

The Porsche Magazine

chri  
sto  
pho  
rus

No 232 / November 1991



New  
Generation:

---

928 GTS



#### 928 GTS

The peak of automotive perfection in sports car construction – such praise for Porsche's 928 is often found in the press. Consequent further development in technology and design has enhanced the leading position of this Grand Touring sports car from Zuffenhausen. The new, 928 GTS model is a justification of these high demands.

A light-alloy, V8 engine with four overhead camshafts (two on each bank of cylinders) and four valves per cylinder combines the rev willingness of a sporting engine with the overwhelming torque and operational silence of a large-displacement eight. With cubic capacity increased to 5.4 liters, torque advances to 500 newtons at 4250 RPM. Maximum output is now 250 kW/340 HP at 5700 RPM.

The 928 GTS will be offered with a choice of four-speed automatic transmission or manual gearbox.

Both types of transmission are matched to the exceptional rev and torque bands of this engine. With soft, almost unnoticed shifts at lower revs, the automatic affords optimum comfort in thick traffic while far-reaching gear ranges provide a driver with every prerequisite for a sovereign sporting driving style on both highways and freeways. The five-speed, manual gearbox – found in few other cars of this displacement class – offers friends of the shift lever and clutch pedal extensive possibilities for driving in city traffic or on a freeway with minimum shifting, clear up to a racing lap of Nürburgring. Fifth gear can be used from city pace up to the top speed of 275 km/h and the overlap in all other gears is equally wide.

**In the style of a classic Grand Touring: the 928 GTS appears with new wheels and rear fender extensions.**

**The 5.4 liter, four-valve V8 produces 250 kW/340 HP and combines eight-cylinder comfort with the rev abilities of a sporting engine.**

New wheels, 7.5 J × 17 for 225/45 ZR 17 tires in front and 9 J × 17 for 255/40 ZR 17 tires in the rear, in conjunction with a standard Porsche limited-slip differential, ensure reliable transmission of high power and torque potential. Porsche's race-proven, high-performance brakes with ABS, tire-pressure control system and steering servo providing precise road feel and optimum directional stability on the straight, along with an unproblematic transaxle chassis for neutral cornering, are all indications of the high active safety standard. Outstanding passive safety of the 928 body is underlined by standard air bags for driver and front passenger.

## Technical Data: Porsche 928 GTS

### Engine:

V8, water-cooled engine, two overhead camshafts per cylinder bank, four valves per cylinder, regulated, three-way catalytic converter  
Bore; 100 mm  
Stroke; 85.9 mm  
Displacement; 5396 cc  
Compression; 10.4:1  
Engine output;  
250 kW at 5700 RPM (340 HP)  
Maximum torque; 500 Nm at 4250 RPM

### Driveline:

transaxle unit with front engine and manual five-speed or automatic gearbox in rear, bolted into rigid drive unit by central tube, limited-slip differential (PSD)

### Body:

two-door Coupé body, 2+2 seating, rear hatch

### Brakes:

hydraulic, dual-circuit brakes, four vented discs, four-piston, fixed-saddle calipers, servo, ABS

### Weights:

empty 1620 kg  
gross 1960 kg

### Performance:

acceleration from 0 to 100 km/h; 5.7 s  
top speed; 275 km/h

### Fuel consumption:

Liter/100 km	Manual	Automatic
at 90 km/h	9.8	9.8
at 120 km/h	12.0	11.9
city cycle	20.7	18.8

The 928 GTS interior is laid out generously for driver and passenger. Selected materials, functional instrumentation and controls, as well as unmistakable design, determine the atmosphere of this long-distance, touring sports car in classic Grand Touring style. The information and diagnostic system has set new standards. Extensive, production comfort fittings include automatic air-conditioning and Symphony radio with RDS and station identification. A wide selection of exclusive color and trim options as well as long life expectancy of the 928 have virtually become legends. Quality and long life are underlined by the Porsche warranty: two years for mechanicals, three years for paint and ten years for rust perforation. All these are important prerequisites for high resale value.

Production of the 928 GTS begins in Zuffenhausen towards the end of 1991.