

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



## 1993 – Porsche 911 (964) Turbo WLS

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# 1993 – Porsche 911 (964) Turbo WLS



- One of only 192 built 964 Turbo with factory performance upgrade (WLS, code X33) of the 3.3 litre engine and 355 hp
- Mileage of just 57,000 km since delivery
- Classic colour scheme in mostly first paint black metallic (code 738) with original interior in black leather trim
- German delivery and always remained in Germany with complete ownership history, original vehicle registration documents available
- 4-pipe exhaust system (code XE2), bolted 18-inch Speedline rims, height-adjustable H&R suspension with springs and Bilstein shock absorbers
- Complete on-board folder with service booklet and driver manuals



## This Automobile

According to its documentation, this Porsche 964 Turbo was delivered on 8 April 1993 via the Porsche Centre Kurpfalz Ernst Islinger in Mannheim. It is equipped with the special factory performance upgrade (“Werkleistungssteigerung” WLS, code X33), which delivers 355 hp instead of the standard 320 hp. In total, only 192 examples of the 964 Turbo 3.3 with WLS were delivered.

The sports car still has its original colour scheme combining black metallic paint (colour code 738) with a black leather interior, with the paintwork being mostly original. The measured mileage of 57,156 kilometres is likely to be original based on the entries in the available service booklet. Moreover, the very good condition of the interior also underlines the low mileage.

The first owner in the Ludwigshafen area kept the car until July 1997. The car remained in Germany after being sold by them, with the second owner in the Rhine-Neckar district passing the car on to the third owner in Stuttgart in March 1999. In September 2004, the vehicle moved to Berlin, where it came into the hands of the fifth owner in June 2007. All five previous owners are documented in the available German vehicle registration documents. The current owner in Hamburg acquired the 964 Turbo in September 2023.



This 964 Turbo is equipped with a 4-pipe exhaust system (code XE2) and bolted 18-inch Speedline rims with wider tyres. In autumn 2023, a height-adjustable H&R suspension with springs and Bilstein shock absorbers as well as 10mm wheel spacers were installed, which are approved in the vehicle registration document. The car also received a new clutch in September 2024.

Porsche cars from the early 1990s offer analogue driving pleasure without assistance systems but with contemporary driving performance for today's standards – and the 964 Turbo is the pinnacle of performance from this period. Turbo engine, rear-wheel drive, no traction control and manual transmission are parameters that ensure pure driving experience. However, the rare option of a factory performance upgrade in combination with good key data such as low mileage and a complete history make this 964 Turbo an exclusive collector's item from Zuffenhausen.

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## Model History

In 1974, Porsche presented new top model at the Paris Motor Show – the 911 Turbo with the internal designation 930. It was only the second mass production vehicle worldwide (after the BMW 2002 Turbo, 1973) to be fitted with a turbocharger. Until then, this turbo technology for increasing performance had only been used in motorsport. Porsche had achieved great success with turbocharging in motorsport in the early 1970s, gaining experience for their road vehicles.

The turbocharged air-cooled 6-cylinder boxer engine had a displacement of 3.0 litres and an output of 260 hp, a value that could compete with the super sports cars from Italy and England at the time. Already at the end of 1977, the displacement was increased to 3.3 litres. The increase, along with a higher compression ratio and the use of an intercooler, raised the output to 300 hp. The brake system was adapted to the higher engine power, gaining four-piston aluminium brake callipers derived from those on the Porsche 917 racing car. The visual identifiers of the 911 Turbo are strongly widened front and rear wings with a wider track as well as a large rear wing with a distinctive rubber edge, under which the intercooler is concealed.



In autumn 1989, the third 911 generation was introduced with the 964 series. Visually modernised in the classic body, it was more of a new development on the technological side. In addition to a new engine, revised chassis and optional Tiptronic transmission the equipment now included power steering, ABS, and airbags. Starting with the 1991 model year the 964 was also available as a Turbo version. The turbocharged type M30/69 engine, based on the previous Turbo's engine (type M30), had a displacement of 3.3 litres and produced 320 hp.

As with the Turbo of the G-model Porsche also offered a factory performance upgrade for the Turbo-version of the 964 series from model year 1992 (starting in autumn 1991) under the option code X33. Different camshafts with modified timing, modified intake manifolds and revised cylinder heads increased the output from 320 to 355 hp. Driving performance was thus on a par with the later 3.6 litre turbo version, with an even more impressive power delivery. This new engine with a displacement of 3.6 litres was fitted from model year 1993 and produced 360 hp.

From 1990 to 1994, 3,360 3.3-litre Turbo models were manufactured, followed by 1,437 examples with the even rarer 3.6-litre engine.



## Data & Facts

Year of construction	1992/1993
Quantity	3,360 examples (1990 to 1992) in total, including 192 cars with factory performance upgrade (Werksleistungssteigerung WLS)
Colour scheme	black metallic (colour code 738) with black leather interior
Mileage (reading)	57,156 km
Engine	six-cylinder boxer-engine, air-cooled, turbocharger with intercooler, OHC, intake manifold injection, Bosch K-Jetronik
Displacement/Power	3,299 cc, approx. 355 hp at 5,750 rpm (factory data)
Gearbox	manual, 5-speed, middle-shift
Brakes	drilled discs front/rear, ABS
Empty weight	approx. 1,470 kg
Top-speed	approx. 280 kph
Equipment	WLS (code X33), four-pipe exhaust system (code XE2), 18 inch Speedline rims, H&R suspension, Bilstein shock absorbers
Documents	German registration, original service booklet and user manual, invoice on fitting of H&R suspension/springs and Bilstein shock absorbers, old German titles with previous owners listed



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## Appendix

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Location	Hamburg, Germany	
Price	<b>EUR 295,000</b> (VAT not to be shown)	
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