



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 cc)
	Compression Ratio	8.0:1
	Horsepower (SAE Net)	95
	Fuel/Air Supply	CIS fuel injection
	Cooling	Water cooled, with thermostatically controlled fan
ELECTRICAL SYSTEM:	Ignition	Transistor ignition
	Battery	12 volt, 63 Amp/hour
	Alternator	1050 watt
DRIVE TRAIN:	Type	Rear wheel drive with double-jointed axles
	Transmission	Transaxle, rear
	Number of gears	4 forward, 1 reverse
CHASSIS & SUSPENSION:	Frame	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
PERFORMANCE:	Steering	Rack and pinion
	Top speed	115.0 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.