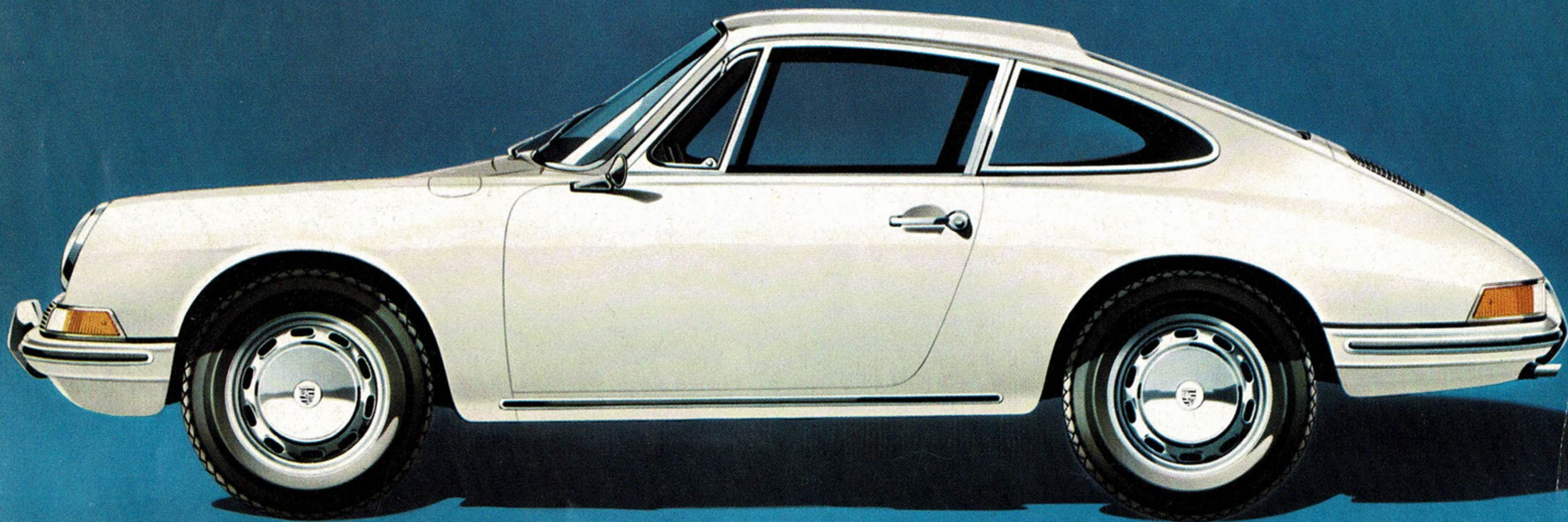


PORSCHE

912





**The Porsche, in its unique combination of profile, character, and elegance, is an automobile for the connoisseur and expert alike — and it is an open compliment to your way of life.**

**Porsche's creation bearing the sequential number 356, first introduced at the 1949 Geneva Auto Show, had little in common with the annual model changes practised by automotive industries the world over. The reason for this is that Porsche's policy stresses concentration on mechanical improvement of the basic design rather than a mere repositioning of ornamentation from year to year. This principle of continued refinement and application of experience gained in racing events proved itself all along with excellent results.**

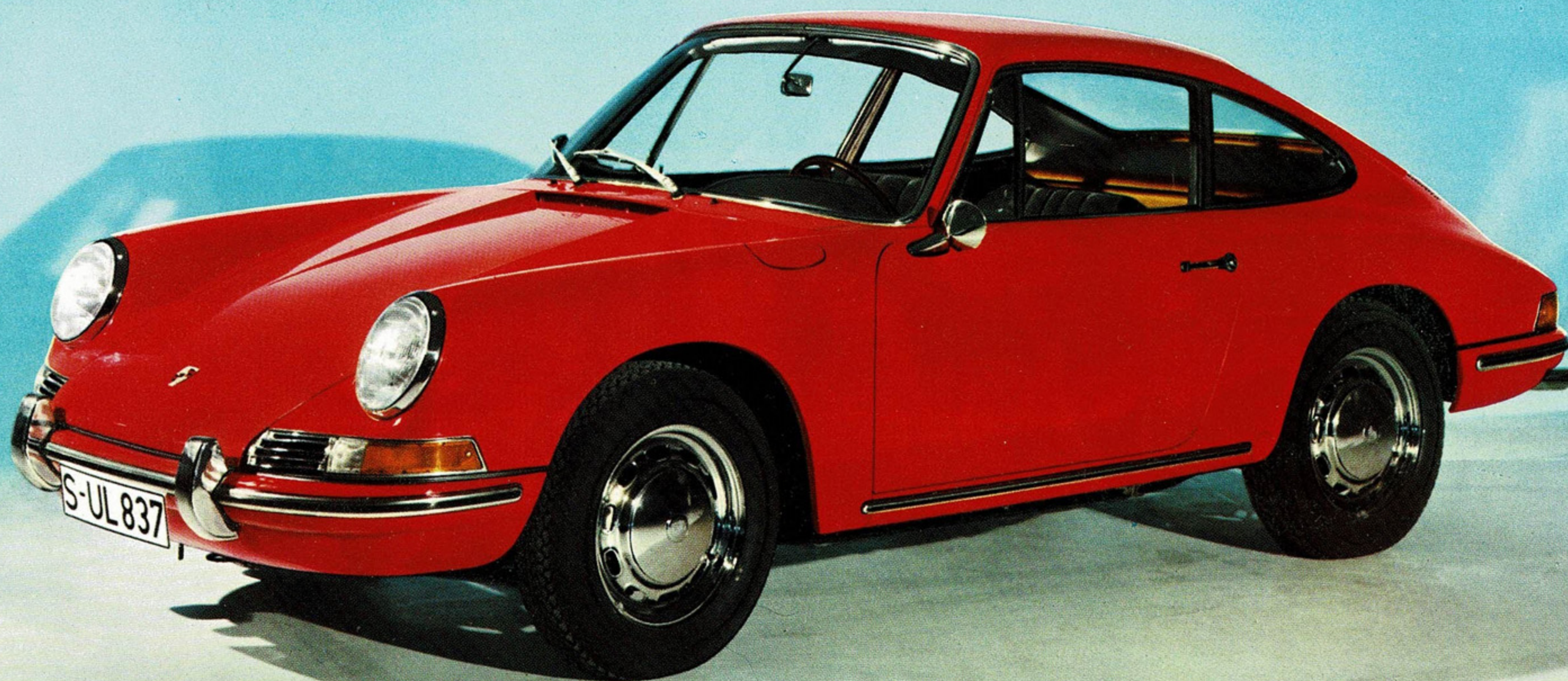
**Today, Porsche presents the Type 912.**

**Thorough attention to design detail, paired with invaluable experience gained, led to the creation of a Coupe of such standards that it meets the expectations of our age to an unequalled degree. It is that invaluable experience, for one, that brings the aspect of dependability so much into evidence. It is, therefore, only natural that Porsche, having gained an enviable reputation in the motoring world in consequence of the many international achievements, continues to follow its long established design principles. Thus, from the first look on, the Type 912 manifests itself as unmistakably a Porsche.**

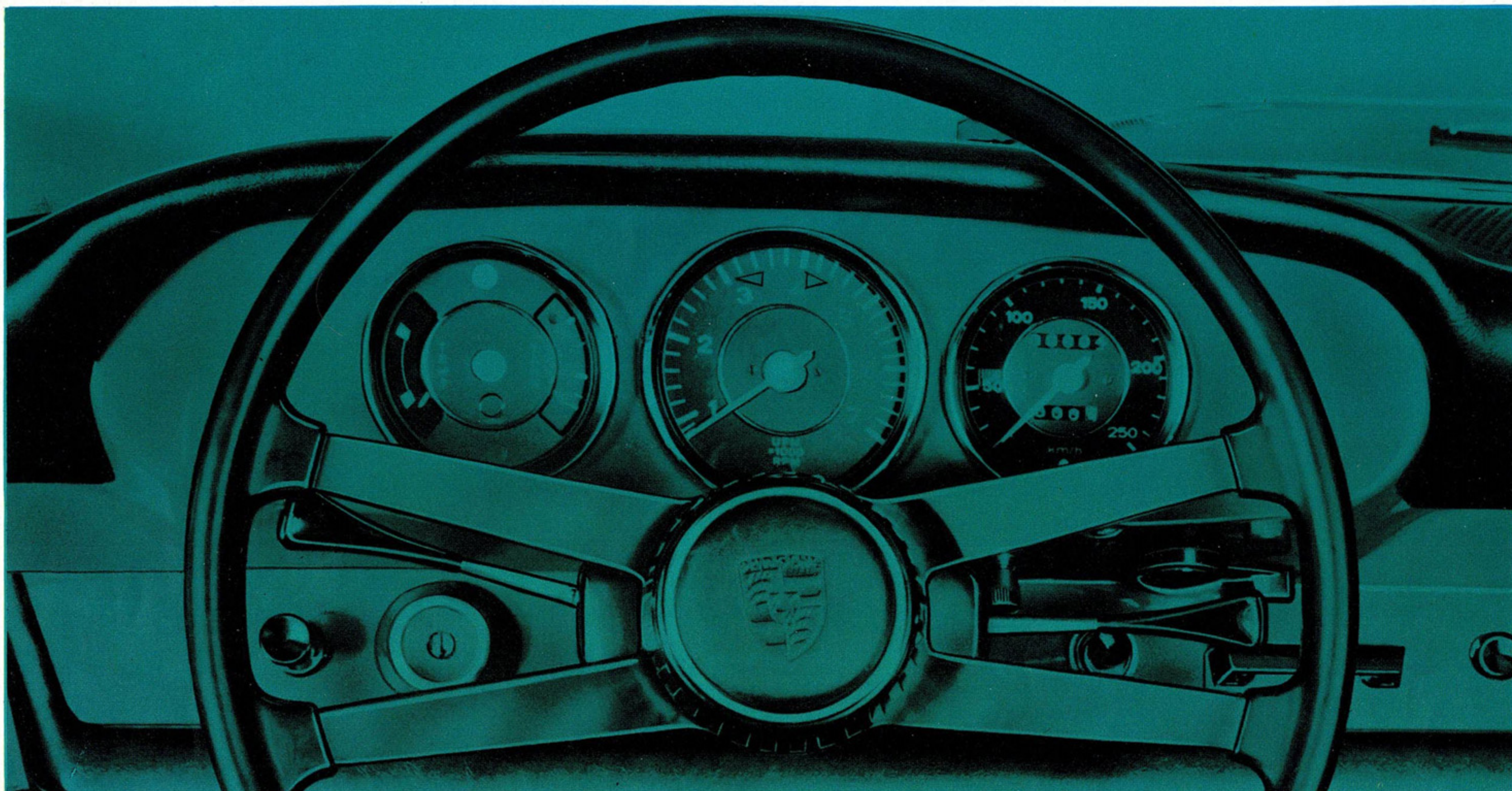


Taking a closer look, we will certainly find the 912 irresistibly exciting. Its performance, interior appointments, and driving comfort are of a caliber that the discriminating driver always insisted on having in his machine. In addition, the pleasing design and sheer elegance make this 2/2 Coupe an extraordinary automobile.

Owing to the low beltline and large glass areas, visibility from within is excellent. You will perceive the inherent precision and come to a definite conclusion: This is a







## STANDARD EQUIPMENT

### Windows

Electric windshield washers with automatic wiper actuation  
 Three-speed windshield wipers  
 Ventilating quarter windows, burglarproof, front and rear  
 Antiglare interior rear view mirror  
 Laminated windshield  
 Hot air defrosting for rear window

### Illumination

Asymmetric low beam (for all countries in which authorized)  
 Two backup lights  
 Infinitely variable instrument illumination  
 Luggage compartment illumination

### Signals

Twin horns  
 Headlamp flasher

### Instruments

Speedometer with odometer and trip mileage recorder  
 Tachometer  
 Fuel gauge  
 Oil temperature gauge  
 Indicator lights for generator, oil pressure, parking lights, turn signals, and parking brake

### Locks

Both doors securable from outside by key, inside by lever  
 Glove compartment with lock  
 Fuel tank cap operated from car interior  
 Ignition switch combined with steering lock

### Interior

Antiglare instrument panel, padded on top and bottom  
 Cigarette lighter combined with electrical outlet  
 Courtesy grip for passenger on door inside

Arm rests designed as door-pulls

Seat belt anchorages  
 Fasteners for luggage straps  
 Clothes hanger hook at each door post  
 Two padded sunvisors with mirror on passenger side  
 Map pocket in each door  
 Reclining seats  
 Heater and fresh air vents  
 Rear seat backrests fold down to a luggage platform, with non-skid strip  
 Parcel shelf behind rear seats, with non-skid strip  
 Slide-in ashtray

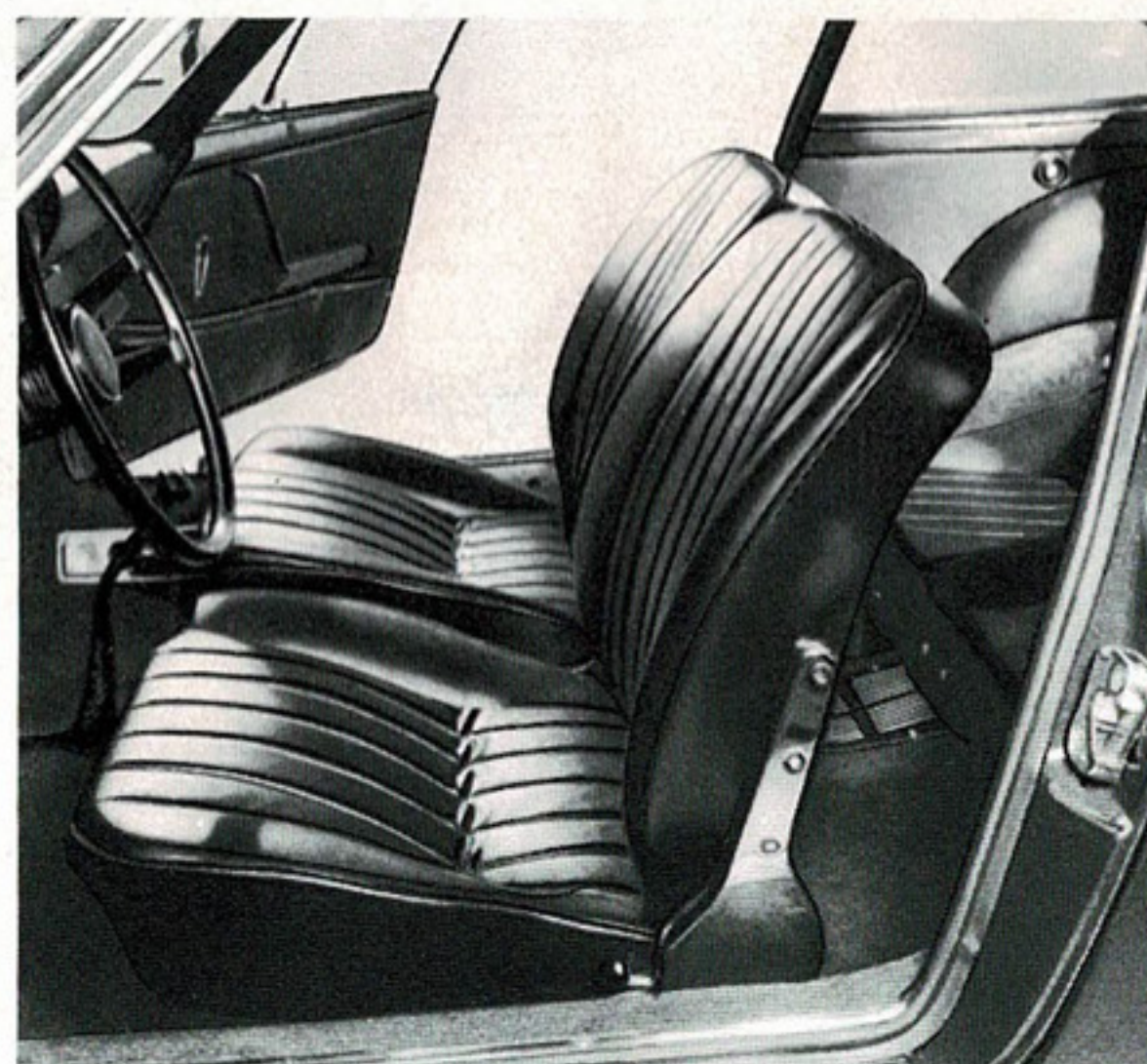
### Miscellaneous

12-Volt system  
 Towing hook in front  
 Draftfree ventilation through headlining  
 Undercoating  
 Touch-up paint dispenser





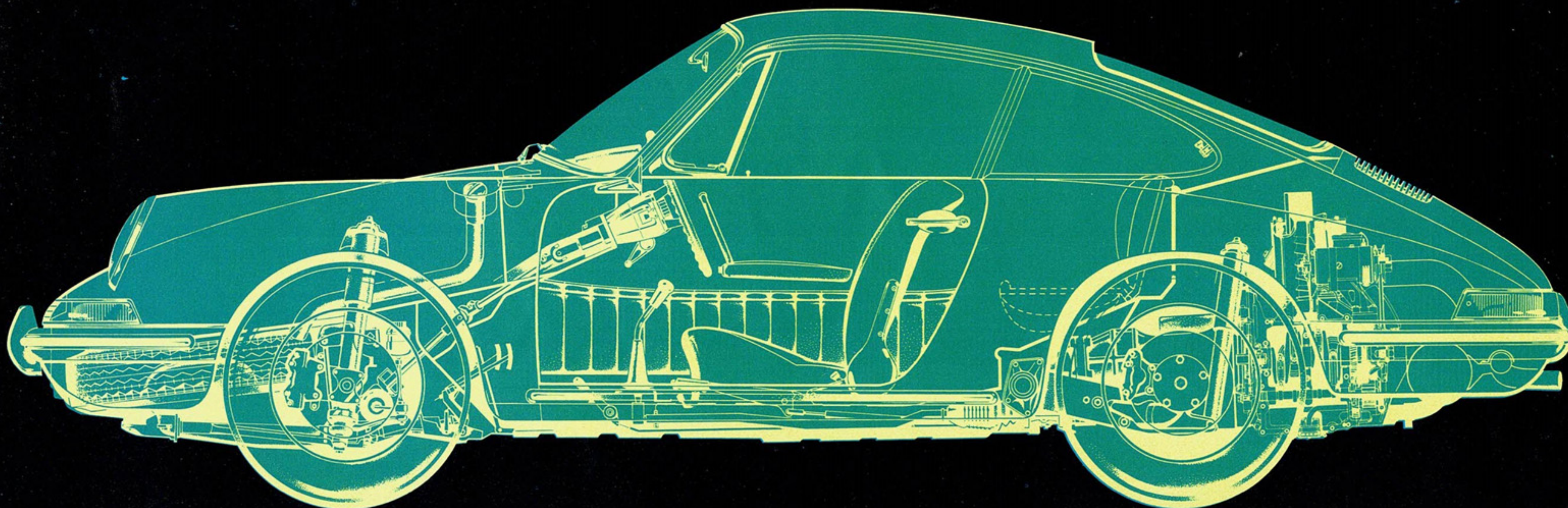
Porsche! Quietly flowing lines, clearly designed instruments, hand fitting controls, and the absence of gadgets is here the motto. This is **your** car. Feeling relaxed, your reactions are naturally safe. The Porsche willingly submits to your commands. The world famous transmission carries the torque with exactness and you find yourself at speed, driving. The engine's note is honest — no mufflings or noise, only a live and healthy sound. The distances shrink into nothingness, the world moves closer to you.



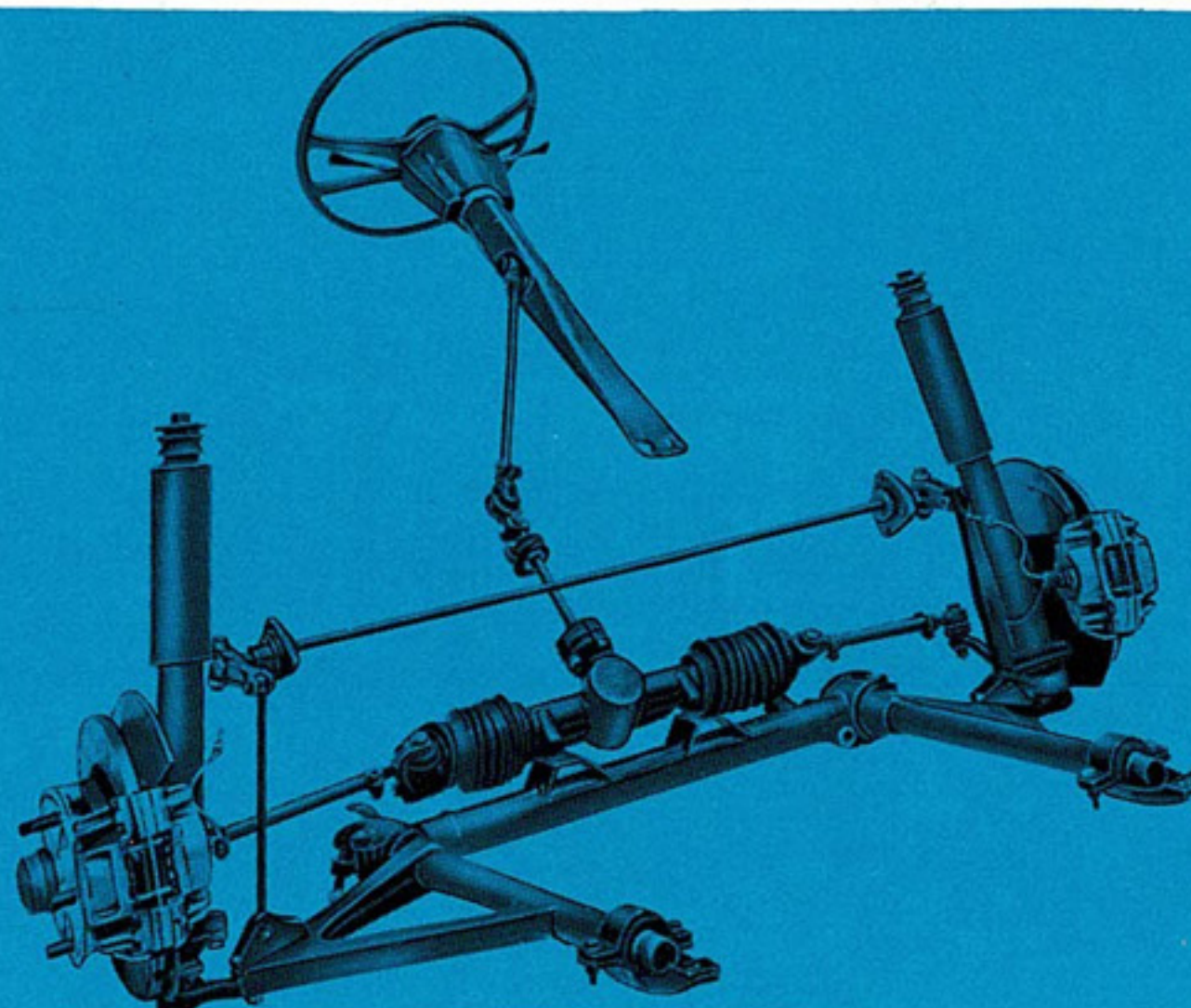
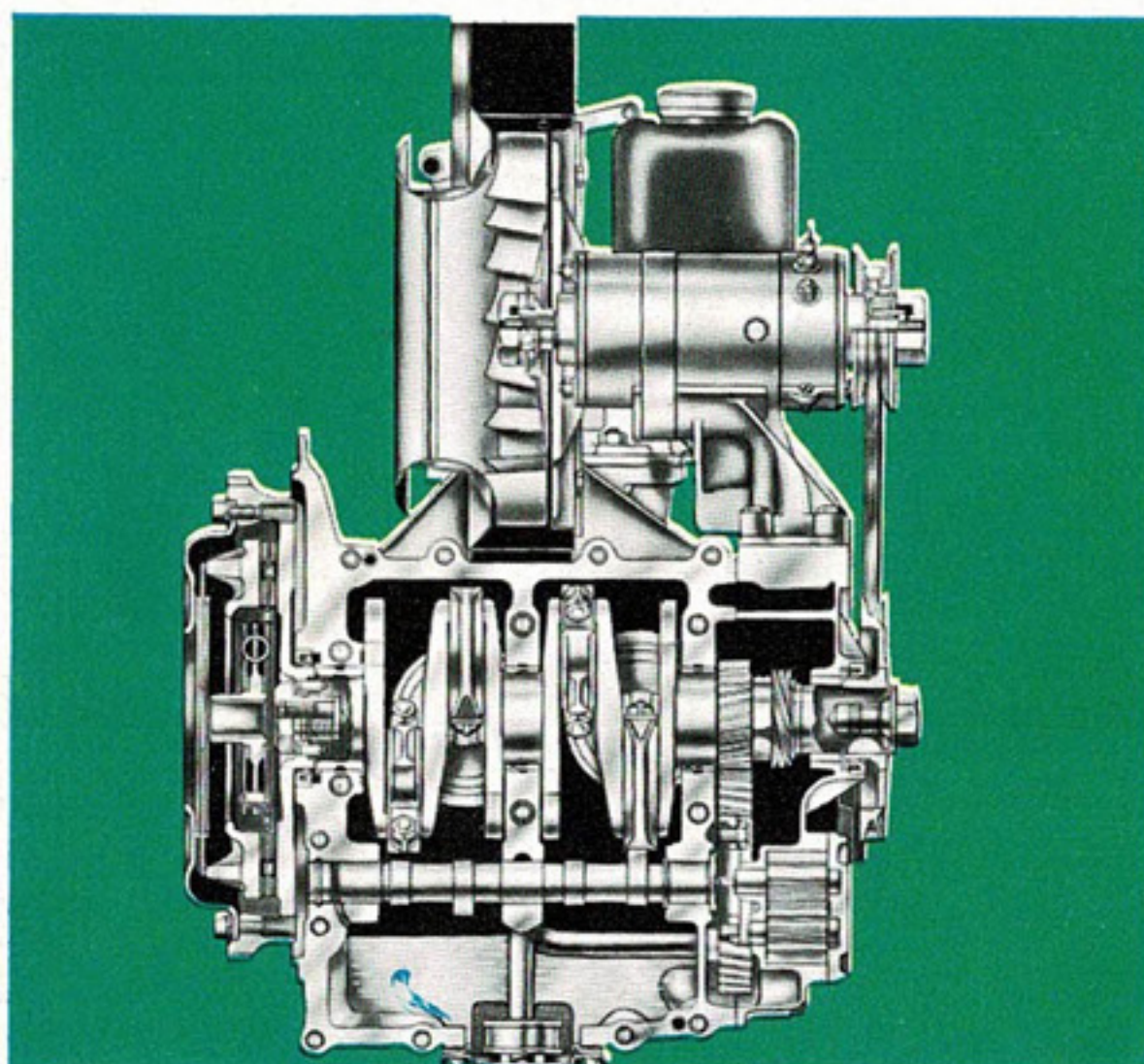
Sitting in the scientifically formed, amply adjustable seats in the car's center of gravity, it becomes immediately clear that the maker has extensive know-how in the field of fast automobiles: the seating position leaves nothing to be desired, the steering wheel lies well in hand, and the proper angle of the steering column enables the hand to fall almost automatically onto the well positioned, floor mounted gearshift lever. A look under the front lid reveals a large luggage compartment. Here you will be able



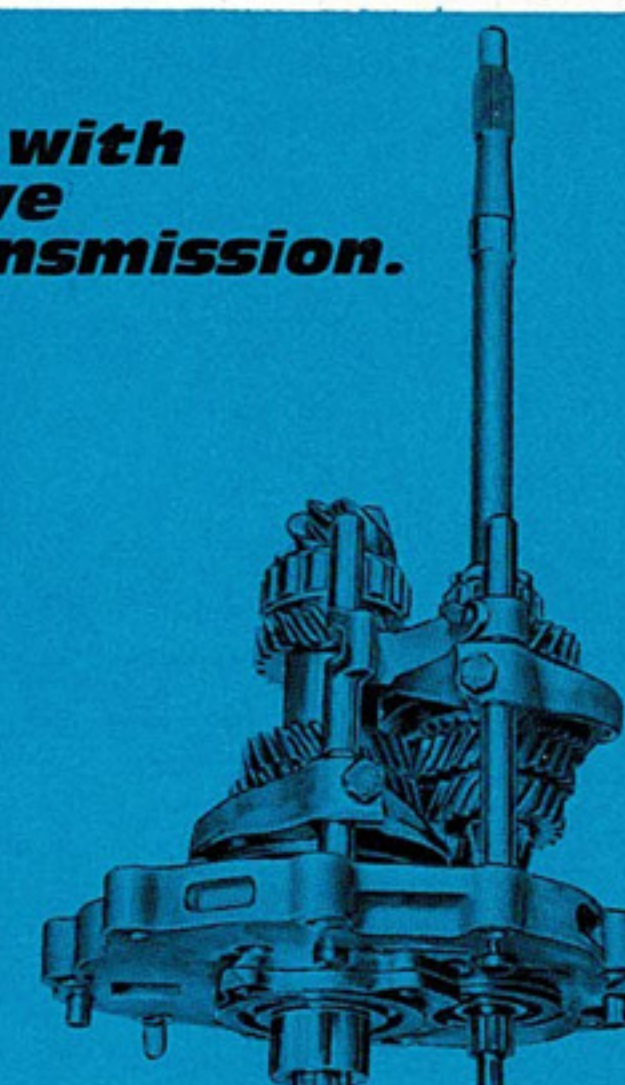
to stow away anything you may need enroute — a luggage compartment tripled in size in comparison with the previous models should be large enough to satisfy all needs. The folded rear seat backrests multiply the luggage space by several factors. In true Porsche tradition, the air cooled, rear mounted and well proven four cylinder engine has been retained, together with the torsion bar springing; however, a newly designed front and rear suspension is utilized. Since it is an old Porsche concept to always





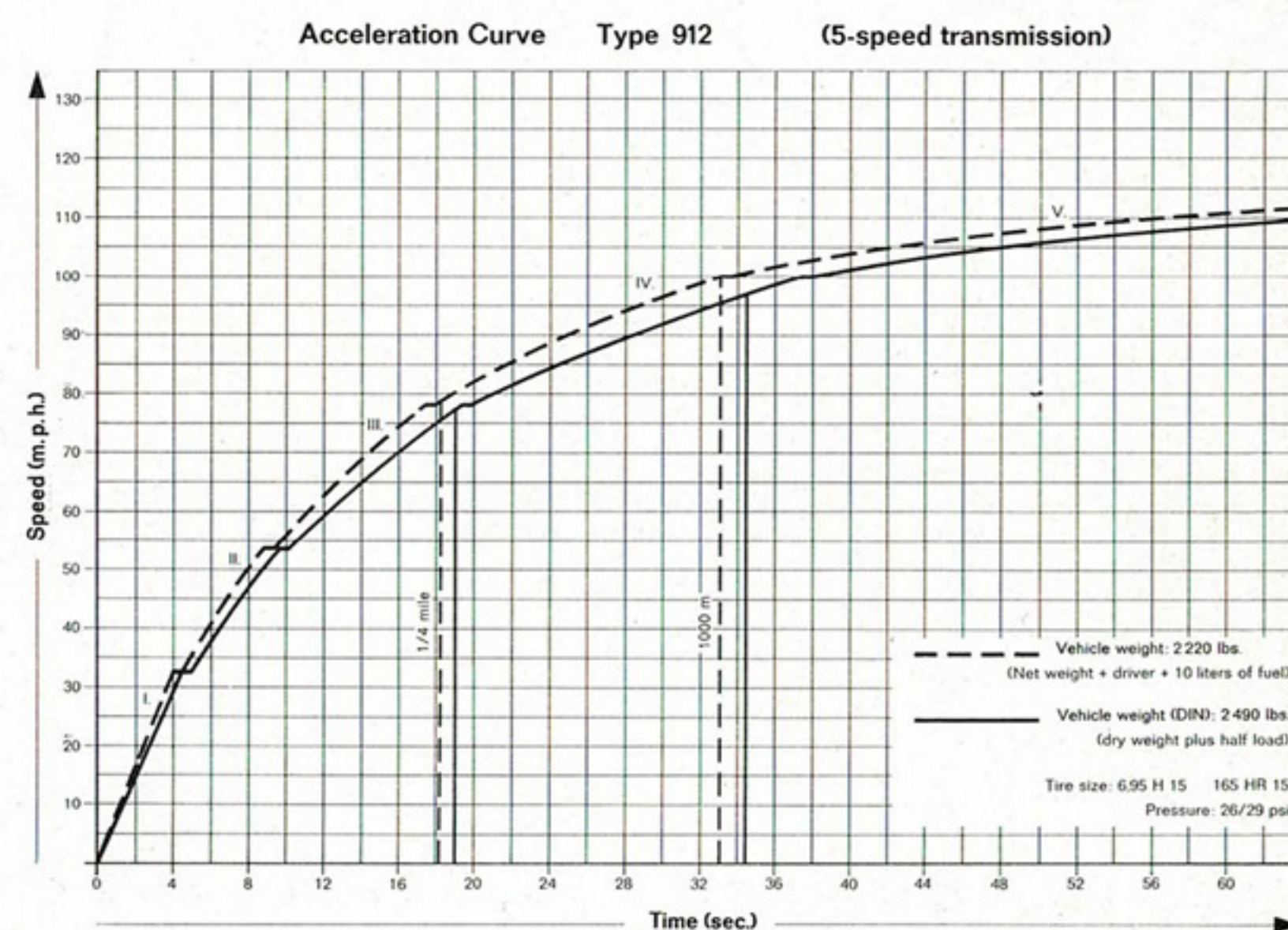
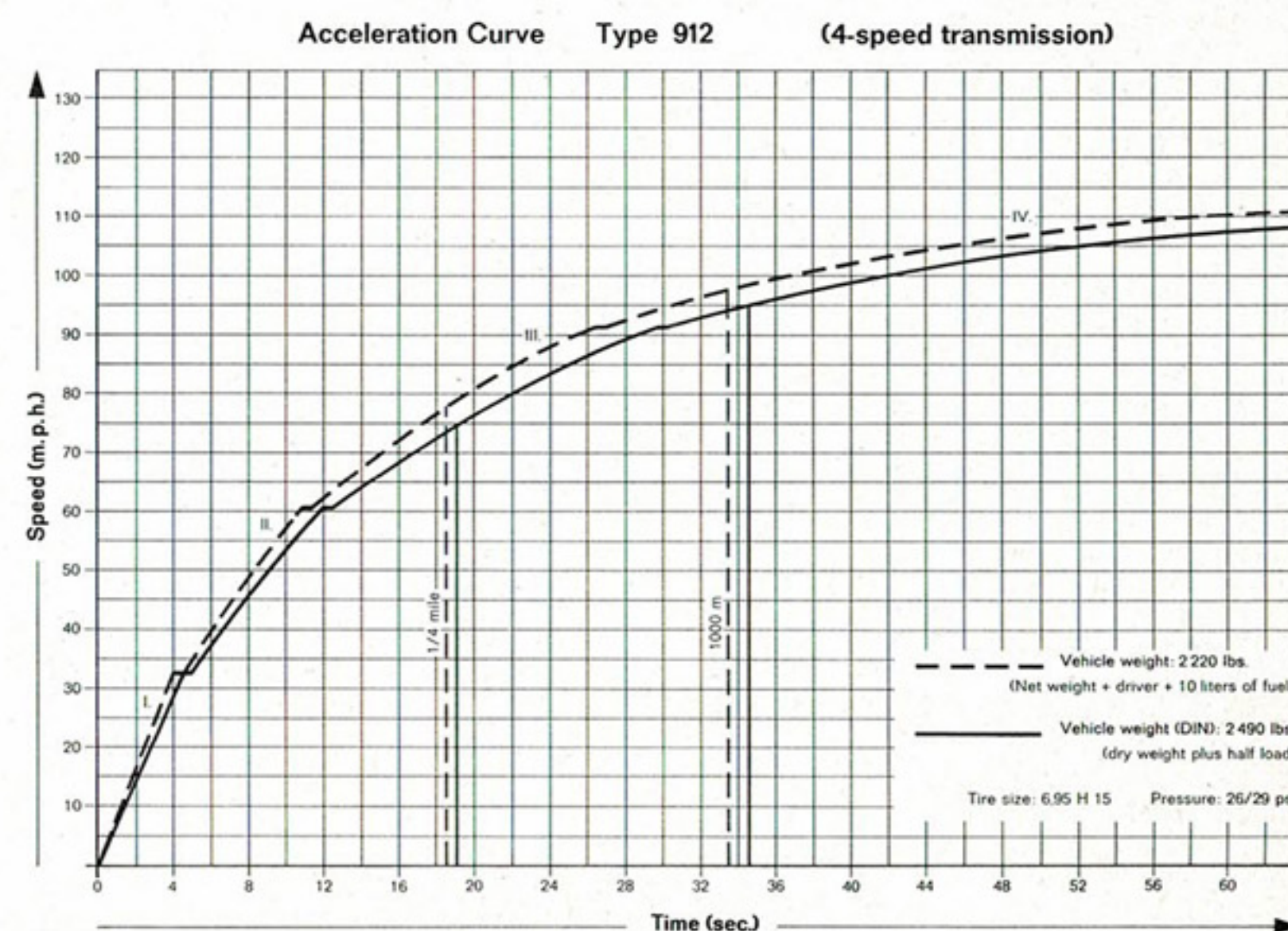
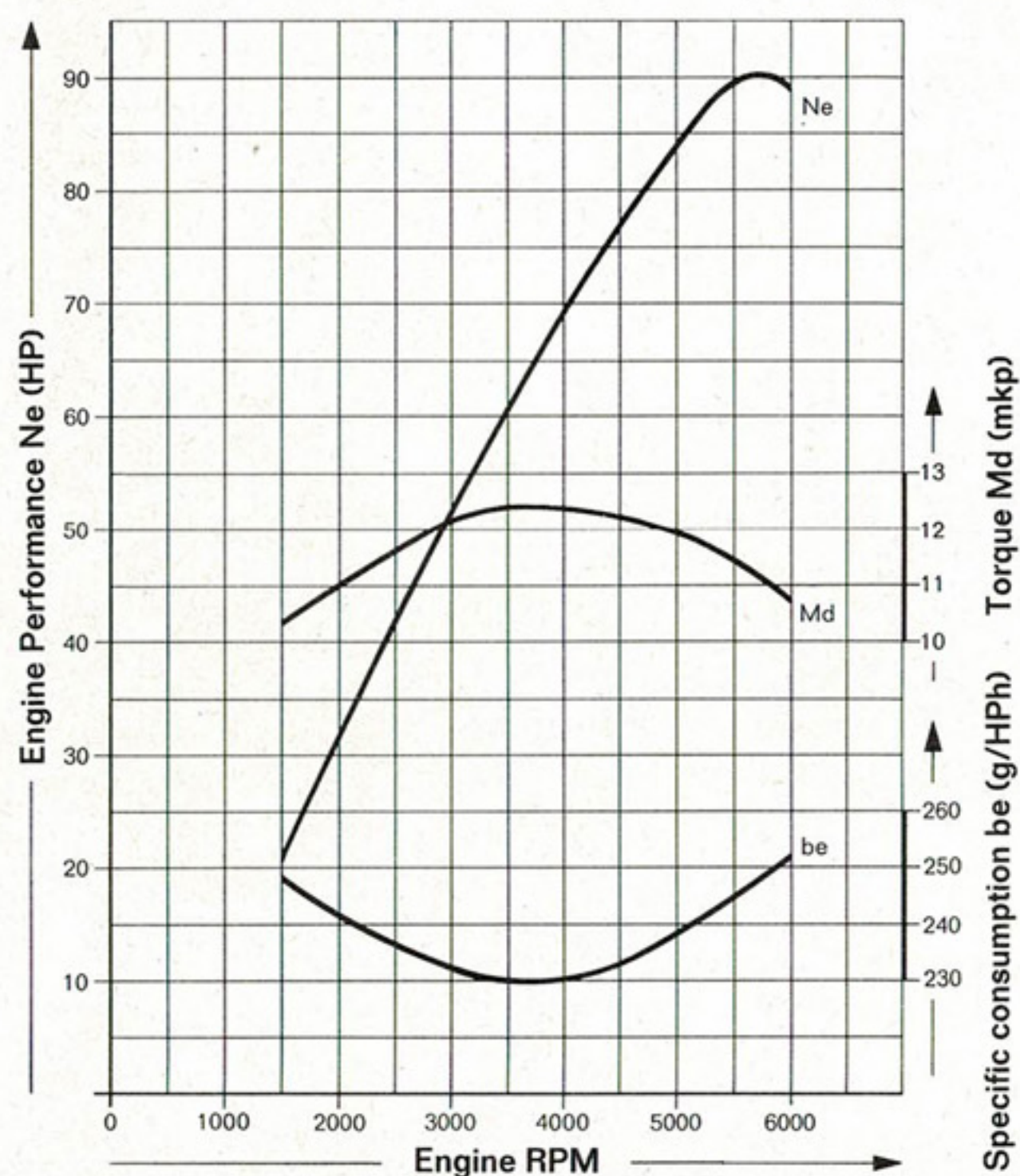


**Available with  
four or five  
speed transmission.**



combine the aspect of dependability with that of safety, the 912 has a safety steering column consisting of a double-joint relay shaft; the rack and pinion steering system with two tie rods of equal length adds in the elimination of road shock at the steering wheel. Also, the 912 is provided with a new, ultra-light shifting, ring-synchronized transmission in a choice of either four or five speeds. Hydraulic disc brakes act on all four wheels; the parking brake is of the shoe-and-drum type and is incorporated into the rear wheel discs.

#### Engine Performance and Fuel Consumption Type 912





<b>ENGINE</b>			
Number of cylinders	4	Transmission gear ratios	1 <sup>st</sup> gear = 11:34 / 11:34
Bore	82.5 mm (3.25 in.)		2 <sup>nd</sup> gear = 18:34 / 19:32
Stroke	74.0 mm (2.91 in.)		3 <sup>rd</sup> gear = 22:29 / 24:27
Displacement, actual	1582 cc (96.5 cu.in.)		4 <sup>th</sup> gear = 25:26 / 28:24
Compression ratio	9.3 : 1		5 <sup>th</sup> gear = 28:24
Horsepower	90 DIN HP (102 SAE HP) at 5800 RPM		Reverse = 11:16
Maximum torque	12.4 mkg (90 lbs/ft)		20:43
Horsepower/displacement ratio	57 DIN HP/liter (1.07 SAE HP/cu.in.)		
<b>ENGINE DESIGN</b>		<b>CHASSIS</b>	
Type	Opposed, four stroke cycle	Chassis type	Monocoque, unitized with frame
Cooling	Air cooled	Service brake	Hydraulic, single circuit
Crankcase	Light alloy	Effective friction area	185 cm <sup>2</sup> (28.7 sq.in.)
Cylinders	Cast iron liner in finned light alloy jacket	Wheels	Perforated, steel disc
Cylinder heads	Light alloy	Tires	6.95 H 15 (165 HR 15 optional)
Valves per cylinder	2	Steering	Rack and pinion
Valve arrangement	Overhead	Steering ratio	1:16.5
Valve timing	Pushrods	<b>DIMENSIONS</b>	
Camshaft drive	Gear-type	Wheelbase	2211 mm (87.05 in.)
Camshaft bearings	Plain journals	Track, front	1337 mm (52.63 in.)
Crankshaft	Forged, 4 plain journal main bearings	Track, rear	1317 mm (51.85 in.)
Connecting rod bearings	Plain journals	Overall length	4163 mm (163.90 in.)
Air blower drive	V-belt through generator	Overall width	1610 mm (63.39 in.)
Crankshaft / air blower ratio	approx. 1:1.8	Height (unladen)	1320 mm (51.97 in.)
Lubrication	Forced feed, gear-type	Ground clearance	150 mm (5.91 in.)
Fuel pump	Mechanical, diaphragm	<b>WEIGHTS</b>	
Carburetors	2 dual-throat downdraft, Solex 40 P II-4	Dry weight (DIN)	970 kp (2134 lbs)
<b>ELECTRICAL SYSTEM</b>		Maximum permissible weight	1290 kp (2838 lbs)
Battery voltage	12 V	Maximum axle load, front	570 kp (1254 lbs)
Battery capacity	45 Ah	rear	750 kp (1650 lbs)
Generator output	300 W max.	<b>CAPACITIES</b>	
Ignition	Battery coil	Fuel tank	62 liters (16.4 U.S. gals)
Distributor	Centrifugal advance	Oil sump	approx. 5 liters (5.3 qts)
Firing order	1-4-3-2	Transmission and differential	2.5 liters (2.65 qts)
Ignition timing	3° BTC	Hydraulic fluid reservoir	0.2 liters (7 fl.oz.)
<b>POWER TRAIN</b>		<b>PERFORMANCE</b>	
Number gears	4 or 5 speed option, 1 reverse	Range w/o refueling	approx. 450-500 km (280-310 mi.)
Synchronized gears	All forward speeds	Top speed	approx. 185 km/h (115 mph)
Final drive	Spiral bevel	Fuel consumption (DIN)	8.5 liters/100 km (29.5 mpg)
Rear axle ratio	7:31		