closing – left-hand side vent
- C Air outlet – centre vent, left
- D Opening and closing – centre vent

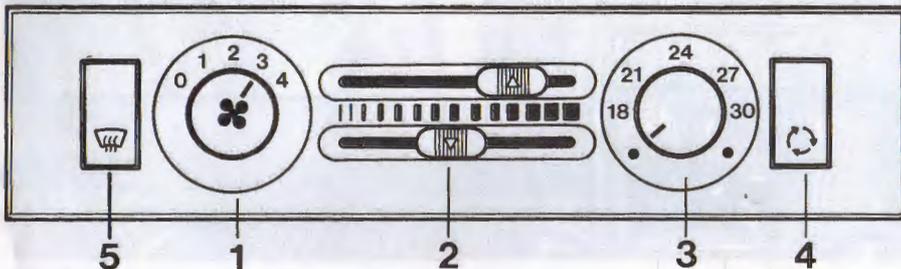
- E Air outlet – centre vent, right
- F Opening and closing – right-hand side vent
- G Air outlet – right-hand side vent

Manual heat regulation system (968 CS)



- 1-Blower switch
- 2-Lever for air distribution
- 3-Temperature knob
- 4-Recirculation air switch
- 5-Defroster switch

Automatic heat regulation system



Automatic Heat Regulation System

The automatic heat regulation system controls the temperature in the passenger compartment in accordance with the selected temperature range.

However, the lowest regulated temperature can only correspond to the prevailing ambient temperature.

Manual heat regulation system

The desired temperature in the passenger compartment can be set with the temperature knob.

Air distribution

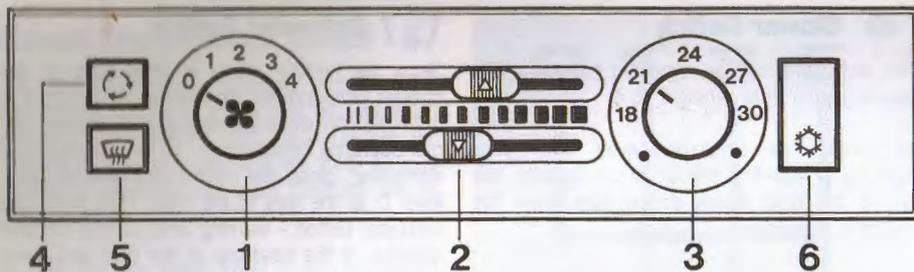
The upper lever directs the air flow to the wind-screen (to the right = open, to the left = closed).

The lower lever directs the air flow into the footwells (to the right = open, to the left = closed).

The centre vent is opened and closed by means of lever (D). To close, slide the lever all the way to the top. To open, slide the lever down until the desired air flow is obtained.

The direction of the airflow is controlled by means of the grips on the vanes (C, E).

The side vents are opened and closed by means of the lower levers (B, F) (○ - open, ● - closed). Here too, the direction of the air flow is controlled by means of the grips on the vanes (A, G).



- 1-Blower switch
- 2-Lever for air distribution
- 3-Temperature knob
- 4-Recirculation air switch
- 5-Defroster switch
- 6-Air conditioning switch



Automatically Controlled Air Conditioning

The automatic system controls the temperature in the passenger compartment in accordance with the selected temperature range.

The air flow can be regulated by opening or closing the centre and side air vents.

The upper slide lever can be used to direct air towards the windscreen (right - open, left - closed).

The lower slide control can be used to direct air towards the footwells (right - open, left - closed).

The air conditioner operates only when the engine is running.

The cooling efficiency is dependent on engine speed. If more cooling is required it is necessary - especially in city driving or stop/go conditions - to increase engine rpm.

The air conditioner can be activated, regardless of air distribution settings, by pressing the air conditioning switch (indicator light comes on). When the system is switched on, the air conditioning compressor is switched on by a magnetic clutch.

For maximum cooling set the blower switch to position 4 and the temperature slide all the way to the left. In addition, close the windows and open the centre and side air vents completely.

If the vehicle has been standing for a long time in direct sunlight, it is advisable to turn on the air conditioning with the windows open, to provide through ventilation.

In damp weather, the air conditioning compressor can be switched on regardless of the outside temperature in order to dehumidify the incoming air. This prevents the windows from fogging up.

Important notes

The air conditioner must be operated for a short period at least once a month so that the seals and bearings of the compressor as well as the expansion valve are lubricated. This is especially important during the cold season when the air conditioner is not required.

To do so, set the temperature selector switch to maximum cooling temperature (all the way to the left) and open the centre vent.

Should the air conditioner become defective, e.g. if there is no cold air despite the system being switched on, switch the air conditioner off and proceed immediately to an Official Porsche Centre.

Blower Switch

The air volume can be regulated by turning the blower switch from setting 1 to 4.

To provide air circulation even when your Porsche is standing still or at low speeds, the blower fan runs at low speed even when the switch is in position 0.

Defroster Switch

Since the heating effect is dependent on the coolant temperature, full heating performance is obtained only when the engine has reached normal operating temperature. To achieve optimum defrosting, close the centre vent entirely (slide lever D all the way to the top). Then press the defroster button – warning lamp comes on. Irrespective of the positions of the upper and lower levers, the temperature selector switch and the blower switch, the system is automatically set to maximum heating power, blower speed 4, and the entire air flow is directed to the windscreen and side vents.

In vehicles fitted with air conditioning the compressor is automatically switched on to dry the air when the temperature is above 0°C. The centre vents close automatically.

Recirculating Air Switch

By pressing the air recirculating switch you can prevent unpleasant-smelling outside air (e.g. exhaust fumes from vehicles in front) from entering the vehicle. The fresh air supply is cut off and only the air inside the vehicle is circulated. Recirculating air mode may only be used for a brief period of time since otherwise the window will mist up.

Manual Transmission, Clutch

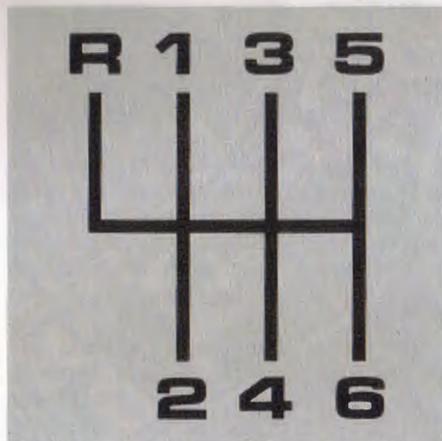
The fully synchromesh gearbox permits rapid and precise shifting of gears. But be sure when changing gears that the clutch pedal is fully depressed to the floor, and that the gear lever is completely engaged. The lever positions are as illustrated in the diagram.

Be sure that the pedal travel is not obstructed by floor mats.

Reverse should only be selected after the vehicle has come to a complete standstill.

Both reversing lights come on when the transmission is put into Reverse with the ignition on.

The maximum rpm figures specified below must never be exceeded when shifting down, as otherwise the engine speed would be too high.



6th-5th gear	5600 rpm
5th-4th gear	5500 rpm
4th-3rd gear	5200 rpm
3rd-2nd gear	4700 rpm
2nd-1st gear	4200 rpm

Tiptronic

Porsche Tiptronic is a four-speed transmission with speed changing under load, which enables extremely short gear changing times to be achieved without interruption of traction.

Tiptronic has a double speed selection gate, with "automatic" and "manual" sections. The left-hand gate comprises the normal automatic transmission selector positions, whereas the right-hand gate allows the driver to change gear manually by touching the selector lever.

The locking button (arrow) on top of the selector lever knob prevents accidental gear changes. This locking button has to be pressed if the selector lever is moved from position "P" to "R" and when down-shifting. The current lever position is displayed in the display panel on the tachometer dial provided the ignition key is in the ignition lock and/or the vehicle lights are switched on.

Before you leave the vehicle the parking brake has to be engaged and the selector lever moved to position "P".

Left-hand speed selection gate – When the ignition is switched "off" the corresponding selector lever position will remain illuminated until the selector lever is moved to "P" position.



Right-hand speed selection gate.– When the ignition is switched "off" selector lever position "D" will remain illuminated until the selector lever is moved to position "P".

Note:

The ignition key can only be removed from the lock with selector lever in position „P“.

Ignition lock positions

- 0 - selector lever is blocked
- 1 - selector lever can be moved
- 2 - selector lever can only be moved when brake pedal is pressed



Starting the Engine/Moving Off

For safety reasons the engine can only be started in selector positions "P" or "N".

To move off depress the service brake pedal and select the required speed. A speed should only be selected while the engine is idling. Do not release the service brake pedal until you are ready to move off. Once a speed is selected power will be transmitted from the engine to the road wheels immediately and the vehicle will move at crawl speed.

Do not push down on the accelerator until power is being transmitted.

Driving off is possible in both speed selection gates.

During driving the driver has the option of changing from one speed selection gate to the other via selector position "D".

Tiptronic comprises a slip monitoring circuit. As soon as the permissible speed difference between the front and rear axles is exceeded the transmission changes up to the next speed. This increases the stability of the vehicle on slippery road surfaces.

Selector positions "R" or "P" must not be selected while the vehicle is moving or coasting to a stop.

Stopping

During a short stop, e.g. at traffic lights, the selector lever may remain in drive position and the vehicle held stationary using the service brake.

For longer stops with the engine running the selector lever should be moved to position "N" (idling). On a hill the vehicle should not be held stationary by depressing the accelerator pedal but rather by either depressing the service brake pedal or applying the parking brake.

This prevents an unnecessary increase in the operating temperature of torque converter and transmission.

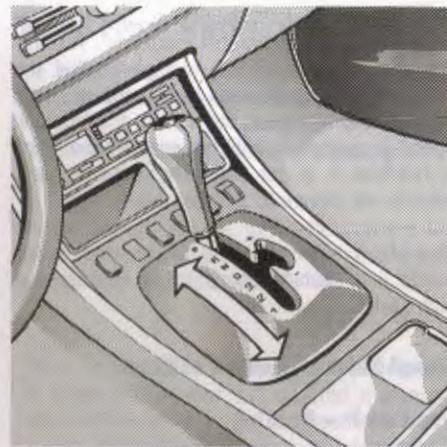
Parking

When parking or manoeuvring the vehicle in a confined space the vehicle speed should be controlled using the service brake. In this situation the accelerator pedal should be used with caution!

Towing a Trailer or Caravan

Move the speed selector lever to the required speed range.

On gradients a lower speed range should be selected to provide enough power for towing uphill or to ease the load on the brakes by using engine braking.



Automatic Gear Selection Gate

The driver has the option of influencing the gear-change characteristics which are dependent on the accelerator pedal position, vehicle road speed, engine speed as well as longitudinal and transverse acceleration values. The transmission can use five different gear-changing maps ranging from "economy" to "sport". Depending on the way the vehicle is driven, the speed-changing points are shifted towards the higher or lower engine speed ranges.

Changing up before bends in the road is prevented by quick "throttle reduction". A transverse acceleration sensor recognises that the vehicle is moving through bends and prevents accidental changing-up; the current transmission speed is maintained until the engine speed limit is reached; it is not until then that the transmission will change to a higher gear.

This allows engine braking to be used before bends and enables bends to be managed at high speed.

Speed Selector Lever Positions

Position P – Parking

Do not select this position unless the vehicle is stationary.

In selector lever position "P" the driving wheels are mechanically locked. The parking lock should only be engaged after the handbrake has been applied and disengaged before the handbrake has been released.

Position R – Reverse Speed

Position "R" must not be selected unless the vehicle is stationary and the handbrake or service brake applied.

Position N – Neutral

Position "N" corresponds to the idling position of a manual transmission and should be selected when a longer stop (e.g. a traffic jam) is expected or the vehicle is to be towed. The speed ranges may only be selected while the engine is idling.

Use selector position "N" while driving only if the vehicle is in danger of skidding on a slippery road.

Position D

This position is intended for normal driving. All forward gears are automatically selected depending on road speed and accelerator pedal position.

In selector lever position "D" the vehicle will move off in second gear if the accelerator pedal is only slightly depressed. With more throttle the vehicle will select first gear for moving off.

Position 3

The vehicle drives off in 1st gear.

This selector lever position is recommended for towing a trailer/caravan up or down slight gradients as well as for normal driving on mountainous roads. This driving mode results in an improved utilisation of engine power output and

also improved engine braking. The transmission automatically changes upwards through the speeds to third speed.

Position 2

The vehicle drives off in 1st gear.

This position should be selected for extremely steep gradients and for towing a trailer/caravan in mountainous areas. Since the top speed selected by the transmission is second speed, engine braking is improved.

During vehicle operation in this selector position the transmission may change between first and second speed, depending on engine speed and accelerator pedal position.

On snow- or ice-covered roads position 2 is recommended for longer, steep gradients.

Position 1

This position should be selected for low road speeds or extreme gradients when towing a trailer/caravan.

The first speed is maintained when the engine is under load or in overrun mode.

To avoid damaging the engine, the following speeds must on no account be exceeded before changing down into a lower selector lever position:

From D to 3 (115.5 mph)	4700 rpm or 185 km/h
From 3 to 2 (75 mph)	4100 rpm or 120 km/h
From 2 to 1 (35 mph)	2700 rpm or 56 km/h

Irrespective of selector lever position in the automatic selection gate, the gear speed engaged at any given moment is indicated in the tachometer.

Temporary Change-down

By quickly depressing the accelerator pedal (from about 53 km/h / 33 mph upwards) the transmission will change to the most sporty speed-changing map, i.e. to the maximum number of speed-changing points. This will cause the transmission to change down immediately.

This function can be deactivated by reducing accelerator pedal depression by 25%.



Kickdown

For optimum acceleration e.g. when overtaking, the accelerator pedal must be depressed beyond the full throttle (kickdown) point. Depending on the speed selector lever position and road speed, the transmission will change down to the lowest possible transmission speed. Selection of the next speed up will only take place at higher engine speeds.

The engine speeds necessary for speed changes during kickdown will remain active until the accelerator pedal depression is reduced to 50 % of throttle position.

Manual Speed Selection Gate

The manual speed selection gate can only be accessed via speed selector position "D".

The currently selected speed is maintained when changing from "D" to "M".

When changing from "M" to "D" the transmission speed corresponding to the currently active speed-change map is selected.

Caution:

When using the manual speed selection gate a lower speed must be selected manually when accelerating from a low road speed in a high transmission speed (e.g. when overtaking).

Kickdown is disabled.

In manual speed selection gate mode the driver can at any time change up or down depending on the road speed.

This function allows gear changing before and in road bends.

As soon as the engine speed limit is reached the transmission will automatically change up without interruption of traction or action on the part of the driver, and will change down automatically shortly before the engine idling speed is reached.

In manual gate mode only the four forward speeds can be selected.

When parking the vehicle the speed selection lever should be moved to the parking position via position "D".

On snow- or ice-covered roads speeds 1 or 2 are recommended for longer, steep gradients.

If the manual selection mode should fail, the control electronics switch to automatic selection mode and cause position "D" to illuminate in the selector lever display. It is possible to select speeds in automatic gate mode.

Please ask your Official Porsche Centre for assistance if the failure described above occurs.

Tow-starting

It is not possible to tow-start the vehicle.

Towing

Adequate lubrication of the transmission is not ensured when the engine is not running. For this reason the following points should be noted:

1. Move speed selector lever to position "N".
2. Do not tow the vehicle at speeds higher than 50 km/h (30 mph).

3. Do not tow the vehicle over a distance of more than 50 km/30 miles.

4. For larger towing distances the rear of the vehicle should be jacked up or the vehicle transported on a recovery trailer or truck.

Warning Light, Limited Driving Program

TIPTRONIC

The warning light in the instrument cluster comes on when the ignition is switched on (lamp test) and goes out once the engine has been started.

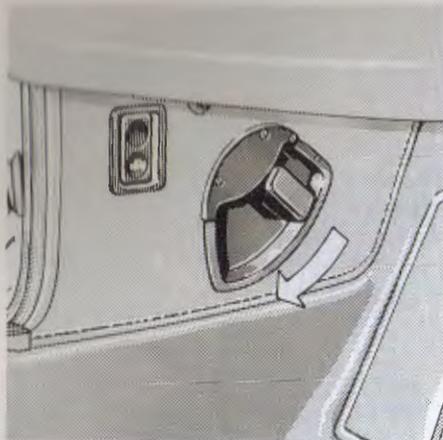
If the warning light comes on during driving, there is a fault in the system. To ensure continued mobility, the Tiptronic transmission now shifts automatically into 4th gear, irrespective of the gear selector position, and remains in 4th gear until the engine is next switched off.

Stop the car at the next place where it is safe to do so.

Since 4th gear is rigidly connected with the engine, stalling must be prevented by moving the gear selector to position "N" when the speed drops to about 30 km/h (19 mph). Switch off the engine when the vehicle has come to a stop.

To enable you to reach the nearest Official Porsche Centre, 2nd gear and reverse gear are available to you when the engine is switched on again.

Please adjust your driving to the changed driving conditions and seek the assistance of an Official Porsche Centre.



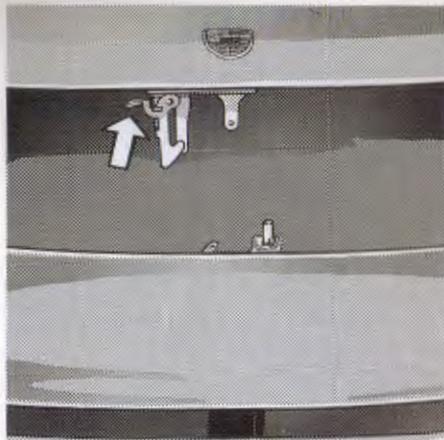
Front lid

Unlocking Front Lid

Pull the release lever on the left underneath the instrument panel.

Opening the Lid

Lift the front of the lid slightly, and release the safety catch by pushing the lever upwards.

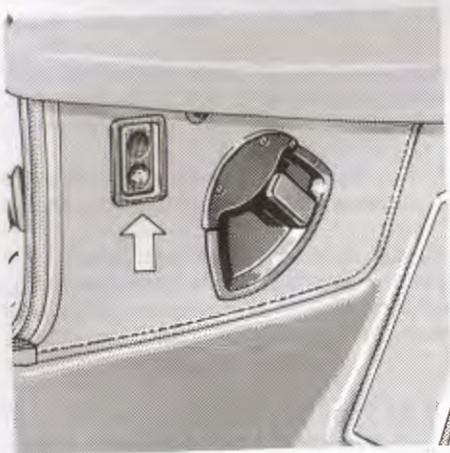


Make sure that the windscreen wipers are not tilted forward.

A light in the lid comes on when the lid is open.

Closing the Lid

Lower the engine compartment lid and allow it to drop gently into the lock.



Rear Lid

Opening the Rear Lid

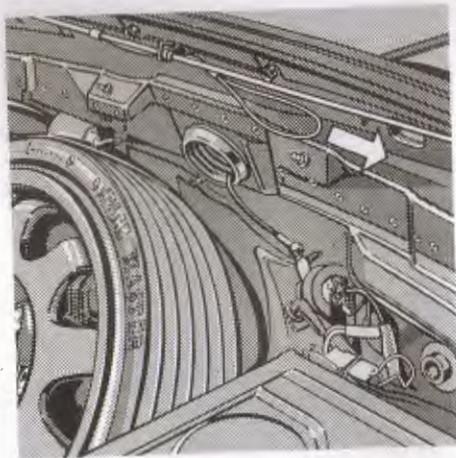
Press the control switch in the left-hand side panel beneath the instrument panel. In the Cabriolet, the rear lid can only be opened with ignition key in position "2". If the rear lid does not open of its own accord, it must be raised by hand (the switch must not be used while driving).



The tailgate can also be opened with the door/ignition key. Simply turn the key anticlockwise and lift the rear lid.

To close the rear lid push down using both hands until both locks snap shut.

Do not drive with the rear lid ajar or open since exhaust fumes could thus enter the passenger compartment.

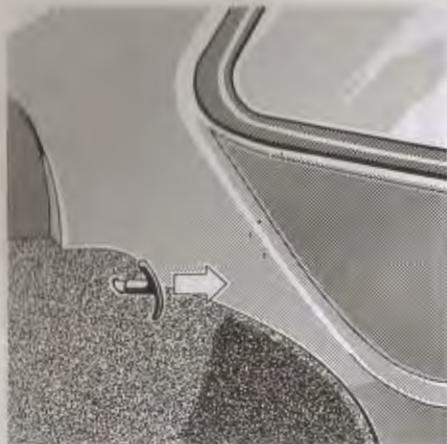


Opening Rear Lid by Hand (Coupé)

If the electric release mechanism fails, you can open the rear lid by hand.

Remove luggage compartment lining and pull the wire loop as indicated by the arrow until the rear lid is released.

Have the fault remedied by an Official Porsche Centre.

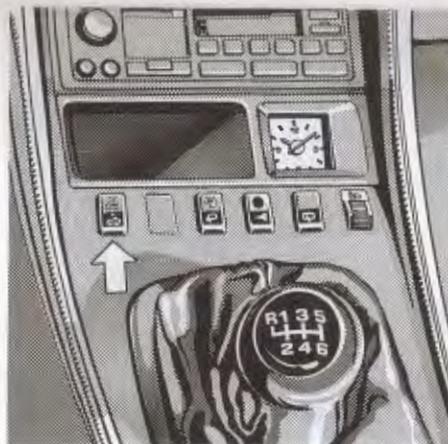


Opening the rear lid

(968 CS without rear seats)

The rear lid can be unlocked by pulling the handle on the left-hand wheel well in the luggage compartment.

The rear lid lock cannot be unlocked with the ignition key.

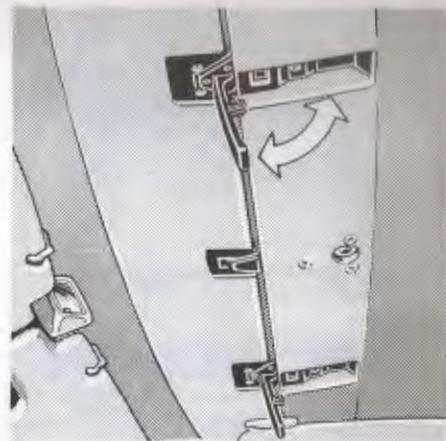


Lift-out Sun Roof

When the ignition is switched on, the electrically adjustable and removable sun roof can be infinitely adjusted from closed to fully-open using the switch in the centre console.

To open – press rear half of rocker switch

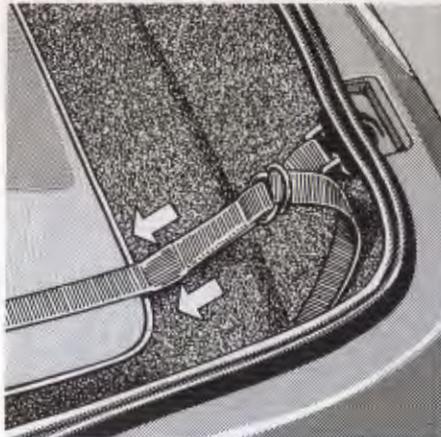
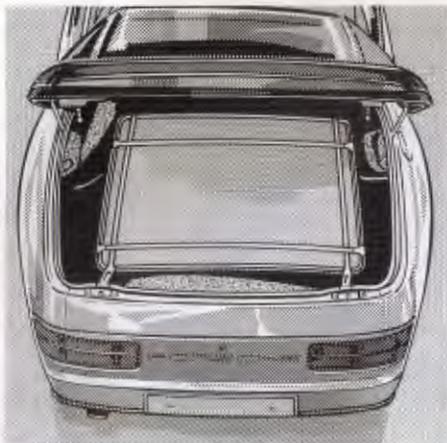
To close – press front half of rocker switch



Lifting Out the Sun Roof

Before the sun roof is removed it should be cleaned so that it is not scratched and so that your clothing does not become dirty.

1. Turn ignition switch to position 1 (radio) and press rear half of rocker switch until the actuators release the roof.
2. Undo front hinges.
3. Lift and remove roof.



Stowing and Securing the Sun Roof

To preclude any risk of injury to the occupants of the car, the sun roof must be stowed in the luggage compartment and secured with the aid of the straps which you will find in the pocket in the side stowage compartment.

1. Lay straps along floor of luggage compartment and attach to rear lid locks (as illustrated).

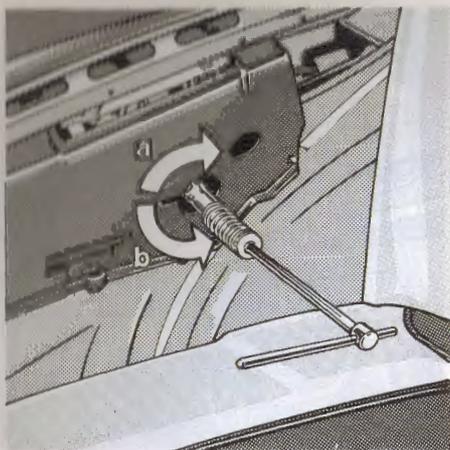
2. Place sun roof in position and tighten straps with securing loops (arrowed).

Refitting Sun Roof

1. Remove straps from sun roof and place straps in the side stowage compartment.
2. Push roof at an angle from above over draught deflector and the front guides.
3. Lower roof towards rear.

4. Turn ignition switch to position 1 (radio) and press front halves of the rocker switches until the actuators lock the roof. See also "Central Locking".

5. Secure front hinges again.



Emergency Manual Operation

If the electrical drive mechanism should fail, the roof can be closed manually at the electric motor, which is located on the left sidewall of the luggage compartment.

1. Remove the clips from the carpet and fold back the carpet.
2. Take off the cover in the side panel.
3. Attach the spark plug wrench to the hex nut which is now visible.



The spark plug wrench is in the car's tool kit.

Closing the Raised Sun Roof (a)

Turn the spark plug wrench clockwise until the sun roof has closed.

Locking the Sun Roof After Inserting It (b)

Turn the spark plug wrench anticlockwise until the roof just begins to rise.

Let your Official Porsche Centre take care of the necessary repair.

Cabriolet

The Cabriolet, with its weatherproof soft top, offers you all the protection of a Coupé. Its design facilitates easy opening and closing of the folding top.

There is a summarised set of instructions in the handle recess in the folding top frame

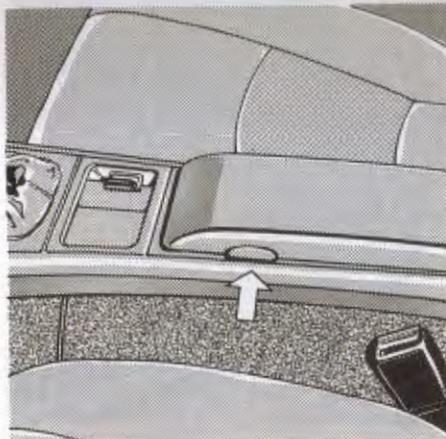
When opening or closing the folding top, ensure that fingers, hands, hair etc. do not get caught between the linkage or between the folding top and the windscreen frame, as this may result in injury.

Do not leave the folding top open over long periods of time (several days). If possible, close the folding top overnight, as this protects the material and the rear window.

Whenever possible, park your Porsche in the shade, as continuous sunshine will attack the material, rubber and colour.

The vehicle may only be driven when the folding top is secured either at the front or at the rear.

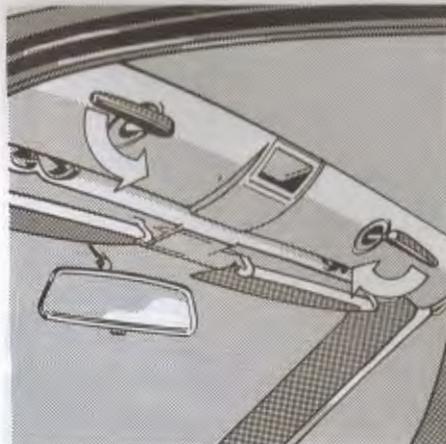
If one side of the vehicle is up on a kerb, on a lifting platform or on a jack, the folding top must not be opened or closed.



Control

The handle for releasing the folding top is in the cubby between the seats.

If the car is parked with the folding top open, protect this handle and other items normally kept in the cubby against theft by locking them into the glove compartment.



Opening Folding Top

Note

To avoid scratching, it is advisable to rinse the rear window if it is heavily soiled or dusty before opening the folding top.

The folding top may only be unlocked or opened when the vehicle is stationary.

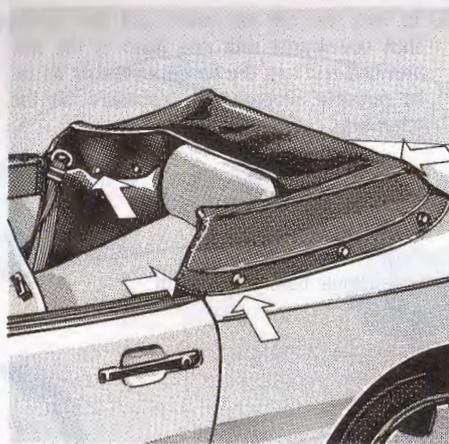
To avoid dampstains and scrub marks, only open the folding top when it is completely dry.



The folding top should not be opened at temperatures below freezing point, as this may cause the rear window to break.

Before opening the folding top, it must be ensured that no sharp-edged objects or pieces of luggage can damage the fabric of the folding top.

1. Remove handle from the cubby and insert in the slots provided on the left or right hand sides of the front roof frame. The handle must point outwards (see diagram near lock mechanism).



2. Turn handle through approx. 60° downwards.
3. Remove handle and push folding top upwards out of guide.
4. Turn ignition key to ignition lock position "2".
5. Press rocker switch in centre console and hold until the folding top is in final position.

Attaching the Cover

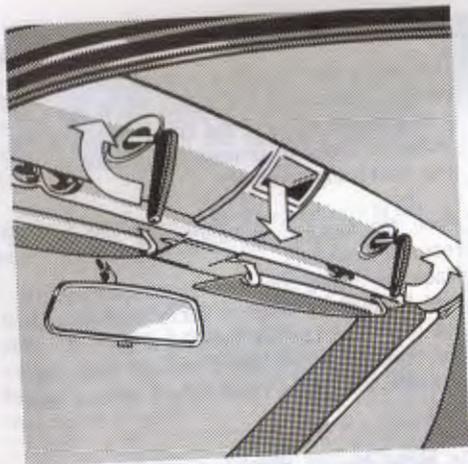
The vehicle can be driven without the cover in position. However, if the folding top is open for a long period of time, the cover should be attached in order to prevent the interior of the roof from being soiled etc.

Open the luggage compartments and unlock rear seat backrests.

Place the folding top cover in position and secure using press studs or Tenax studs (arrow). Pull Tenax studs before fastening in place.

The cover is placed behind the belt anchorage and fixed with velcro tapes behind the rear seat rests.

To avoid damage to the fabric of the folding top, it must be lifted when uprighting the rear seat rests.



Closing Folding Top

1. Remove cover.
2. Turn ignition key to ignition lock position "2".
3. Press rocker switch in centre console and hold until the folding top is in final position. The side windows will open by a few centimetres.
4. Insert handle.

5. To lock the top into place pull the handle shell downwards with one hand at the slot provided and turn the handle outwards as far as possible. Repeat the procedure on the other side.
6. Remove handle and place it in the cubby. Close the side windows.

Caution!
Remove handle before driving off.

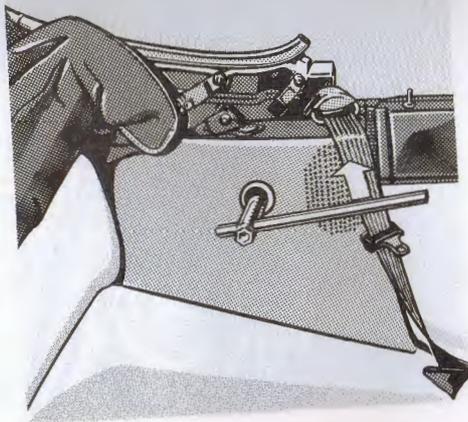
Emergency Operation

If the electric folding top positioning mechanism should fail the roof may be closed manually.

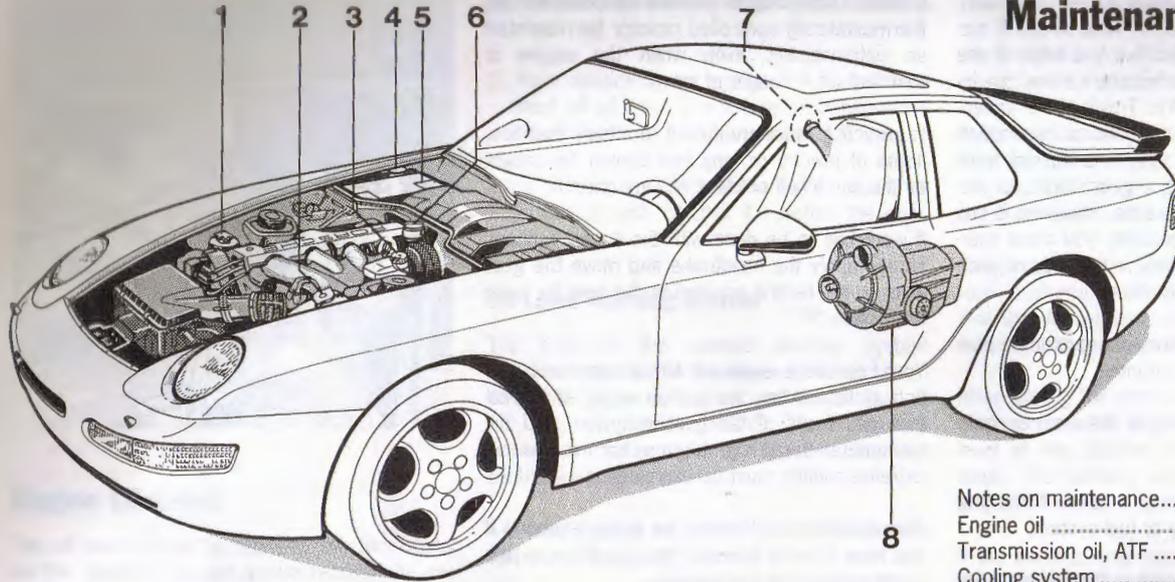
Before closing the folding top manually, check the fuses.

1. Remove covering caps from the rear side trims.
2. Loosen both bolts using a wheel brace, approx. 4 turns.
3. Unfold folding top and lock into position.

The malfunction should be repaired immediately by your Official Porsche Centre.



Maintenance, Car Care



- 1 Hydraulic fluid for power steering
- 2 Coolant
- 3 Brake fluid
- 4 Windscreen/headlight washing water

- 5 Battery electrolyte
- 6 Engine oil
- 7 Fuel
- 8 Transmission oil/ATF

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Notes on Maintenance

As a rule, we recommend that you have all the necessary work on your Porsche carried out by an Official Porsche Centre. Training and experience of the workshop staff, technical information supplied by the manufacturer and special tools and equipment constitute a good basis for the fault-free care of your Porsche. However, if you work on your Porsche yourself, you must exercise the greatest care. Only in this way is operational reliability fully guaranteed.

Incorrect maintenance during the guarantee period may invalidate your guarantee.

Work on your Porsche only in the open air or in well ventilated rooms.

Never smoke near or bring a naked flame into proximity with the battery or fuel system.

Before working on any part in the engine compartment, switch the engine off and let it cool down sufficiently. Be careful when working near parts of the engine which are hot – they may cause burns.

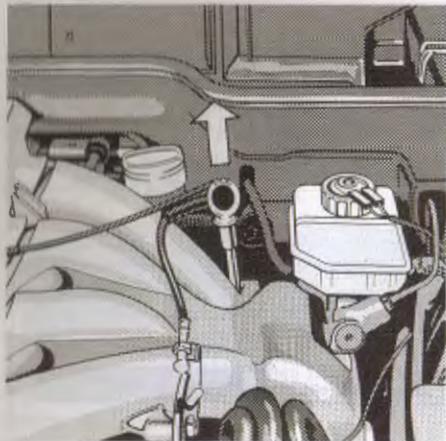
Caution! Depending on coolant temperature, the thermostatically controlled radiator fan may start up automatically, even when the engine is switched off – danger of injury.

In particular, take great care to ensure that ties, items of jewelry or long hair cannot be caught by the fan, V-belt or other moving parts.

If work has to be done with the engine running, always apply the handbrake and move the gear lever to the neutral position or the selector lever to position "P".

Your Porsche is equipped with an electronic ignition system. When the ignition is on, all the cables and leads of the ignition system and the tachometer carry high tension; for this reason, extreme caution must be exercised.

Always place your Porsche on strong supports if you have to work beneath the car. The car jack is not suitable for this purpose.



Engine Oil Level

The oil level should be between the two marks on the dipstick. To get a true reading the car should be on level ground.

Checking Oil Level

You should not check the oil level immediately after turning off the engine – the circulating oil takes a few minutes to return to the oil sump.

1. Pull out dipstick and wipe it clean with a clean rag.
2. Push dipstick all the way back in, pull out and read off oil level. The difference between the "max." and "min." marks is about 1.5 litres.

If the oil level has reached the bottom mark, always top up with oil until it reaches the max. mark.

Oil-Level Warning System

The float of the oil-level warning system measures the level of the engine oil in the sump. When the engine is started and the oil level is too low, the words ENGINE OIL in the left instrument cluster light up, together with the central warning lamp.

A correct reading will not be obtained unless the car is standing level.

Method of Operation:

The oil level is measured with the ignition on before the engine starts. The warning lamps light up at the same time to indicate correct operation.

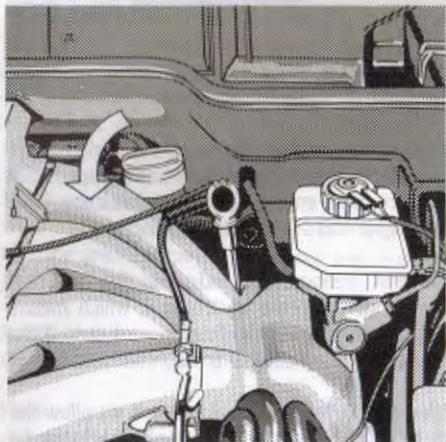
When the engine starts the warning lamp goes out if the oil level is correct. A repeat-measurement inhibitor means that no further measurement can be made for some 1.5 to 2 minutes.

If the warning lamp fails to go out once the engine starts, the engine-oil level has dropped near the min. mark on the dipstick. In this case, stop the engine and switch off the ignition.

The first measurement indicating "oil level too low" is stored in the control unit, which means that the warning lamp will not go out even if the engine is started several times in succession.

After waiting for approx. 2 minutes (to allow the oil to drain back into the sump), check the oil level at the dipstick and top up to the max. mark. The warning lamp will go out once the engine is started.

If the warning lamp remains lit even after the oil level has been topped up, seek the assistance of an Official Porsche Centre.



Adding Engine Oil

1. Remove oil filler cap and pull out dipstick.
2. Add engine oil of the grade already in the engine. See also "Engine Oils."
3. Check oil level on dipstick – level must not be above upper mark.
4. Replace cap and tighten.

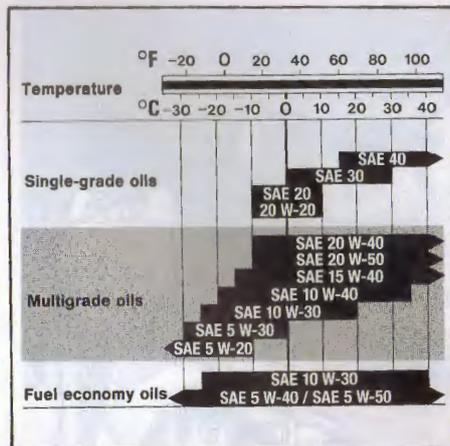
Engine Oils

Use only engine oils which have been tested and approved by Porsche. Your Official Porsche Centre will be glad to advise you on the correct type of oil for your engine. These oils can be intermixed. Since, however, each brand of oil has a special composition, you should, if possible, use the same oil if it becomes necessary to top up between oil changes.

If your vehicle is used frequently in stop-and-go traffic in winter, the engine will not always be properly warmed up. Condensates from products of combustion may accumulate in the oil. In this case, it is advisable to change the oil in spring so that your engine once again has a 100% efficient engine oil.

Engine Oil Performance Class

Engine oil is not only a lubricant, but also serves to keep the engine clean, to neutralize the dirt which penetrates into the engine through combustion and to protect the engine against corrosion. To perform these functions, the oil is provided with additives which have been specially developed for the purpose.



Examples of Approved Viscosity Classes

So-called mineral oils are produced directly from crude oil. The oils can be further refined (hydrocrack oils) or totally converted through a number of chemical processes (synthetic oils). These oils are structurally more efficient and require fewer additives for refinement than simple mineral oils.

Use only hydrocrack oils of quality grade API SG (US specifications) or CCMC G4 or G5 (European specifications).

Viscosity

Engine oil is viscous when cold, and thin-bodied when warm. The viscosity of an oil is expressed by its SAE class. For cold viscosity the SAE class is given as a number and the letter "W" (as in winter); for hot viscosity the SAE class is given only as a number.

The viscosity of an oil is, therefore, always the same for a specific temperature range if it has the same number of an SAE class.

E.g.: A 10 W-30 oil and a 10 W-40 oil have the same viscosity when cold; when hot the oil with the number 30 is thinner than the oil with the number 40.

Single-grade/Multigrade Oils

Oils with two viscosities are called multigrade oils; oils with only one viscosity are termed single-grade oils.

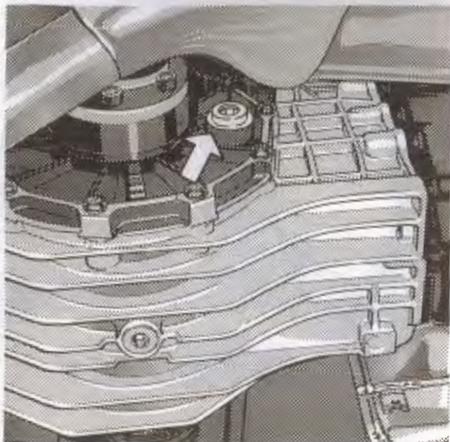
Light Running Oils

Light running oils are of lower viscosity at all temperatures and therefore make it possible to save a certain amount of fuel.

Light running oils, which have to be suitable for year-round use, require a particularly high thermal stability.

Oils with this kind of performance are non-conventional engine oils and are termed "all season fuel economy oils" in the Porsche approval.





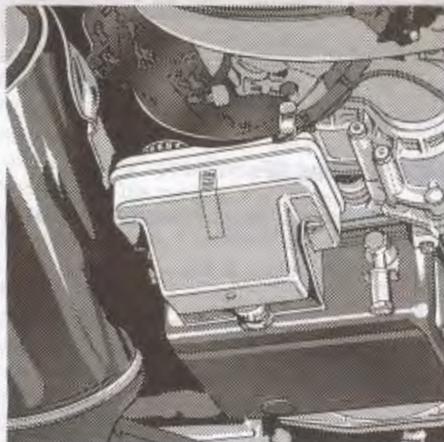
Manual Transmission

Transmission Oil Level

If the car is noticeably losing oil, consult the nearest Official Porsche Centre to remedy the fault.

Checking the Oil Level in the Manual Transmission or in the Differential with Tiptronic Transmission.

1. Clean the outside of the transmission oil filler plug and remove plug.



Tiptronic

2. With the car standing horizontally, the oil level should come up to the lower edge of the filler neck.
3. Clean transmission oil filler plug and reinstall. If the oil level is too low, top up with oil according to the specifications listed under "Filling Capacities".

Checking ATF Level in Tiptronic Transmission.

Maintaining the correct level of automatic transmission fluid is extremely important for both the efficiency and the service life of transmissions.

The level can be seen from the transparent expansion tank at the rear end of the transmission housing. With the transmission at operating temperature, the fluid level must be between the minimum and maximum marks.

For checking, the car must be level. Move the selector lever to position "N" and let the engine idle.

If the transmission has been accidentally overfilled with fluid, this should be drained off immediately.

If there is no transmission fluid in the transmission, the engine should not be started, and nor should the car be towed.



Cooling System

The cooling system is provided at the factory with a mixture of decalcified water and anti-freeze which simultaneously protects against frost down to -30°C (Nordic countries -40°C) as well as against corrosion.

Radiator Fan

The radiator fan is electrically driven and is controlled in accordance with the coolant temperature.

If the engine is still warm after being switched off, therefore, the radiator fan may continue to run or even switch itself back on.

Checking Coolant Level

The coolant level should be checked at regular intervals – at least before a long journey – at the expansion tank.

There must always be coolant in the expansion tank.

The filler cap need not be removed to check coolant level because the expansion tank is transparent.

Only when the coolant level falls below the “minimum” level must it be topped up.

Topping up Coolant

To remove the cap proceed in two steps. If the engine is hot, release excess pressure by turning the cap to the first stop. Protect your fingers! The cap can then be turned further to remove it.

To guard against corrosion and prevent scale forming in the cooling system, the mixture strength of cooling fluid should not be altered, so even in warm weather, never top up the system with just water.

The system should only be topped up with a mixture of soft water and cooling system additive. For mixing ratios see the chapter “Filling Capacities”. To avoid damaging the engine, cold fluid should only be added to a cold engine.

Note

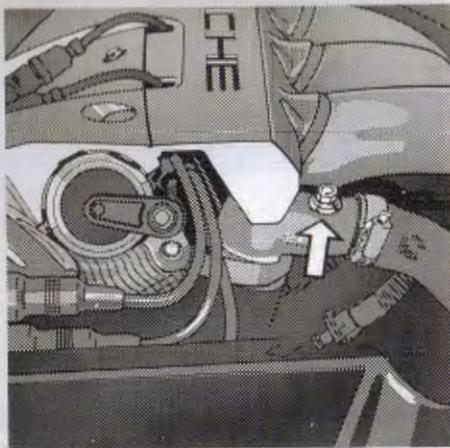
There should seldom be a need to top up this sealed cooling system. If the level drops considerably, this usually indicates that there is a leak. In this case, have the cooling system checked by an Official Porsche Centre without delay.

Warning!

Do not remove the expansion cap while the engine is hot, otherwise you may be scalded.

With the engine cold, fill the expansion tank so that the level is between the “minimum” and “maximum” marks.

If too much coolant is added then the excess will escape as the engine temperature increases, via the relief valve in the filler cap.



Bleeding the Cooling System

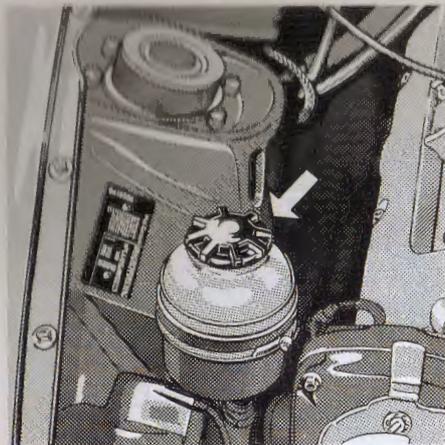
If a large quantity of coolant (more than approx. 1 litre (0.88 imp. qts.) must be added, the cooling system must be bled .

Unscrew the bleeder screw (arrow) and pour in coolant slowly until it escapes from the bleeder fitting.

Screw in bleeder screw by a few turns. Start engine and bring to operating temperature at high idle speed (until radiator fan has cut in and switched off again).

When no more bubbles escape from the bleeder opening, tighten the bleeder screw. Tightening torque $15 + 3 \text{ Nm}$ ($1.5 + 0.3 \text{ kpm}$). Top up coolant level to "max" mark on expansion tank.

After a test drive, check coolant level and top up if necessary.



Power-assisted Steering

With power-assisted steering, the steering forces are assisted by a hydraulic mechanism. At low engine speeds, e.g. when parking or when driving slowly, the power-assisted steering is fully effective. The power assistance decreases with increasing engine revolutions or increasing vehicle speed and has the effect of producing increasingly positive steering action.

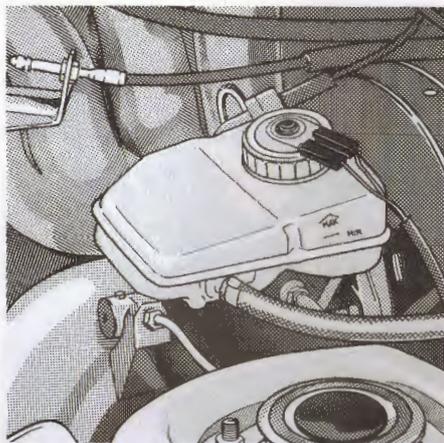
The audible rushing noise that occurs at full steering lock is a characteristic of the construction and does not indicate a fault in the steering assembly.

Note that when the engine is not running (when being towed) or when the hydraulic steering mechanism is faulty, there is no steering force support present. In this case, much greater effort is required to steer the vehicle.

Checking Hydraulic Fluid

The reservoir is secured in the engine compartment on the right-hand wheel housing.

1. Unscrew the reservoir cap.
2. Wipe the dipstick clean. Let the engine run at idle speed. Screw on the cap and then screw it off again. The fluid level should be between the upper and lower marks. Top up with hydraulic fluid if necessary. The fluid used should be as specified in the chapter "Filling Capacities".
3. Put the cap back on and screw tight.



Some dropping of the fluid level occurs, when driving, due to wear and automatic adjustment of the disc brake pads. This is quite normal.

Should the fluid level drop appreciably, the brake fluid warning light comes on.

Do not hesitate to immediately contact an Official Porsche Centre to check the brake system.

Brake fluid is hygroscopic, and must therefore be replaced in accordance with the intervals specified in the booklet "Guarantee and Maintenance".

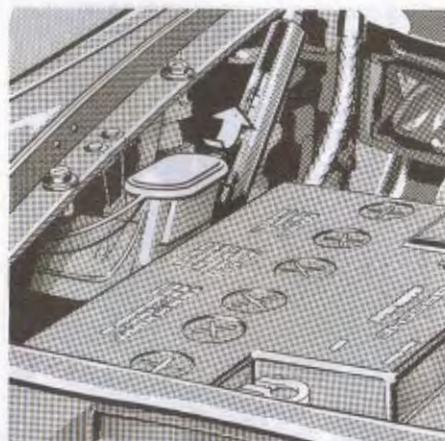
Always fill the system with new (unused) original Porsche brake fluid. For filling capacity, see chapter "Filling Capacities".

Caution: Brake fluid is corrosive, and can damage the paintwork.

Brake Fluid Reservoir

The fluid reservoir for the hydraulic brake and clutch operating systems is in the engine compartment. Do not allow the vent bore in the screw cap to become clogged. The fluid level in the transparent container should be between the "MIN" and "MAX" marks.

On right-hand drive vehicles there is a separate reservoir for the clutch operating system on the right-hand side of the engine compartment.



Reservoir for Windscreen and Headlight Washer System

The reservoir is on the rear right inside the engine compartment next to the battery and has a capacity of approx. 6.5 litres.

It is a good idea to add the correct amount of Porsche Window Cleanser – either summer or winter grade according to the time of the year – to the water. Generally, clean water alone is not sufficient to clean the windscreen and headlights.



Fuel Tank

The fuel filler neck is in the side panel above the right-hand rear wheel.

To prevent it overflowing as hot fuel expands, the tank has an additional space which should not be filled with fuel.

The tank is "full" when the correctly operated automatic fuel-hose nozzle cuts off.

Carefully place the tank cap in position, turn it until it engages with an audible click, and lock with the ignition key.

Never keep driving until the fuel tank is completely empty.

Always switch off the engine before refuelling.

To protect the exhaust system from damage, the diameter of the tank filler neck is smaller and the neck is fitted with a flap designed to prevent the tank being filled with leaded fuel by mistake.

Only the nozzle of an unleaded-fuel pump will open the flap.

Fuel Octane Rating:

The engine is designed to provide optimum performance and fuel consumption if unleaded premium fuel, minimum 98 RON / 88 MON is used.

If unleaded premium fuels with octane numbers of at least 95 RON / 85 MON are used, the engine's knock control system automatically adapts the ignition timing.

Fuel Can

Prompt refuelling as well as the large tank capacity and a reserve of approx. 8 litres make it unnecessary to carry a fuel can.

If you are nevertheless obliged to carry a spare can, it should be securely fastened in a safe place (e.g. behind the rear seat back). Incorrectly secured cans may be damaged in an accident and the escaping fuel may increase the risk of fire or explosion.

Escaping fuel vapour or fumes can be hazardous to health.

Emission Control System

In conjunction with the lambda sensor and the electronic control unit, the controlled three-way catalytic converter represents the most effective emission control system.

To assure the efficiency of the emission control system, always have your car serviced at the specified intervals.

The system consists of several components:

- the catalytic converter
- the lambda sensor
- the electronic control unit
- the tank ventilation system

To avoid permanent damage to the functionality of catalytic converter and lambda sensor, use only unleaded fuel.

The tank ventilation system prevents fuel vapours escaping from the tank into the atmosphere.

Tips on Driving

Faults in the mixture formation system can cause overheating and damage to the catalytic converter.

For this reason, it is imperative that the following points are observed.

- Avoid frequent and prolonged operation of the starter motor if the engine does not start.
- If backfiring occurs while driving (identifiable by rough running of the engine or loss of power), have the malfunction immediately corrected at the nearest Official Porsche Centre.
- Never drive until the fuel tank is completely empty.

Undersealing

Do not apply additional underseal or rust protection on or near the exhaust manifold, exhaust pipes, catalytic converter or heat shields. With the engine running, the protective material may overheat and ignite.

Parking

Never park your car or run the engine where there is a danger of flammable material such as dry grass or leaves coming into contact with the hot exhaust system.

Tow-starting

Cars with a catalytic converter should only be tow-started or bump-started if the engine is cold.

Car Care Instructions

Regular and correct care helps to maintain the value of your Porsche and can be a pre-condition for the vehicle guarantee and the long-life guarantee.

Your Official Porsche Centre has specially developed car care products from the Porsche range available either singly or as complete car care sets. The staff of the Centre will be pleased to help you select suitable products.

Always follow the instructions for use printed on the package.

In order to ensure that the vehicle's condition is professionally checked and the long-life guarantee remains valid for the full 10-year period, any Official Porsche Centre will inspect the level of care and maintenance of the vehicle and record the results in writing. The Centre will then make out a Status Report and certify this under "Long-Life Guarantee Status Report" in the "Guarantee and Maintenance" booklet.

Washing

The best method of protecting your Porsche from the damaging effects of the environment is frequent washing and the application of a preservative. Once the period when roads are salted and gritted in the winter is over, at the latest, the underside of the car should also be thoroughly washed.

The longer salt, road dust and industrial dust, dead insects, bird droppings or substances from trees (resin, pollen) are allowed to remain on the bodywork, the more serious is their harmful effect.

Caution

- Using high-pressure cleaning devices to wash your car can cause damage to the tyres. When cleaning with a flat-jet nozzle or what is known as a "dirt cutter", maintain a minimum distance of 20 cm (8"). Tyres must never be cleaned with a round-jet nozzle. If a tyre is inadvertently sprayed with a jet of water from a high-pressure nozzle, its surface should immediately be examined for possible damage.
- The design features of some car-wash systems can also cause damage to the wheel rims. Please ask your car-wash operator for information.

Door and lid seams or door sills, and other parts of the bodywork inaccessible to a car wash, must be cleaned by hand and leathered down.

Cars should be washed carefully with plenty of clear water to protect the paintwork. Dark paint finishes, especially, show up the smallest of surface damage (scratches) more readily than light colours.

Dark colours are also more susceptible to scratches because of the composition of their pigments and therefore require special care and attention. Washing a car by hand does more damage to the environment than using a car-wash system. To prevent soot, gease, oil and heavy metals from contaminating the environment, your car should only be washed at places specially designed for that purpose.

When washing by hand, use an abundant supply of water, a soft sponge or wash brush and the Porsche car shampoo. Begin by spraying the body thoroughly with water to rinse away loose dirt. Do not wash your Porsche in bright sunlight or while the bodywork is still hot. After washing, rinse the car with plenty of water and then leather dry.

Do not use the same wash leather for rubbing down as you use for cleaning the windscreen and windows.

Undersealing

The underside of your Porsche is durably protected against chemical and mechanical influences.

As it is not possible to exclude the risk of damage to this protective coating in day-to-day driving, it is advisable to have the underside of the car inspected at certain intervals – preferably before the start of the cold season and again in spring – and the undersealing repaired as necessary.

Your Official Porsche Centre is familiar with the bodyseal treatment procedures and has the necessary equipment for applying factory-approved materials. We recommend that you entrust the Centre with all such work and inspections.

Unlike conventional spray oils, undersealing and rust-proofing compounds based on bitumen or wax do not attack the antidrumming materials applied at the factory.

Before applying fresh underseal, carefully remove deposits of dirt and grease. Once it has dried, the new undersealing compound forms a tough protective coating which provides efficient rust-proofing for the floor panels and components.

Do not apply any underseal on or near the exhaust manifold, exhaust pipes, catalytic converter or heat shields. The heat from these items may cause the protective material to overheat and ignite.

Always apply a fresh coating of suitable preservative to unprotected areas after cleaning the underside of the body or the engine or carrying out repairs to underbody components.

Lights, Plastics

Use only soap and water solution for cleaning the plastic light lenses. Never use chemical cleaning agents for the purpose. The same applies to other plastic parts and plastic films.

Door, Roof, Lid and Window Seals

Rubber seals tend to age and become brittle or crack if they are not treated occasionally with glycerine or talcum powder.

Light Alloy Wheels

Pitting can occur if metallic particles which cause contact corrosion (e.g. brass or copper in brake dust) are allowed to remain on the light alloy for too long.

Regular care is necessary in order to retain the attractive surface finish. The wheels should be washed down with a sponge or wash brush about every two weeks. In areas where salt is spread on winter roads or there is a lot of airborne industrial dust, it is best to clean the wheels weekly.

The Porsche Light Alloy Wheel Cleaner (pH-value 9.5) can be used for this purpose. If the pH-value of the detergents is incorrect, the protective coating on the wheels may be destroyed.

Every three months you should coat the wheels with a non-corrosive grease (vaseline) after cleaning. Using a clean cloth thoroughly rub the grease into the surface.

Polishes which dissolve oxides, as frequently used for other metals, or abrasive tools or agents are unsuitable because they break down the oxide film of the protective coating.

Leather Care

Leather is a natural material. The tanned hide is a product of nature. The natural surface markings of leather skins, such as creases, healed scars, insect sting marks, structural differences and slight variations in shade and grain add to the attractiveness of the real leather product.

We recommend that leather be treated or cleaned initially after the first few weeks or after the car has covered a few thousand miles. Only by doing so can the leather patina, which emphasizes the inherent qualities of the upholstery, begin to form.

Cleaning is best performed with a white, soft woolen cloth and a cleaning agent with a neutral soap basis (mild soap and water solution). If the leather is heavily soiled the Porsche Cockpit cleaner can also be used. Please follow the instructions on the containers carefully.

Do not use aggressive cleaners or hard objects.

Take special care not to dampen the other side of perforated leather trim.

Once you have cleaned the leather (especially the heavily used leather seats) treat it with the Porsche Leather Care Agent. Leather should be cleaned and treated several times a year, depending on how quickly it becomes dirty.

Fabric Upholstery and Carpets

Use only a vacuum cleaner or a medium stiff brush. Remove stains and spots with Porsche stain remover.

The Porsche range of accessories includes floor mats to protect the carpeting.

Care of the Seat Belts

If it becomes necessary to clean the belts, any mild cleaning agent may be used. Allow the belts to dry, but avoid direct sunlight.

If unsuitable cleaners are used or any attempt is made to dye or bleach the belts, the webbing may be weakened and thus constitute a safety risk.

Storing your Porsche

If you intend to store your Porsche for a prolonged period, please consult your Official Porsche Centre. The staff will be glad to advise you on the most suitable and necessary methods of corrosion protection.

Hints for Winter Operation

Engine Oil

If you use exclusively those oils listed in the chapter "Engine Oils" you will be largely unaffected by seasonal temperature changes.

Coolants

The antifreeze additive not only offers protection against freezing at low temperatures but also provides anti-corrosion protection for the engine components, especially the aluminium parts.

Therefore, be sure never to drive without having antifreeze added to the cooling water. The permanent cooling system filling from the factory offers protection to $-30^{\circ}\text{C}/-22^{\circ}\text{F}$ (Nordic countries $-40^{\circ}\text{C}/-40^{\circ}\text{F}$).

Check at the beginning of the winter whether there is still enough antifreeze present; top up if necessary. See mixture table in section "Filling Capacities".

Brakes

After driving for extended periods on salt-covered roads it is possible that a film will build up on the brake discs and pads which considerably reduces friction and thus the braking efficiency.

The brake discs and brake pads should therefore be cleaned every two weeks or so with a powerful water jet. The cleansing effect of automatic car washes is insufficient.

Battery

When outside temperatures fall, the battery's capacity decreases while the load placed on it increases considerably. Therefore, check the condition of the battery in time and have it charged, if necessary. Check also the electrolyte level and apply terminal protecting grease to the connectors. Also see "Checking and Servicing the Battery".

Corrosion Protection

The salt spread on winter roads can have a detrimental effect on your car's bodywork. You should therefore wash the car as often as convenient in accordance with our car care instructions. Have a preservative applied and the under-seal checked by an Official Porsche Centre before and after the cold weather season.

Door Locks

In order to prevent the door locks from freezing, tape the lock cylinders when washing your car during the cold season. To open a frozen lock, apply a commercial de-icer. Another solution is a warmed-up key. Never apply any force.

Washer Reservoir

To ensure that the windscreen washer and the headlight washer function even in freezing temperatures, add Porsche Winter-Grade Windscreen Cleaner to the water in good time. This cleaner will ensure clear vision down to -25°C .

Door, Roof, Lid and Window Seals

To prevent freezing of the rubber seals, it is recommended that the rubber be lightly coated with either glycerine or talcum powder.

Winter Tyres and Snow Chains

Because of the limited effectiveness of summer tyres in winter, the winter tyres recommended by Porsche should be fitted to all four wheels in good time before the anticipated arrival of snow and ice.

Snow chains can be fitted only to the rear wheels, and only with the tyre/rim combinations listed in the Technical Data.

To ensure adequate clearance between chain and wheel arch, use only the fine-link chains recommended and approved by Porsche.

Remove hardened snow and ice from inside the wheel arches before fitting snow chains.

Different countries have varying statutory requirements governing maximum speed, which must be observed.

When fitting tyres already mounted on rims, ensure that the coloured wheel bolt is opposite the valve. When removing, mark the direction of rotation on each wheel, e.g., FR, FL, RR and RL. This precaution ensures that the wheels will be remounted in the same position, thus obviating the risk of imbalance.

Note

It can be helpful during winter to keep a hand-brush and scraper in your Porsche to clear the windows of ice and snow, as well as a board to put under the jack and some dry sand to help traction when pulling away on icy slopes.

Additional Equipment

Roof Racks

Normal commercially available roof racks cannot be fitted.

If an original Porsche rack (as available to date) is fitted, the permitted roof load is 35 kg (77 lbs).

With the "Porsche Roof Transport System" you can transport a wide variety of sports and hobby equipment, up to a roof load of 75 kg (165 lbs).

Your Official Porsche Centre will be glad to advise you on the versatility of the "Roof Transport System".

To ensure minimum noise, maximum economy and a desirable level of safety when driving with an unloaded roof rack, you should not exceed a maximum speed of 180 km/h (110 mph).

When the roof rack is loaded, the recommended maximum speed depends on the nature, size and weight of the load. You should not, however, exceed a speed of 140 km/h (85 mph) at any time.

Make sure that the load is carefully mounted. Secure it additionally by locking the roof transport system.

Radio Reception

The reception quality of your car radio changes constantly while you are driving. Interference due to buildings, topographic features or the weather are inevitable. FM stereo reception is particularly sensitive to changing conditions. To suppress interference, you can switch your radio over to mono operation or select a different FM stereo channel.

Car Telephone

Mobile communication systems (car telephone, 2-way radio etc.) should only be installed at a professional workshop.

Incorrectly installed units or antennas inside the passenger compartment may cause interference to vehicle electronic systems when the radio is operated.

Only use an exterior antenna for radio operation!

Trailer Coupling

Your Porsche can be fitted with a removable towing hitch.

When attaching or detaching the removable ball head, always follow the operating instructions provided.

The coupling ball must always be removed when driving without a trailer, so that the number plate is clearly visible. Store the removed coupling ball safely inside the vehicle, e. g. in the lateral storage compartments or in the spare wheel well.

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Notes on Minor Repairs

As a rule, we recommend that you have all the necessary work on your Porsche carried out by an Official Porsche Centre. Training and experience of the workshop staff, technical information supplied by the manufacturer and special tools and equipment constitute a good basis for the fault-free care of your Porsche. However, if you work on your Porsche yourself, you must exercise the greatest care. Only in this way is operational reliability fully guaranteed.

Incorrect maintenance during the guarantee period may invalidate your guarantee.

Work on your Porsche only in the open air or in well ventilated rooms.

Never smoke near or bring a naked flame into proximity with the battery or fuel system.

Before working on any part in the engine compartment, switch the engine off and let it cool down sufficiently. Be careful when working near parts of the engine which are hot – they may cause burns.

Caution! Depending on coolant temperature, the thermostatically controlled radiator fan may start up automatically, even when the engine is switched off – danger of injury.

In particular, take great care to ensure that ties, items of jewelry or long hair cannot be caught by the fan, V-belt or other moving parts.

If work has to be done with the engine running, always apply the handbrake and move the gear lever to the neutral position or the selector lever to position "P".

Your Porsche is equipped with an electronic ignition system. When the ignition is on, all the cables and leads of the ignition system and the tachometer carry high tension; for this reason, extreme caution must be exercised.

Always place your Porsche on strong supports if you have to work beneath the car. The car jack is not suitable for this purpose.

Warning Triangle, First Aid Kit

Warning triangle and first aid kit should be kept in the lateral storage space of the luggage compartment.

Tool Kit, Car Jack

The tool kit is stored in the storage space of the luggage compartment and contains all the tools needed for minor roadside repairs etc.

The jack is behind the spare wheel.

Some countries require additional tools and replacement parts to be carried in the vehicle. Please enquire before driving abroad.

The jack supplied with the vehicle should only be used when changing the wheels. When working under the vehicle, you should only use purpose-built stands, for your own safety.

Tyres and Tyre Care

Steelbeated radial tyres are high-quality engineered products. The service life of your tyres will depend on your driving style as well as correct air pressure and proper wheel alignment. Abrupt acceleration, high cornering speeds and heavy braking increase tyre wear. Tread wear is also greater at higher temperatures and on rough road surfaces. Like the engine, tyres must always operate under the right conditions. If treated properly they will be a long-lasting safety element on your Porsche. The following tips will show you what to do. To protect yourself and other road users, it is absolutely essential that you follow these rules.

Tyre Pressure

Tyres must be kept at the prescribed pressure, indicated on page 4 of this Manual and under the filler flap on the car (Cabriolet: on the inside of the luggage-compartment lid). This pressure applies when the tyres are cold, and represents an absolute minimum. When the tyres warm up (after driving, for example) the pressure will rise. Therefore, never let air out of hot tyres: the pressure might drop below the minimum value.

Tyre pressure must be checked every 14 days. Always check pressures when the tyres are cold.

Valve caps protect the valves against dust and dirt as well as leaks. Always screw the caps down tightly, and replace missing caps immediately.

Insufficient pressure can cause the tyres to overheat and suffer internal damage. Hidden tyre damage cannot be reversed by subsequent corrections in air pressure.

Load and Speed

Do not overload your Porsche. Never exceed specified roof loads and trailer towing loads. A combination of overloading + low tyre pressures + high speed + high outside temperature (on vacation trips, for example) is extremely dangerous.

Kerbs

Drive over kerbs slowly, preferably at a right angle. Avoid driving over steep or sharp kerbs. Impacts at high speed or sharp angles against kerbs or other sharp-edged objects (like stones) can lead to concealed tyre damage that will not be noticed until later (risk of tyre failure at high speeds). Tyres never forget!

Tyre Damage

Examine tyres at regular intervals for foreign objects, nicks, cuts, cracks and bulges (in the sidewalls). If a tyre is damaged and you cannot absolutely rule out the possibility that a ply has broken (with all the resulting consequences), or that the tyre has been thermally and mechanically overloaded due to a loss of pressure or other damage, we recommend that the tyre be replaced for safety reasons. Even invisible damage to a tyre can lead to a blowout at high speeds. Tyres must never be repaired.

When replacing a defective tyre, note that the difference in tread depth on the same axle must be no more than 30%. Never install a used tyre if you do not know its prior history!

Storing Tyres

Always store tyres in a cool, dry, dark place. Avoid contact with fuel, oil or grease.

There is no truth to the idea that tyres wear better after storage and aging. Chemical additives that make the rubber elastic lose their effectiveness over time, and the rubber becomes brittle. Tyres must never be more than 6 years old.

The age of a tyre can be determined from the DOT-code on the sidewall (pump up the spare tyre). For example, if the last three digits are 121, the tyre was manufactured in the 12th week of 1991.

Tread

The risk of aquaplaning increases as tread depth decreases. For safety reasons, tyres should be replaced before the wear indicators (webs in the tread grooves, 1.6 mm high) appear.

Check tyres regularly, especially before and after long journeys.

Balancing

As a precaution, have the wheels balanced in spring (summer tyres) and before winter starts (M + S tyres). Make sure that only approved weights are used for balancing (self-adhesive weights must not come into contact with cleaning agents, otherwise they might drop off). Uneven tread wear indicates wheel imbalance. Consult a tyre specialist.

When fitting wheels with tyres ready-fitted, make sure that the colour-coded wheel bolt is opposite the wheel valve. Always install the lock-up wheel nut on the colour-coded wheel bolt. Before removing a wheel, always mark its direction of rotation, e.g., FR, FL, RR and RL. This precaution will ensure that the wheels can be refitted in their original positions, avoiding imbalance.

Replacing Tyres

There is no binding standard concerning permitted top speed for ZR tyres above 240 km/h.

For this reason and because of noise emission regulations, certain makes and types of tyres are binding; for some countries these makes and types are explicitly indicated in the vehicle registration.

Please ask your Official Porsche Centre about the latest authorization situation before fitting new tyres to your Porsche.

Therefore, use only makes and types of tyre tested by Porsche.

Only tyres from a single manufacturer and of a single type should be combined.

When replacing tyres, always be sure to replace the valves.

During the initial break-in period, new tyres do not have their full grip.

Therefore, you should only drive at moderate speeds for the first 100 – 200 km.

When fitting new tyres to only one axle, a marked difference may be noticeable in the previously experienced driving behaviour due to the different tread depth from one axle to the other. This is especially true when fitting new tyres to

the rear axle. With increasing tyre mileage, however, this effect will continuously diminish. Please adjust your driving accordingly.

Have tyres fitted by a specialist.

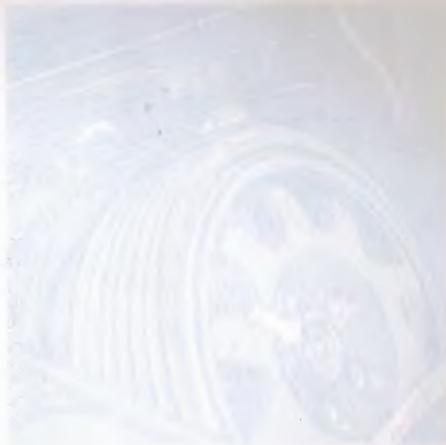
Winter tyres

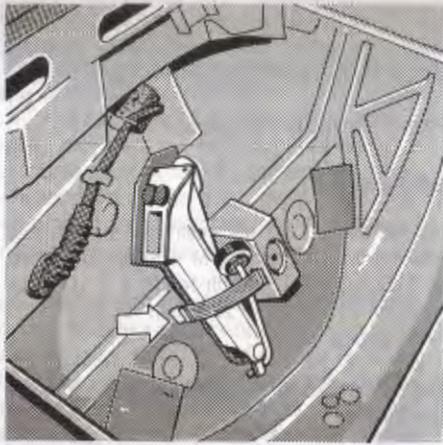
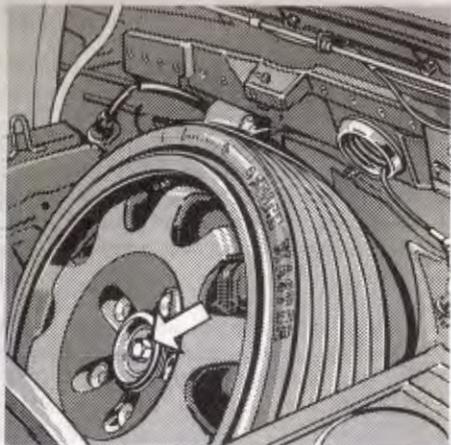
Do not exceed the maximum speed limit (e.g. 160 km/h / 100 mph for M + S (Q) radial tyres, or 190 km/h / 120 mph for M + S (T) radial tyres or 210 km/h / 130 mph for M + S (H) radial tyres).

The corresponding designation is marked on the tyre sidewall.

An appropriate sticker must be placed in the driver's field of vision.

Winter tyres lose their effectiveness if the tread depth goes below 4 mm.





Spare Wheel

Spare wheel, electric compressor and tyre pressure gauge are stowed in the luggage compartment beneath the carpet.

The socket wrench for the mounting bolt of the spare wheel (arrow) can be found in the tool kit.

A sheet of plastic is provided so that you can wrap up the wheel you remove, to keep the luggage compartment clean.

The car jack is behind the spare wheel. The fastening strap can be released behind the jack (arrow).

The following instructions on using the spare wheel must be followed precisely for reasons of safety!

To mount the collapsible spare wheel on the rear axle a spacer may have to be removed if present.

To do this, remove the five wheel nuts (as for fitting a normal wheel) and pull off the spacer.

When refitting the spacer and the original wheel, the prescribed tightening torques must be observed.

The spare wheel is fitted with a collapsible tyre, and when it is needed, it must be inflated with the electric compressor. The compressor plugs into the socket of the cigarette lighter.

The collapsible spare wheel must be mounted on the vehicle before it is inflated.



Necessary tyre pressure: 2.5 bar (36 psi).

Set the pressure precisely with the pressure tester. To guard against excessive inflation pressure, the collapsible spare wheel is provided with a blow-off valve. If the pressure is too high, the process of air removal should be accelerated by operating the inflation valve.

The spare wheel with the collapsible tyre may only be used in an emergency, for short distances.



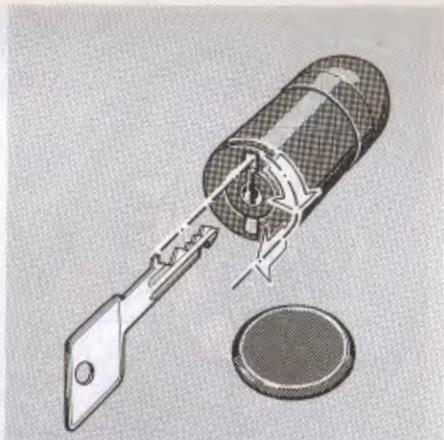
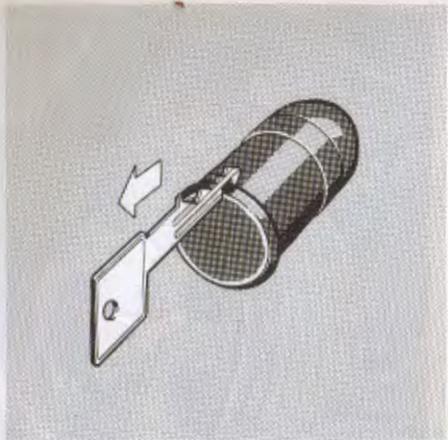
The maximum speed for this tyre is 80 km/h (50 mph) and this speed must not be exceeded because of the changed handling characteristics of the vehicle, and the wearing properties of the tyre. The same law applies to depth of tread for this tyre as for the normal tyres.

The vehicle may only be fitted with one collapsible tyre.



The collapsible tyre expands through warming up as it is used. When deflating the tyre (completely remove the valve core), it requires several hours to cool down and thereby assume its original form, before it can be replaced in the well in the luggage compartment.

The collapsible tyre can be neither repaired nor mounted in a normal workshop. All work on these tyres must be left to the manufacturer. If the collapsible tyre develops a fault, please consult your Official Porsche Centre.



Lock-up Wheel Nuts

The wheels of your vehicle have been made theft-proof by means of a wheel nut lock. The wheel nut lock consists of a wheel nut and a plug-on sleeve with lock. The same lock is used on all 4 wheels.

3 keys are supplied. Copies of lost keys cannot be supplied.

Please store separately.

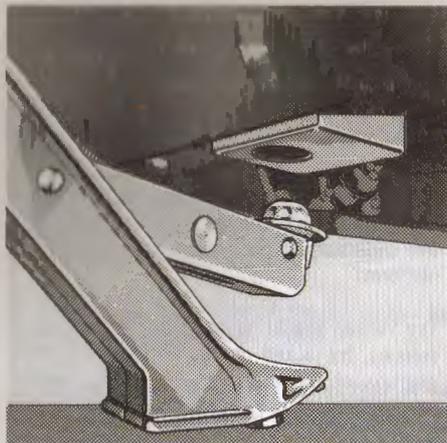
If wheels are to be removed while your vehicle is in a garage, please remember to hand over a key for the wheel nuts along with the ignition key.

Removing the Wheel Nut Lock

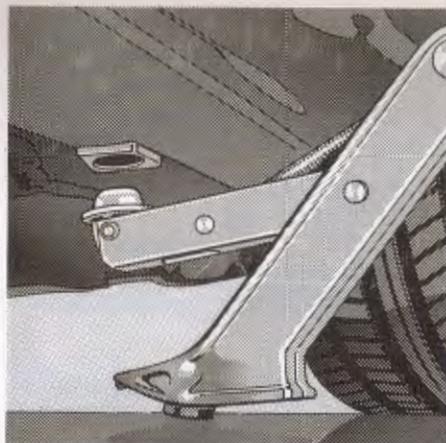
1. Pull off the plastic cap with the key.
2. Insert the key into the lock and turn until it engages in the recess.
3. Turn the key slightly and withdraw it together with the lock.

Fitting the Wheel Nut Lock

1. Remove key and press on plastic cap.
2. Fit wheel nut lock to the coloured wheel bolt opposite the valve until it clicks into place.



front



rear

Changing a Wheel

If you have a flat tyre, move off the road as far as possible, turn on the hazard warning lights and set up a warning triangle at a suitable distance from the car.

Place the car jack on a firm, level support.

Apply the handbrake firmly, engage 1st gear or move the gear selector to "P", and chock the wheels on the side opposite the deflated tyre.

Do not allow anyone to sit in the car while it is jacked up.

Procedure for Changing a Wheel

1. Slacken wheel nuts of wheel to be changed.
2. The car jack must only be positioned at one of the jacking points marked, at the correct angle relative to the car.
3. Raise car on jack until wheel to be changed is clear of ground.

Warning: The jack is only provided to lift the vehicle for changing tyres. If work is to be carried out under the vehicle, the vehicle must be supported on a suitable chassis stand or similar.

4. Remove wheel nuts and change wheel. When fitting the new wheel, make sure that the coloured wheel bolt is opposite the valve. Screw the lock-up wheel nut onto this bolt.
5. Working in diagonally opposite sequence, tighten the wheel nuts slightly. Check that the collars of the nuts engage the recesses in the wheel so that the wheel is properly centred.

Make sure that the contact surfaces are clean.

6. When fitting the collapsible spare wheel, screw the compressor hose onto the valve, then insert the plug in the cigarette-lighter socket. The tyre will inflate to the correct pressure within a few minutes.

7. Lower car and remove jack.

8. Tighten wheel nuts fully in diagonally opposite sequence.

9. Check the pressure with the pressure gauge.

After changing a wheel, the wheel nut torque must be checked with a torque wrench as soon as possible (tightening torque 130 Nm/13 kpm (94 ftlb).



Lifting the Vehicle with a Lifting Platform or Trolley Jack

The car may only be lifted at the points shown in the illustrations.

Before driving over the lifting platform, ensure that there is enough clearance between the underside of the vehicle and the lifting platform.

The vehicle should never, under any circumstances, be jacked up by the oil sump, the gearbox or the axles, as this could cause severe damage.

Fuses and Relays

To prevent damage to cables and electrical devices as a result of short circuits and overloading, the individual circuits are protected by fuses.

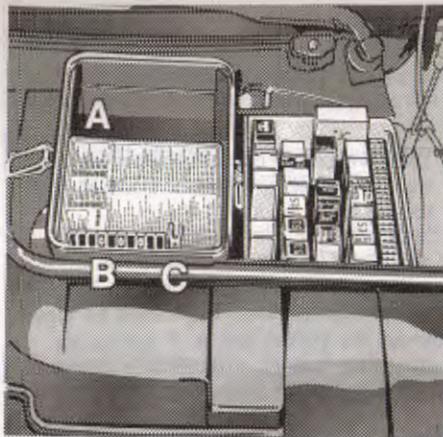
The main fuse box is located in the engine compartment. The black cover can be removed after releasing the snap-on catches.

A diagram on the inside of the lid shows the layout of the fuses and relays (A).

Additional relays and fuses are located in the driver's footwell, next to the steering column.

Because of the danger of short-circuits, always disconnect the battery before beginning work on the electrical system.

If the battery is disconnected, the data for the engine electronics stored in the control unit are erased. When the battery is reconnected, the engine should be run for approx. 10 minutes to allow the control unit to re-acquire these data. During this period, the engine may idle unevenly or too fast.



Changing a Fuse

Switch off the affected system.

You can detect a blown fuse by the melted metal strip.

To test or replace a fuse, it must be removed from the spring clamp using the tool provided (C). As a replacement, use only fuses of the same rating.

Note:

Should a fuse blow several times, an Official Porsche Centre should be consulted.

It is advisable to carry spare fuses of the different ratings in the vehicle.

In the main fuse box there are spaces for spare fuses (B).

Relays

The testing and replacing of a defective relay should be performed by an Official Porsche Centre.

If you require a wiring diagram your Official Porsche Centre will be glad to help you.

However, to prevent damage to electrical or electronic components, you are advised to have all work, including the fitting of electrical accessories, done by your Official Porsche Centre.

Only use accessories approved by Porsche.

Checking and Servicing the Battery

The battery is in the engine compartment, on the right-hand side behind the bulkhead.

On right-hand drive vehicles the battery is located in the luggage compartment in the left-hand stowage recess.

Because of the danger of short-circuits, always disconnect the battery before beginning work on the electrical system. To do so, disconnect the battery earth strap.

Disconnecting the battery whilst the engine is running can destroy the alternator and the control units. This also applies accordingly to vehicles with a built-in battery disconnection switch.

If the battery is disconnected, the data stored in the control units are erased and must be reentered when the battery has been reconnected (e.g. anti-theft code for the radio). After reconnection, the control unit for the engine electronics takes about 10 minutes with the engine running to reacquire the requisite data. During this time, the engine may idle unevenly or too fast.

A well charged battery helps to prevent starting problems and has a longer service life. Increasing traffic density, speed limits and legislation of noise, exhaust gas and fuel consumption, how-

ever, mean that the alternator cannot turn as often and its output is correspondingly lower. The growing amount of electrical equipment, by contrast, results in more current being required.

Therefore check, especially when only making short journeys, that all unnecessary electrical systems are turned off.

If your Porsche is left unused for an extended period in a garage or at a workshop, the doors and the front and rear lids should be closed. Remove the ignition key or, if appropriate, disconnect the battery. The alarm is deactivated when the battery is disconnected!

Removing the Battery

The necessary wrenches for removing the battery are in the tool kit. When removing the battery, first disconnect the negative cable, and when installing the battery, first connect up the positive cable.

Winter Operation

The battery capacity is reduced by low temperatures. Moreover, during the winter months, the demands made on the battery increase due to the rear window heating and more frequent use of additional lights, the blower, the windscreen wipers etc.

Therefore, before the winter sets in, have the condition of your battery checked at an Official Porsche Centre. To prevent the battery from freezing, it should always be fully charged. A flat battery can freeze at only -10°C , while a fully charged battery will not freeze until the temperature is down to -40°C .

Care of the Battery

The battery terminals must be kept clean. Check that the battery plugs and terminal clamps are seated correctly.

Checking the Electrolyte Level

Unscrew all plugs. With the car on a level surface, the electrolyte in each cell must reach the filling mark. These filling marks can be seen through the plug apertures as bars or lugs in the battery. There are also marks for the electrolyte level on the outside of the battery casing. The electrolyte level can be recognised by its dark colouring through the sides of the cells. If the electrolyte level requires adjustment, use only distilled water (never acid). Be careful to use a clean vessel when topping up the battery. On no account must alcohol (e.g. window cleaner residue) be allowed to get into the battery. Never add more liquid than necessary. Electrolyte should be checked more frequently during the summer and in hot climates.

Charging the Battery

When the vehicle is often used for town-driving or for short rides, it may become necessary to recharge the battery now and then.

Even if you put your Porsche into storage, the battery will discharge. To maintain its usability the battery should be recharged approximately every 6 weeks. At the same time, check the electrolyte level and top up if necessary.

A discharged battery acquires a sulphate coating and can then no longer be recharged.

Do not disconnect the clamps of the battery charger until the battery charger has been switched off or the mains plug has been pulled out.

Your Official Porsche Centre will be glad to recommend an appropriate battery charger to you.

Replacing the Battery

Only use an original Porsche battery, with the correct part number, as a replacement.

The data on the battery casing are not sufficient to determine a comparable battery which will meet all the specifications laid down by Porsche.

Please observe the regulations for disposing of used batteries.

Important:

Protect the battery from sources of fire such as naked flames, burning cigarettes, sparks caused by electrical wiring or welding etc.

There could otherwise be an explosion due to gases produced during charging.

In the case of batteries with central venting there is an increased concentration of explosive gas at the end of the vent hose. The vent hose must not be kinked or blocked.

Be careful not to allow conductive jewelry such as rings, necklaces, watchstraps etc. to come into contact with live parts of the car. There is a danger of injury due to short-circuits.

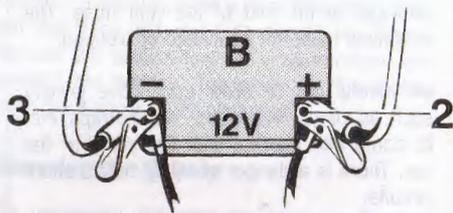
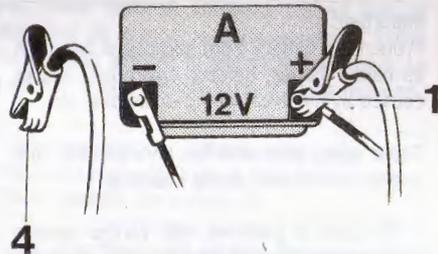
Should battery acid be spilled onto clothing, skin or parts of the vehicle, it should be immediately neutralised by a soda solution and/or plenty of water.

Should battery acid be splashed into someone's eyes, rinse the eyes out with cold water for several minutes and consult a doctor.

Jump Lead Starting

If the engine will not start, e.g. because the battery is flat in winter, or after your Porsche has been left standing for a prolonged period of time, the battery of another vehicle can be used as an auxiliary. For this you will need jump leads. When starting your Porsche in this way keep the following in mind:

1. Both batteries must be 12-volt batteries. The capacity (Ah) of the feed battery must not be too much lower than that of the flat battery.
2. Only jump leads of sufficient cross-section and fitted with insulated terminal clamps may be used. Always follow the manufacturer's instructions.
3. A flat battery can freeze at -10°C . A frozen battery must be thawed out before jump cables are connected to it.
4. There should be no contact between the vehicles. Otherwise, current may flow as soon as the positive terminals are connected.
Danger of short-circuit!
5. The flat battery must be correctly connected to its vehicle's electrical system. Do not stoop over the battery.
Danger of contact with caustic fluid!



A - Flat battery
B - Feed battery

6. Protect the battery from sources of fire such as naked flames, burning cigarettes, sparks caused by electrical wiring or welding etc.
Danger of explosion!
Be careful not to allow conductive jewelry such as rings, necklaces, watchstraps etc. to come into contact with live parts of the car.
There is a danger of injury due to short-circuits.

7. Connect the jump leads in such a way that they cannot be caught up by rotating parts in the engine compartment.

Connect the jump leads as follows:

First connect the + lead to the + terminal of the flat battery (A), then to the + terminal of the feed battery (B), then

connect the - lead first to the - terminal of the feed battery,

then connect the other end to a suitable earthing point (4) on the engine or on the body of the car with the flat battery. This earthing point must be as far as possible from the battery.

8. Start the engine of the vehicle with the supplying current. Run engine with higher rpm.
9. Start the engine. Do not crank the engine for more than 15 seconds; wait for at least 1 minute before repeating the attempt.
10. With the engine running, disconnect the cables in the reverse order.

Bulb Chart

Location	Rating	Designation (Official)
Main headlight	60/55 W	Headlight lamp H4
Auxiliary headlight	55 W	Headlight lamp H1
Fog light	55 W	Headlight lamp H3
Direction indicator, front and rear	21 W	Single filament bulb
Reversing lights	21 W	Single filament bulb
Rear fog light	21 W	Single filament bulb
Tail and brake light	21/5 W	Dual-filament bulb
Side light, front	5 W	Tubular bulb
Number plate light	5 W	Tubular bulb
Direction indicator, side	5 W	Indicator bulb
Engine compartment light	10 W	Spherical bulb
Interior light	10 W	Soffit bulb
Luggage compartment light	10 W	Soffit bulb
Glove compartment light	3 W	Soffit bulb

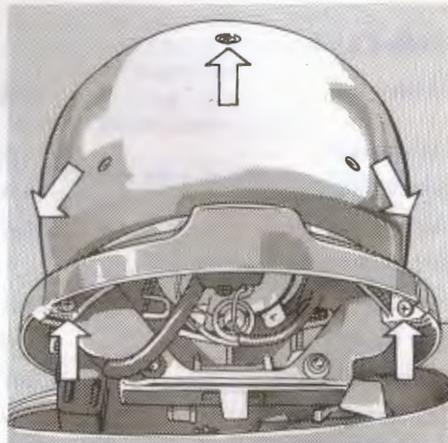
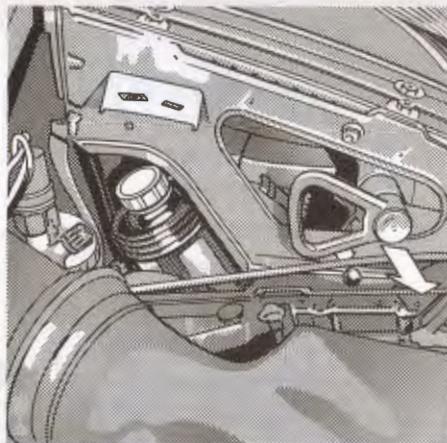
Changing Bulbs

To avoid short circuits, switch off the equipment concerned when changing bulbs.

New bulbs must be free of dirt and grease. Handle them with a clean cloth or smooth paper.

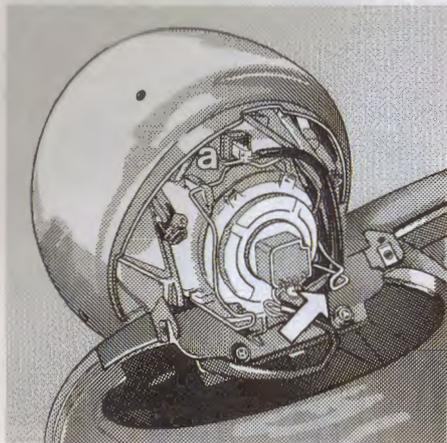
For safety reasons you should always carry some spare bulbs in your car so that your Porsche is correctly lighted if any one of the bulbs should fail. It is also advisable to have a few spare bulbs when going abroad, as some countries insist on spare bulbs being carried in the car!

To clean the plastic bulb lenses, use soapy water only. Do not clean with chemical cleaners.



Headlights (Dipped Beam, High Beam)

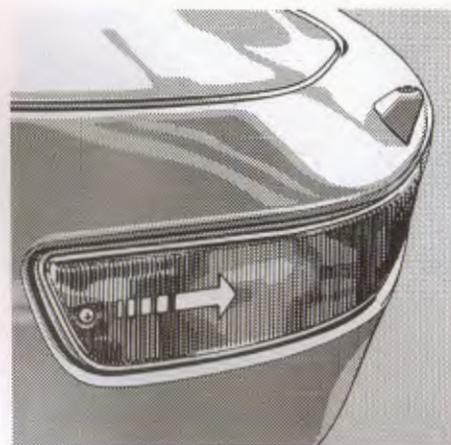
1. Undo plastic cover in engine compartment by turning locking elements and remove it.
2. Raise headlights. Once they are raised, switch off ignition and lights.
3. Release headlight catches (arrow) and pivot headlight in forward direction.
4. Unscrew Phillips screws from headlight surround and plastic connector (arrow). Push headlight housing forwards, remove plastic connector.
5. Undo spring clip and disconnect bulb plug.
6. Undo retaining bracket for headlight bulb and replace bulb.
7. Reassemble headlight.
8. Release catches and pivot headlight back into place.



9. Press headlight to the rear, applying light pressure until it engages with a light click.
10. Check headlight for operation and adjustment.

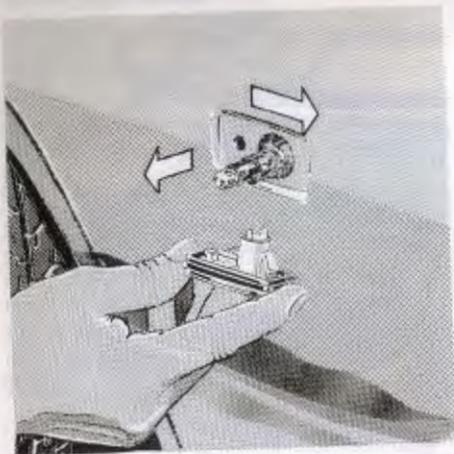
Side Lights

1. Remove headlight housing (refer to section "Headlights").
2. Pull out lamp socket "a" and replace defective bulb (plug base).
3. Reassemble headlight unit and check for correct operation.



Front Direction Indicators

1. Loosen fastening screws of light lens and pull lens out forwards.
2. Turn bulb socket anticlockwise and remove. Replace defective bulb (bayonet mount).
3. Reinsert lamp socket, fasten lens and check operation of bulbs.



Side Indicators

1. Slide light unit toward the rear of the vehicle and remove.
2. Pull the rubber sleeve and socket from the housing.
3. Remove the defective bulb and fit a replacement.

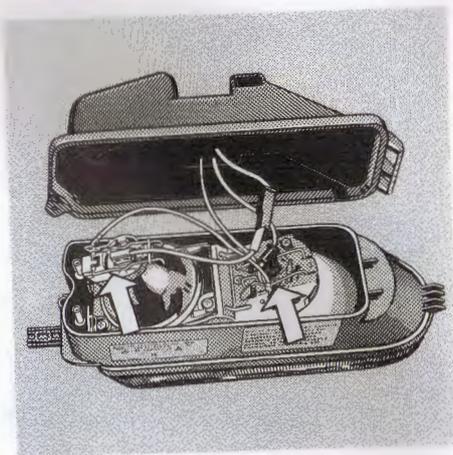


4. Reinsert the bulb socket, push the rubber sleeve into place and push the housing into its mounting in the wing until it snaps into place.

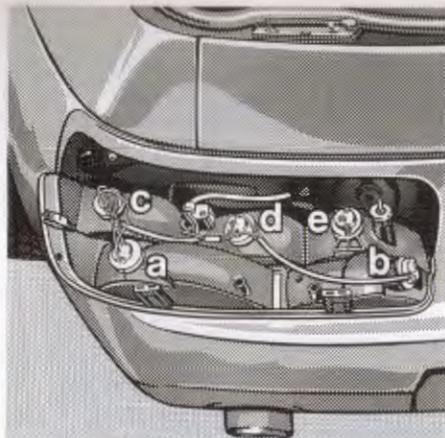
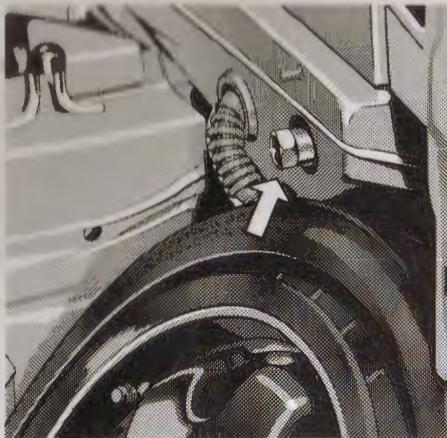
5. Check operation of the bulbs.

Fog Lights, Auxiliary Headlights

1. Loosen screw of direction indicator and pull out light forwards.



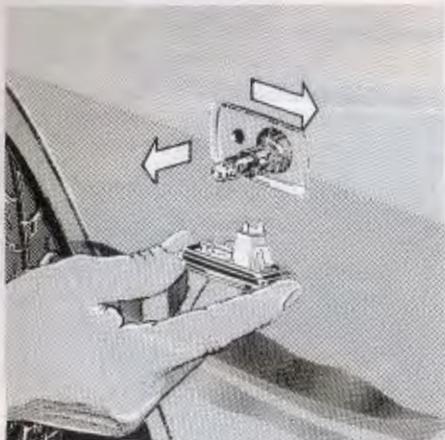
2. Loosen Phillips screw (arrow) of light unit and remove light unit.
3. Loosen Phillips screw of plastic cover and remove cover.
4. Squeeze retaining bracket of defective bulb together (arrows) and pivot to one side.
5. Replace bulb and install light unit. Check for correct operation.



- a Direction indicator
- b Reversing light
- c Side light and brake light
- d Side light
- e Rear fog light

Tail Lights

1. Open the rear lid and loosen the luggage compartment lining.
2. Remove the rubber stopper and loosen the hexagon nut using the tool kit (arrow).
3. Take out the entire light unit backwards.
4. Turn socket unit of defective bulb anticlockwise and remove. Replace bulb.
5. Refit light unit, tighten fastening nut and check operation of lights.



Side Indicators

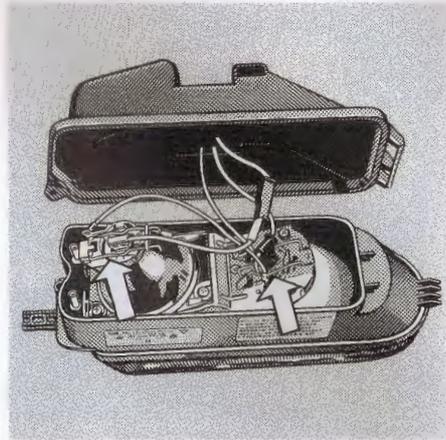
1. Slide light unit toward the rear of the vehicle and remove.
2. Pull the rubber sleeve and socket from the housing.
3. Remove the defective bulb and fit a replacement.



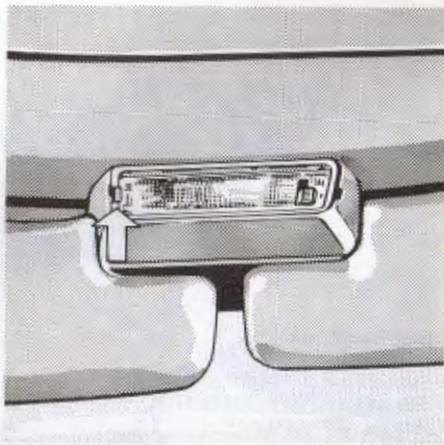
4. Reinsert the bulb socket, push the rubber sleeve into place and push the housing into its mounting in the wing until it snaps into place.
5. Check operation of the bulbs.

Fog Lights, Auxiliary Headlights

1. Loosen screw of direction indicator and pull out light forwards.



2. Loosen Phillips screw (arrow) of light unit and remove light unit.
3. Loosen Phillips screw of plastic cover and remove cover.
4. Squeeze retaining bracket of defective bulb together (arrows) and pivot to one side.
5. Replace bulb and install light unit. Check for correct operation.



Interior Lights

1. Carefully apply small screwdriver and push interior light unit out of lining (arrow).
2. Take out defective bulb from between spring contacts and replace.
3. Insert light unit into cutout first from one side and then from the other side and press in. Check operation of light.



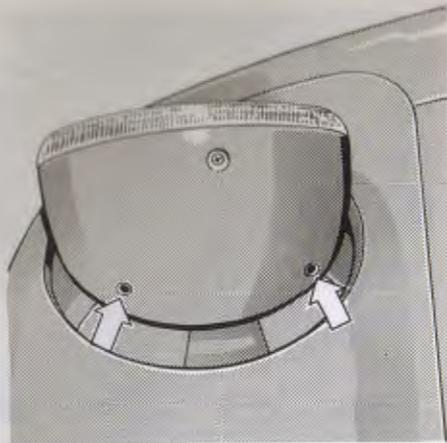
Ashtray Light

1. Lift ashtray and remove. Push lamp bracket with bulb out of support.
2. Pull defective bulb out of socket and press in new bulb. Insert lamp bracket into support.
3. Check bulb for operation.



Number Plate Light

1. Unscrew Phillips screws and remove light from bumper.
2. Push back rubber cover.
3. Replace defective bulb.
4. Mount the number plate light and check



Adjusting Headlights

The basic adjustment of the headlights can only be performed on a special machine. It should be carried out with the vehicle in ready-to-drive condition and with the fuel tank full. The driver's seat must be occupied by a person or a 75 kg weight, and the tyres must be inflated to the specified pressures. With the vehicle in this condition, it should then be rolled a few metres to allow the suspension springs to settle.

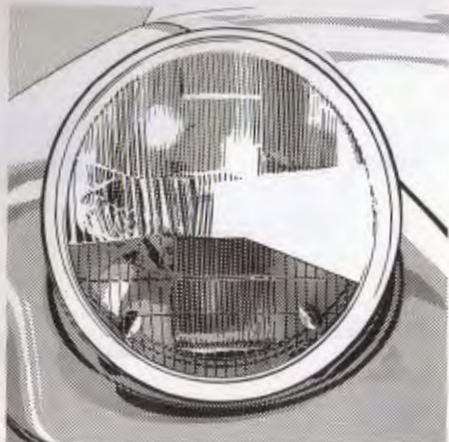
The headlight beam adjustment must be in position "0".



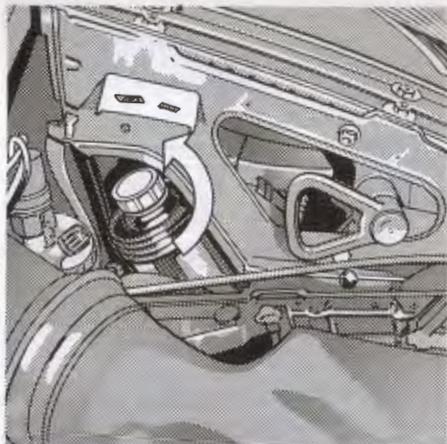
Adjusting Screws

The main and auxiliary headlights each have two adjusting screws (arrows). By turning the screws clockwise or anticlockwise, the adjustment is varied accordingly.





If your car is equipped with asymmetric dipped beam, and you enter a country in which traffic runs on the opposite side as compared to your home country, you must cover the prism sectors of the light-diffusing lenses with an opaque adhesive tape before crossing the border. Thus, the dipped beams become symmetric and do not dazzle oncoming traffic.

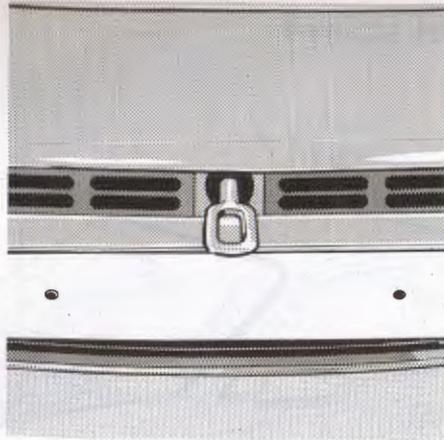


Manual Operation of Pop-up Headlights

If the pop-up headlights cannot be opened due to drive motor failure, they may be operated manually. To do this, remove the plastic cap on the drive motor. Turn the knurled wheel on the motor until the headlights are fully raised.

Do not turn the knurled wheel on the drive motor if there is no defect. Turning the motor would close an electrical contact, causing the headlight to move upwards or downwards.

Risk of injury.



Towing

The towing eye can be found in the tool kit.

To tow another vehicle, remove the plastic plug in the rear bumper and screw in the towing eye.

If your Porsche has to be towed, screw the towing eye into the hole above the number plate at the front of the vehicle. To do this, remove the plastic cap carefully with the screw driver.

Always observe the applicable laws governing towing.

When you tow another vehicle, it must not be heavier than your Porsche. During towing, always keep the tow rope taut, but avoid sudden jerks on the rope. The vehicle being towed should have the ignition turned on so that the brake and direction indicator lights function, and that the steering lock is released.

Please note the instructions in the chapter "Tiptronic".

Remember, when the engine is not running, that no servo assistance is given, and more force is required for braking and steering.

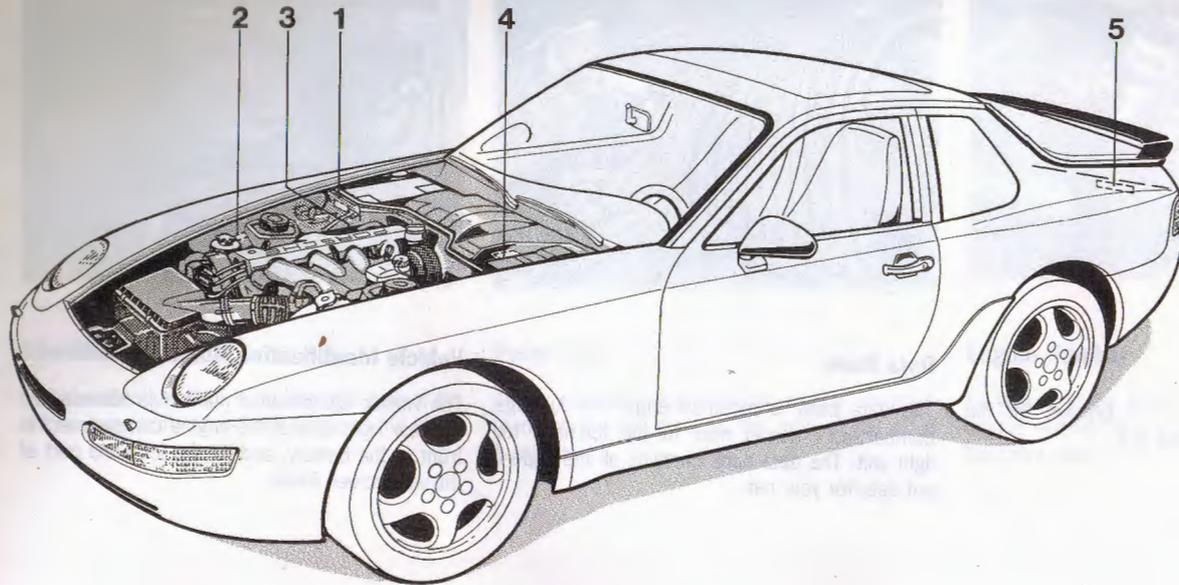
Tow Starting

If the battery is defective or completely flat, the engine can only be started by replacing the battery or using jump leads.

Cars with catalytic converters may only be tow-started when the engine is cold.

Vehicles with "Tiptronic" cannot be tow-started.

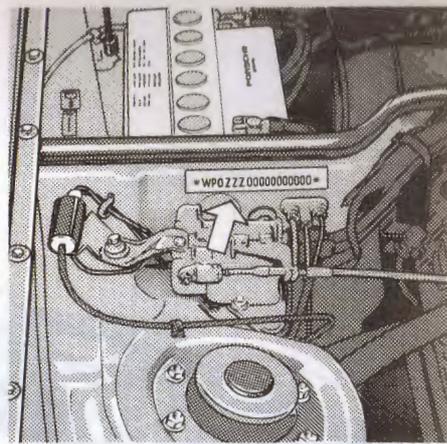
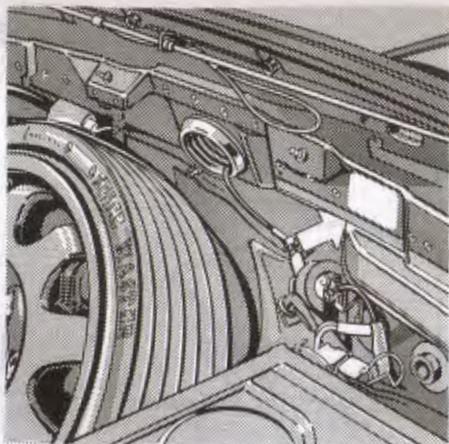
Vehicle Identification, Technical Data



- 1 Vehicle identification number
- 2 Identification plate
- 3 Engine number
- 4 Paint data
- 5 Data bank

Vehicle Identification

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



Radio Number

The radio number is on the bracket for the centre console, in the radio slot.

Data Bank

The data bank is mounted under the luggage compartment carpet next to the left-hand tail light unit. The data bank contains all the important data for your car.

Vehicle Identification Number

The vehicle identification number is stamped on the rear right side of the engine compartment in front of the battery, and on the left-hand part of the windscreen frame.



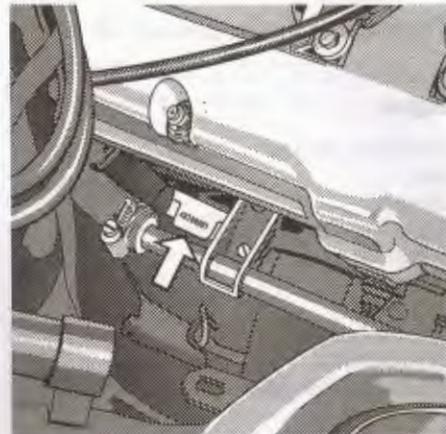
Identification Plate

The identification plate is on the right side of the engine compartment, in front of the spring strut.



Paint Data

The paint data plate is in the engine compartment on the left side, to the right of the main fuse box.



Engine Number

As viewed in the forward direction of travel, the engine number is stamped on the rear right of the crankcase.

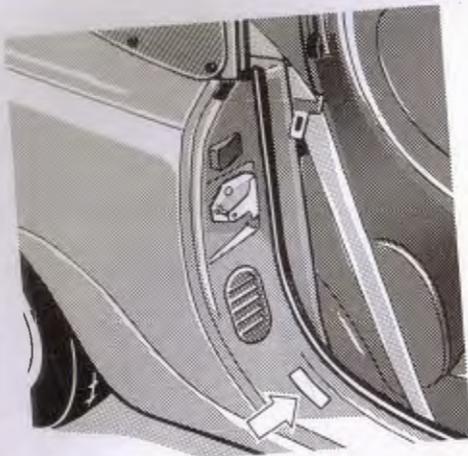
Technical Data

Engine

Number of cylinders
Bore
Stroke
Displacement
Compression ratio
EEC-horsepower
EEC-torque
Power/volume ratio
Oil consumption
Max. permissible rpm
Spark plugs
Electrode gap
Alternator
Firing order
Ignition
Fuel injection
Timing gear
Alternator drive belt
Alternator and
AC compressor drive belt
Drive belt (servopump)

M 44/43, 44

4 in line
104 mm (4.09 in.)
88 mm (3.46 in.)
2990 cm³ (182.5 cu. in.)
11.0 : 1
176 kW (240 b.h.p.) at 6200 rpm
305 Nm (31 kpm) at 4100 rpm
58.9 kW/litre (80.3 b.h.p./litre)
up to 1.5 litre/1000 km
6700
Bosch WR 7 DTC
0.7 mm + 0.1 mm (0.028 in. + 0.004 in.)
Three-phase 1610 W (968 CS: 1260 W)
1-3-4-2
Electronic map-controlled ignition with knock control
LH-Jetronic
Two overhead camshafts, bucket tappets with hydraulic valve play compensation, 16 valves
Polyrib K6 720 Lw
Polyrib K6 1000 Lw
9,5 x 950



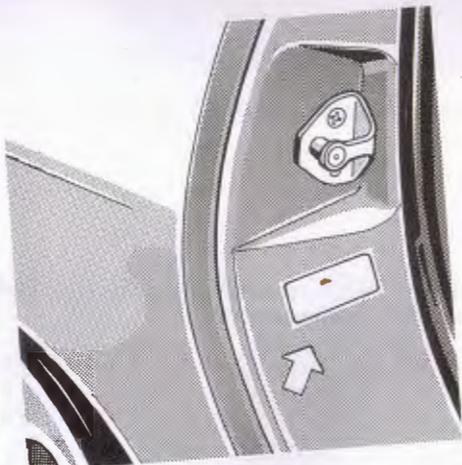
968

Typenschild

Das Typenschild ist an der Schloßsäule der rechten Tür angebracht.

Identification plate

The identification plate is attached to the lock pillar of the right door.



928 GTS

Plaque signalétique

La plaque signalétique se trouve sur le montant de serrure de la porte de droite.

Targhetta del tipo

La targhetta del tipo è applicata sul montante lato serratura della porta destra.

Placa de modelo

La placa de modelo va fijada en la columna de la cerradura de la puerta derecha.

Typeplaatje

Het typeplaatje zit op de slotstijl van het rechter portier.

Typskylt

Typskylten sitter på låsstolpen på höger sida.

WKD 475 300 95

3M

7/94

Fuel Octane Rating

The engine is designed to provide optimum performance and fuel consumption if unleaded premium fuel, minimum 98 RON / 88 MON is used.

If unleaded premium fuels with octane numbers of at least 95 RON / 85 MON are used, the engine's knock control system automatically adapts the ignition timing.

Fuel Consumption Figures

in litres/100 km
(EEC standard)

	Manual transmission	Tiptronic Autom. gate	Tiptronic Manual gate
at 90 km/h	7.2	7.1	7.1
at 120 km/h	8.8	8.7	8.7
City cycle	14.8	15.5	14.6

Power Train

	Manual transmission	Tiptronic
Gear ratios		
1st gear	3.182 : 1	3.152 : 1
2nd gear	2.000 : 1	1.719 : 1
3rd gear	1.435 : 1	1.222 : 1
4th gear	1.111 : 1	0.907 : 1
5th gear	0.912 : 1	
6th gear	0.778 : 1	
Reverse gear	3.455 : 1	2.882 : 1
Final drive	3.778 : 1	3.250 : 1
Clutch	Single plate dry disc, hydraulically operated	

Performance*

	Manual transmission	Tiptronic
Maximum speed	252 km/h (157 mph)	247 km/h (154 mph)
Acceleration 0 - 100 km/h (0 - 62 mph)	6.5 seconds	7.9 seconds
Kilometre with standing start	26.6 seconds	27.7 seconds

- * With empty weight to DIN and half load.
Without extras which impair performance (air conditioner, special tyres).

Climbing Performance

	Manual transmission	Tiptronic
1st gear	approx. 60 %	60 %
2nd gear	approx. 46 %	29 %
3rd gear	approx. 30 %	18 %
4th gear	approx. 21 %	11 %
5th gear	approx. 15 %	
6th gear	approx. 12 %	

Filling Capacities

Engine oil

Total oil quantity approx. 6.5 litres; measurement with dipstick is definitive.
Difference between max. and min. mark on the dipstick is approx. 1.5 litres.
Only use oils tested and recommended by Porsche.

Your Official PORSCHE Centre will be glad to advise you. See also section on „Engine Oils“.

Cooling system

Total quantity approx. 7.8 litres coolant.

Factory filled antifreeze to $-30^{\circ}\text{C}/-22^{\circ}\text{F}$ (Nordic countries $-40^{\circ}\text{C}/-40^{\circ}\text{F}$.)

Use only specially developed antifreeze and anticorrosion agents for light-alloy engines and radiators which have been approved by Porsche. Your Official Porsche Centre will be glad to advise you.

Transmission with differential

Approx. 2.75 litres hypoid gear oil SAE 75 W-90 API classification GL 5 (or Mil-L 2105 B)

Tiptronic

Approx. 7 litres ATF Dexron II D

Differential of Tiptronic

Approx. 0.7 litres hypoid gear oil SAE 75 W-90 API classification GL 5 (or Mil-L 2105 B)

Fuel tank

Approx. 74 litres including approx. 8 litres reserve.

Power steering

Approx. 0.6 litres hydraulic fluid ATF (Dexron)

Brake fluid

Approx. 0.2 litres. Only use genuine Porsche brake fluid.

Windshield washer system

Approx. 6.5 litres.

Mixing Chart (Approx. values)

<u>Frost resistance to</u>	<u>Antifreeze</u>	<u>Water</u>	<u>Antifreeze</u>	<u>Water</u>
$-30^{\circ}\text{C} (-22^{\circ}\text{F})$	45 %	55 %	3.5 litres (3.1 Imp. qts.)	4.3 litres (3.8 Imp. qts.)
$-35^{\circ}\text{C} (-30^{\circ}\text{F})$	50 %	50 %	3.9 litres (3.4 Imp. qts.)	3.9 litres (3.4 Imp. qts.)
$-40^{\circ}\text{C} (-40^{\circ}\text{F})$	55 %	45 %	4.3 litres (3.8 Imp. qts.)	3.5 litres (3.1 Imp. qts.)

Rims, Tyres

Summer tyres (no 16" tyres with sports chassis)	205/55 ZR 16 on 7 J x 16 H2 rims (rim offset 55 mm) front and 225/50 ZR 16 on 8 J x 16 H2 rims (rim offset 52 mm) rear or 225/45 ZR 17 on 7.5 J x 17 AH rims (rim offset 65 mm) front and 255/40 ZR 17 on 9 J x 17 AH rims (rim offset 55 mm) rear
Winter tyres (no 16" tyres with sports chassis)	205/55 R 16 89 *Q M+S on 7 J x 16 H2 rims (rim offset 55 mm) front and 205/55 R 16 89 Q M+S on 8 J x 16 H2 rims (rim offset 52 mm) rear or 205/55 R 16 89 Q M+S on 7 J x 16 H2 rims (rim offset 55 mm) front and 225/50 R 16 92 Q M+S on 8 J x 16 H2 rims (rim offset 52 mm) rear 205/50 R 17 89 Q M+S on 7.5 J x 17 AH rims (rim offset 65 mm) front and 225/45 R 17 90 Q M+S on 8 J x 17 AH rims (rim offset 52 mm) rear
Collapsible tyre	165/70 - 16 92 P on 5 1/2 J x 16 H2 rim; maximum speed 80 km/h (50 mph) Collapsible tyre pressure: front and rear 2.5 bar (36 psi)
Tyre pressure (with tyre cold)	front and rear 2.5 bar (36 psi)
Snow chains	Fitting possible only on the driven wheels; maximum speed 50 km/h. Always use Porsche-approved snow chains. Snow chains cannot be fitted to 255/40 ZR 17 tyres mounted on 9 J x 17 AH rims.

- * The load rating and identification letter for allowable maximum speed (e.g. 89 Q) represents minimum requirements.
Note instructions in chapter on tyres and tyre care before mounting new tyres or changing the type of tyres.

Weights

	Coupé		968 CS	
	6-speed	Tiptronic	without rear seats	with rear seats
Empty weight per DIN	1370 kg	1400 kg	1320 kg	1320 kg
Maximum gross weight	1730 kg	1760 kg	1570 kg	1640 kg
Maximum axle load, front*	830 kg	830 kg	830 kg	830 kg
Maximum axle load, rear*	990 kg	990 kg	990 kg	990 kg
Maximum trailer load, unbraked**/*	500 kg	500 kg	500 kg	500 kg
Maximum trailer load, braked**/*/**	1200 kg	1200 kg	1200 kg	1200 kg
Maximum towed weight***	2930 kg	2960 kg	2770 kg	2840 kg
Maximum roof load*/*/**/*****	75 kg	75 kg	75 kg	75 kg
Maximum supported load***	50 kg	50 kg	50 kg	50 kg

	Cabriolet	
	6-speed	Tiptronic
Empty weight per DIN	1440 kg	1470 kg
Maximum gross weight	1790 kg	1820 kg
Maximum axle load, front*	830 kg	830 kg
Maximum axle load, rear*	990 kg	990 kg

* Do not exceed maximum gross weight.

** Gradient up to 16 %.

*** Only applicable to genuine Porsche parts.

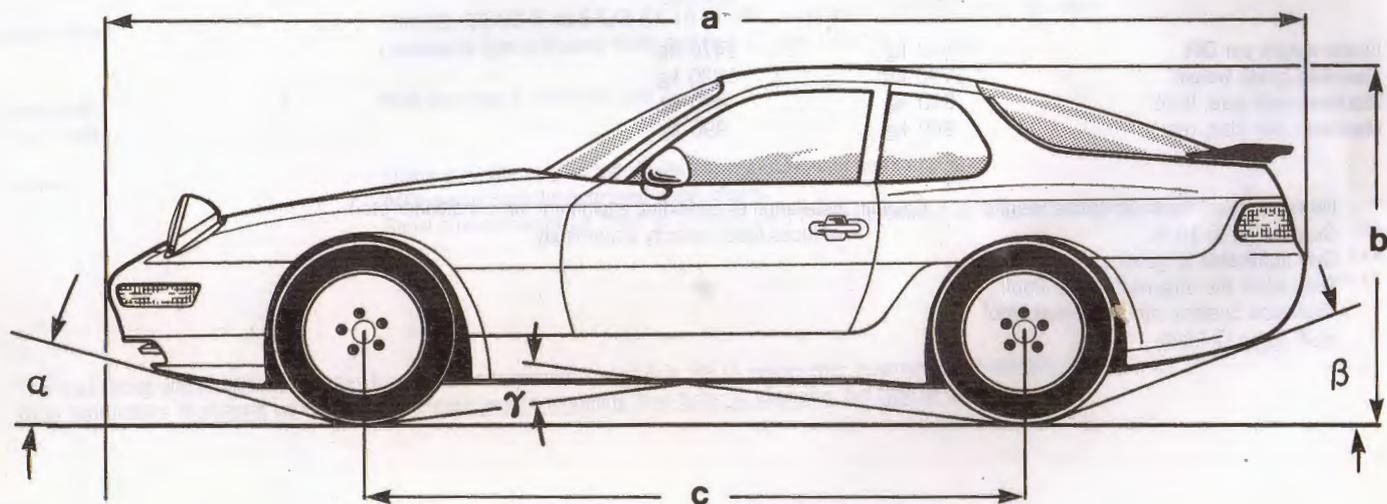
**** Only within the original Porsche Roof Transport System; otherwise max. roof load 35 kg (77 lbs)

Caution: Installation of additional equipment (air conditioner etc.) reduces load capacity accordingly.

Dimensions (at DIN empty weight)

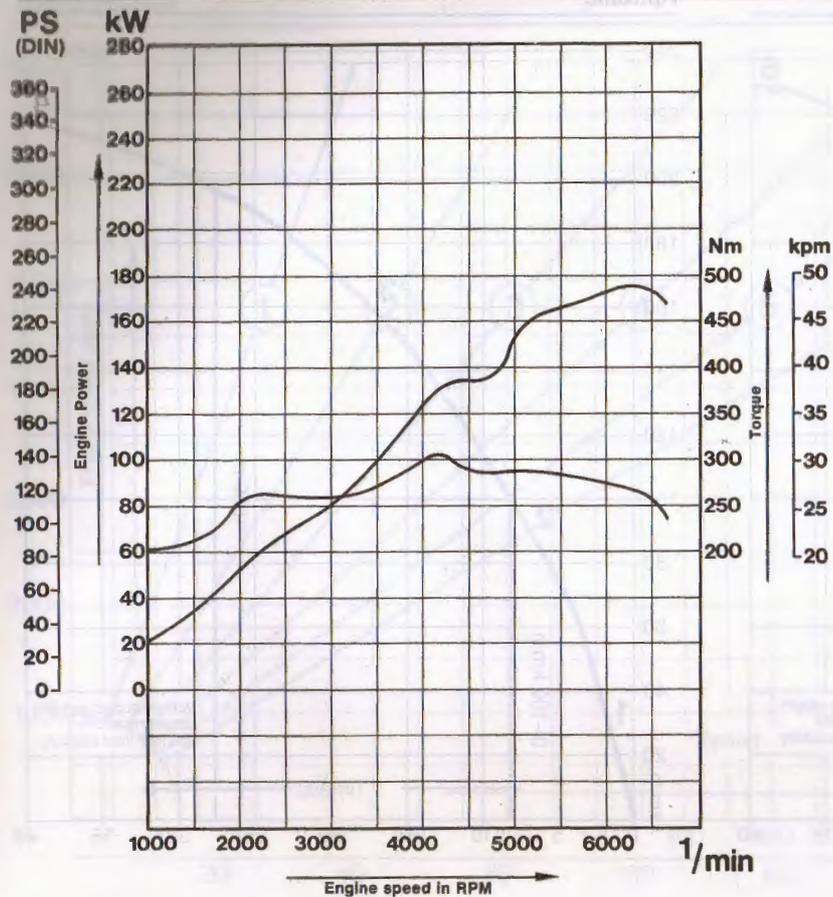
Length (a)		4320 mm / 170.07 in.	Max. track width	1730 mm
Width		1735 mm / 68.31 in.	Turning circle	approx. 10.75 m / 35.2
Height (b)	968	1275 mm / 50.20 in.	Overhang angle	front* (α) 12.5°
	Sports chassis and 968 CS	1255 mm / 49.41 in.		rear* (β) 14.5°
Wheel base (c)		2400 mm / 94.49 in.	Ramp angle* (γ)	11.0°
Front track	with 7 J rim	1472 mm / 57.96 in.	Ground clearance*	110 mm / 4.30 in.
	with 7.5 J rim	1457 mm / 57.40 in.		
Rear track	with 8 J rim	1450 mm / 57.09 in.		
	with 9 J rim	1445 mm / 56.89 in.		

* Minimum value (968 CS) at maximum gross weight



Full-power Curves

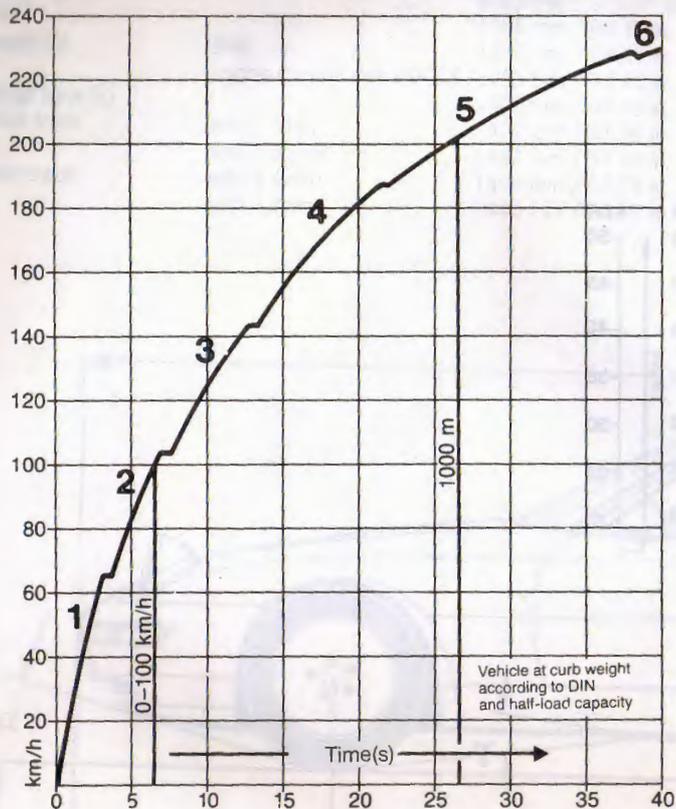
968



Acceleration Curve

Manual gearbox

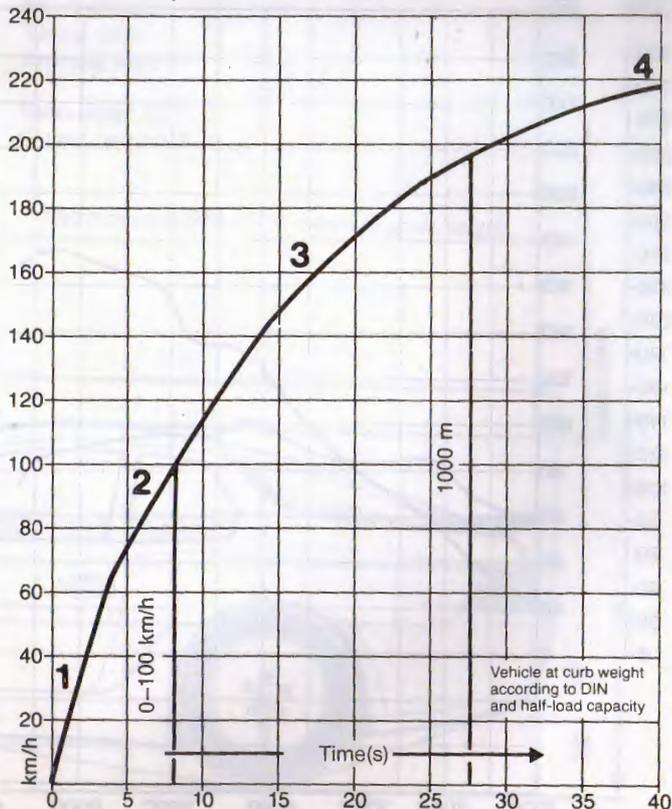
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Acceleration Curve

Tiptronic

968



Transmission Diagram

Manual gearbox

968

