

968 History

Born on the Track

The 944 was the direct descendant of the 924 Carrera series and ultimately the earlier 924/931. Beginning in 1979 and the following two years Porsche began developing racing hybrids based on the 924 which later lead to the 944. In 1979/80 Porsche built 406 examples of the [924 Carrera GT](#). In the following two years, Zuffenhausen continued on to develop several competition versions of the 924 culminating in 1982 with the [924 Carrera GTS](#) (of which 5 were built up as Club Sport models and sold to private owners,) and the limited competition 924 Carrera GTR. When looking at the [Carrera GTS Club Sport](#), one can immediately see the immanent arrival of the 944.

Introducing the 944

In order to improve build quality, over the 924 production done at Audi's facility in Neckarsulm, production/assembly of the 944 was done in Zuffenhausen. The power plant was literally derived from half of the 928's V8. At 2479 cc (2.5 liters) the engine was large by four cylinder standards of the day. The engine was a modern design with high compression and a broad power band. The initial power plant was rated at 163 hp (ROW) and 150 hp for the U.S.

The 944 was originally announced to the world at the September, 1981 Frankfurt auto show with the U.S. introduction one year later. Upon its introduction the interior of the 944 remained much the same as the 924 while the rear suspension, although improved, retained the VW-derived architecture.

In addition to a change in the front suspension control arms, the rear suspension would change with the major revision of the 944 that occurred mid year in 1985. Often times, owners will refer to there 944 as an 85.5, designating the completely redesigned interior and other improvements to the base 944 including; new heater, air conditioning, minor revisions to the bodywork including a flush mounted windscreen, new cats aluminum front A-arms and rear trailing arms suspension components. Although changes were made to the engine, Porsche did not announce any changes to the factory performance specifications. Practical comparison of this watershed model change and it's predecessors indicates performance gains did result however.

The 951

At the end of 1985, Porsche announced the 944 Turbo (*factory model designation 951*) which arrived in the U.S. as a 1986 model. Performance of the 951 was a reminder of the 944's legacy, even in it's toned down production form. Aside from the turbo charged power plant generating 217 hp with 243 ft/lbs of torque, the 951 had other major enhancements over it's normally aspirated brother. Specifically the 951 included aerodynamic polyurethane front bumper/spoiler with new air intakes serving the turbo's intercooler mounted between the headlights under the front panel. Under body panels were added to cleanup air flow beneath the car. This extended to the distinctive air diffuser mounted under the rear of the car to cleanup exiting airflow past the rear end. As well, the 951 received Bembo 4 piston calipers to bring the car to a stop as well as special forged alloy wheels. The suspension received stiffer components to round out the comprehensive performance upgrades. The 951 also has the distinction of being the first sports car to offer both driver-side and passenger-side airbags. Porsche also produced 198 versions of the 944 Turbo as Cup racing cars.

The 944S arrived as a 1987 model year addition with a redesigned 16 valve dual overhead cam engine producing 190 hp. In addition to the increased number of valves and cams, the 944S came with an improved Digital Motor Electronics (DME) system with knock-sensing regulation capabilities. Also included on the base 944, the 944S benefited from the new timing belt tensioner which was implemented for the 1987 model year. As well, the 944S received the Bembo brake calipers with optional ABS. The initial 944S shared the base models bodywork until 1990.

Porsche Upgrades the 951

Porsche revisited the 951 and in 1988 introduced the 944 Turbo S with total model year production of 718. This *performance* version of the already impressive 944 Turbo received many significant improvements including: bigger Bembo brakes, ABS, firmer springs and torsion bars, stiffer Koni low-pressure gas adjustable shock absorbers, a thicker front sway bar, and firmer suspension bushings. The following year, Porsche dropped the "S" designation and the standard 944 Turbo was in fact the "S" form factor, building 1385 for 1989. This was to be the last year the U.S. market would have access to the 944 Turbo.

944 Series 2

In 1990 Porsche releases the 944 Series 2, designated 944 S2. The S2 was an extensive revision of the 944S which now included the aerodynamic bodywork of the 951. The previous three engines available were replaced by the 3.0 liter's 16 valve engine and a big turbo 2.5 liter 944 Turbo (sold in Europe). As well, a soft-top version of the 944 was introduced, the 944 S2 Cabriolet. The new cabriolet was produced jointly by Porsche and the German division of the American Sunroof Corporation.

The Turbo Cabriolet

Unfortunately for the U.S. market, Porsche offered a Turbo Cabriolet version to the rest of the world through 1991 with the U.S. having the standard S2 Cabriolet to satisfy our open air appetites. Only 625 (non-U.S.-spec) 944 Turbo Cabriolets were built. Unless you know someone abroad who owns one and had driven it, we are left to only dream what a drop head coupe in Turbo form factor would have felt like.

944 Series 3: Introducing the 968

In the fall of 1991, Zuffenhausen announced the Series 3 944, model designation 968. There was a brief period where what we now know as the 968 was to be designated the 944 S3 but in order to boost slumping sales, the model was marketed under its factory designation and technically represented the final refined version of the 944 family line. In addition to further tuning of the 3 liter motor seen in the S2, the 968 debuted with circular headlamps, new nose and rear end. The interior remained virtually unchanged from the past several years. In addition output of the 3 liter was increased to 240 hp, resulting in the most powerful normally aspirated *production* 4 cylinder available. Performance was primarily gained through the use of a Variocam, a camshaft chain drive with an adjustable tensioner to retard intake valve actuation up to 7.5 degrees. Along with the 29 hp increase, torque was also increased from 207 lbft to 225 lbft. The engine also now included piston oil spray cooling from squirters similar to the 911.

Managing the power transfer to the rear wheels was a six speed gearbox (offered as either a ZF or Torsen limited slip differential,) or an optional 4 speed Tiptronic. The ZF LSD was to be deleted the following year in 1993 with the Torsen version as the only one offered (option code M220)..

968 Club Sport

As a final testament reaching all the way back to the 924 Carrera Club Sport, the 968 Club Sport version appeared in 1993. The 968 CS included one inch reduction in ride height, stiffened springs and dampers,

fully adjustable suspension, and reduce weight. As with past Porsche Club Sport models, weight reduction was obtained through deleting luxuries like; air conditioning, power windows, leather seats, stereo, and sound insulation from the passenger compartment.

In actuality a stripped down high performance version of the 968 Coupe, Porsche priced the 968 CS (available only in Europe,) under \$60,000, which was considerably cheaper than production super cars of the time. The 968 CS represented the pinnacle of performance and handling for the normally aspirated 944/968.

Rare Air - 968 Turbo S

That being said, Porsche had one final parting pass at the 968 which resulted in the ultimate performance incantation, the [968 Turbo S](#). The Turbo S was a rare model only offered as limited production (15 examples total) available in Europe. The water cooled KKK turbocharger produced 305 hp (@5,400 rpm) and 369 lb-ft of torque (@3,000 rpm). Based on the 968 CS, the Turbo S rivaled even the 911 Turbo of that year.

In 1995, with development of the Boxster well underway and set to debut in 1996, Porsche discontinued the 968 bringing to a close the most successful line of Porsche outside of the 911.

The 968 in Competition

In that final year Porsche produced and campaigned a competition version of the 968 Turbo S designated the [968 Turbo RS](#). Blisteringly fast with the by now the respected handling attributes of the 944 S2 suspension architecture, it was a champion from the perspective of performance with some 377 hp. This would be the final farewell to arguably one of the most underrated Porsche production lines ever.

OPTION CODES

COMPLETE CHART OF FACTORY INSTALLED OPTIONS

OVERVIEW

In this section we include the complete [Porsche Option Code Key](#) as well as the [944/951/968 specific option code chart](#).

In the 944/951/968, the option codes installed at the factory can be found beneath the rear cargo compartment carpet just above the spare tire well, usually pasted against the rear (forward facing) surface. Use the chart below to match up the option codes for your car.

OPTION CODE CHART - 944/951/968

C02	Catalytic Converter
C03	
C77	
R01	Touring Package (Not Available w/ Airbags)
R74	Touring Package
009	Sporto-matic transmission
018	Leather STR Wheel/Raised Hub 380MM(Not Available w/ Airbags)
020	Speedometer with 2 scales KPH/MPH
024	Version for Greece
026	Activated charcoal canister
027	Version for California
030	Club Sport Package
031	Sport shock absorbers
034	Version for Italy
036	Bumpers with impact absorbers
058	Bumpers with impact absorbers
061	Version for Great Britain
062	Mud flap (version for Sweden)
070	Tonneau cover - Cabriolet
103	Adjustment of shock absorber strut
113	Version for Canada
119	Version for Spain
124	Yellow light (version for France)
126	Stickers in French
130	Labeling in English
139	Heated Seat Left
152	Engine noise reduction
153	Engine parts belonging to a stipulated assembly for type 951
154	Control unit for improved emissions
157	Oxygen sensor and catalyst
158	Radio "Reno"
160	Radio "Charleston"
164	Tires 215/60 VR15
176	Oil cooler with fan

185 Automatic 2 point rear seat belts
186 Manual 2 point rear seat belts
187 Asymmetric head lights
190 Increased side door strength
193 Version for Japan
195 Prepared for cellular telephone
197 Higher amperage battery
215 Version for Saudi Arabia
218 License brackets front and rear
219 Differential
220 Limited Slip Differential
221 Porsche-locking differential
225 Version for Belgium
240 Version for countries with inferior fuel
241 Shorter shifting travel
243 Shorter gear shift lever
249 Automatic transmission
255 Fuel consumption indicator
258 Heating for outside mirror
261 Passenger side mirror - electric - plain
262 Outside mirror for passenger side, plain, manual
277 Version for Switzerland
286 High intensity windscreen washer
288 Headlight Washers
298 Prepared for unleaded fuel, manual transmission
302 Type designated on rear end
308 Pneumatic spring for engine hood
323 Sticker, without ESE-Regulations
325 Version for South Africa
330
331 AM/FM Cassette w/2 door speakers
335 Automatic 3 point rear seat belts
340 Heated Seat Right
341 Central Locking System
346 Standard color rims (silver)
347 Platinum anodized wheels
348 Forged wheels - Grand Prix White
351 Porsche-car radio, CR stereo, type DE
360 Mud Guards
375 Clutch lining without asbestos
377 Combination seat, left, adjustable
378 Combination seat, right, adjustable
379 Series seat, left electrical vertical adjustment
380 Series seat, right electrical vertical adjustment
381 Series seat, left
382 Series seat, right
383 Sport Seat Left w/Elec. Height. Adj.
387 Sport Seat Right w/Elec. Height. Adj.
389 Porsche-car radio, CR stereo, type US
391 Stone guard foil, added separately
393 Forged Alloy Wheels-8/9x16 (944/944S) (944 Turbo)
394 Pressure Cast Magnesium Rims (944/944S) (944 Turbo)

395 16" Forged Alloy Wheels (944/944S) (944 Turbo)
396 Disk wheel, telephone styling 8Jx15 rear
398 Outside Electric Mirror, Left
399 A/C without front condenser
400 Pressure cast wheels
401 Light metal wheels
402 50 year anniversary car 1982
403 Pressure cast 17" wheels
404 Stabilizer Bars Front & Rear
405 Level control system
406 50 year anniversary car 1982
406 Front wheel housing protection 1983-1986
407 18-inch polished wheels
409 Sport seats left and right leather
410 Sport seats left and right leatherette/cloth
411 License bracket, front
412 External oil cooler
414 External Transmission Oil Cooler (Turbo)
415 Wider rear track
418 Body Side Molding
419 Rear luggage compartment instead of rear seats
422 Porsche-car radio, CR stereo, type RW
423 Cassette container and coin box
424 Automatic heating control
425 Rear Window Wiper
426 Special model World Champion 1976 1978
429 Fog headlamp, white
429 Special model "Sebring"
431 Leather Steering Wheel 363MM (Not Available w/Airbags)
432 Sports steering wheel, leather 363mm (4 spokes)
437 Full Power Seat Left
438 Full Power Seat Right
439 Electric Cabriolet top
439 Special model "Weissach" 1980
440 Manual antenna, 4 speakers
441 Fader, antenna booster, 4 speakers
441 Radio speakers and antenna amplifier
442 Prepared for radio without antenna
443 Tinted front and side glass, heated windshield
444 Cabriolet
446 Parts for type "Targa" belonging to stipulated assembly
447 Emergency wheel - with collapsible tire
450 Light metal wheels
451 Prepared for radio for sport group
454 Automatic Speed Control
455 Wheel locks
458 6" Cast Alloy Wheels
461 Electric antenna, 4 speakers
462 Special model "Weissach" 1982
462 Sekuriflex windshield
463 Clear windshield
463 Lateral glasses tinted, (version for Australia)

464	Without compressor and tire pressure gauge
465	Fastening parts for transportation (version for overseas)
467	Drivers side mirror, convex
468	Graduated tint windshield, green side glass
469	Black headliner
470	Without spoilers, in conjunction with turbo look
471	Sport group 1
471	Integrated rear spoiler
472	Rear Apron
473	With spoilers
474	Sport Shock Absorbers
475	Brake pads without asbestos
475	License plate fastening (version for Austria, Finland, Australia)
476	Brake pad with abrasive pad
479	Version for Australia
481	5 speed manual transmission
482	Engine compartment light
483	Right hand drive
484	Symbols for controls
485	Forged wheels - gold metallic
487	Connection for fog headlamp with parking light
488	Stickers in German
489	Symbols and insignia in German
490	Sound Package
491	Turbo look
492	H4 headlights for left hand traffic
494	Amplifier System
494	2 speakers on back shelf
496	Black trim - painted headlight rims
498	Delete Model Designation-Rear
499	Version for West Germany
503	Cabrio variant (Speedster)
505	Slant nose
513	Lumbar Support-Right Seat
525	Alarm with continuous sound
526	Door Panels Covered w/Cloth
528	Passenger side mirror convex
529	Outside mirror - passenger side, convex, manual
533	Alarm System
537	Left seat with positrol and lumbar
538	Right seat with positrol and lumbar
548	Fuel filler neck, unleaded fuel with flap
553	Version for USA
559	Air conditioner

PORSCHE OPTION CODE CHART

Code	Option Description
009	3 speed sportomatic transmission

018	Sport steering wheel with elevated hub
020	Speedometer with 2 scales KPH/MPH
024	Version for Greece
026	Activated charcoal canister
027	Version for California
030	Sport Group
031	Sport shock absorbers
033	Lowered chassis
034	Version for Italy
036	Bumpers with impact absorbers
058	Bumpers with impact absorbers
061	Version for Great Britain
062	Mud flap, rear (series equipment for Sweden)
070	Tonneau cover - Cabriolet
09991	manufactured from the exclusive-programme
103	Adjustment of shock absorber strut
113	Version for Canada
119	Version for Spain
124	Yellow light (series equipment for France)
126	Stickers in French
130	Labeling in English
139	Seat Heating - Left
152	Engine noise reduction
153	Engine parts belonging to a stipulated assembly for type 951
154	Control unit for improved emissions
157	Oxygen sensor and catalyst
158	Radio "Monterey" - 86 "Reno" - 87
159	Motor Sound Package
160	Radio "Charleston"
164	Tires 215/60 VR15
176	Oil cooler with fan
185	Automatic 2 point rear seat belts
186	Manual 2 point rear seat belts
187	Asymmetric head lights
190	Increased side door strength
193	Version for Japan
195	Prepared for cellular telephone
197	Higher amperage battery
210	Number plate mounting, type II (is reduced space with two rubber protection blocks, which you do not find on the 911 in Europe)
215	Version for Saudi Arabia
218	License brackets front and rear
219	Differential
220	Locking differential
221	Porsche-locking differential
224	Active Brake Differential
225	Version for Belgium
235	Brid N2/PIR N2 (no clue what this means)
240	Version for countries with inferior fuel

241 Shorter shifting travel
243 Shorter gear shift lever
249 Automatic transmission
255 Fuel consumption indicator
258 Heating for outside mirror
261 Passenger side mirror - electric - plain
262 Outside mirror for passenger side, plain, manual
277 Version for Switzerland
286 High intensity windscreen washer
288 Headlight washer
298 Prepared for unleaded fuel, manual transmission
302 Type designated on rear end
308 Pneumatic spring for engine hood
323 without ESE-regulations (not a clue what this means)
323 Sticker, without ESE-Regulations
325 Version for South Africa
326 Radio, Becker type CR21
326 Radio - ?
327 Radio - ?
328 Radio - ?
329 Radio - ?
330 Radio Blaupunkt Toronto SQR 46, All models, not for USA
331 AM/FM Cassette w/2 door speakers
335 Automatic 3 point rear seat belts
339 All wheel drive
340 Seat heating - Right
341 Central locking system
346 Standard colour rims (silver)
347 Platinum anodized wheels
348 Forged wheels - Grand Prix White
351 Porsche-car radio, CR stereo, type DE, etc.
360 Splash guard corner pieces
373 Left Sport Seat w/ Power Height Adjuster
374 Right Sport Seat w/ Power Height Adjuster
375 Clutch lining without asbestos
377 Combination seat, left, adjustable
378 Combination seat, right, adjustable
379 Series seat, left electrical vertical adjustment
380 Series seat, right electrical vertical adjustment
381 Series seat, left
382 Series seat, right
383 Sport seat - left
387 Sport seat - right
389 Porsche-car radio, CR stereo, type US
391 Stone guard foil, added separately
393 Forged wheel 8J/9Jx16
393 Lateral insignias, hatched black [1978-1982]
394 Disk wheel, telephone styling 8J/9Jx16 Cast - Magnesium
395 Light metal wheels - forged

396 Disk wheel, telephone styling 8Jx15 rear
398 Left outside mirror - electric - plain [Prior to 1996]
398 17 " 5-Spoke Wheels (P205/50ZR17 front, P225/40ZR17 rear) [1996]
398 18" Technology Design Wheels [1997]
399 A/C without front condenser [1978]
400 Pressure cast wheels
401 Light metal wheels
402 50 year anniversary car [1982]
403 Pressure cast 17" wheels
404 Stabilizer bars
405 Level control system
406 50 year anniversary car [1982]
406 Front wheel housing protection [1983-1986]
407 18-inch polished wheels
408 18" Technology Design Wheels [1996]
409 Sport seats left and right leather
410 Sport seats left and right leatherette/cloth
411 Licence bracket, front
412 External oil cooler
413 18" Turbo look wheels
414 Combined oil pressure and temperature gauge
414 Transmission oil cooler
415 Wider rear track
416 Leather steering wheel and shift boot
418 Protective side mouldings
419 Rear luggage compartment instead of rear seats
422 Porsche-car radio, CR stereo, type RW
423 Cassette container and coin box
424 Automatic heating control
425 Rear wiper
426 without rear window wiper
426 Special model World Champion 1976 1978
429 Fog headlamp, white
429 Special model "Sebring"
430 Rectangular fog lights, yellow
431 Leather steering wheel 363mm
432 Sports steering wheel, leather 363mm (4 spokes)
432 Lateral stripes, Martini [1978-1982]
434 instructions for export market
436 Folding Targa top (non-folding hardtop std in 1974 and 1975)
437 Comfort seat left
438 Comfort seat right
439 Special model "Weissach" [1980]
439 Electric Cabriolet top
440 Manual antenna, 4 speakers
441 Fader, antenna booster, 4 speakers
441 Radio speakers and antenna amplifier
442 Prepared for radio without antenna
443 Tinted front and side glass, heated windshield

444 Cabriolet
445 Wheel Rim Caps with Porsche Crest
446 Parts for type "Targa" belonging to stipulated assembly
447 Emergency wheel - with collapsible tire
447 Headlamp flasher with lower beam [1978-1982]
450 Light metal wheels
451 Prepared for radio for sport group
454 Automatic speed control
455 Wheel locks
456 Sport shock absorbers and stabilizers
457 Front turn signals, yellow with provision for side turn signals
458 16" alloy wheels
461 Electric antenna, 4 speakers
462 Sekuriflex windshield
462 Special model "Weissach" [1982]
463 Clear windshield
463 Lateral glasses tinted, (Series Equipment for Australia)
464 Without compressor and tire pressure gauge
465 Fastening parts for transportation (Series Equipment overseas)
467 Drivers side mirror, convex
468 Graduated tint windshield, green side glass
469 Black headliner
470 Without spoilers, in conjunction with turbo look
471 Integrated rear spoiler
471 Sport group 1
472 Additional rear apron
472 Turbo with standard chassis [1980]
473 With spoilers
473 Power Left Seat
474 Sport shock absorbers (Bilsteins)
475 Brake pads without asbestos
475 License plate fastening (Series equipment Austria, Finland, Australia)
476 Brake pad with abrasive pad
479 Version for Australia
480 six speed gearbox
481 5 speed manual transmission
482 Engine compartment light
483 Right hand drive
484 Symbols for controls
485 Forged wheels - gold metallic
487 Connection for fog headlamp with parking light
488 Stickers in German
489 Symbols and insignia in German
490 Hi-Fi sound system
491 Turbo look
492 H4 headlights for left hand traffic
494 2 speakers on back shelf
494 Amplifier system
496 Black trim - painted headlight rims

498 Without rear model designation
499 Version for West Germany
503 Cabrio variant (Speedster)
505 Slant nose
513 Lumbar support - right seat
513 Driver's Seat Lumbar Support
525 Alarm with continuous sound
526 Cloth door panels
528 Passenger side mirror convex
529 Outside mirror - passenger side, convex, manual
530 WFS FB 433mhz (assume relates to the frequency of the remote control)
533 Alarm system
534 alarm system
537 Left seat with positrol and lumbar
538 Right seat with positrol and lumbar
544 75 ltr petrol tank
548 Fuel filler neck, unleaded fuel with flap
551 Air Deflector (Cabriolet)
553 Version for USA
559 Air conditioner (with front & rear condenser)
560 Detachable roof
562 Airbag driver's and PASSENGER'S side
562 Airbag driver's side
563 Airbag passenger's side
563 Automatic air conditioner
565 Safety steering wheel - leather
566 Rectangular front fog lights (white)
567 Windshield green graduated tint
568 Tinted windshield and side glass
568 Tinted windshield, side, and rear glass (heated rear) [1978-1982]
570 High output air conditioner
571 Fog tail lamp
572 Heating
573 Air conditioner
576 Without rear fog light
577 Heated and tinted front Windshield
586 Lumbar support - left seat
590 Center console
592 Brake fluid warning system
593 Antilock brake system
595 Rear spoiler painted to match body
596 Spoiler painted matte black
597 Heavy duty battery and starter
598 Insignia "16 ventiler"
599 Front window top shading
601 Litronic Headlights
602 Third brake light "High mount"
605 Vertical headlight adjustment
607 More numerous cables for dashboard

621 Differing parts for engine 924S
622 Differing parts for cars with 2 V-Engine
637 Sport Group
642 Additive for cooling water
650 Sunroof
651 Electric windows
657 Power steering
659 Onboard computer
666 Without lacquer preservation and chrome preservation
673 Prepared for lead sealed odometer
675 Instrument cluster - technical lighting
680 Digital Sound
684 1 piece rear seat
685 Divided rear seat
686 Radio "Ludwigsburg" SQM with arimat
688 Radio, Blaupunkt, Boston, SQM 26, ARI
691 CD-Player "CD-1" with Radio
692 Remote CD changer (6-disc)
701 Car-version Slant Nose
719 Special reconstruction
756 Special model 924S USA 1988
757 Special model 944 1988
758 Special model 944 Turbo 1988
780 Remove safety certificate
900 Tourist delivery
912 Vehicle without identification plate
925 Version for high altitude areas in the US
930 Seat cover rear LLL
931 Seat cover rear KKK
932 Seat cover rear SKK
933 Seat cover rear SLL
934 Seat cover rear SSK
935 Seat cover rear RLL
936 Leather seats rear
945 Seat cover front SKK
946 Leather/leatherette seats
947 Seat cover front: cloth/leather/leatherette Seat cover
rear: cloth/leather/leatherette
948 Seat cover front SLL
974 Luggage boot cover
975 Velour carpet in luggage compartment
98 Custom Non-Metallic Paint
98 Standard Porsche Leather Interior (deviating std color combinations)
980 Seat cover - Raff - leather
981 All leather lining
982 Supple Leather Seats/Trim
983 Leather seats front (NOT REAR)
983 Leather seats front and rear
985 Parts silver coloured

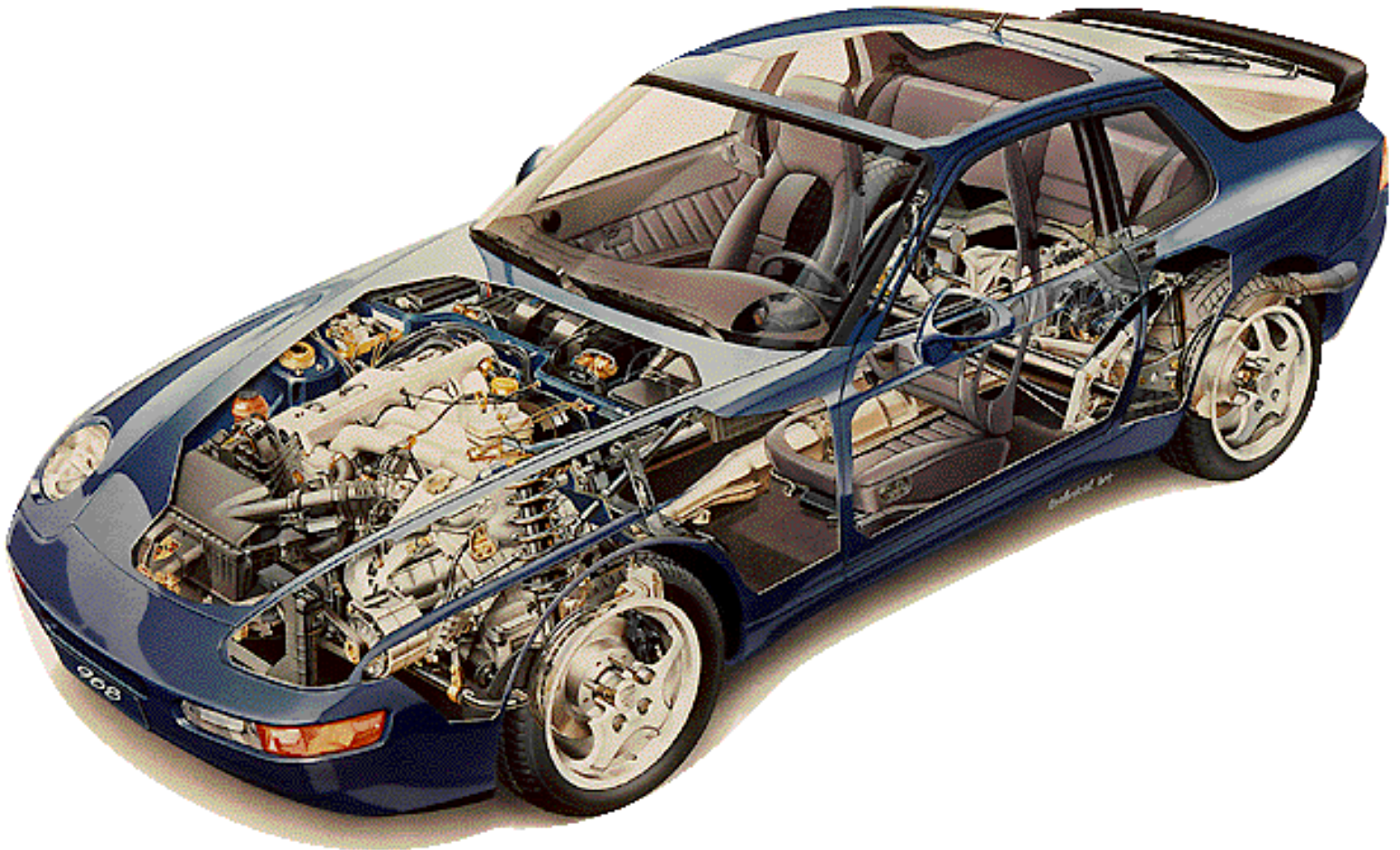
986	Partial leather lining
989	Left and right sport seats - cloth
99	Custom Metallic Paint
99	Leather Upholstery to Sample
990	Seats all cloth
C02	Equipped with catalytic converter
C03	California type car
C36	Canadian type car
M	* Floor Mats
M6	Porsche Floor Mats
P02	Stereo with Compact Disc Changer (Coupe)
P04	Stereo With Compact Disc Changer (Targa/Cabriolet)
P08	Limited Slip Differential
P14	Heated Seat Pkg includes adjustable heating range
P15	Power Seat Pkg includes dual power seats
P31	Sport Chassis (includes 17" 5-spoke wheels)
P32	Sport Chassis (includes 18" technology wheels)
P49	Digital Sound Pkg (includes 490)
P65	With sunroof
PCX	Porsche Cellular Phone Handset Kit
R01	Touring Package (not Available w/Airbags)
R74	Touring Package
S**	Cellular Telephone Portable (includes exclusive console)
S11	Cellular Telephone w/Mounting Bracket (includes installation kit)
S6	Cellular Telephone Includes exclusive console
SAC	AC Rapid Charger
SBE	Battery Eliminator-Cellular Phone
SLB	Large Battery-Cellular Phone
SUL	Ultra Light Battery-Cellular Phone
SVD	Voice Dialer Kit-Cellular Phone
X09	Console with Special Leather Extended Center
X17	Light Rootwood Dashboard (standard with Y59)
X18	Dark Rootwood Dashboard (standard with Y60)
X19	Leather Lower Dashboard
X24	Dark Rootwood Triptronic Shifter
X25	Light Rootwood Triptronic Shifter
X26	Steering Wheel-Special Leather
X28	Light Rootwood Steering Wheel (standard with Y59)
X30	Dark Rootwood Steering Wheel (standard with Y60)
X31	Light Rootwood Parking Brake Lever (standard with Y59)
X32	Dark Rootwood Parking Brake Lever (standard with Y60)
X34	Painted Instrument Dials includes leather trim on instrument Rings
X40	Leather Sunvisors with passenger Reading Light
X43	Leather Console Switch Frame
X46	Aluminum Tiptronic Shifter
X48	Carbon Tiptronic Shifter
X52	Console CD Storage for 5 Discs
X53	Console CD Storage for 8 Discs
X54	Oval Chrome Exhaust Pipes

X56	Lower Carbon Dashboard (standard with Y04)
X57	Carbon Door Trim Panels (standard with Y04)
X68	Tonneau Cover (Cabriolet)
X70	Metal Door Sill with Insignia
X71	Aluminum Instrument Dials
X76	Flared Rocker Panels
X77	Carbon Steering Wheel (standard with Y25)
X86	Light Rootwood Door Trim Panels
X87	Dark Rootwood Door Trim Panels
X89	Painted Porsche Crest Rim Caps
X95	Painted Brake Calipers
X97	Aluminum/leather shift knob
X98	Aluminum/leather parking break handle
XC3	Hardtop (Cabriolet)
XC8	Light Rootwood Gear Shift Knob (standard with Y59)
XC9	Dark Rootwood Gear Shift Knob (standard with Y60)
XD4	Porsche Crest Rim Caps
XD9	Wheels Painted to match vehicle's color
XF5	Leather Covered Instrument Rings (standard with X34)
XF6	Leather Gear Box Tunnel (standard with Y17)
XF7	Leather Covered Tray Located behind parking brake (standard with)
XJ4	Leather Ignition Lock Rosette
XJ5	Leather Covered Ignition Key
XJ6	Leather Steering Wheel Casing
XJ8	Leather Tiptronic Shift Plate
XK7	Leather Wrapped Shift Knob and Cover (deviating colors or to sample)
XM5	Leather Control Knobs
XM7	Leather Covered Glove Box Knob
XM9	Leather Turn Signal/Wiper Switch
XN1	Leather Power Window Switches (standard with Y66)
XN2	Leather Inside Door Handles (standard with Y66 and Y16)
XN3	Leather Fresh Air Side Dash Vents (standard with Package Y65)
XN4	Leather Fresh Air Center Vent (standard with Y65)
XN7	Leather Parking Brake Lever (standard with Package Y17)
XN8	Leather Sunvisors
XP3	Leather Cabriolet Boot
XP6	Leather Seat Belt Locks & Housing (standard with Y17)
XP9	Leather Radio Speaker Trim Rings (standard with Y66 and Y18)
XR3	Leather Seat Hinges (standard with Y67 and Y18)
XR6	Leather Front Backrests Lock Controls (standard with Y67 and Y18)
XR7	Rear Window Washer
XV1	Leather Covered Ventilating Cover (standard with Y65)
XV2	Leather Fresh Air Side Vents (standard with Y65)
XV3	Leather Air Conditioning Switches includes heat adjustment covers
XV4	Leather Heat Adjuster Switches (standard with Package Y67 and Y18)
XV5	Leather Seat Adjuster Switches (standard with Y67 and Y18)
XV6	Leather Ring Plates for Seat Adjuster (switch Standard with Y67 and Y18)
XV7	Leather Fuel Tank Pull Knob
XV9	Leather B-Pillar Seatbelt Covers

XW1	Leather Seat Belt Rosettes
XW2	Leather Rear Seat Belt Locks & Housing (standard with Y17)
XW3	Leather Clock Adjustment
XW3	Leather Rear Window Wiper Switch
XW4	Leather Light Switch
XW5	Leather Wiper/Instrument Light Knobs
XW6	Leather Door Lock Pin Rosettes (standard with Y66 and Y16)
XW8	Leather Door Entrance Panel Sills (standard with Package Y66)
XW9	Leather Entrance Panel Covers
XX1	Embroidered Floor Mats (requires leather interior trim)
XX2	Footwell Lights
XX3	Map Pocket Lights
XX6	Leather Shift Lever Knob Pattern insert with deviating colors
XZ4	Leather Glove Box Rosette
XZ7	Leather OS Mirror Adjuster Frame (standard on Y66)
Y01	Spoiler-Aero Kit I w/Front Duct
Y02	Spoiler-Aero Kit II with Rockers
Y03	Shift Lever/Brake Handle-Carbon
Y04	Carbon pkg I - lower dash, door trim, guage panel (standard with Y25)
Y05	Shift Lever/Brake Handle-carbon and aluminum
Y06	Shift Lever/Brake Handle-Aluminum
Y07	Shift Lever/Brake Handle-aluminum and light wood
Y08	Shift Lever/Brake Handle-aluminum and dark wood
Y09	Light Rootwood Pkg - steering wheel, parking brake, shifter, dashboard
Y10	Dark Rootwood Pkg - steering wheel, parking brake, shifter, dashboard
Y16	Exclusive Package I - leather door rosettes, handles, speaker trim
Y17	Exclusive Pkg II - leather seatbelt locks and housings, shifter tunnel, parking brake, tray behind parking brake
Y18	Exclusive Package III - leather seat adjuster switches, hinges, etc
Y23	Aluminum Tiptronic Selector includes aluminum brake lever
Y24	Carbon Tiptronic Selector includes carbon brake lever
Y25	Carbon package II (Y04 plus: steering wheel, shifter, brake handle)
Y26	Carbon Pkg III
Y29	Aluminum/Chrome Pkg (instruments, tailpipe, door sill)
Y59	Light Wood Pkg (steering wheel, shifter, brake lever, dash)
Y60	Dark Wood Pkg (steering wheel, shifter, brake lever, dash)
Y61	Carbon Tiptronic Shifter includes carbon hand brake
Y62	Light Wood Tiptronic Shifter includes wood hand brake, aluminum switch
Y63	Dark Wood Tiptronic Shifter includes wood hand brake, aluminum switch
Y65	Dash Pkg (leather vent covers)
Y66	Door Pkg (leather sills, pwr switches, locks, speaker trim, etc)
Y67	Leather Seat Pkg (switches, hinges, adjusters, etc)
Y75	Front and Rear Spoilers with Aero Kit
Z02	Leather Console Tray
Z05	Leather Headliner (Custom Color) Includes A- and B-pillars and visors
Z06	Steering Wheel-Deviating Color
Z07	Trunk Carpeting (matches interior color, without CD changer)
Z08	Trunk Carpeting (Matches interior color, with CD changer)
Z09	Custom Leather Carpet Welting (color matched to sample interior)

Z11	Leather Carpet Welting standard color or matching interior color
Z21	Seat Stitching-Alternate Standard Colors
Z27	Headliner, Leatherette (deviating current color; visor & pillars)
Z27	Headliner, Standard Leather
Z27	Leather Headliner (Porsche Colors) Includes A- and B-pillars and visors
Z31	Leather Knee Bar
Z35	Leather Knee Bar (requires all-leather interior)
Z41	Pearl White Metallic Paint (requires metallic paint to sample)
Z42	Door Trim Panels-Leatherette
Z43	Door Trim Panels-Leather (includes armrests, requires full leather interior)
Z44	Leather Armrests/Compartments Lids
Z45	Front Seat Inlays (deviating current colors; requires full leather seats)
Z46	Rear Seat Inlays (deviating current colors; requires full leather seats)
Z50	Seatbelts, Red or Yellow Front
Z51	Front/Rear Seat Inlays (deviating current color; requires leather)
Z53	Head Rests Stamped w/ Porsche Crest (requires leather upholstery)
Z65	Leatherette Beltline In standard deviating colors
Z66	Leatherette Beltline (Cabriolet) in deviating standard color
Z69	Carpet-Standard Color (deviating from interior colors)
Z79	Deviating Standard Color A & B Pillars
Z86	Dashboard in Deviating Standard Color
Z95	Titanium or Black Brake Calipers

SPECIFICATIONS FOR THE 968



Model	968	968 Turbo S
Engine	Front longitudinal inline four cylinder water cooled 16v VarioCam	Front longitudinal inline four cylinder water cooled 16v VarioCam, KKK Turbo
Capacity	2990 cc	2990 cc
MAX. Power	240 bhp	305 bhp
Transmission	6+R, sync rear drive	6+R, sync rear drive
Suspension	Independent all round	Independent all round
Brakes	Hydraulic dual system vented disks all round with ABS	Hydraulic dual system vented disks all round with ABS
Wheel Base	2400 mm	2400 mm
Acceleration (0-60mph)	6.1 sec	4.9 sec
Top Speed	156 mph	175 mph



Perhaps Porsche did too little on the revised versions, Japanese cars headed by Nissan 300ZX, Toyota Supra and the cheaper Celica ate its market share rapidly. These cars imitated the Porsche but was sold at a much lower price while offered better cabin and long list of standard equipment. Porsche started to realise the golden age of 944 had gone.

I must point out that the 944 Series 2 still offered the best handling in its class. Autocar compared 944S2 with the handsome Nissan 300ZX non-turbo, the UK magazine still chose the Porsche as the real driver's choice but also praised the overall competence of the Nissan. Meanwhile, Fast Lane magazine compared 944 Turbo SE with the 300 hp 300ZX twin-turbo and Renault Alpine A610, still rated the Porsche's handling as marginally better than rivals, although eventually chose the Alpine as overall winner.

968



The sun was setting, but Porsche wanted to phase out in style. In 1991, the whole 944 line was replaced by a single model, 968. 968 was a new name, but it was actually an evolution from the 944 series 2. It got a pair of circular headlamps similar to 928's, new bumpers, rear lights and rear spoiler.

Under the bonnet was 944 S2's 3-litre four added with a kind of variable valve timing called "Variocam". Three different valve timings were set to serve different engine speeds: below 1,500 rpm minimum valve overlapping improved torque and refinement. From 1,500 to 5,500 rpm medium overlapping was used. Above 5,500 rpm the largest overlapping helped raising rpm as well as top end power. As a result, maximum power jumped from 211 hp to 240 hp and torque was increased from 207 lbft to 225 lbft, a record for any production 3-litre normally-aspirated engine. That was the last glorious moment of the big four-pot, and also the last shine of the mighty 924 empire.

Now six-speed gearbox replaced the 5-speed. 4-speed Tiptronic was carried over from 911.

968 CS



968 did not improve very much in handling and other aspect, perhaps because 944 Series 2 was good enough. Real drivers had to wait until the Club Sport version appeared in 1993 for real improvement in handling. The 968 CS followed the way 911 CS tried in 1987 - lowered the ride height by an inch, stiffened the springs and dampers, reduced 50 kg weight by deleting equipment (air-con, power windows, leather seats, heavy hi-fi etc.)

Because of the discarded equipment, Porsche UK could price it at under 30,000 pounds, which was considerably cheaper than 300ZX turbo and the like. But most important, its handling became even sharper - Autocar elected it as the best handling car in 1993 and 94, against Ferrari 348, Lotus Esprit and Honda NSX etc.

Yes, the 924 family eventually quit in style.

Specification Comparison

Model	924	944	944S	944 turbo
Year	1976	1982	1986	1985
Layout	Front-engined, Rwd.	Front-engined, Rwd.	Front-engined, Rwd.	Front-engined, Rwd.
Engine	Inline-4, sohc, 2v/cyl.	Inline-4, sohc, 2v/cyl.	Inline-4, dohc, 4v/cyl.	Inline-4, sohc, 2v/cyl, turbo
Engine Capacity	1984 c.c.	2479 c.c.	2479 c.c.	2479 c.c.
Power	125 hp	163 hp	185 hp	220 hp
Torque	121 lbft	151 lbft	169 lbft	243 lbft
Gearbox	5M	5M	5M	5M
Weight	1114 kg	1320 kg	--	1350 kg
Top speed	126 mph*	137 mph*	140 mph*	153 mph*
0-60 mph	9.5 sec*	7.4 sec*	6.7 sec*	6.0 sec*

Model	944 (Series 2)	944 S2	944 turbo SE	968 CS
Year	1988	1988	1988	1993
Layout	Front-engined, Rwd.	Front-engined, Rwd.	Front-engined, Rwd.	Front-engined, Rwd.
Engine	Inline-4, sohc, 2v/cyl.	Inline-4, dohc, 4v/cyl.	Inline-4, sohc, 2v/cyl, turbo	Inline-4, dohc, 4v/cyl, VVT.
Engine Capacity	2681 c.c.	2990 c.c.	2479 c.c.	2990 c.c.
Power	165 hp	211 hp	250 hp	240 hp
Torque	166 lbft	207 lbft	258 lbft	225 lbft
Gearbox	5M	5M	5M	6M
Weight	1320 kg	1350 kg	1400 kg	1335 kg
Top speed	136 mph*	146 mph*	152 mph*	150 mph*
0-60 mph	7.0 sec*	6.0 sec*	5.7 sec*	6.1 sec*

* Tested by Autocar

Porsche

Named after its founder Ferdinand Porsche, Porsche is the largest sports car maker in the world. Annual production rate in recent years is around 15,000 to 30,000 cars. In its 67 years history, it has built many greatest sports cars: 356, 911, 924/944 series and 928. 356 was one of the most beloved classics, 924/944 series reinvented the idea of "afford sports cars", 928 was the only sports car ever won European Car of The Year (COTY) title, but the most legendary still belongs to the mighty 911, which was in production for as long as 34 years and still remained as the core of Porsche's line-up.

Ferdinand Porsche and Ferry Porsche

Ferdinand Porsche was born in 1875. In my opinion, he was the greatest automotive engineer in history. He emerged as a designer for electric cars, then joined Daimler in 1906 to start his motor car engineering career. During his brightest years, he designed the famous Mercedes SSK (one of the greatest pre-war cars), the Auto Union GP racer (the first mid-engined race car, with a V16 engine) and the NSU "people's car", which evolved to VW Beetle after the war. His talent also expended to military area like tanks, aero engines and military trucks. Therefore he was jailed after the war until 1947, four years before his death. Maybe his greatest achievement was the establishment of his own company in 1931, which became the greatest sports car maker later.

Professor Porsche was the last automotive engineer who design the entire car by himself. Accompany with his versatility and his influence in subsequent automotive design, few can be compared with him. His son, Ferry Porsche (1909-98), was not ordinary either. Being a greatest engineer's son and trained in Bosch, he succeeded his father to enhance the reputation of their company. In fact, it was his achievement rather than his father's to establish the solid status of Porsche as famous a sports car maker. His creations included 356 and 911.

1992		1993	
Coupe US	713	Coupe US	668
Coupe RoW	2547	Coupe RoW	1203
Cab US	727	Cab US	414
Cab RoW	1366	Cab RoW	631
	<i>total:</i> 5353	CS RoW	856
		Turbo S RoW	11
		<i>total:</i>	3783
1994		1995	
Coupe US	778	Coupe US	258
Coupe RoW	298	CS RoW	531
Cab US	741	Cab US	366
Cab RoW	128	Cab RoW	1
CS RoW	536	<i>total:</i>	1156
Turbo S RoW	3		
	<i>total:</i> 2484		
TOTALS			
Coupe US	2417		
Coupe RoW	4048		
Cab US	2248		
Cab RoW	2351		
CS RoW	1923		
Turbo S RoW	14		
	<i>total:</i> 12776		

Year	Model	Market	Chassic Numbers
1992	968	RoW	WPOZZZ96ZNN800001-0006
	968	US	WPOAA296_NN820001-0004
	968 Cab	RoW	WPOZZZ96ZNN830001-0003
	968 Cab	US	WPOCA296_NN840001-0002
	968	RoW	WPOZZZ96ZNS800001-2541
	968	US	WPOAA296_NS820001-0709
	968 Cab	RoW	WPOZZZ96ZNS830001-1366
	968 Cab	RoW	WPOCA296_NS840001-0727
1993	968	RoW	WPOZZZ96ZPS800001-1203
	968 CS	RoW	WPOZZZ96ZPS815001-5856
	968	US/Canada	WPOAA296_PS820001-0668
	968 Cab	RoW	WPOZZZ96ZPS830001-0631
	968 Cab	US/Canada	WPOAA296_PS840001-0414
	968 Turbo S	RoW	WPOZZZ96ZPS890061-0071
1994	968	RoW	WPOZZZ96ZRS800001-0298
	968 CS	RoW	WPOZZZ96ZRS815001-5536
	968	US/Canada	WPOAA296_RS820001-0778
	968 Cab	RoW	WPOZZZ96ZRS830001-0128
	968 Cab	US/Canada	WPOCA296_RS840001-0741
	968 Turbo S	RoW	WPOZZZ96ZRS890061-0063
1995	968 Cab	RoW	WPOZZZ96ZSS830061-0061
	968 CS	RoW	WPOZZZ96ZSS815001-5531
	968	US/Canada	WPOAA296_SS820001-0258
	968 Cab	US/Canada	WPOCA296_SS840001-0366

Notes

The engine type for Coupes, Cab's, and CS's is M44/43. Turbo S is M44/60.

The gearbox type for Coupes, Cab's, and CS's is G44/00. Turbo S is G44/01.

The records indicated that only three Turbo S's were built in 1993 (96PS896061-63).

"RoW" stands for "Rest of World."