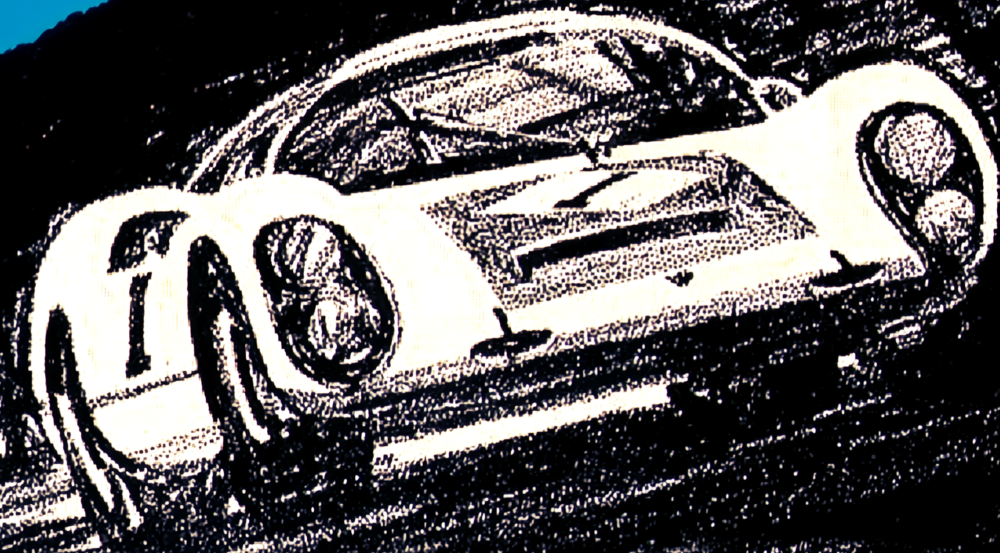


FACT BOOK

PORSCHE





THE HOUSE OF PORSCHE

One man, Dr. Ferdinand Porsche, designed the Porsche.

One man, his son Dr. Ferry Porsche, refined that design.

One family—father, son, and grandsons (Ferdinand III, a designer, and Peter, a production specialist)—has directed Porsche's destiny since its inception.

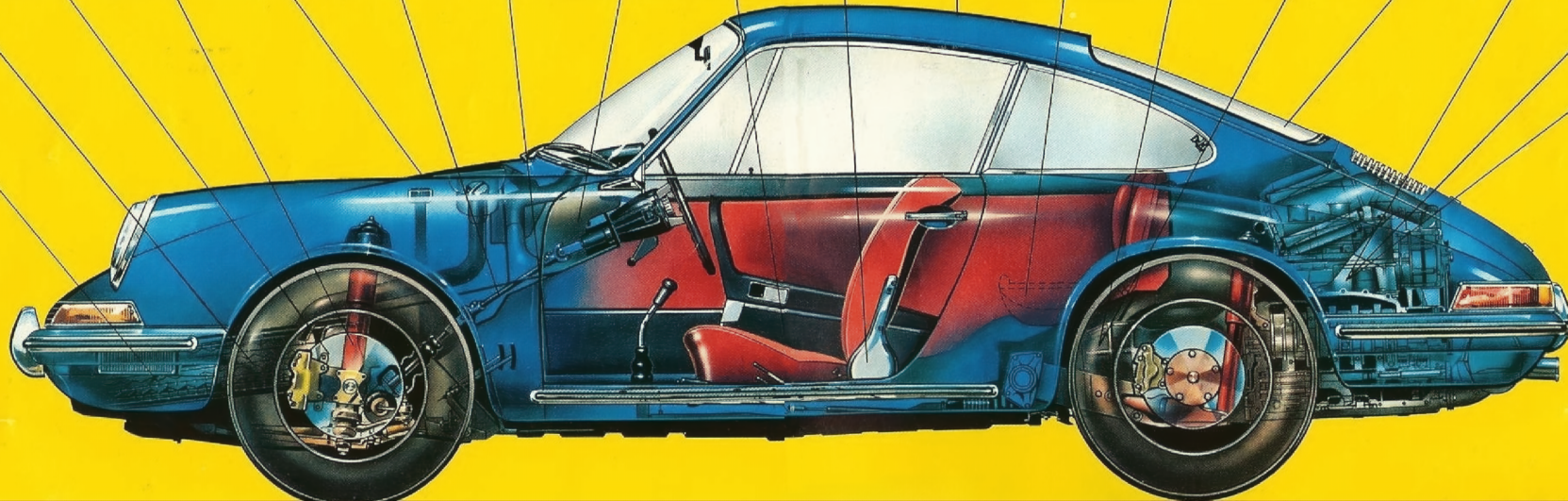
This unique continuity is reflected in each Porsche, a complete car carefully built from thoroughly tested components functionally related to the entire vehicle.

Under the firm's development and engineering program headed by Ferdinand Piëch, designs have evolved logically and intelligently, incorporating refinements and improvements to achieve maximum automotive efficiency.

Porsche's inherent soundness and high-performance capability are constantly reconfirmed in the most demanding laboratory, the world's leading races, hill climbs, and open-road rallies. No other manufacturer relies so completely on the rigors of competition to produce a car both dependable and enjoyable for every day driving on streets or turnpikes.

Spare tire, battery and gas tank located to provide unobstructed luggage space.	Radial-ply tires, for strong grip on road surface, now standard on all Porsches.	Air-cooled disc brakes on all four wheels for sure stops with little fade, no grabbing when damp.	Independent suspension on all four wheels for smoother ride, better cornering, improved all-around roadability.	Sharply tapered hood increases forward visibility. Air stream over hood produces better road-holding at speed.	Three-sectioned steering wheel column designed to collapse on impact. Cluster permits driver to operate major controls without lifting hands from wheel.	Ample leg room, comfortable for any tall driver or passenger.	Welded unit body for rigidity, tightness and safety.	Driver sits near car's center of gravity, in complete control, sensing car's responses to road surface and steering.	Fully adjustable seats contoured to hold driver and passenger comfortably and securely, particularly when cornering.	Aerodynamic body design cuts wind resistance at turnpike speeds, reduces fuel consumption.	Rear seats fold flat, providing a deck for additional luggage space. (Targas with permanent windows also have folding rear seat feature.)	Transmission and differential in a single lightweight unit over rear wheels improves car's balance, eliminates drive-line friction and weight.	Optional Sportomatic semi-automatic transmission allows driver to shift manually at will, or change over smoothly to Sportomatic.	Rear window electrically heated to prevent fogging and freezing.	Air-cooled four- or six-cylinder engines have no radiators, need no water or anti-freeze.	Fuel-injected six-cylinder engines meter precise fuel needs; gas consumption reduced, smog attachments eliminated, performance improved under all conditions.	Rear-mounted engine puts weight over rear driving wheels, improves traction on all surfaces.
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LOOKING
INTO PORSCHE





THE WHY OF PORSCHE DESIGN

Racing is not the only way to test a car's design and components. It is the best way. It is the ultimate proof and either supports or rejects the results of earlier bench-tests and controlled, non-competitive proving ground experiments.

The new 900 Porsche series is a logical progression of the basic design: proved by time, by tests and by racing.

Rear-engine position. Eliminates loss inherent in transmitting power from a front engine to rear driving wheels; puts engine weight over driving wheels for better traction and acceleration; improves braking by distributing braking force more evenly among the four wheels.

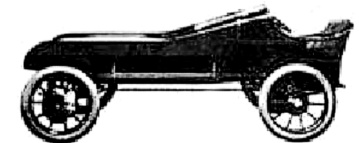
Air-cooled engine. Eliminates need for water and anti-freeze; no danger of overheating or freezing; lightens car by eliminating water-cooling plumbing; improves reliability.

"Flat" engine design. Horizontally opposed cylinder layout saves space.

Overhead camshaft (on all 911's). Actuates valves directly, achieving higher engine revolutions; produces greater power over wider range.

Dry sump lubrication (on all 911's). Oil cooling automatically maintained; separate tank carries oil; eliminates oil pan surge; lowers engine profile since oil pan is unnecessary.

Independent suspension. All four wheels rise and fall independently; eliminates weight of conventional rear axle housing; reduces car's unsprung weight producing a smoother ride.



Four-wheel disc brakes. Smaller contact area reduces heat build-up; discs exposed to cooling air; fading reduced. Disc pads have long life, are more quickly and easily replaced.

Synchromesh gearbox. Fully synchronized; allows shifting all the way down to first gear while car is moving; greater acceleration possible out of corners; eases gear selection in heavy traffic.

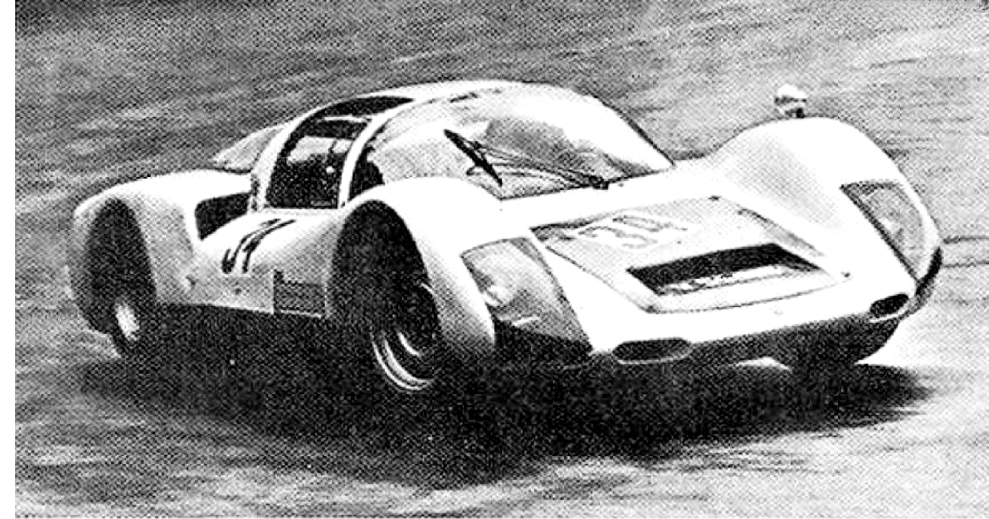
Rack and pinion steering. Basically simple system using a transverse toothed rack; provides precise steering control; light weight. Angled, jointed steering shaft employed for driver's safety.

Unitized body. Chassis and body welded, not bolted, together for greater strength, rattle-free, tighter construction.

Both the 911E and the 911S have fuel injected engines. System meters amount of fuel entering cylinders without relying on gravity, floats, engine vacuum and other devices. Injection delivers precise amount of fuel needed for every variation in engine operation at exactly the right time. Carburetors, air pump, and anti-smog attachments are eliminated. Performance benefits from fuel injection in better starts, smoother acceleration, reduction of spark plug fouling, and lower gas consumption.

Porsche designs made their first impact when cars had to be raced to be sold. Performance was the only criterion of value.

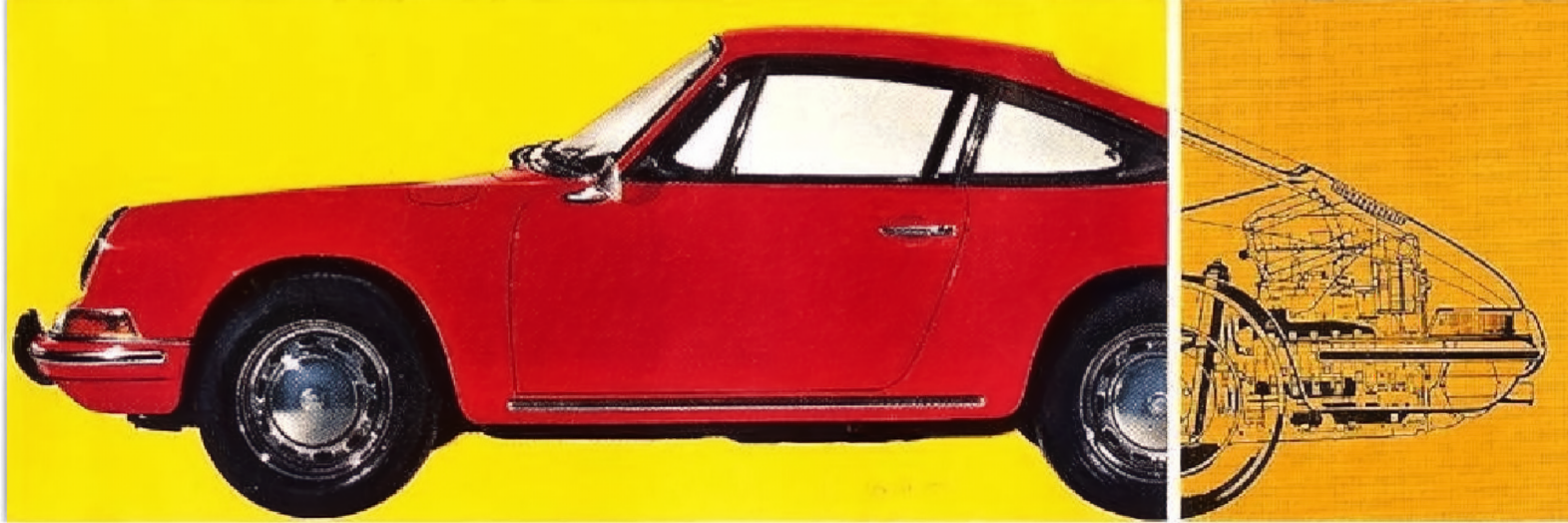
Dr. Ferdinand Porsche's first design, for the 1900 Paris auto show, was the Lohner-Porsche, driven by electric motors mounted in the front wheel hubs. Later, he built the speedy



"Prince Henry," a touring car, aircraft engines, and heavy-duty motors for military vehicles.

The victories of Porsche designs came quickly, dating from 1900 when Dr. Porsche himself broke the record for the tortuous Semmering hill climb in Austria by some nine minutes. After World War I, the Porsche-designed Mercedes sports-touring cars were near-unbeatable.

In the 1930's Dr. Porsche produced the 16-cylinder Auto-Union grand prix car, a victorious rear-engined road racer pre-dating the current rear-engined Grand Prix racers by some 30 years. The Auto-Union proved Dr. Porsche's tenet that power could be more efficiently used with a rear-engined car and stamina and reliability would be immeasurably increased with an air-cooled engine.

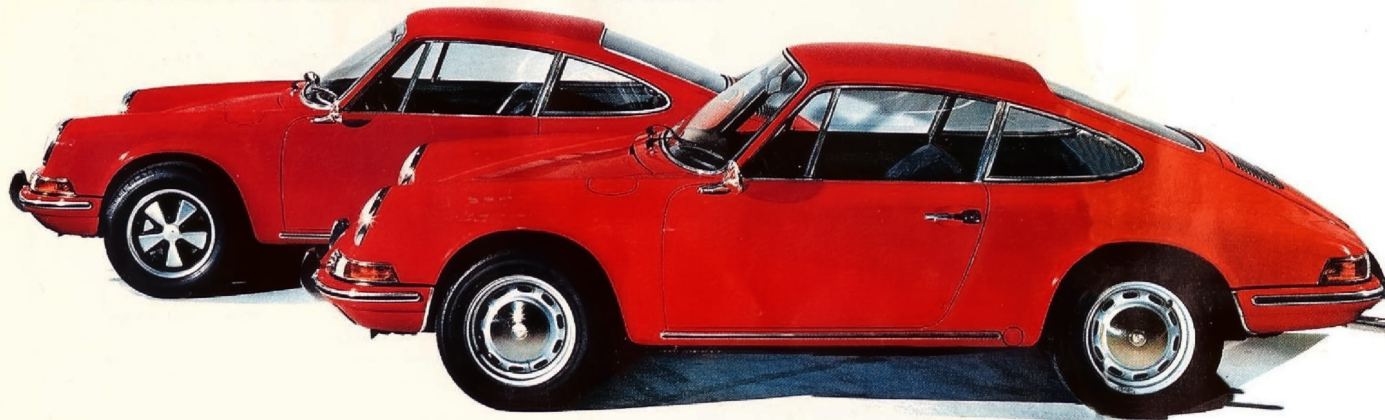


These designs—the engine, chassis, other components—were Dr. Porsche's—not an amalgamation of ideas resulting in a "car by committee." He waited until 1948 before putting his own name on a car. Just three years later the factory sent a lone entry to Le Mans for the punishing 24-hour race. That single Porsche, with an engine of only 1.1 liters (about 67 cubic inches) won its class.

Ever since, Porsche has raced prototypes whose components could be adapted to production models. Their considerable success is paralleled by the honors gathered by private owners racing their own Porsches. The remarkable speed, durability and maneuverability of the Porsche has made it probably the most popular sports car racer for private entrants. It doesn't break. And it wins.

THE PORSCHE 900 SERIES

THE COUPE



In appearance, the Porsche is still the Porsche. No one can mistake it. The newest versions sport slightly flaring fender skirts to accommodate the wider tires mounted on the new, wider wheels. Wider tires transmit the increased power of the latest 900's to the road and provide more friction surface for better braking.

A slightly wider track and wheelbase has been designed into the latest models, small but important refinements which further improve handling.

The ventilation system has been improved to include a three-stage electric blower to mix fresh and warm air and the ducting of the air-stream from top to bottom. The rear windows in the coupes are now electrically heated, eliminating air ducts.

All the latest 911 and 912 engines have increased power output, obtained without loss of fuel economy. In all, the current Porsches are still another advance in achieving high performance with optimum comfort, safety, and driving pleasure.

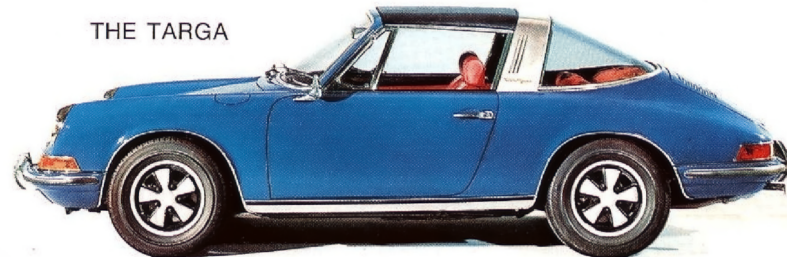


First of any convertible to have a roll bar built-in as an integral part of its design is the Targa, Porsche's four-in-one convertible. The bar, under a stainless steel, streamlined band, adds strength and safety to the rigid, unitized Porsche body while enhancing its lines.

Available in all models of the 900 series, the Targa with the soft rear window can be driven fully open, top down, rear window down, or fully closed.

A fixed rear window is an extra-cost option. Rear seats are included in Targas with fixed windows.

THE TARGA





THE 912

Here, in Porsche's basic four-cylinder design, are the qualities from which the Porsche reputation evolved: a small, light, powerful engine in a car nimble and sturdy, so efficient it can attain 27 miles to a gallon of gas.

The 912's air-cooled, flat, 1.6 liter (96 cubic inches) engine now develops 103 horsepower (SAE).

Standard on the 912 are the principal mechanical features of the more expensive 911's: self-adjusting 4-wheel disc brakes; full synchromesh four-speed gearbox; and the same advanced steering and suspension systems.

THE 911T

A development of Porsche's victorious open-road rally program is the strong, dependable 911T powered by a flat six-cylinder, air-cooled, two-liter (122 cubic inches) engine.

It was the 911T which brought Porsche its first Monte Carlo Rallye victory. The Weber-carbureted engine produces 125 horsepower (SAE).

The 911T has a standard four-speed gearbox; twin batteries for the new electrical system; a new fresh air system; a hand throttle; and an electrically heated rear window. Sportomatic semi-automatic transmission is an option.



THE 911E

"Einspritz." Fuel injection, the most effective means of providing fuel to the engine, is now standard on the newest Porsche, the 911E, and on the 911S.

Proven ideal for all types of high performance motoring, the fuel-injected six-cylinder engine is further improved with a new high capacitive ignition system which quickens acceleration and, with its other advantages, makes the 911E and its 160 horsepower (SAE) engine especially suited for in-town driving and short trips.

To give this car the best stance relative to the road under any load, and to keep its headlights at the correct level at all times, a self-leveling, hydraulic front suspension system has been installed as standard equipment. Standard components on the 911E also include two batteries, a hand throttle, and a four-speed transmission. A five-speed gearbox or Sportomatic transmission are available as options.



THE 911S

Built for speed and hard driving, yet luxurious, comfortable and, most of all, enjoyable to drive, the 911S is a pure Grand Touring automobile.

The fuel-injected six-cylinder, two-liter engine turns out 195 horsepower (SAE). With its five-speed transmission, every bit of power output can be used. The 15" x 6" forged, alloy wheels on the 911S are slightly larger than on other models.

Chrome rocker panels, aluminum door sills, heavy rubber strips surrounding the body, and rubber-covered bumper guards enhance and protect the appearance of the elegant 911S. A specially instrumented dashboard is grouped before the driver. Rich leather covers the steering wheel; full carpeting covers the floor areas.

POWER FOR THE PORSCHE

In its victories against cars with much larger engines, Porsche proved that small, advanced-design engines can produce the power needed to win. Efficiency is the key; the car makes maximum use of available power. Energy-wasting gadgets and design filigree are eliminated.

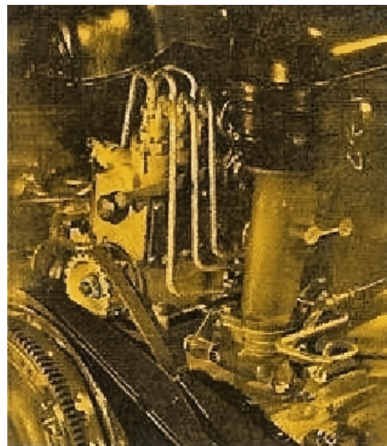
The power loss occurring in front-engined cars, which always concerned Dr. Porsche, is caused by the heavy, long drive shaft which requires intermediate universal joints to lower the shaft and angle it to make room for the driver. This wastes power. Rear mounting, of course, does away with the drive shaft and that loss.

Without careful construction, good design is sacrificed. Porsche engines are hand-assembled by craftsmen who serve a long apprenticeship before advancing to engine assembly work. Moving parts are weighed and measured. By fastidiously matching tolerances of each part, an incredibly tight and balanced engine is created, often producing more than its stated horsepower output.

After bench-testing and running-in, the Porsche engine is mated to a car and undergoes thorough road testing at various speeds. This breaking-in function which rigorously qualifies the engine and its performance, usually has to be performed by the purchaser of other cars.

Porsche tests the complete car, not separate components, under severe conditions. Each car undergoes the same full testing cycle. This is one of the reasons why Porsche's daily production rate is kept so low. Only about 60 cars a day are built.

Porsche's new fuel-injected six-cylinder engine.



911T

From 1961 through 1965, the engine limit for Formula 1 racing cars competing for the Grand Prix championship was 1.5 liters. Porsche built Formula 1 cars for those years—open-wheeled, open-cockpit all-out racers with flat eight-cylinder engines. Four out of every five Porsches which started a Grand Prix in the championship series finished, the best finishing percentage of any engine make. The current flat six-cylinder engine in the 911's is a direct descendant of that Grand Prix model.

In the "6" used in the 911T, two banks of cylinders are fed by triple-throat Weber carburetors, the same Webers used in racing machines for their accurate tuneability to all driving and atmospheric conditions. Individual carburetion is provided for each cylinder; each gets the proper mixture of fuel and air. An electric pump brings the fuel to the carburetor's reservoirs.

Like racing engines, the Porsche 911T employs overhead camshafts driven by automatically tensioned chains, dry sump engine lubrication with a thermostatically controlled oil cooler to maintain proper oil temperature at high speeds, and a crankshaft which revolves within eight main bearings.

911E AND 911S

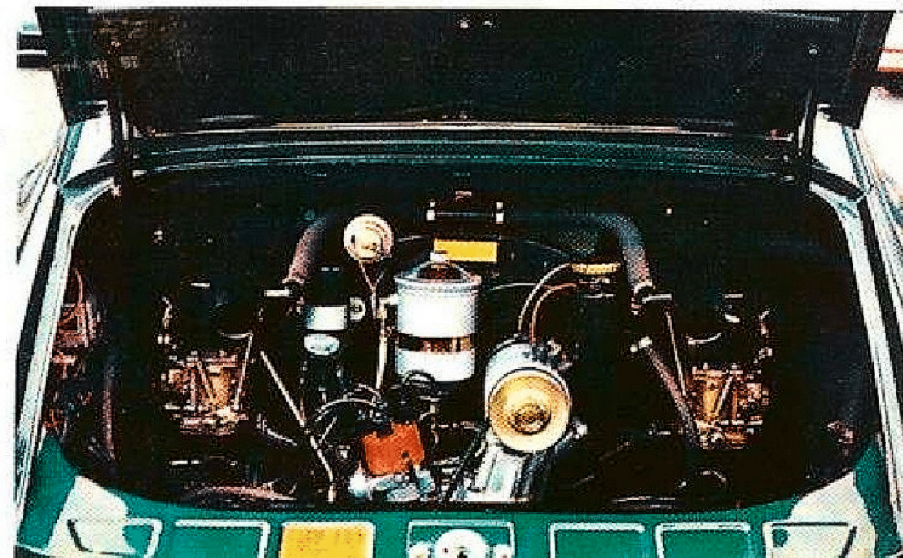
Both these models employ fuel-injected, six-cylinder engines with a high capacitive discharge ignition system for outstanding performance at all speeds. Since the fuel-air mixture creates an engine's power, the more precise the blend, the better the engine performance. Without the carburetor or pump obstacles of non-fuel-injected engines, air flows more evenly to the cylinders where it joins the fuel which has been injected. Delivering the correct amount of fuel to meet

the engine's needs of the moment reduces the problem of unburned fuel fouling plugs and creating smog. An automatic adjustment provides the proper mixture at all altitudes.

These virtues are enhanced by the ignition system which makes fuel combustion more complete, speeds pick-up, lengthens the life of points and spark plugs, and improves gas mileage.

912/4

This flat four-cylinder engine has powered Porsches reliably for more than 15 years. In its present state of tune, the powerplant turns out 103 horsepower (SAE). Hand-assembled and made of aluminum alloy for lightness, the engine is air-cooled by fins which dissipate heat. Dry starts which score pistons because they lack oil are not a problem in the 912 engine. Oil is forced directly to lubrication points even when the engine is cold.



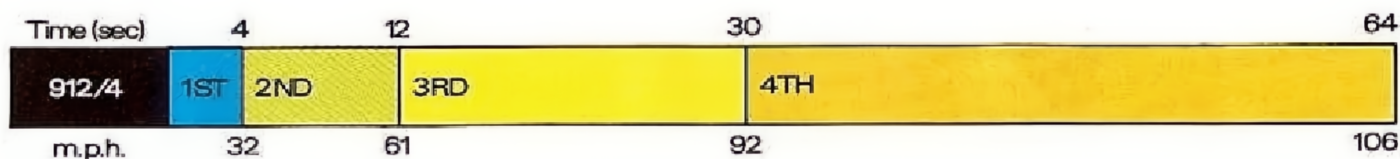


SHIFTING EASE

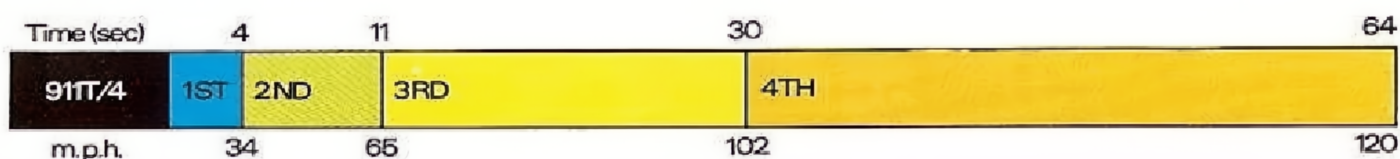
A gear for every driving occasion and the opportunity to use full engine power are built into the patented Porsche synchromesh transmission system, so ingenious and trouble-free that other fine and fast cars use it under special license.

Shifting is no longer a chore since the ratios in both the four-speed and five-speed gearboxes have been selected to produce ample pulling power in the top gears and smooth driving, without lugging, at low speeds for city traffic.

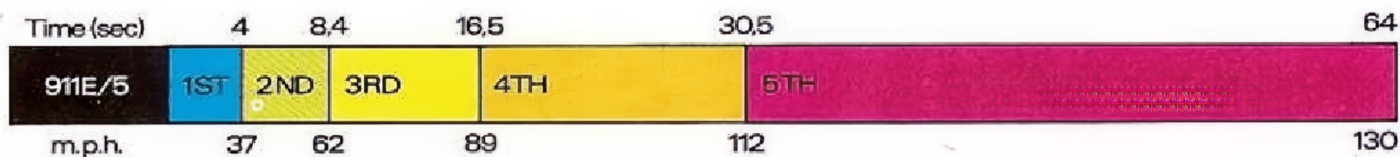
The relatively short throw of the stick, literally fingertip operation, allows complete ease of shifting up or down, even into first, as quickly as the driver desires.



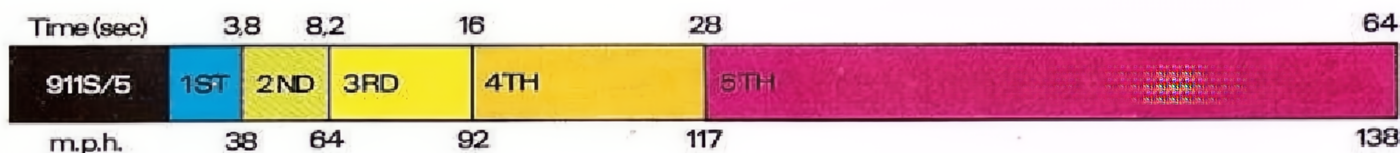
TOP SPEED 115 m.p.h.



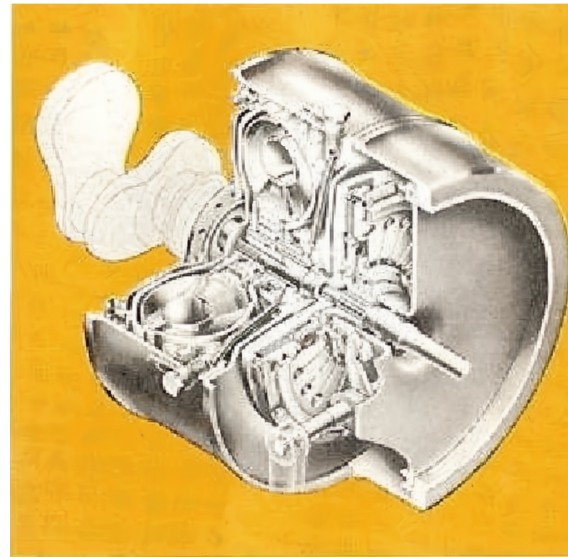
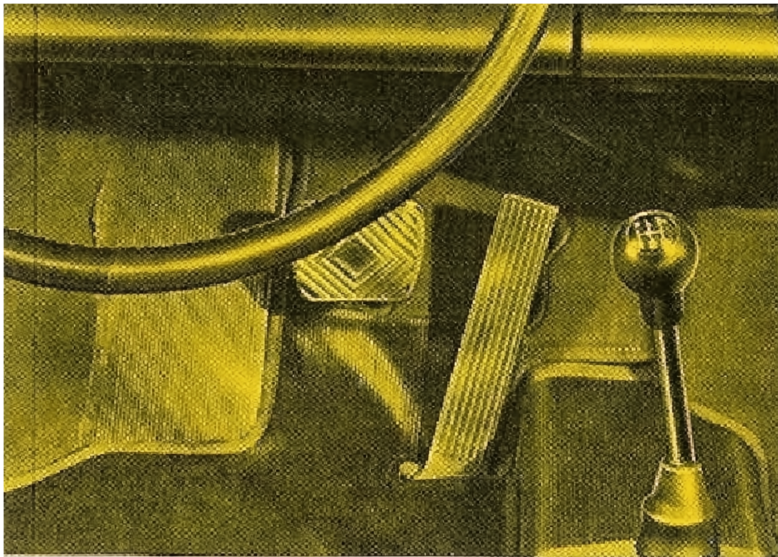
TOP SPEED 125 m.p.h.



TOP SPEED 134 m.p.h.



TOP SPEED 140 m.p.h.



SPORTOMATIC

Porsche's Sportomatic system proves that high-performance driving and a semi-automatic transmission do go together. You enjoy the convenience of clutchless driving.

To drive away, simply step on the gas. To stop, press on the brake. Shift at the precise moment it is needed; or don't shift—let Sportomatic take over.

Shifting gears when accelerating or braking is entirely the driver's decision, not the car's. The manual shift can be used any time. The Sportomatic is at hand too for heavy traffic conditions.

This unique dual system retains steady, smooth acceleration without lagging, the important "feel of the road," and the availability of the engine's compression to help brake, if needed.

Like all Porsche components, Sportomatic passed the ultimate test. It is a winner. A Sportomatic-equipped Porsche won the 84-hour Marathon de la Route over the Nurburgring, a 14.17 mile course requiring no less than 250 shifts, up and down, per lap. Flawless in its performance, the winning Porsche with Sportomatic averaged 73 miles per hour for the 6,147 miles it covered in the race.

Sportomatic-equipped 911 won the punishing 84-hour Marathon de la Route at Nurburgring.





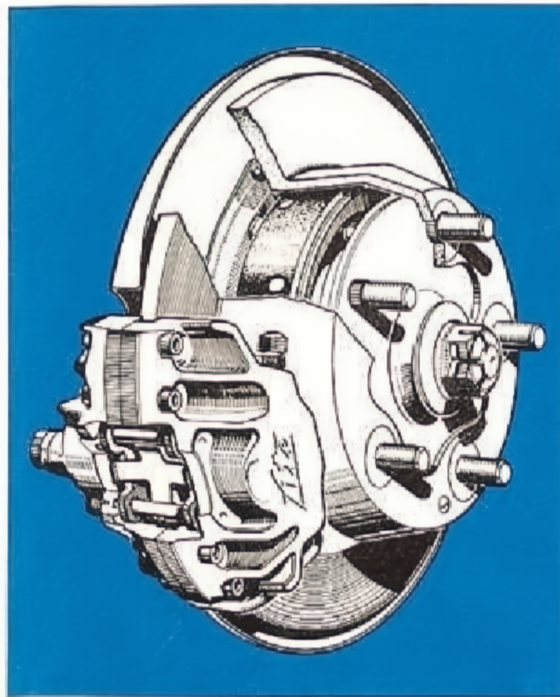
RESPONSE AND HANDLING

Quick and sure response to the driver's will, on straightaways and in turns, in starting and stopping, are the handling characteristics of a high-performance car. Power and handling must be matched. The lack of one quality will cancel or make unnecessary the other.

Porsche improves on the advantages of its rear-engined design by using rack-and-pinion steering and a fully independent suspension system.

Built in three parts, the steering column is collapsible on impact. By moving the steering wheel in less than three turns from lock to lock, skids can be quickly corrected and useless wheel cranking avoided.

Whether cornering or stopping, the suspension keeps the Porsche level. The wheels are kept in full contact with the road. They take a better path through the turns where the driver should be in complete control. Power is always fully utilized since it is transmitted evenly to the surface through all four wheels.



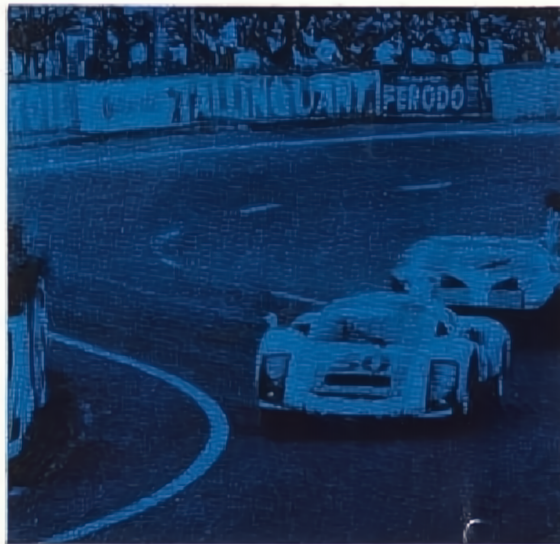
BRAKES AND TIRES

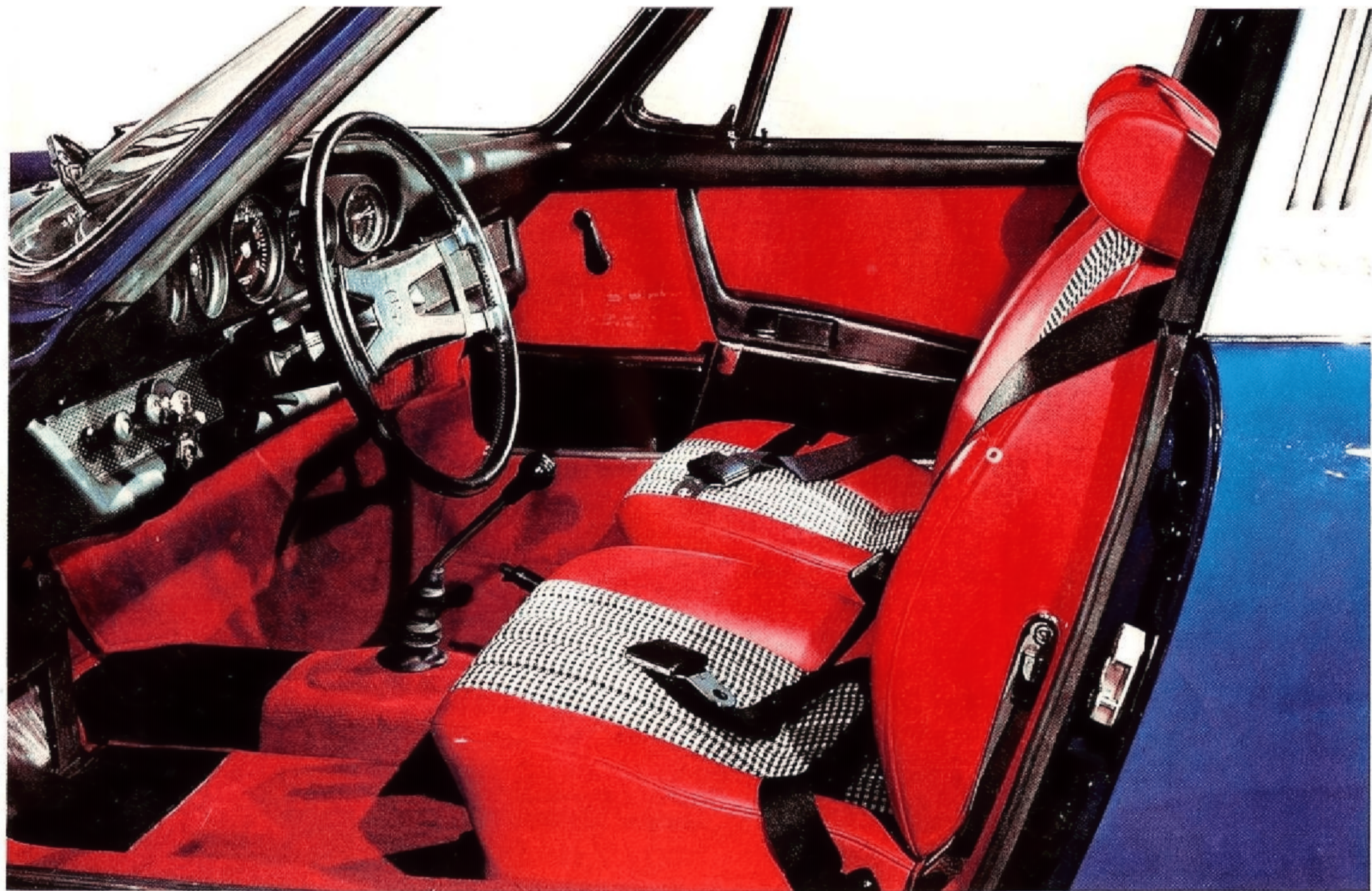
Fast cars need fast brakes, strong and sure. Porsche uses disc brakes, the only type used in racing, on all four wheels of all models.

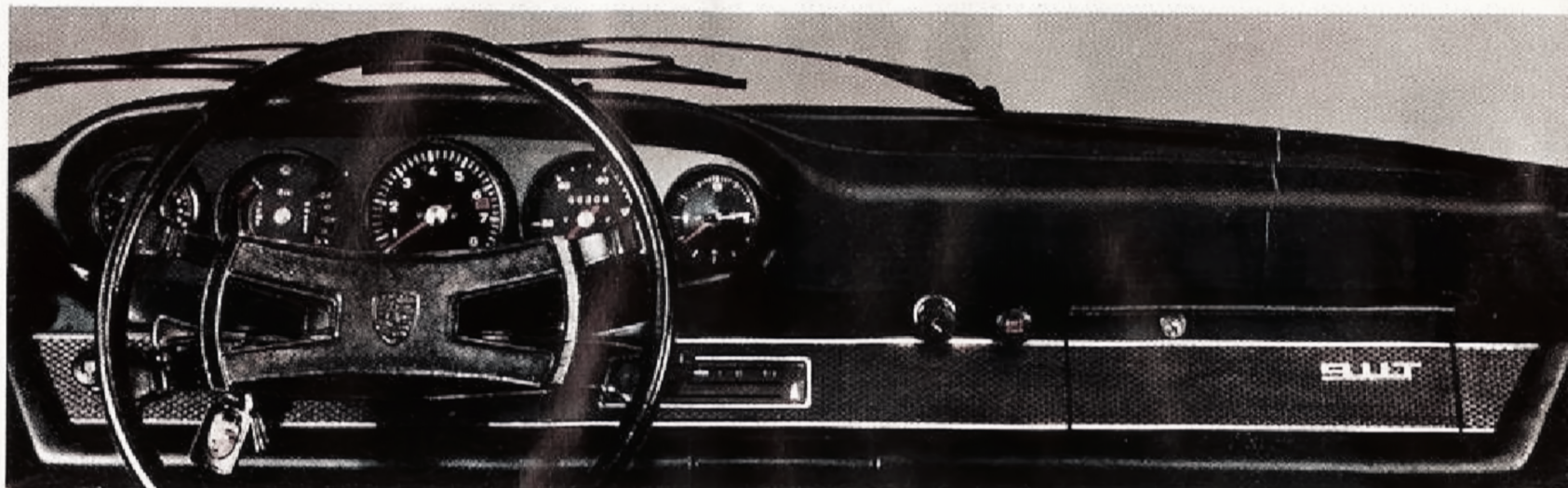
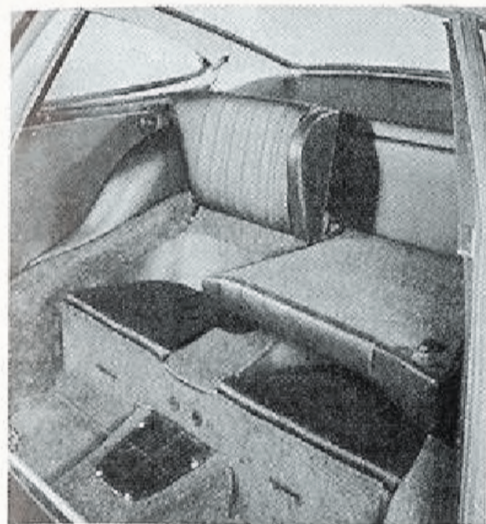
Disc brakes exert a squeezing force, like fingers holding a plate. The disc itself is attached to, but is clear of the wheel. Brake pads squeeze the disc to stop the wheel. Because disc brakes are cooled by the air rushing past them, the heat which causes brake fade is greatly reduced.

Porsche brakes are self-adjusting. When damp, the moisture is wiped off by the action of the brake calipers. Consistent brake power is available under all conditions.

Radial-ply tires which put more rubber on the road and grip in the turns are on all Porsches. Less heat builds up in radial-ply tires lengthening their useful mileage. A slightly flared fender skirt hoods the wider tires now used.







THE INTERIOR: LUXURY AND UTILITY



To get the most from a high-performance car, the driver should be relaxed and comfortable. Porsche's long experience in endurance racing is apparent in the design of the interior, particularly in the deep, contour seats which support and cradle the entire body. Each seat is adjustable to a variety of comfortable positions. Each has a padded head rest as an integral part. Accessories are conveniently located for both the driver and passenger.

Forced air circulation by a three-speed fan cools or heats the interior. An electric heating element in the rear window keeps it frost-free and de-fogged.

Without lifting a hand from the steering wheel, the driver can sound the horn, flash the headlights or switch beams, and operate the three-speed wipers. Instruments are grouped directly before the driver with a reflection-proof shield above the panel.

Both rear seat-backs fold down flat to provide extra luggage space. The luggage compartment is unobstructed and roomy.



SAFETY THROUGH PERFORMANCE

Safety can be built into a car's design and its performance. Porsche protects its passengers and responds to avoid accidents.

The basic design has inherent safety features: a strong, all-steel welded body with distortion-free passenger compartment and weight over the driving wheels for better road bite when quick changes in steering are needed.

Porsche has engineered a clearly safer-to-drive car, with four-wheel disc brakes, positive steering, tight turning radius, fully independent front and rear suspension, radial-ply tires,

non-glare instrument panel, collapsible steering column, plus the response and handling qualities developed in racing.

It is a car which can communicate its presence or action with wraparound signal lights, flashing emergency lights, high-beam flasher, turn signals, front and rear, twin horns, and built-in front and rear reflectors.

Passengers are protected within a shell which absorbs and deflects collision impact. Doors have recessed handles and positive-action locks. Seat belts, anchors for shoulder harnesses, and heavily padded dashboard are standard equipment in all Porsches.

As important as being a quick, responsive car, Porsche is a safe car.

Technical specifications and prices subject to change without notice.

The Porsche meets all U.S.A. safety and smog control requirements.



PORSCHE TOURIST DELIVERY

Porsches are manufactured to order for buyers who wish to pick up the new model of their choice at the factory in Stuttgart, or in Brussels, Paris, Rome, Geneva, or any of 11 other European cities.

Allow three months for overseas delivery orders to be processed and confirmed. Local authorized Porsche dealers will help make necessary arrangements, including the time and place of delivery, international insurance, and eventual shipment of the car to the United States.

Details may be obtained by writing Porsche of America Corporation, 107 Tryon Avenue West, Teaneck, New Jersey 07666

STANDARD EQUIPMENT

Windows: Electric windshield washers with automatic wiper action · Threespeed windshield wipers · Rear burglarproof ventilating quarter windows · Anti-glare interior rear-view mirror · Laminated windshield · Electrically heated rear window.

Lights: Two backup lights · Infinitely variable instrument illumination · Luggage compartment light · 2 courtesy lights · Glove box light.

Signals: Twin horns · Headlight flasher · Emergency flasher.

Instruments: Speedometer with odometer and trip mileage recorder · Tachometer · Fuel gauge with low level warning light · Oil temperature gauge · Indicator lights for battery charging currency, high beam, oil pressure, parking lights, turn signals, and parking brake · Electric clock · 911 E and 911 S: Oil level and oil pressure gauge (also standard with Comfort Group or Sportomatic for 911 T).

Locks: Both doors securable from outside by key, inside by lever · Glove compartment with lock · Fuel tank cap, trunk and engine lid only to be opened from inside of car · Targa only: lockable trunk release.

Interior: Anti-glare instrument panel, padded on top and bottom · Cigarette lighter combined with electrical outlet · Grab handle for passenger on door inside · Arm rests designed as door-pulls · Fas-

teners for luggage straps · Clothes hanger hook at each door post · Two padded sunvisors with mirror on passenger side · Map-pockets in each door · Reclining seats with headrests · Safety belts for all seats · Heater and fresh-air vents · 3-speed electric blower · Ventilation through headlining · Rear seat backrests fold down to a luggage platform with non-skid strip · Ashtray · 911 E and 911 S: Leather covered steering wheel.

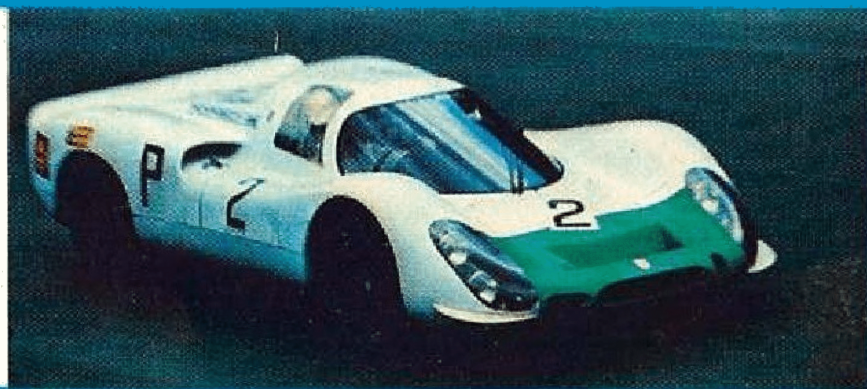
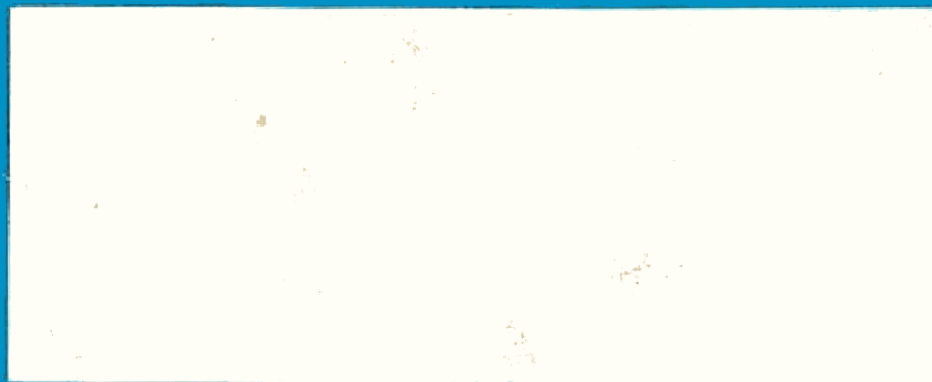
Miscellaneous: 12-Volt system · Towing hook in front · Undercoating · Touch-up paint dispenser · 9 exterior colors, 4 interior colors · Manual throttle (not for 912).

OPTIONAL EQUIPMENT

5 speed transmission · Additional gas heater with auxiliary blower · Fog lights · Forged light-alloy wheels (standard equipment for 911 E and 911 S) · Rubber pads on front and rear bumper guards (standard equipment for 911 E and 911 S) · Chrome wheels · Leather steering wheel (standard equipment for 911 E and 911 S) · Radios · Electrically operated sun roof · Tinted glass · Luggage roof rack · Air conditioning · Electric window lifts (for coupes only) · Comfort Group (for 911 T only) · Self levelling hydro-pneumatic front suspension (standard for 911 E, optional for 911 S, standard with Comfort group for 911 T).

SPECIFICATIONS		COUPE/TARGA	912	911 T	911 E	911 S
ENGINE	Number of cylinders		4	6	6	6
	Bore		3.25 in (82.5 mm)	3.15 in (80.0 mm)	3.15 in (80.0 mm)	3.15 in (80.0 mm)
	Stroke		2.91 in (74.0 mm)	2.60 in (66.0 mm)	2.60 in (66.0 mm)	2.60 in (66.0 mm)
	Displacement, actual		96.5 cu in (1582 cc)	121.5 cu in (1991 cc)	121.5 cu in (1991 cc)	121.5 cu in (1991 cc)
	Compression ratio		9.3:1	8.6:1	9.1:1	9.9:1
	Horsepower (SAE)		102 (90 HP/DIN) at 5800 rpm	125 (110 HP/DIN) at 5800 rpm	148 (140 HP/DIN) at 6500 rpm	180 (170 HP/DIN) at 6800 rpm
	Maximum torque (SAE)		120 lbs ft (12.4 mkp) at 3500 rpm	131 lbs ft (16 mkp) at 4200 rpm	145 lbs ft (17.8 mkp) at 4500 rpm	149 lbs ft (18.5 mkp) at 5500 rpm
	Horsepower per liter		64 SAE (57 DIN)	82.5 SAE (55 DIN)	74 SAE (70 DIN)	90 SAE (85 DIN)
ENGINE DESIGN	Type		Horizontally opposed, 4-stroke cycle, air-cooled	Horizontally opposed 6, 4-stroke cycle, air-cooled	Horizontally opposed 6, 4-stroke cycle, air-cooled	Horizontally opposed 6, 4-stroke cycle, air-cooled
	Cylinders		Cast iron liner in finned light alloy jacket	Cast iron	Cast iron liner in finned light alloy jacket	Cast iron liner in finned light alloy jacket
	Cylinder heads		Light alloy			
	Number of valves		1 intake, 1 exhaust per cylinder			
	Valve arrangement		Overhead	Overhead in V	Overhead in V	Overhead in V
	Valve drive		Pushrods	1 overhead camshaft per bank of cylinders	1 overhead camshaft per bank of cylinders	1 overhead camshaft per bank of cylinders
	Camshaft drive		Gear type	By chain	By chain	By chain
	Crankshaft		forged, 4 plain journal main bearings	Forged steel, 8 main bearings	Forged steel, 8 main bearings	Forged steel, 8 main bearings
	Connecting rod		Plain bearings			
	Blower drive		V-belt through generator			
	Lubrication		Pressure lubrication	Dry sump	Dry sump	Dry sump
	Fuel supply		1 mechanical fuel pump	1 electrical fuel pump	1 electrical fuel pump	1 electrical fuel pump
	Carburation		2 dual-throat downdraft carburetors	triple throat carburetors, one per bank of cylinders	Bosch fuel injection	Bosch fuel injection
	ELECTRICAL SYSTEM	Rated Voltage		12 Volt (generator)	12 Volt (alternator)	12 Volt (alternator)
Battery			45 Ah	2 Batteries, 36 Ah each		
Ignition			Battery coil and distributor		high capacity discharge ignition with Battery, coil and distributor	
Firing order			1 - 4 - 3 - 2	1 - 6 - 2 - 4 - 3 - 5	1 - 6 - 2 - 4 - 3 - 5	1 - 6 - 2 - 4 - 3 - 5
DRIVE TRAIN	Location of engine		At rear, behind axle			
	Clutch		Single dry plate			
	Transmission		Porsche servo-thrust synchronization			
	Number of speeds		4 forward, 1 reverse or 5 forward, 1 reverse			
	Location of shift lever		Central floor change			
	Final drive		Spiral bevel gears and bevel gear differential			
	Axle ratio		7:31, i = 4.428			
	Power train		Through half axles to rear wheels			
CHASSIS AND SUSPENSION	Frame		Welded, pressed steel sections unitized with body			
	Front suspension		Independent, with transverse control arms and telescopic hydraulic dampers			
	Front springing		Longitudinally mounted round section torsion bar, one per wheel	Self-levelling hydro-pneumatic spring and damper	plus stabilizer bar	
	Rear suspension		Independent, with longitudinal control arms. Drive through half axles			
	Rear springing		Transversely mounted round section torsion bar, one per wheel	plus stabilizer bar		
	Shock absorbers		Hydraulic, double-acting telescopic shock absorbers front and rear			
	Service brake		Dual brake system, hydraulic disc brakes on all four wheels. For 911 E and 911 S internally ventilated discs			
	Handbrake		Mechanical twin-servo drum brake, on rear wheels with control light			

SPECIFICATIONS		COUPE/TARGA	912	911 T	911 E	911 S
	Effective brake disk dia.	front 9.26 in (235 mm), rear 9.6 in (244 mm)			front 9.0 in (228 mm), rear 9.6 in (244 mm)	
	Braking area per wheel (service brake)	front and rear 8.14 sq in (52,5 cm²)			front 11.76 sq in (76 cm²), rear 8.14 sq in (52,5 cm²)	
	Total brake swept area (service brake)	32,5 sq in (210 cm²)			39,8 sq in (257 cm²)	
	Handbrake drum dia.	7.09 in (180 mm)				
	Total brake swept area (handbrake)	26.4 sq in (170 cm²)				
	Rims	5½ J x 15			5½ J x 14 Light alloy	6 J x 15 Light alloy
	Tires	165 HR 15			185 HR 14	185/70 VR 15
	Steering	ZF rack and pinion				
	Steering ratio	1:17,78				
TRANSMISSION GEAR RATIOS		1st gear = 11:34/11:34		1st gear = 11:34/11:34	1st gear = 11:34/11:34	1st gear = 11:34
	(5 speeds optional	2nd gear = 19:32/18:34		2nd gear = 19:31/18:34	2nd gear = 19:31/18:34	2nd gear = 18:34
	for 912 and 911 T)	3rd gear = 24:27/22:29		3rd gear = 25:26/22:29	3rd gear = 25:26-22:29	3rd gear = 22:29
	(no cost choice of	4th gear = 28:24/25:26		4th gear = 29:23/25:26	4th gear = 29:23/25:26	4th gear = 25:26
	4 or 5 speed for 911 E)	5th gear = 28:24		5th gear = 29:23	5th gear = 29:23	5th gear = 29:23
		Reverse = 11:16-20:43		Reverse = 11:16-20:43	Reverse = 11:16-20:43	Reverse = 11:16-20:43
GRADE CLIMBING						
	Weight of vehicle (including load)	2490 lbs (1130 kp)		2730 lbs (1240 kp)	2370 lbs (1240 kp)	2370 lbs (1240 kp)
	1st gear, max. gradient	46 % / 46 %		60 % / 60 %	66 % / 66 %	66 %
	2nd gear, max. gradient	21 % / 25 %		25 % / 30 %	28 % / 34 %	35 %
	3rd gear, max. gradient	12 % / 16 %		14 % / 18 %	14 % / 21 %	21 %
	4th gear, max. gradient	8 % / 11 %		8 % / 13 %	9 % / 14 %	14 %
	5th gear, max. gradient	8 %		/ 8 %	9 %	9 %
CAPACITIES						
	Engine	approx. 4.2 qts (4 lit) HD oil		approx 9.5 qts (9 lit) HD oil	approx. 9.5 qts (9 lit) HD oil	approx. 10.6 qts (10 lit) HD oil with oil cooler
	Transmission and differential	2.65 qts (2.5 lit)				
	Fuel tank	16.4 US gals (62 lit)				
	Brake fluid reservoir	approx. 6.8 fl oz (0.2 lit)				
	Windshield washer	approx. 2.2 qts (2.0 lit)				
DIMENSIONS						
	Wheelbase	89.5 in (2268 mm)				
	Track, front	53.8 in (1362 mm)	53.8 in (1362 mm)		53.8 in (1364 mm)	54.2 in (1374 mm)
	Track, rear	53.0 in (1343 mm)	53.0 in (1343 mm)		53.0 in (1345 mm)	53.5 in (1355 mm)
	Overall length	163.90 in (4163 mm)				
	Overall width	63.39 in (1610 mm)				
	Overall height (unloaded)	51.97 in (1320 mm)				
	Ground clearance	5.91 in (150 mm)				
	Turning circle	approx. 36.2 ft (10,7 m)				
WEIGHTS						
	Dry weight (DIN)	2095 lbs (950 kp)	2250 lbs (1020 kp)		2250 lbs (1020 kp)	2195 lbs (995 kp)
	Max. permissible weight	2870 lbs (1370 kp)	3090 lbs (1400 kp)		3090 lbs (1400 kp)	3090 lbs (1400 kp)
	Max. axle load, front	1256 lbs (570 kp)	1325 lbs (600 kp)		1325 lbs (600 kp)	1325 lbs (600 kp)
	Max. axle load, rear	1700 lbs (770 kp)	1854 lbs (840 kp)		1854 lbs (840 kp)	1854 lbs (840 kp)
PERFORMANCE						
	Top speed	approx. 115 mph (185 km/h)		approx. 125 mph (200 km/h)	approx. 134 mph (215 km/h)	approx. 140 mph (225 km/h)
	Power/weight ratio (1 person + dry weight DIN)	22.2 lbs/HP/SAE (11.3 kp/HP/DIN)		19.4 lbs/HP/SAE (9.9 kp/HP/DIN)	15.3 lbs/HP/SAE (7.8 kp/HP/DIN)	12.3 lbs/HP/SAE (6.3 kp/HP/DIN)
	Fuel consumption	27.6 mpg (8.5 lit/100 km)		26.2 mpg (9.0 lit/100 km)	24.5 mpg (9.6 lit/100 km)	23 mpg (10.2 lit/100 km)



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