



PORSCHE

911

911S

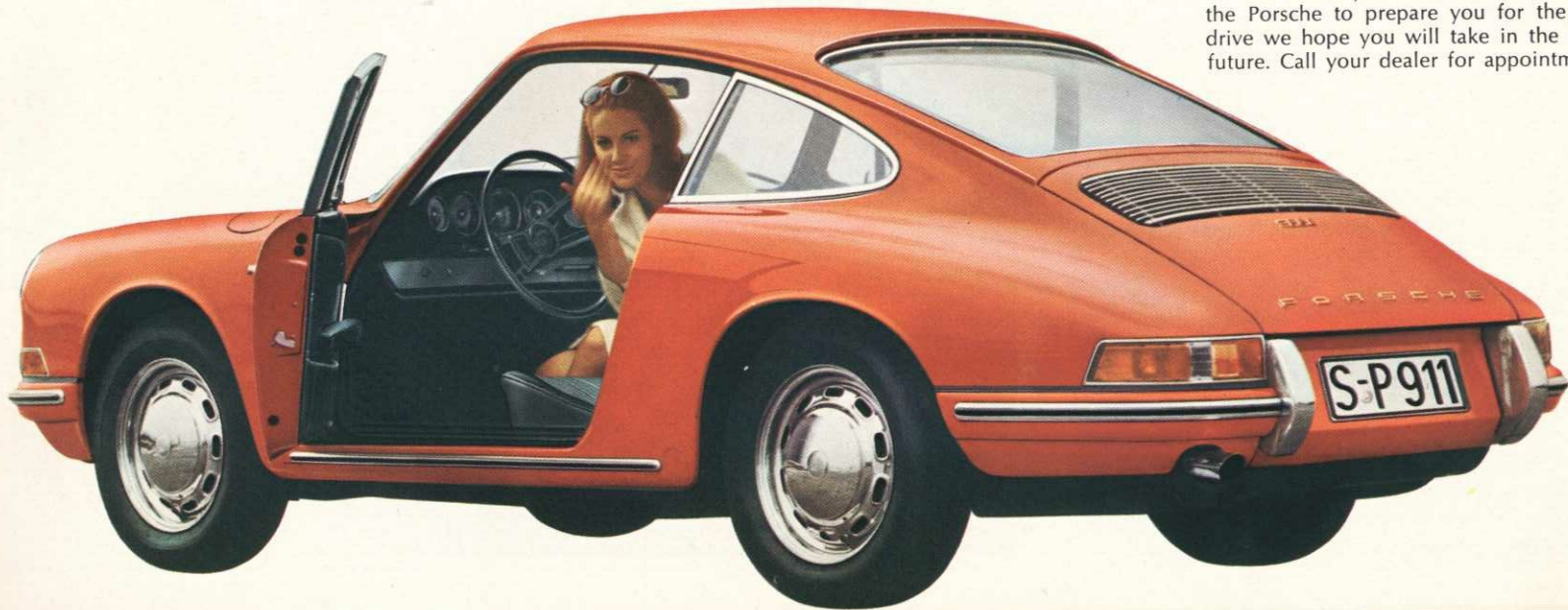
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Go ahead. Drive it. You'll never forget it.

Driving a Porsche is the only way to appreciate fully what sets this car apart from every other automobile in the world. This brochure offers you brief information about the Porsche to prepare you for the test drive we hope you will take in the near future. Call your dealer for appointment.



PORSCHE 911

"... it undoubtedly rates in the top class among modern GT cars. ..." *ROAD & TRACK*

"After a glorious week with the Porsche 911 I rate it as one of the great cars of today by all standards." *MOTOR SPORT*

Automotive experts throughout the world are virtually unanimous in their enthusiasm for the Porsche 911. This is a car for the man who knows high performance cars and is seeking a vehicle worthy of his driving skill. The 911 has a 148-hp 6-cylinder engine with Porsche's famous 4-speed all-synchromesh transmission or, optionally, with the same 5-speed fully synchronized transmission used on Porsche racing cars.





PORSCHE

911S



New this year, the Porsche 911S is designed for those who are unwilling to settle for less than the finest in automotive transportation. This car has forged-alloy wheels, leather-covered steering wheel, velour-carpeted floor and other interior and exterior special equipment not found on other Porsche models. It is powered by a street version of the Carrera 6 engine producing 180 hp SAE. The Porsche 911S has the same 5-speed fully-synchromesh transmission as the Carrera 6 and is fitted with radial tires. This is no car for a novice. It is fully capable of meeting the requirements of the most experienced drivers of high performance cars.

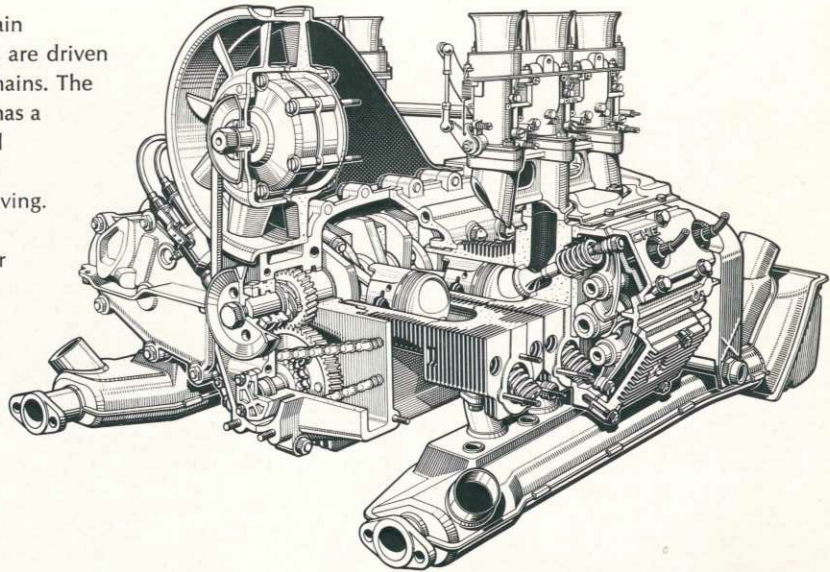


911 911S engine

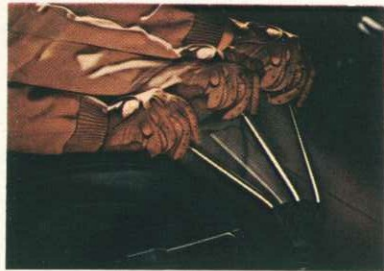
"You can almost hear it chuckling to itself as you really begin to use it . . . the harder you drive it, the more it seems to come alive." MOTOR SPORT

The Porsche 911 and 911S have rear-mounted, air-cooled engines—as sound a concept today as when it was introduced by Prof. Ferdinand Porsche. These compact, 2-liter, horizontally-opposed flat sixes are designed, like all Porsche engines, to be trouble-free and to withstand hard driving hour after hour after hour. The

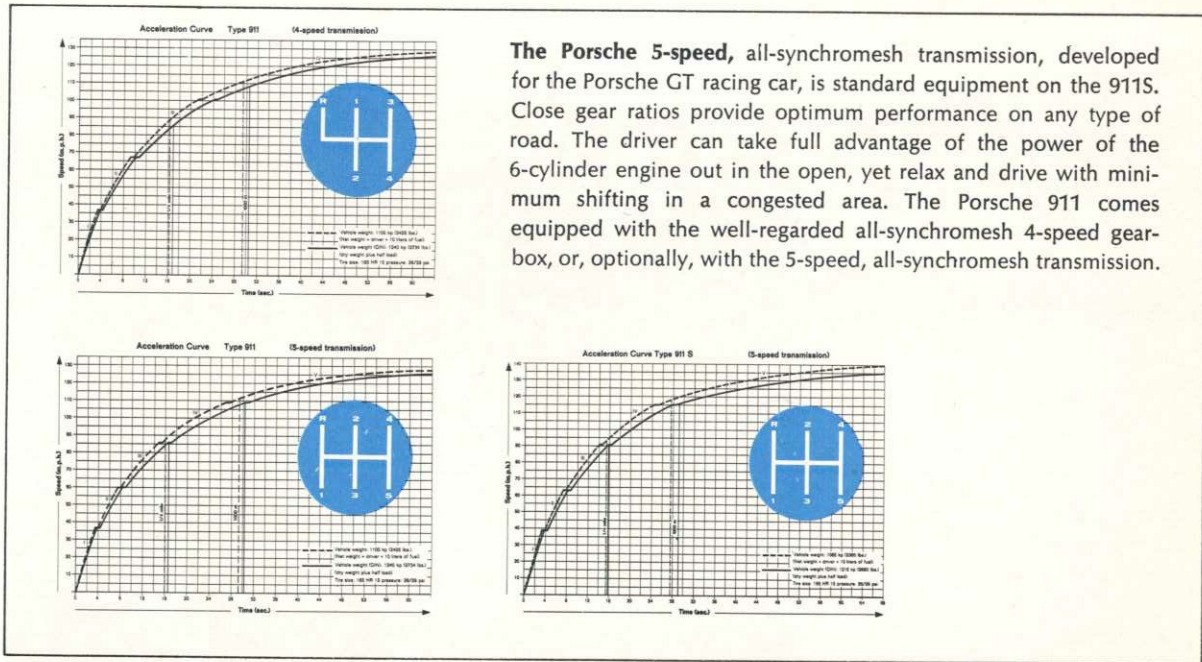
crankshaft rotates within 8 main bearings. Overhead camshafts are driven by automatically-tensioned chains. The dry sump lubrication system has a thermostatically-controlled oil cooler to maintain proper oil temperature in high speed driving. Each bank of three cylinders is fed by a triple-throat Weber carburetor assuring each cylinder its proper supply of fuel. Fuel is supplied to the carburetors by an electric fuel pump.



911 911S transmissions



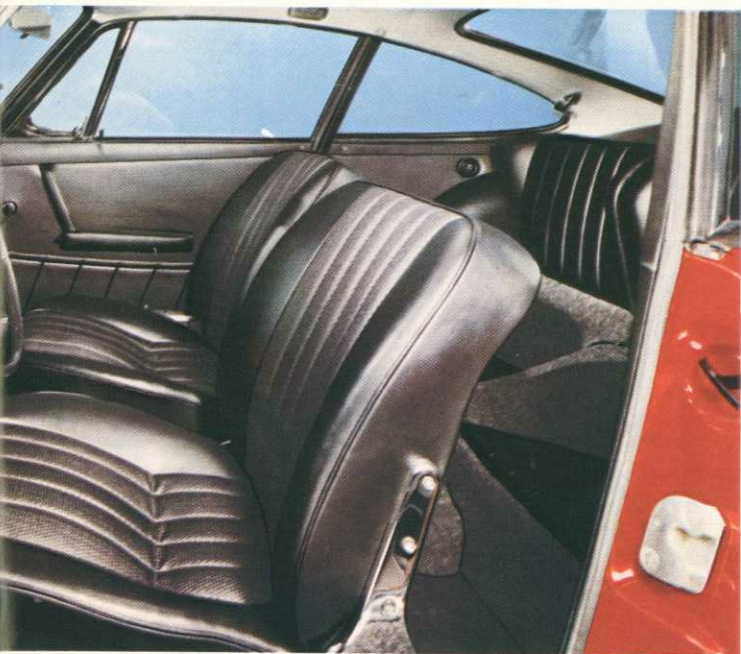
"Every year the list of manufacturers who use Porsche baulk-ring synchromesh patents in their gearbox designs gets bigger and bigger, and it makes you realize that Porsche must know something about gearboxes." *MOTOR SPORT*



PORSCHE 912

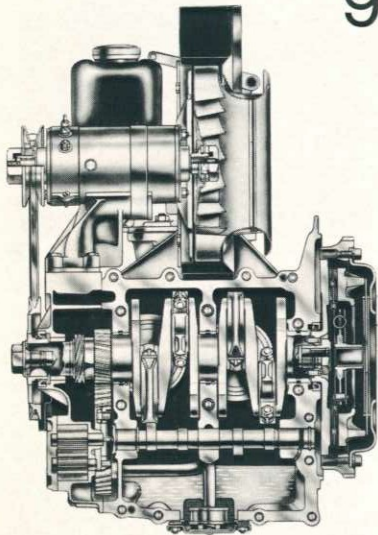
The Porsche 912 is an excellent choice for the driver who is making his first venture into the high performance field. It has the same basic steering and suspension systems as the more expensive Porsche 911 and 911S. The 912 is equipped with the same disc brakes on all four wheels as the 911. It has the well-known Porsche 4-speed all-synchromesh transmission or, optionally, the famous 5-speed transmission used on Porsche racing cars. The 912 is powered with the durable 102-hp Porsche 4-cylinder engine.





911 912 instrumentation

The instruments of the Porsche 911 and 912 are designed to supply complete information to the driver. They are cowl-clustered from left to right: 1. Gasoline gauge; 2. Oil temperature gauge; 3. Tachometer; 4. Speedometer, mileage and trip recorder; 5. Electric clock with adjustable red pointer to mark starting or appointment time. Warning signals included on the instruments are: high beam, parking lights, turn signals, fuel tank reserve, ignition and hand brake. All controls are conveniently located on the non-glare dash or at fingertip on wheel.

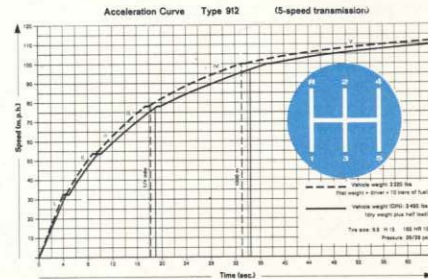
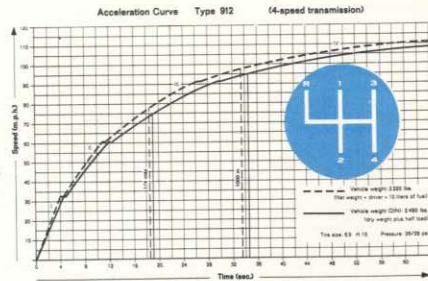


912 engine

The Porsche has the 102 hp. flat 4-cylinder engine which has earned a great reputation for durability. The hand-assembled, aluminum alloy engine is air-cooled with heat-dissipating fins on cylinders. Blast of air from the large blower passes over oil cooler, lowers temperature of oil before it reaches bearings. Automatic bypass valve prevents dry starts by sending oil directly to lubrication points, without going through cooler, until operating pressure is reached.

912 transmissions

The Porsche 912 has the widely praised Porsche 4-speed transmission as standard equipment. The 5-speed transmission used on the Porsche 911S and Porsche racing cars is available as an optional extra. Both are fully-synchronized to permit shifting into first as well as other forward speeds while the car is in motion—a real advantage in climbing or in stop-and-go driving.



911
911S

912

luggage
space



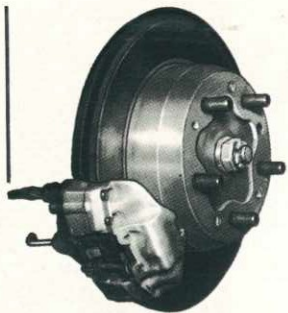
In addition to the technical and mechanical benefits of the new front end suspension and steering system, the design of the new Porsche provides a

large and completely unobstructed luggage compartment. The rear seats fold flat to provide additional roomy luggage space.



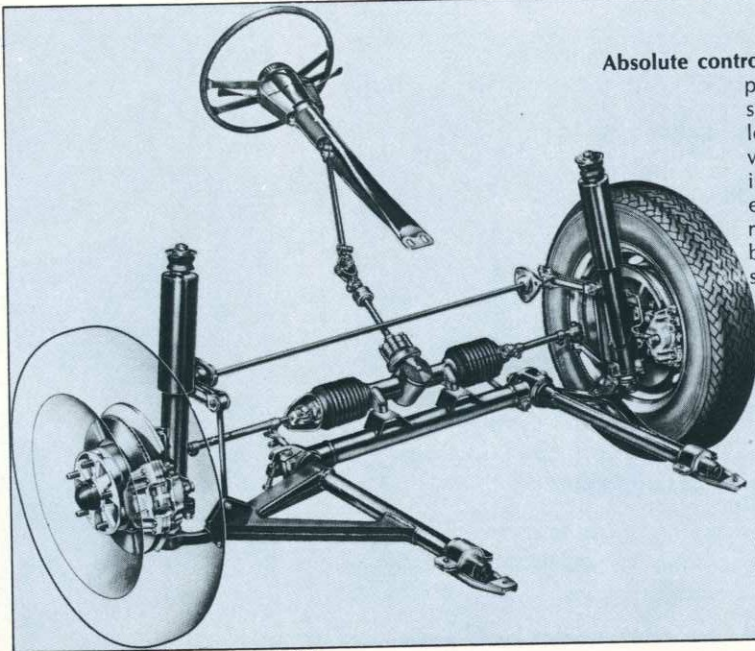
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Race-tested disc brakes are the heart of the Porsche's unusually safe driving characteristics at high speed. The disc brakes on all four wheels are self-adjusting, water shielded, and resist fade under high-friction heat. Shoe-and-drum parking brakes are fitted on the rear wheels.

Specially designed discs (not shown) are fitted to the brakes on the 911S to control the greater power and speed of this Porsche model.



Absolute control of the Porsche is assured by a precise rack-and-pinion steering system which moves from lock to lock in less than 3 turns. Shaft on which steering wheel is mounted is connected indirectly to front end by double universal joint. This not only increases luggage space, but contributes substantially to the safety of the driver. At the front, each wheel is independently suspended by an upper strut and lower wishbone with an anti-sway bar and longitudinal torsion bar; at the rear, by a semi-trailing arm and transverse torsion bar. An additional stabilizer bar is fitted at the rear of the Porsche

911S to provide greater stability and road holding at high speeds.

The Porsche is designed for your safety

"an incredibly safe car . . ."

D. S. Jenkins writing about Porsche in MOTOR SPORT

to help you drive efficiently . . .

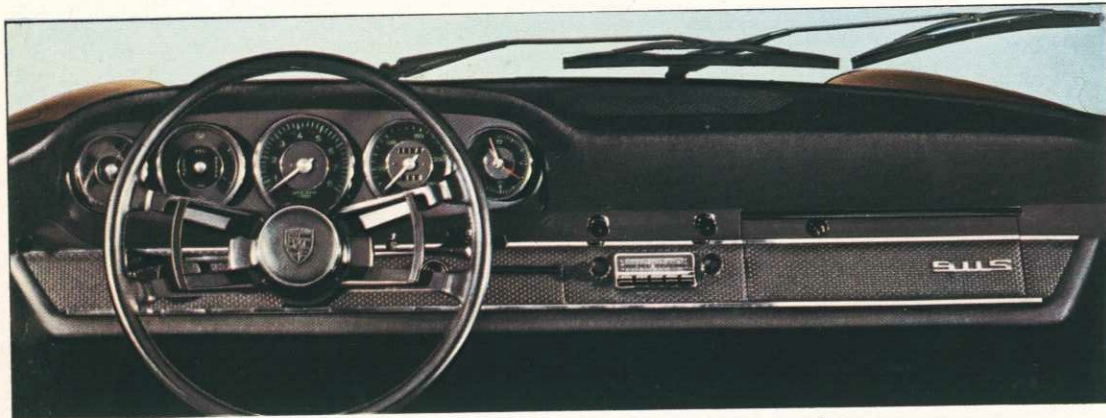
. . . ample horsepower (102-hp minimum) for safe passing, emergency acceleration . . . worry-free air-cooled engine . . . rear-positioned engine for efficient traction . . . Porsche synchromesh transmissions . . . dependable, self-adjusting 4-wheel disc brakes . . . rear-wheel-drum parking brakes . . . positive-action rack and pinion steering . . . responsive 2.8 lock-to-lock steering . . . maneuverability (33' 9" turning circle) . . . Macpherson-strut and wishbone front suspension, with longitudinal torsion bars, telescopic shock-absorbers, anti-sway bar . . . independent rear-wheel suspension using wide-base triangular trailing arms, transverse torsion bars, telescopic shock-absorbers . . . first-quality 4-ply tires, on factory-balanced wheels . . . secure, adjustable contour seats . . . full-vision wraparound windows . . . electric windshield washer with automatic wiper action . . . 3-speed windshield wipers . . . anti-glare rearview mirror . . . complete instrumentation . . . sun visors . . . fresh-air system . . . adjustable heating system . . . hot-air defroster on windshield and rear window . . . fingertip-controlled headlights . . . backup lights.

to help you communicate with other drivers . . .

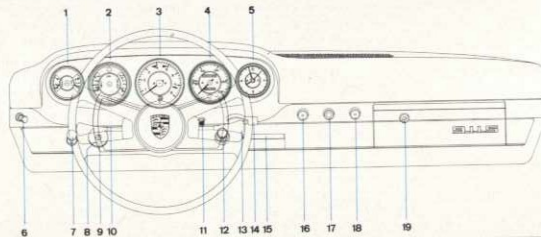
. . . 360° visibility of wraparound signal lights . . . turn signals, front and rear . . . brake lights . . . license-plate lights . . . flashing 4-corner emergency warning lights . . . fingertip-controlled high-beam flasher . . . twin signal horns.

to protect you in an accident . . .

. . . rugged one-piece welded chassis and body . . . safe passenger compartment, shielded front and rear by structural elements and components which absorb and deflect collision forces . . . new 3-part Porsche steering column whose short, angled sections collapse on impact . . . heavily-padded sun visors and dash . . . positive-action door locks (SAE), solid anchorages for seat belts and shoulder harnesses.



Radio not standard equipment



- 1 Small combination instrument
- 2 Large combination instrument
- 3 Speedometer
- 4 Tachometer
- 5 Clock
- 6 Fuel filler cap release
- 7 Light switch
- 8 Ignition switch
- 9 Horn ring
- 10 Combination headlight flasher and dimmer switch
- 11 Trip mileage reset control
- 12 Cigarette lighter
- 13 Combination wiper/washer switch
- 14 Ventilating air control
- 15 Ashtray
- 16 Foglamp switch
- 17 Emergency flasher switch (only for USA)
- 18 Auxiliary heater control
- 19 Glove compartment lock

911S

instruments/interior

Instruments on the 911S are cluster-grouped directly in front of the driver for instant viewing. The handsome, non-glare dash panel is upholstered in a rich, patterned leatherette. Sixteen indicators register on the instruments to inform the driver on the performance of the car. Luxurious appointments include leather covered steering wheel and protective aluminum threshold plates.

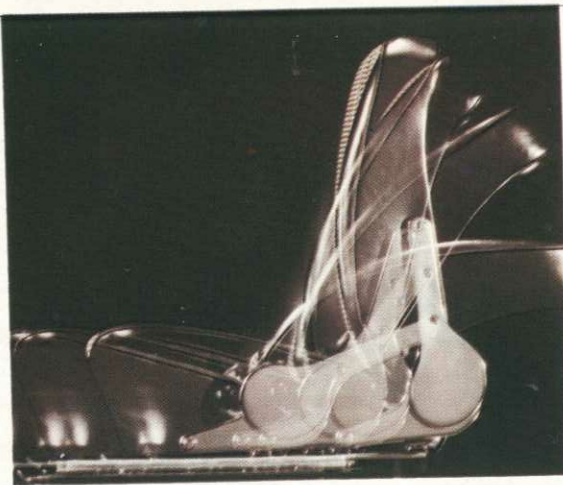


Luna Variati

911 911S 912

Human engineering determines the interior arrangement of the Porsche. The anatomically-correct bucket seats, unmatched for comfort, adjust fore and aft and the backrests recline to any angle. The steering wheel is the nucleus of a superlative driving position. Without lifting either hand from the steering wheel rim, the driver can sound horn, flash headlights, switch to high beams, signal for turns, clean the windshield and operate wipers. Other significant features: gas tank locks from within car; protective flap opens and permits rubber apron to unfold and guard body paint from hose nozzle; new push control which makes it virtually impossible for door to be opened accidentally.

Porsche seats have always been noted for their comfort and posture control. Thanks to extensive Porsche racing experience, the seats offer the finest for maximum control and comfort. The shoulder and hip cushioning



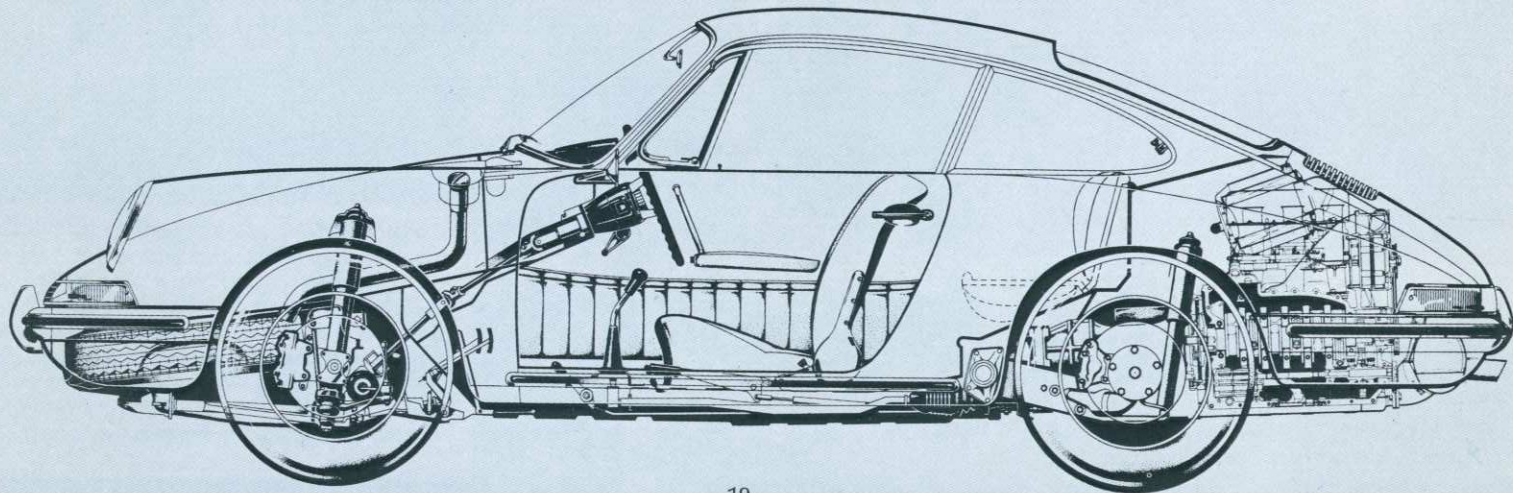
contours have been accentuated and the backs widened. Complete flexibility in adjustment, full fore-and-aft movement, and reclining backs, provide the best in seating for the five-footer or six-foot driver or passenger.



911 911S

Cutaway view of the Porsche 911 and 911S shows location of 6-cylinder engine. Rear-mounted engine puts weight over rear wheels, assures excellent traction in snow, mud or sand. Rear mounting means no long,

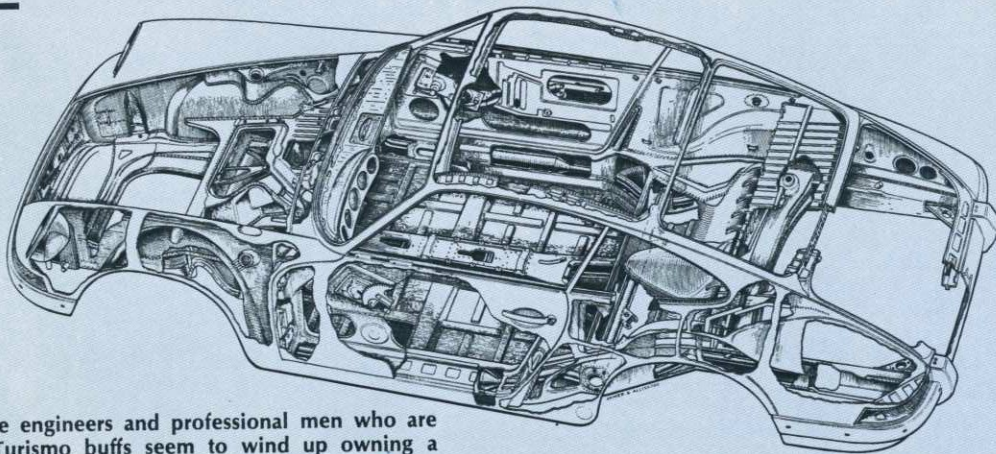
weighty drive shaft, minimum power loss. Air-cooled engine has no radiator—needs no water or anti-freeze. Note how sharply-tapered hood affords excellent visibility, yet provides substantial luggage space.



911 911S 912

Rigidity and strength are assured by the monocoque construction of the Porsche chassis and body. It is created by welding—not bolting—steel sections together and is remarkably strong and completely free

from rattles. Each section is painstakingly smoothed by hand and fitted into place before welding. Doors are carefully fitted to the body by hand-sanding and filing. The Porsche body is made by men, not machines.



"All the engineers and professional men who are Gran Turismo buffs seem to wind up owning a Porsche." *CAR & DRIVER*



Today's Porsche was designed under the direction of the son and grandsons of Ferdinand Porsche, who created more than seventy cars before the original Porsche which was his greatest achievement. The Porsche family is quite willing to leave mass production and annual model changes to others. When the present Porsche was introduced, it replaced a model made without substantial change for seventeen years.



Infinite pains can be taken in the manufacture of a car produced at the rate of only 50 a day. Hours and hours are devoted to in-process inspection, test and retest of each of the components and systems that make up the Porsche. The small, carefully controlled production line can be quickly adjusted to incorporate technical or mechanical improvements or modifications.



Every Porsche engine is bench-tested and run-in after assembly for an hour before it is accepted for installation in a completed chassis. Each finished car is then checked out on special stationary road-testing equipment and finally undergoes a complete road test before the final acceptance inspection.

In designing the first Porsche, Ferdinand Porsche drew on everything he had learned in almost half a century of creating noteworthy automobiles. The first model of the Porsche, introduced in 1948, remained with only minor changes in the front rank of automobiles for seventeen years—a tribute to the genius of its creator.

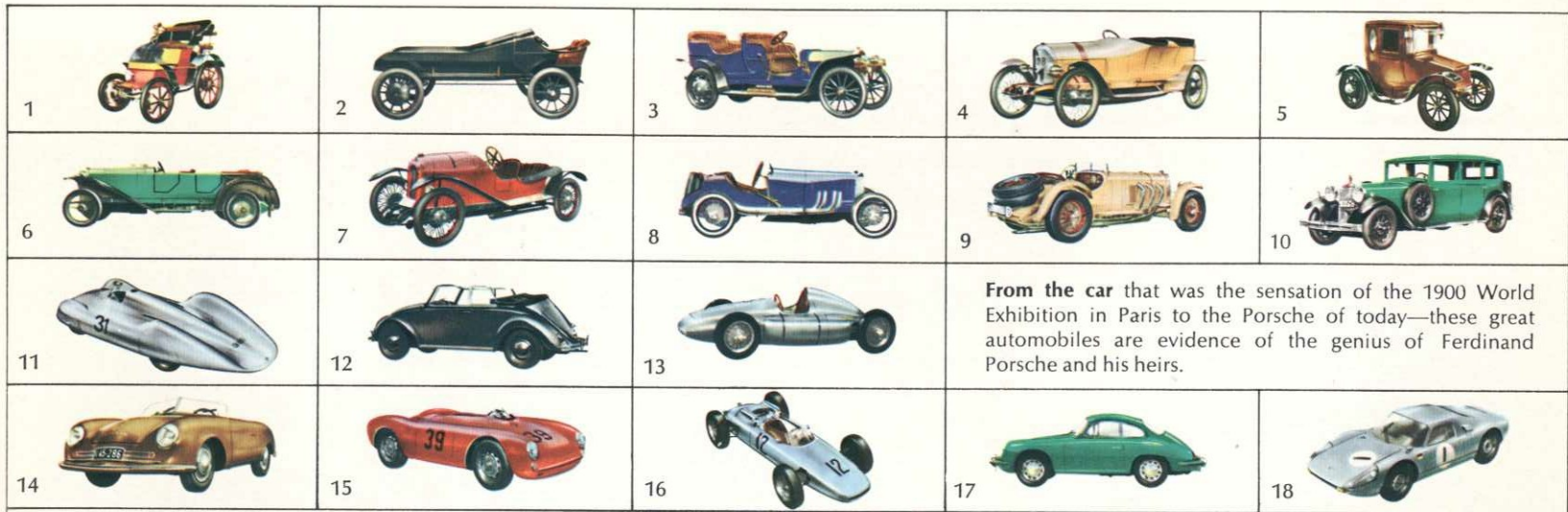
The present model is completely new, yet unmistakably a Porsche. It was designed by applying the insights gained in years of testing, racing and refining what was already the most advanced car of its time. The result: a more beautiful, roomier, more nimble Porsche, truly a car for getting from here to there in the quickest, safest, most enjoyable manner possible. **Races are Porsche's proving grounds.** For here a car does all the things it must do in normal driving—accelerate, brake, turn, shift gears—under brutal conditions that reveal the most minute flaws in design or construction.



Porsche's racing record is remarkable. In 1966, in a race so punishing that only 30 of 64 starters were able to finish, Porsche finished first in its



class in the Sebring 12-hour classic. Porsche finished 4th, 6th, 7th and 8th overall beating many cars three times its engine size. In the 1966 running of the 24-hour LeMans, Porsche finished 4th, 5th, 6th and 7th, defeating everything in its class as well as many bigger cars. You don't have to race your Porsche to enjoy it. But from such severe testing has emerged today's Porsche, a car that's fun to drive because it does so many things better than any other car can do them.



1. Lohner-Porsche Chaise (1900) 2. First Porsche-designed Racing Car with 60 hp. (DIN) 3. Touring Car with Mixed Drive 1905-1906 4. Austro-Daimler Prince Henry 5. Austro-Daimler All-Electric Brougham (1914) 6. 4.4 Liter Austro-Daimler (1921) 7. Sascha Racing Car, 1 100 cc.

(1922) 8. Daimler Racing Car for Targa Florio (1924) 9. Mercedes Type SSK, 7.1 Liter 10. Steyr 5.3 Liter Austria-type 11. Auto-Union Racing Car (1934-37) 12. First Volkswagen (1938-39) 13. Cisitalia Grand Prix Car, 1 500 cc. with 4-wheel drive 14. First Porsche Model 356,

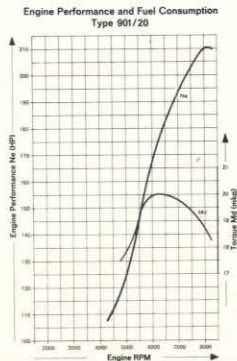
1 100 cc. (1948) 15. Porsche Spyder with Overhead Cams 16. Porsche 8-cylinder Formula 1 Car 17. Porsche Type 356-C with 4-wheel disc brakes 18. Porsche Carrera GTS (1964)

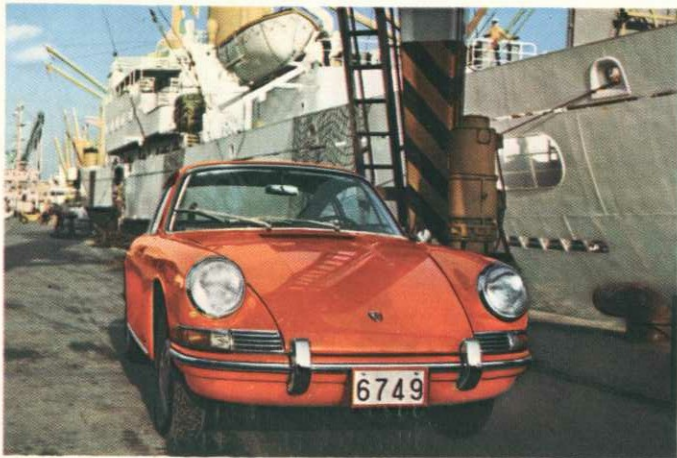
PORSCHE

Carrera 6

For the Porsche racing team and for the best private drivers in the world, Porsche is building the Carrera 6 in series of fifty. Through its performances at Daytona, Sebring and in the Targa Florio, this car has quickly established itself as the car to beat in the under 2-liter class. The Carrera 6 has a tubular frame

and fiberglass body. It is powered by a flat-6, air cooled engine with a total displacement of 1991 cc. Maximum revolutions of the engine are 8500, producing between 200 and 210 hp (DIN). Maximum speed is roughly 175 mph. A street version of this engine is used on the 911S.





tourist delivery program

If you're planning a trip to Europe, you can add driving to the pleasures of your overseas visit by taking delivery of your new Porsche while you're there. Your local authorized Porsche dealer can help you make all the necessary arrangements, including time and place of delivery, international insurance, and shipment of your car back to the United States.

IMPORTANT: Be sure to allow about three months for your order to be processed and confirmed, and for your Porsche to be manufactured and ready for you—either at the Porsche factory, in Stuttgart, or, at your direction, in Brussels, Paris, Rome, Geneva, or one of the other 11 European cities where arrangements may be made for you to pick up your car.

SPECIFICATIONS		PORSCHE 912	PORSCHE 911	PORSCHE 911 S	SPECIFICATIONS		PORSCHE 912	PORSCHE 911	PORSCHE 911 S
ENGINE	Number of cylinders	4	6	6	ELECTRICAL SYSTEM	Rated Voltage	12 Volt (generator)	12 Volt (alternator)	12 Volt (alternator)
	Bore	3.25 in. (82.5 mm)	3.15 in. (80.0 mm)	3.15 in. (80.0 mm)		Battery	45 Ah		
	Stroke	2.91 in. (74.0 mm)	2.60 in. (66.0 mm)	2.60 in. (66.0 mm)		Ignition	Battery coil and distributor		
	Displacement, actual	96.5 cu.in. (1582 cc)	121.5 cu.in. (1991 cc)	121.5 cu.in. (1991 cc)		Firing order	1 - 4 - 3 - 2	1 - 6 - 2 - 4 - 3 - 5	1 - 6 - 2 - 4 - 3 - 5
	Compression ratio	9.3 : 1	9 : 1	9.8 : 1		Spark plugs	Bosch W 225 T 1 Bosch W 225 T 7	Bosch W 250 P 21 (platinum plug)	Bosch W 265 P 21 (platinum plug)
ENGINE DESIGN	Horsepower (SAE)	102 (90 HP/DIN) at 5800 rpm	148 (130 HP/DIN) at 6100 rpm	160 (160 HP/DIN) at 6600 rpm	DRIVE TRAIN	Location of engine	At rear, behind axle		
	Maximum torque (SAE)	90 lbs/ft (12.4 mkp) at 3500 rpm	129 lbs/ft (17.8 mkp) at 4300 rpm	144 lbs/ft (18.2 mkp) at 5200 rpm		Clutch	Single dry plate		
	Horsepower per liter (DIN)	57	65	80		Transmission	Porsche servo-thrust synchronization		
	Type	Horizontally opposed, four stroke cycle, air-cooled	Horizontally opposed six, four stroke cycle, air-cooled	Horizontally opposed six, four stroke cycle, air-cooled		Number of speeds	4 forward, 1 reverse (5 speed optional)	4 forward, 1 reverse (5 speed optional)	5 forward, 1 reverse
	Cylinders	Cast iron liner in finned light alloy jacket				Location of shift lever	Central floor change		
Cylinder heads	Light alloy			Final drive	Spiral bevel gears and bevel gear differential				
Number of valves	1 intake, 1 exhaust per cylinder			Axle ratio	7:31, i = 4.428				
Valve arrangement	Overhead in V			Power train	Through half axles to rear wheels				
Valve drive	Pushrods	1 overhead camshaft per bank of cylinders	1 overhead camshaft per bank of cylinders	CHASSIS AND SUSPENSION	Frame	Welded, pressed steel sections unitized with body			
Camshaft drive	Gear type	By chain	By chain		Front suspension	Independent, with transverse control arms and telescopic hydraulic dampers			
Crankshaft	Forged, 4 plain journal main bearings	Forged steel, 8 main bearings	Forged steel, 8 main bearings		Front springing	Longitudinally mounted round section torsion bar, one per wheel			
Connecting rod	Plain bearings				Rear suspension	Independent, with longitudinal control arms. Drive through half axles			
Blower drive	V-belt through generator				Rear springing	Transversely mounted round section torsion bar, one per wheel. 911 S plus stabilizer bar			
Lubrication	Pressure lubrication	Dry sump	Dry sump	Shock absorbers	Hydraulic, double-acting telescopic shock absorbers front and rear				
Fuel supply	1 mechanical fuel pump	1 electrical fuel pump	1 electrical fuel pump	Service brake	Hydraulic disc brakes on all four wheels				
Carburetor	2 dual-throat downdraft, Solex 40 P II-4	WEBER, triple throat carburetors, one per bank of cylinders	WEBER, triple throat carburetors, one per bank of cylinders	Handbrake	Mechanical twin-servo drum brake, on rear wheels				

SPECIFICATIONS	PORSCHE 912	PORSCHE 911	PORSCHE 911 S
Effective brake disk dia.	front 9.26 in. (235 mm), rear 9.57 in. (243 mm)		
Braking area per wheel (service brake)	front 8.14 sq.in. (52.5 cm ²), rear 6.20 sq.in. (40 cm ²)		
Total brake swept area (service brake)	29.45 sq.in. (185 cm ²)		
Handbrake drum dia.	7.09 in. (180 mm)		
Total brake swept area (handbrake)	32.5 sq.in. (210 cm ²)		
Rims	4.5 J x 15	4.5 J x 15	4.5 J x 15 Light alloy
Tires	6.9 H 15 (165 HR 15 optional)		165 HR 15
Steering	ZF rack and pinion		
Steering ratio	1:16.5		
TRANSMISSION GEAR RATIOS	1st gear = 11:34/11:34	1st gear = 11:34/11:34	1st gear = 11:34
	2nd gear = 18:34/19:32	2nd gear = 18:34/19:32	2nd gear = 18:34
	3rd gear = 22:29/24:27	3rd gear = 22:29/24:27	3rd gear = 22:29
	4th gear = 25:26/28:24	4th gear = 25:26/28:24	4th gear = 25:26
	5th gear = 28:24	5th gear = 28:24	5th gear = 29:23
	Reverse = 11:16-20:43	Reverse = 11:16-20:43	Reverse = 11:16-20:43
GRADE CLIMBING Weight of vehicle (DIN)	2490 lbs (1126 kp) dry weight plus half load	2730 lbs (1240 kp) dry weight plus half load	2680 lbs (1215 kp) dry weight plus half load
1st gear, max. gradient	46% / 46%	66% / 66%	71%
2nd gear, max. gradient	25% / 22%	34% / 29%	35%
3rd gear, max. gradient	16% / 12%	21% / 17%	21%
4th gear, max. gradient	11% / 8%	15% / 10%	15%
5th gear, max. gradient	8%	10%	8%

SPECIFICATIONS	PORSCHE 912	PORSCHE 911	PORSCHE 911 S
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
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	87.05 in. (2211 mm)		
Track, front	53.3 in. (1353 mm)	53.3 in. (1353 mm)	53.3 in. (1353 mm)
Track, rear	52.0 in. (1321.4 mm)	52.0 in. (1321.4 mm)	52.2 in. (1325.4 mm)
Overall length	163.90 in. (4163 mm)		
Overall width	83.39 in. (1610 mm)		
Overall height (unladen)	51.97 in. (1320 mm)		
Ground clearance	5.91 in. (150 mm)		
Turning circle	approx. 33.8 ft. (10.3 m)		
WEIGHTS Dry weight (DIN)	2134 lbs. (970 kp)	2376 lbs. (1080 kp)	2270 lbs. (1030 kp)
Max. permissible weight	2838 lbs. (1290 kp)	3080 lbs. (1400 kp)	3080 lbs. (1400 kp)
Max. axle load, front	1254 lbs. (570 kp)	1320 lbs. (600 kp)	1320 lbs. (600 kp)
Max. axle load, rear	1650 lbs. (750 kp)	1848 lbs. (840 kp)	1848 lbs. (840 kp)
Engine weight	approx. 254 lbs. (115 kp) complete without oil	approx. 405 lbs. (184 kp) complete without oil	approx. 405 lbs. (184 kp) complete without oil
PERFORMANCE Top speed	approx. 115 mph (185 km/h)	130 mph (210 km/h)	140 mph (225 km/h)
Power/weight ratio (1 person plus dry weight DIN)	21 lbs./HP/SAE (10.7 kp/HP/DIN)	19.4 lbs./HP/SAE (8.8 kp/HP/DIN)	13.4 lbs./HP/SAE (6.85 kp/HP/DIN)
Fuel consumption	27.6 mpg (8.5 lit./100 km)	24.5 mpg (9.6 lit./100 km)	23 mpg (10.2 lit./100 km)

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

Lights

Two backup lights
Infinitely variable instrument illumination
Luggage compartment illumination

Signals

Twin horns
Headlight flasher
Emergency flasher
Partial horn ring

Instruments

Speedometer with odometer and trip mileage recorder
Tachometer
Fuel gauge with low level warning light
Oil temperature gauge
Indicator lights for batterie charging currency, high beam, oil pressure, parking lights, turn signals, and parking brake
911 S only: Oil level gauge, oil pressure gauge
Electric clock

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

Interior

Antiglare 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
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
Draftfree ventilation through headlining
Rearseat backrests fold down to a luggage platform, with non-skid strip
Slide-in ashtray
911 S only: Leather covered steering wheel

Miscellaneous

12-Volt system
Towing hook in front
Undercoating
Touch-up paint dispenser
9 exterior colors
4 interior colors

OPTIONAL EQUIPMENT

5 speed transmission (standard equipment for 911 S)
Additional gas heater with auxillary blower (standard equipment for 911 S)
Fog lights (standard equipment for 911 S)
Forged light alloy wheels (standard equipment for 911 S)
Rubber pads on front and rear bumper guards (standard equipment for 911 S)
Chrome wheels
Wooden steering wheel
Safety belts (US approved)
Radios
Head rests
Electrically operated sun roof
Tinted glass
Luggage roof rack
„Porsche air“ air conditioning, only available in USA as factory approved and dealer installed unit

Please contact your Porsche dealer for further details and a demonstration:

JIM *Kelly's*
INC.

3325 GENESEE STREET
BUFFALO, N. Y. 14225
633-8000

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