



PORSCHE 924

Porsche creates a new Porsche.

Through the years, Porsche has always been creating new Porsches. Porsches for competition. Porsches for everyday enjoyment. Rear-engined Porsches. Mid-engined Porsches.

And now, a front-engined Porsche with a rear transaxle—the 924.

Take a look at the 924 and you can't help but notice how good looking it is.

Well, we didn't design it just to look beautiful, we designed it to handle beautifully, too.

Its aerodynamic design and rear transaxle not only give it those sleek lines, but a low drag factor for greater efficiency and handling stability.

Its hatchback offers exceptional visibility and access to a roomy storage area.

Rack-and-pinion steering helps it take curves with minimum effort. And, when combined with the transaxle system and rear-wheel drive, it lets you hold the road with uncanny control.

For even more control we equipped the 924 with radial tires. And dual-diagonal brake circuits combined with negative steering roll radius.

And for riding comfort there's an independently sprung suspension system with McPherson struts in the front and torsion bars in the rear.

But why take our word about how nice the 924 looks and how great it is to ride in?

Why not go to your nearest Porsche+Audi dealer and see one yourself?

Better yet, try one out on winding roads. Open it up on the highway. And get to know Porsche's newest Porsche where it really feels at home.

1977 PORSCHE 924 SPECIFICATIONS

ENGINE:		Type 4 cylinder, in line with overhead cam
Location	Front mounted—40° slanted	
Displacement	121.1 cubic inches (1984 ccm)	
Compression Ratio	8.0:1	
Horsepower (SAE Net)	95	
Fuel/Air Supply	CIS fuel injection	
Cooling	Water cooled, with thermostatically controlled fan	
ELECTRICAL SYSTEM:		Transistor ignition
Battery	12 volt, 63 Amp/hour	
Alternator	1050 watt	
DRIVE TRAIN:		Rear wheel drive with double-jointed axles
Transmission	Transaxle, rear	
Number of gears	4 forward, 1 reverse	
CHASSIS & SUSPENSION:		Unitized construction
Front suspension	Independent coil/shock absorber struts	
Rear suspension	Independent trailing-diagonal arm, one torsion bar each	
Brakes	Disc front, drum rear	
Wheels	5½ J x 14—steel	
Tires	165 HR 14, tubeless	
Steering	Rack and pinion	
PERFORMANCE:		Top speed 118.0 mph
Acceleration 0-60		11.8 sec.
Fuel Consumption*		Highway: 31 mpg City: 17 mpg California—Highway: 30 mpg City: 16 mpg

*EPA estimated mileage with manual transmission.

Your actual mileage may vary, depending on where and how you drive, your car's condition and optional equipment.

Specifications subject to change without notice.