



**The Porsche 911 with the 2.4 litre engine  
The classic sports car whose design is dictated by  
engineering principles and function rather than fashion.**



The Porsche 911 is obtainable either as a coupe or Targa model with three different engine specification versions available. Firstly, there is the 911 T with its two triple choke carburettors (virtually one carburettor per cylinder) producing 130 b. h. p. DIN or 147 b. h. p. SAE. Secondly, there is the 911 E, fuel injected producing 165 b. h. p. DIN or 185 b. h. p. SAE. Thirdly, there is the 911 S, also fuel injected, producing 190 b. h. p. DIN or 210 b. h. p. SAE.

All three engines have a capacity of 2.4 litre and contribute to first class grip under adverse conditions due to the position of the engine over the driving wheels.

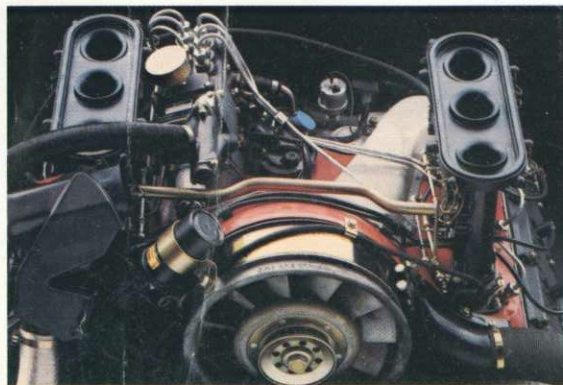
The basic engine design remains unchanged – 6 cylinder, horizontally opposed, air cooled with one overhead camshaft, to each bank of cylinders, operating the

**Although the 6 cylinder engine is a high performance engine it also is very flexible, with good low down acceleration.**

rocker arms and the V formation valves. The forged, eight bearing, crankshaft ensures virtually vibration free operation, while the dry sump lubrication system effects uniform oil supply to all lubrication points.

The Porsche 911 now has a low compression ratio – although increasing power output – so that it conforms to all the present anti-smog regulations by the use of regular 91 octane lead free fuel.

All Porsche engines are rugged, proven units with high torque and low piston velocities to provide sustained top speed cruising speeds with a built in r. p. m. cut out to prevent over revving under normal driving conditions. All of which explains the low wear and tear and long service life of Porsche engines.





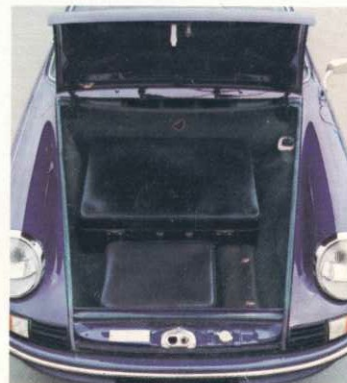
## Comfort is not an extra on the Porsche.

With all the wins achieved by Porsches in competition, it is easy to forget the vast majority of Porsches are driven in normal everyday conditions by normal everyday customers: That's why the Porsche's interior comfort is just like an expensive saloon but with the emphasis on everything being ergonomically functional. All controls are quickly and effortlessly within reach while the reflection glare-free instrumentation is directly in the driver's field of vision for instant readings. Even if one of the two braking circuits should fail this is instantly indicated by means of a warning light.

Both driver and passenger have more than generous space. The anatomically contoured shell seats placed at the car's centre of gravity, give the occupants lateral

support and permits driving pleasure even over long distances.

The Porsche has two 'emergency' seats in the rear, which, when not in use can be folded down to provide further luggage space (8.3 ft<sup>3</sup> or 235L). This is in spite of the fact that the front luggage compartment already has 7.1 ft<sup>3</sup> (200L) of lockable space, lined with carpeting to prevent the luggage being damaged. Even with all its advantages, some potential owners think that the Porsche is nothing more than a pretty car that leaves everything on the road behind. To prove to yourself that the Porsche is much more — even a new motoring experience — you must take the opportunity of driving it. Take the chance of a test drive or demonstration, from your Porsche dealer...



# Technology in Detail.

5

	911 T	911 E	911 S
<b>Engine</b>			
Displacement	2341 cc	2341 cc	2341 cc
Bore/stroke	84/70.4 mm (3.31/2.7 in.)	84/70.4 mm (3.31/2.7 in.)	84/70.4 mm (3.31/2.7 in.)
Compression ratio	7.5:1	8.0:1	8.5:1
Octane requirement	91 octane (regular grade fuel)	91 octane (regular grade fuel)	91 octane (regular grade fuel)
Output	130 DIN HP (147 SAE HP) at 5600 rpm	165 DIN HP (185 SAE HP) at 6200 rpm	190 DIN HP (210 SAE HP) at 6500 rpm
Max. torque	20 mkg (166 ft. lbs)/4000 rpm	21 mkg (174 ft. lbs)/4500 rpm	22 mkg (181 ft. lbs)/5200 rpm
Fuel mixture	2 triple-barrel carburetors	mechanical fuel injection	mechanical fuel injection
<b>Chassis</b>			
Front wheel suspension	wishbone with shock absorber struts	wishbone with shock absorber struts	wishbone with shock absorber struts, stabilizers
Rear wheel suspension	semi-trailing arms	semi-trailing arms	semi-trailing arms, stabilizers
Foot brake	dual-circuit disc brakes on all 4 wheels with disc ventilation		
<b>Electrical system</b>			
Alternator	770 W	770 W	770 W
Battery	2 x 12 V/36 amp/hr	2 x 12 V/36 amp/hr	2 x 12 V/36 amp/hr
Wheels/tires	5-1/2 J x 15/165 HR 15 (steel)	6 J x 15/185/70 VR 15 (light alloy)	6 J x 15/185/70 VR 15 (light alloy)
<b>Dimensions</b>			
Length/width/height	4127/1610/1320 mm (163/63/52 in.)	4127/1610/1320 mm (163/63/52 in.)	4127/1610/1320 mm (163/63/52 in.)
<b>Weights</b>			
Empty weight	1050 kg (2320 lbs)	1075 kg (2370 lbs)	1075 kg (2370 lbs)
Max. load	350 kg (775 lbs)	350 kg (775 lbs)	350 kg (775 lbs)
<b>Equipment differences</b>			
Interior	sporty steering wheel, synthetic fiber carpeting	sporty steering wheel, synthetic fiber carpeting	sporty steering wheel velour carpeting, oil pressure and oil reservoir gauges
Exterior	rubber profile strips on the bumper	rubber profile strips on the bumper front apron functions as a spoiler	wide rubber strips on the bumpers, chrome strips under the doors, front apron functions as a spoiler
<b>Driving performance</b>			
Max. speed	205 km/h (127 mph)	220 km/h (136 mph)	230 km/h (143 mph)
Acceleration 0-100 km (0-62 mph)	9.5 seconds	7.9 seconds	7.0 seconds



VW-Porsche Vertriebsgesellschaft mbH · 714 Ludwigsburg · Porschestraße 15-19

In some cases, the cars pictured in this catalog have been provided with optional equipment or equipment required in specific countries and thus do not always correspond to equipment available or standard at your local authorized Porsche Audi dealer. Rights reserved to make design and equipment alterations without notice. Herausgeber: VW-Porsche Vertriebsgesellschaft mbH, Abt. Marketing-Werbung 1004.20 Printed in Germany · SVA, Ludwigsburg