

PORSCHE®

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1993 PORSCHE 911 RS AMERICA

RENO, NEVADA --- Starting in April 1992, Porsche dealers across the United States begin offering a new version of the popular 911 model range, the 1993 Porsche 911 RS America.

The new model is exclusive to the U.S. market. Labeled by company executives as, "A Pure-Protein Porsche 911," the 911 RS America is designed to handle more like a competition version 911. It offers larger wheels and tires, a larger diameter front stabilizer bar, as well as stiffer springs and shock absorbers than the normal 911 Carrera 2. Available only with a five-speed manual transmission, the RS America enters the U.S. market at a Manufacturer's Suggested Retail Price (MSRP) of \$53,900, compared to the more richly appointed 1992 911 Carrera 2, which carries an MSRP of \$63,900.

Unlike the 911 Carrera 2, the RS America sports a large fixed-plane spoiler and carries special RS identification. The emphasis is on ultra-sporting handling feel and agility. It is built in limited quantities for the U.S. market only. The 911 RS America is slightly lighter than the 911 Carrera 2 for more agile handling.

The new version 911 is powered by Porsche's familiar 3.6 liter, 247 horsepower, twin-ignition, opposed-six-cylinder engine which propels it to 60 mph in just 5.4 seconds.

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In keeping with the goal of giving the 911 RS America race car-like agility, Porsche engineers have made performance improvements such as fitting 17 inch diameter light alloy wheels - 7 inches wide at the front and 8 inches wide at rear. The front stabilizer bar has been beefed up to 22 mm diameter and the competition-oriented shock absorber package has been made standard as have progressive-rate springs at the rear.

Adding to the performance-oriented handling package, tire profile has been lowered at the front and both the width and profile improved at the rear. Front tires are specified at 205/50 ZR 17, while 255/40 ZR 17 tires are fitted at the rear. Like all current 911 models, the 911 RS America is fitted with fully independent, coil-spring suspension, utilizing MacPherson struts and forged light alloy arms at the front. At the rear, aluminum alloy semi-trailing arms with self-stabilizing toe-characteristics are used.

Like all Porsche models world-wide, the 911 RS America offers powerful four-piston, aluminum-alloy fixed-caliper design four-wheel disc brakes and an Anti-Lock Brake system (ABS) as standard equipment. Airbags for both driver and passenger are also standard. Porsche is the only manufacturer in the world to offer standard equipment driver and passenger side airbags in every one of its models.

The 1993 911 RS America will be offered in four exterior colors: red, black, silver metallic, and midnight blue metallic. It is expected to go on sale at U.S. Porsche dealers in April.

Optional equipment will include a limited slip differential, sunroof, air conditioning, and a Porsche CR1 AM/FM digital display stereo cassette radio.

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