

1992 Porsche 968

2dr Coupe • 4-cyl. 2990cc/236hp FI

#1 Concours condition

\$89,000

↗ +411.5%

#2 Excellent condition

\$62,000

↗ +380.6%

#3 Good condition

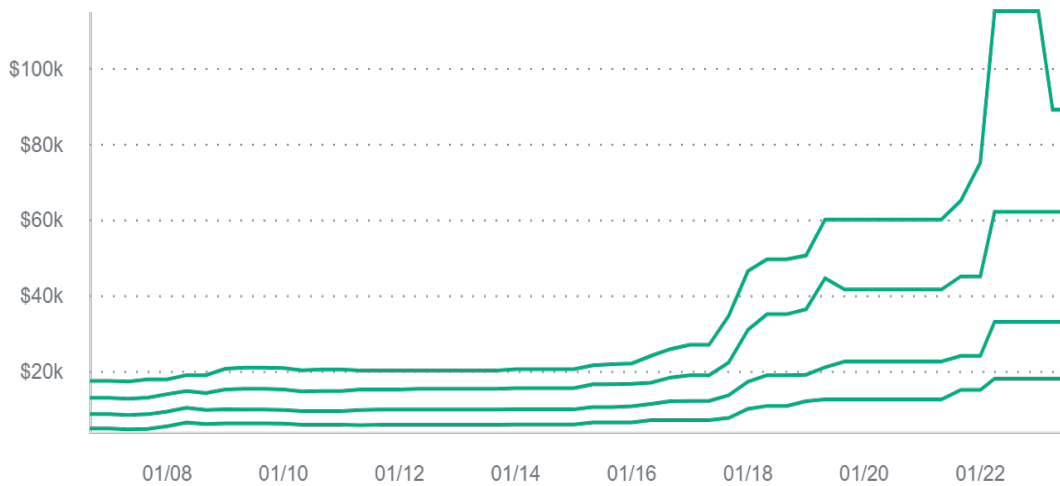
\$33,000*

↗ +283.7%

#4 Fair condition

\$18,000

↗ +275%



Value adjustments

-15%
for Tiptronic.

+30%
for Speed Yellow,
Riviera Blue,
Maritime Blue,
Rubystone Red and
Amaranth Violet.

Model description

The zenith of Porsche's long running front-engined, four-cylinder 924/944 series culminated with the 968 in 1992. What started as an evolution of the 3.0-liter 944 S2 ended up being a car that Porsche claimed was 80% new, with production now being undertaken in Porsche's own Zuffenhausen works as opposed to Audi's Neckarsulm plant, which had been utilized for the 924 and 944. The 968 shared the front-engine/rear transaxle layout of its predecessor, but at the front was now a 236-hp Variocam-equipped 3.0-liter DOHC I-4, and at the rear was a new six-speed transaxle or optional Tiptronic automatic transaxle preserving the trademark 50/50 weight distribution that this platform was famous for. The 944S2/Turbo suspension and Brembo brakes were carried over into the new model.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The Porsche 968 was wrapped in new bodywork that was the product of original 924 designer Harm Lagaay, with updated styling that drew from the 928 at the front and was more integrated than its 924/944 predecessor at the rear. Like the 944S2, the 968 was also available as a cabriolet with a neatly done power top. On the performance side, the 968 could rip off a 0-60 sprint of 5.6 seconds with a 156-mph top speed in six-speed manual-equipped cars. Handling was very forgiving, confidence inspiring, and predictable, which made for accessible and satisfying performance in a practical 2+2.

For Porsche enthusiasts, the 968's performance and practicality, coupled with its low production numbers (only 4,665 coupes and Cabriolets were sent to North America between 1992 and 1995) has led to an enthusiastic following for these cars. The 968 has proven to be reliable as well, with the only recurrent issue being failed crown wheel and pinion transaxle bearings on a fair number of six-speed cars. While this has likely been corrected on most examples by now, it is an expensive fix so service histories are important for prospective buyers. Potential owners should also check for correct power top operation on Cabriolets. Popular options included 17-inch wheels and an M030 suspension option, and the European market saw lighter Club Sport as well as turbocharged "S" and extremely rare "RS" versions, to add to the choices.

Body styles

2dr Cabriolet 2dr Coupe

Engine types

4-cyl. 2990cc/236hp FI

1992-1995 Porsche 968 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$516,500	\$7,290	\$26,250	193

Equipment

Standard Equipment

- 6 Speed Manual
- AM/FM CASS
- Air Conditioning
- All Wheel
- Dual Front Air Bag/Active Belts
- Power Brakes
- Power Steering
- Power Windows
- Removable Panels
- Tilt Steering Wheel

Optional Equipment

- AM/FM CD

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 37
- Front Tire Size: 16R205
- Manufacturer Code: C168
- Manufacturer MSRP: 63900
- Market Segmentation: Luxury Sport
- Rear Tire Size Code: 37
- Rear Tire Size: 16R205
- Shipping Weight: 3086
- Wheel Base Longest - Inches: 94.5
- Wheel Base Shortest - Inches: 94.5

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.