



PORSCHE

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PORSCHE 911L

Flagship of the Porsche 900 series, the 911L is fully capable of meeting the requirements of the most experienced and discerning drivers of high performance cars. This car is powered by a flat, 6-cylinder (horizontally opposed) air-cooled engine producing 148 hp (SAE). In addition, deluxe features of this extraordinary *gran turismo* car include forged aluminum wheels, aluminum rocker panels, leather-covered steering wheel, wall-to-wall carpeting and other special interior and exterior equipment. It is equipped with Porsche's fully synchronized 4-speed transmission or, optionally, with a 5-speed gearbox similar to that used in the Carrera 6.



PORSCHE 911

Automotive experts throughout the world are virtually unanimous in their enthusiasm for the Porsche 911. Since its introduction, this car quickly established itself as a race-winning competition car, a remarkable performer in the

world's most punishing speed and endurance races. It is also a delightful car for everyday driving. The 911 has a 148-hp (SAE), 6-cylinder engine and Porsche's famous 4-speed—or, optionally, 5-speed—synchromesh transmission.





PORSCHE 912

Inherent in the Porsche 912 are the qualities of performance, roadability and reliability characteristic of all Porsche-built cars. The 912 has the same basic steering, suspension and dual-braking systems as the more expensive models in the Porsche 900 series. It is powered by an extremely durable, air-cooled, 4-cylinder, 102-hp (SAE) engine and has Porsche's world-famous fully synchronized gearbox, in 4-speed, or, optionally, 5-speed ratios. As on all Porsches, fade-proof, self-adjusting disc brakes are standard equipment on all four wheels.

PORSCHE *Targa* Convertible

The roll bar, at last, has been made an integral part of a series-production convertible.





For years, roll bars have been standard equipment on all racing cars. In the Targa—appropriately named for the grueling Sicilian mountain road race in which so many of Porsche's advanced-engineering ideas have been proven—this remarkably logical racing-car ingredient provides vital protection for driver and passengers. It gives the Targa's unitized body-chassis combination the strength and rigidity of the Porsche coupe. It also makes possible the unique variations in openness provided by the Targa: fully open, top down, rear window down, fully closed.

The new Porsche Targa, available in the 912, 911 and 911L models, has the same confidence-inspiring stability and maneuverability inherent in every Porsche. Like all Porsches, it is a rugged, competition-developed vehicle, designed to be driven hard and fast—with maximum safety.

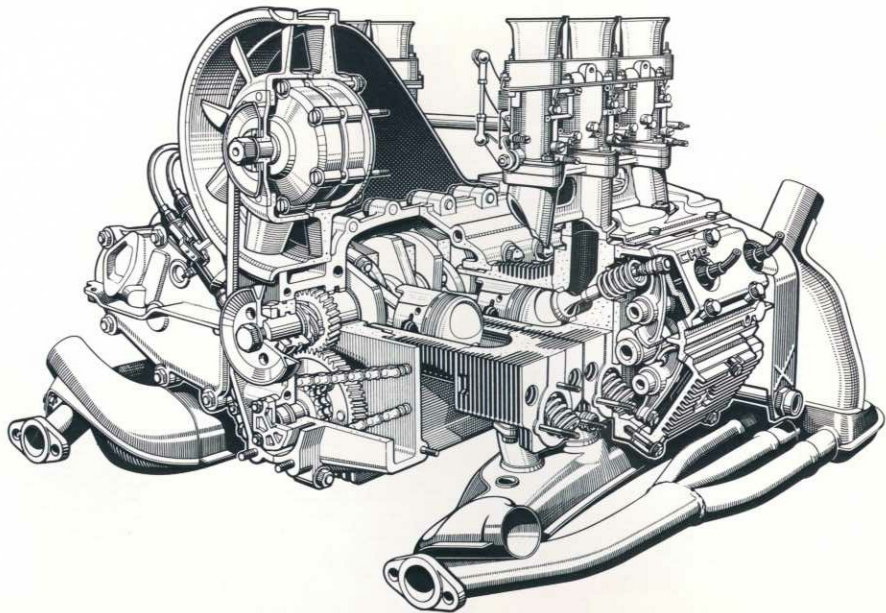


Engines

One reason for Porsche's well-earned reputation as one of the world's finest cars is its sophisticated, rear-mounted, air-cooled engine—an automotive feature that's as sound today as it was when Professor Ferdinand Porsche developed it, in the early days of automotive history.

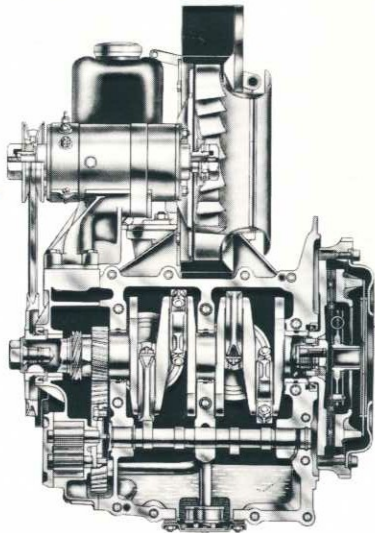
911L/911

The Porsche 911L and 911 are powered by compact, horizontally opposed 2-liter flat sixes, designed to withstand hour after hour of hard, fast driving. For engine efficiency and long life, the crankshaft revolves 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 a proper mixture of gas and air. Fuel is supplied to the carburetors by an electric fuel pump. An automatic ignition cut-out protects the engine against over-revving.



912

This Porsche has the flat 4-cylinder, 102-hp engine which has earned a great reputation for durability. The hand-assembled, aluminum alloy engine is efficiently air-cooled by heat-dissipating fins on each cylinder. Correct oil temperature is maintained by an oil cooler, ventilated by a constant flow of forced air from the blower. To prevent dry starts, oil is sent directly to lubrication points—bypassing the oil cooler—until operating temperature of the engine is reached.



Every Porsche engine is assembled by hand with each component carefully checked and tested. Moving parts are painstakingly weighed and measured, then matched for balanced engine performance. A record is kept of the tolerances of the parts in each individual engine, so that exact replacements can be provided if ever they are needed. After assembly, every Porsche engine is bench-tested and run-in before it is accepted for installation in a completed chassis.

PORSCHE 900 Series

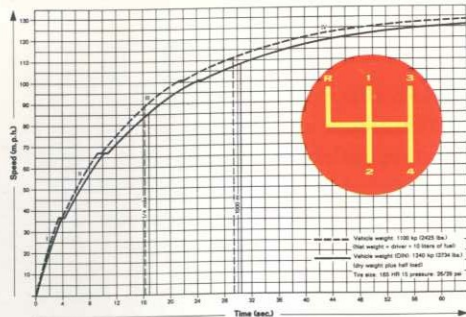
Transmissions

The widely admired Porsche 4-speed synchromesh gearbox is standard equipment on the 900 series. For those desiring optimum gear ratios for every driving situation, the fully synchronized 5-speed transmission, similar to the gearbox used in the Carrera 6 racing car, is offered as an option.

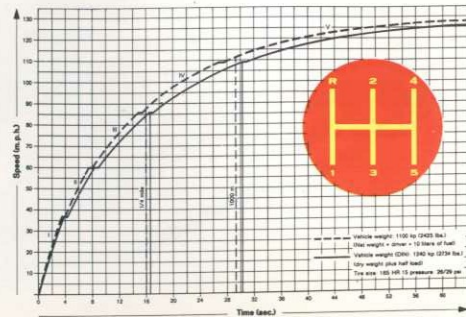
With the 5-speed transmission, the driver of a 911L or 911 can take full advantage of the power of the 6-cylinder engine at high speeds, yet drive with minimum shifting in a congested area. Porsche's patented baulk-ring transmission system is used, under license, by manufacturers of some of the most expensive cars in the world. It is an ingenious system, deceptively simple in concept and reliably trouble-free in operation.



Acceleration
Curve
4-speed
transmission

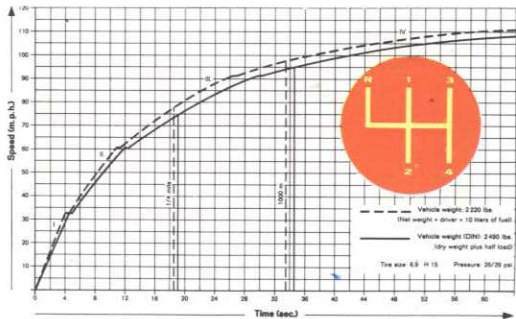


Acceleration
Curve
5-speed
transmission



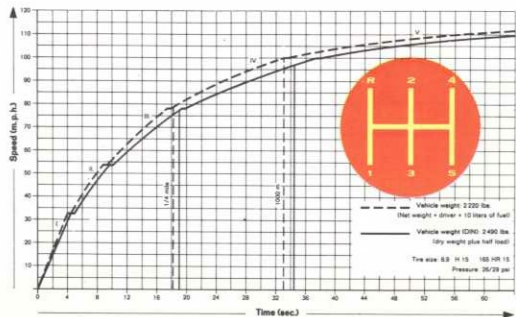
912

Acceleration
Curve
4-speed
transmission



912

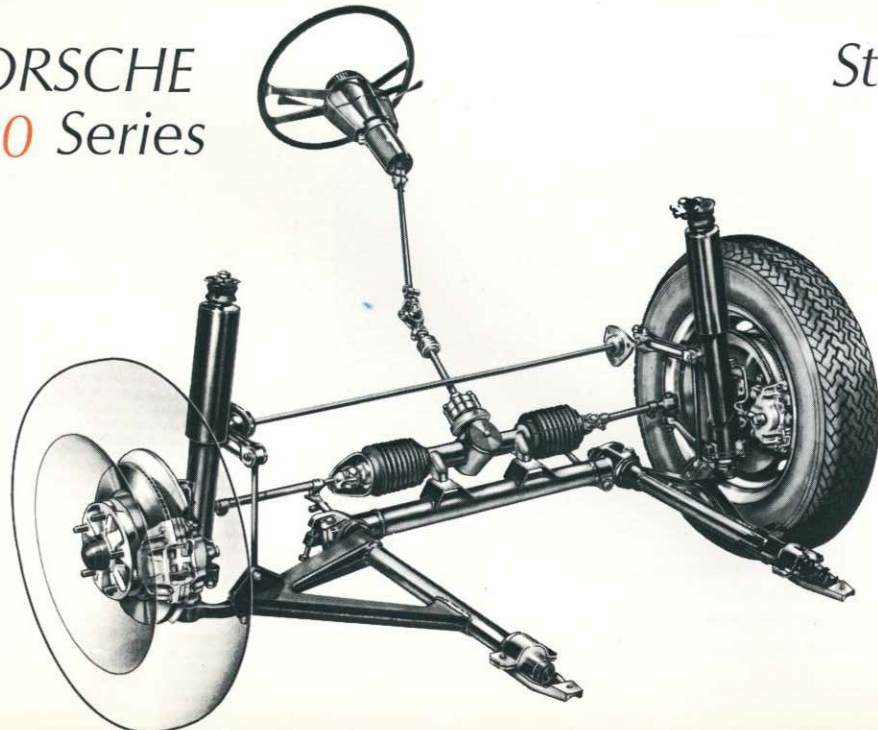
Acceleration
Curve
5-speed
transmission



Porsche's fully-synchronized gearbox permits you to down-shift into first gear while the car is in motion.

PORSCHE 900 Series

Steering/Suspension/Brakes



For safe, responsive directional control, Porsche uses a precise rack-and-pinion steering system which moves from lock to lock in less than 3 turns. Steering is accomplished through an impact-absorbing 3-part steering column with 2 universal joints. At the front, each wheel is independently suspended by an upper strut and a lower wishbone with a longitudinal torsion bar; at the rear, by a semi-trailing arm and a transverse torsion bar.

Race-tested 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.

Special ventilated discs are fitted to the brakes on the 911L.

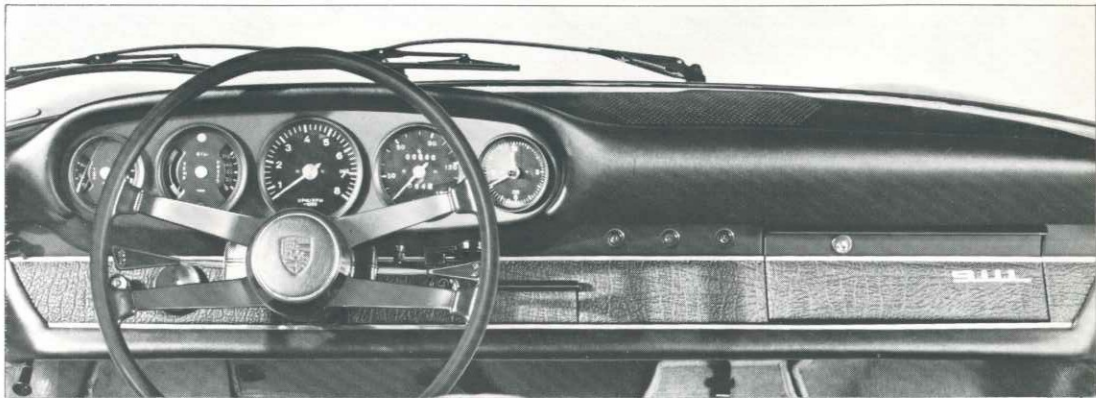
Instrumentation

911/912

The instruments of the Porsche 911 and 912 are as follows, from left to right:

1. Gasoline gauge;
2. Oil temperature gauge;
3. Tachometer;
4. Speedometer, mileage and trip recorder;
5. Electric clock with adjustable pointer for measuring elapsed time.

Signal lights inform the driver of high-beam and parking lights, turn signals, hand brake, low oil pressure, ignition, fuel-tank reserve and brake-line failure. All controls are conveniently located on the steering column or nearby, on the non-glare dash.



911L

In addition to the instrumentation provided for the 911 and 912, the 911L also includes oil-level and oil-pressure gauges. The handsome non-glare dash panel is upholstered in a rich, textured vinyl.



Interiors

911/912

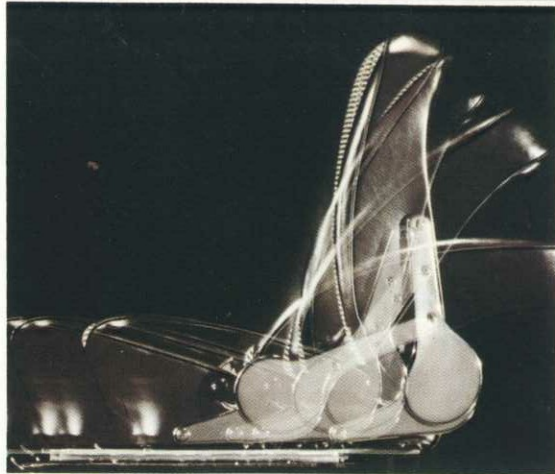
Interior features of the Porsche 911 and 912 include the following: anti-glare instrument panel, heavily padded both top and bottom; new synthetic carpet for floor tunnel and side panels; combination cigarette lighter/electrical outlet; assist-handle for passenger; arm rests which also serve as door pulls; secure anchorages for seat belts; convenient clothes hook on each door post; two padded anti-glare, heat-reflecting sunvisors, with mirror on passenger side; map pocket in each door; fully adjustable reclining seats; heater and fresh-air vents; porous headlining for draft-free interior ventilation; backs of rear seats fold down to make a luggage platform with non-skid, safety molding; fasteners for luggage straps; slide-in ashtray.

911L

The Porsche 911L has the interior features described above, plus such luxurious exclusive appointments as wall-to-wall carpeting, leather-covered steering wheel, aluminum step-plates on the door sills.

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 doors 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- or six-foot driver or passenger.



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 luggage space.



The Porsche is Designed for Your Safety **"an incredibly safe car . . ." D. S. Jenkinson** 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 transmission . . . dual braking system with self-adjusting 4-wheel disc brakes . . . rear-wheel-drum parking brakes . . . positive-action rack and pinion steering . . . responsive 2.75 lock-to-lock steering . . . maneuverability (33.75' 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 mirrors both inside and out . . . 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 . . .

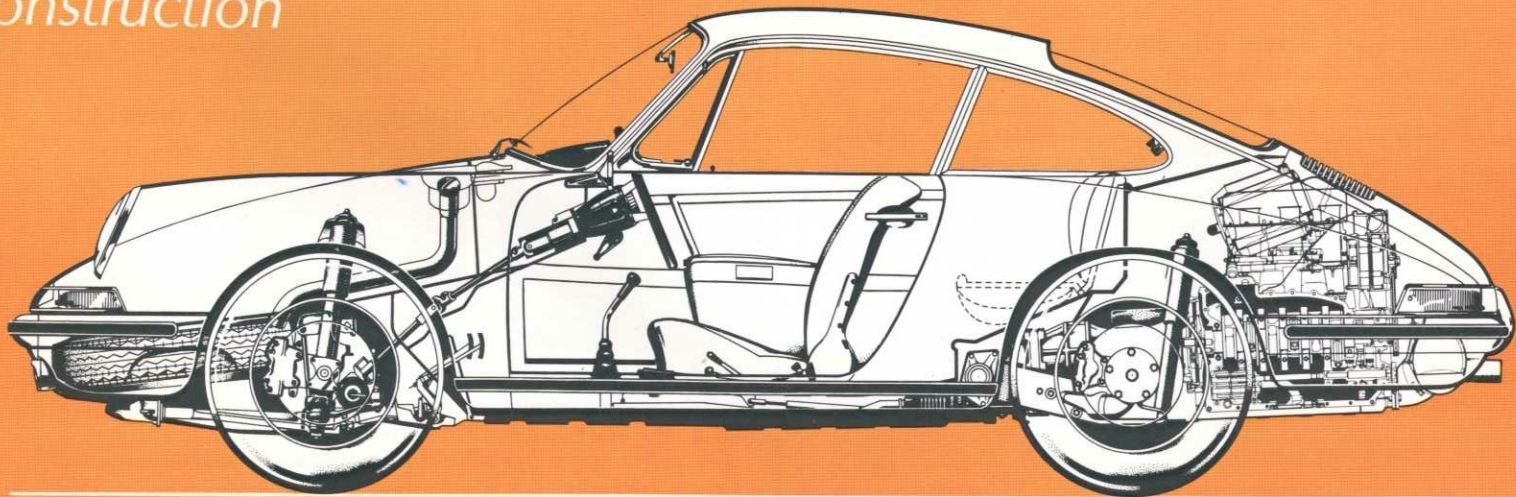
. . . 360° visibility of wraparound signal lights . . . turn signals, front and rear . . . brake lights . . . license-plate lights . . . flashing 4-corner emergency warning lights . . . fingertip-controlled high-beam flasher . . . twin signal horns . . . reflectors on sides of front and rear fenders.

to protect you in an accident . . .

. . . rugged one-piece welded chassis and body . . . safe passenger compartment, shielded front and rear by structural 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) . . . seat belts and anchorages for shoulder harnesses . . . fall-away type rearview mirror . . . recessed arm rests and door knobs.

The Porsche meets all USA safety requirements.

Design and Construction



Cutaway view of the Porsche shows how rear-mounted engine puts weight over rear wheels, assuring 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.

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 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.

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.

Each finished car is checked out on special stationary road-testing equipment and undergoes a complete road test before the final acceptance inspection.



The Men Behind The Car

In designing the first Porsche, Ferdinand Porsche drew on everything he had learned in almost half a century of creating more than seventy noteworthy cars. 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.

Today's Porsche was designed under the direction of the son and grandsons of Professor Ferdinand Porsche. The Porsche



family is quite willing to leave mass production and annual model changes to others. The present model is still 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 nimble, spacious and beautiful Porsche—truly a car for getting from here to there in the quickest, safest, most enjoyable manner possible.

From the car that was the sensation of the 1900 World Exhibition in Paris to the Porsche of today—these great automobiles are evidence of the genius of Ferdinand Porsche and his heirs.

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16



17



18



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 and Racing

Races are Porsche's proving grounds. In a race, 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.

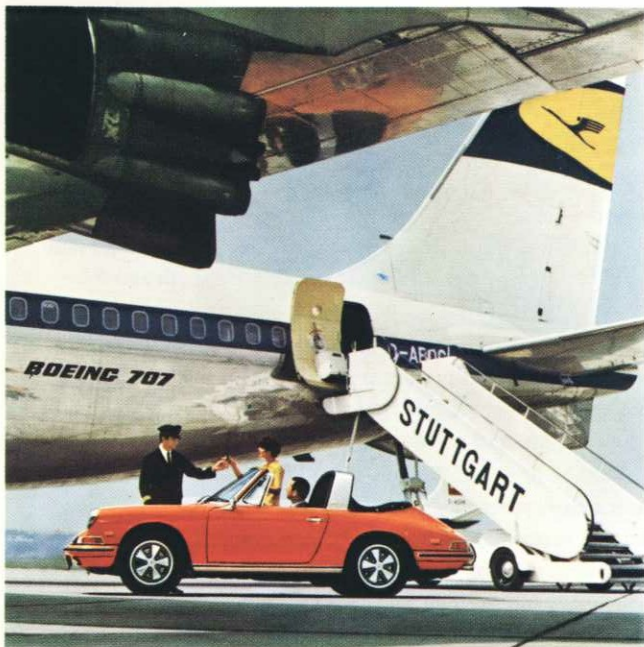




Porsche's racing record is remarkable. In 1966, Porsche became the first 2-liter car to win the World Cup for Speed & Endurance, awarded on a cumulative point system by the sponsors of four of the toughest races in the world: Sebring, Targa Florio, Nurburgring and LeMans. This was the first year that a small, 2-liter car was able to outrace the giant, 7-liter cars so decisively.

On the same race courses in 1967, the Porsche has continued to demonstrate the innate superiority of its engineering, design and construction. At Sebring, Porsches were 3rd, 4th, 6th, 7th and 9th—five of the first ten cars to finish. In the Targa Florio, Porsches made a clean sweep, coming in 1st, 2nd and 3rd—an order of finish which Porsches repeated at Nurburgring, a grueling race which saw the more powerful Chaparral, Lola-Aston Martin and Ford competition cars fall by the wayside. And in the 1967 running of the 24-hour classic at LeMans, Porsche finished 5th, 6th, 7th and 8th, defeating all others in its class as well as most of the much larger cars.

You don't have to race your Porsche to enjoy it. But from such severe testing has emerged today's Porsche, a thoroughbred of racing cars that's fun to drive to work.



Overseas 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.

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

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
Electric clock
911 L only: Oil level gauge, oil pressure gauge

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
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 L only: Leather covered steering wheel
Recirculating air blower

Miscellaneous

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

Optional Equipment

5 speed transmission
Additional gas heater with auxillary blower
Fog lights (standard equipment for 911 L)
Forged light alloy wheels (standard equipment for 911 L)
Rubber pads on front and rear bumper guards (standard equipment for 911 L)
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

Information presented in this booklet was in effect at time of publication. Porsche of America Corporation reserves the right to discontinue or change at any time specifications or designs without notice and without incurring any obligations.

SPECIFICATIONS	912	911	911 L		912	911	911 L
Engine				Electrical system			
Number of cylinders	4		6	Firing order	1-4-3-2		1-6-2-4-3-5
Bore	3.25 in (82.5 mm)		3.15 in (80.0 mm)	Ignition	Battery coil and distributor		
Stroke	2.91 in (74.0 mm)		2.60 in (66.0 mm)	Battery	45 Ah		
Displacement, actual	96.5 cu in (1582 cc)		121.5 cu in (1991 cc)	Rated voltage	12 Volt (generator)		12 Volt (alternator)
Compression ratio	9.3:1		9:1	Generator power	420 W		490-560 W
Horsepower (SAE)	102 (90 HP/DIN) at 5800 rpm		148 (130 HP/DIN) at 6100 rpm	Drive train			
Maximum torque (SAE)	102 lb ft (12.4 mkp) at 3500 rpm		145 lb ft (17.8 mkp) at 4200 rpm	Location of engine	At rear, behind axle		
Horsepower per liter	57 (DIN) 64 (SAE)		65 (DIN) 74 (SAE)	Clutch	Single dry plate		
Engine Design				Transmission	Porsche servo-thrust synchronization		
Type	Horizontal opposed, 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 or 4 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		Chassis and suspension			
Camshaft drive	Gear type	By chain		Frame	Welded, pressed sections unitized with body		
Crankshaft	Forged, 4 plain journal main bearings	Forged steel, 8 main bearings		Front suspension	Independent, with transverse control arms and telescopic hydraulic dampers		
Connecting rod	Plain bearings			Front springing	Longitudinally mounted round section torsion bar, one per wheel. 911 L plus stabilizer bar		
Blower drive	V-belt through generator			Rear suspension	Independent, with longitudinal control arms		
Lubrication	Pressure lubrication	Dry sump		Rear springing	Transversely mounted round section torsion bar, one per wheel. 911 L plus stabilizer bar		
Fuel supply	1 mechanical fuel pump	1 electrical fuel pump		Shock absorbers	Hydraulic, double-acting telescopic shock absorbers front and rear		
Carburetor	2 dual-throat downdraft	triple throat carburetors one per bank of cylinders		Service brake	Hydraulic disc brakes on all four wheels. 911 L internally ventilated discs.		
				Handbrake	Mechanical twin-servo drum brake, on rear wheels		

SPECIFICATIONS	912	911	911 L		912	911	911 L
Effective brake disk dia.	front 9.26 in (235 mm), rear 9.57 in (243 mm)			Capacities			
Braking area per wheel (service brake)	front 8.14 sq in (52.5 cm ²), rear 6.20 sq in (40 cm ²)			Engine	approx. 4.2 qts (4 lit) HD oil	approx. 9.5 qts (9 lit) HD oil	
Total brake swept area (service brake)	29.45 sq in (185 cm ²)			Transmission and differential	2.65 qts (2.5 lit)		
Handbrake drum dia.	7.09 in (180 mm)			Fuel tank	16.4 US gals (62 lit)		
Total brake swept area (handbrake)	32.5 sq in (210 cm ²)			Brake fluid reservoir	approx. 6.8 fl oz (0.2 lit)		
Rims	5½ J x 15	5½ J x 15	5½ J x 15 Light alloy	Dimensions			
Tires	6.9 H 16 or 165 HR 15		165 HR 15	Wheelbase	87.05 in (2211 mm)		
Steering	ZF rack and pinion			Track, front	53.8 in (1367 mm)	53.8 in (1367 mm)	
Steering ratio	1 : 16.5			Track, rear	52.6 in (1335 mm)	52.6 in (1335 mm)	52.8 in (1339 mm)
Transmission gear ratios				Overall length	163.90 in (4163 mm)		
1st gear	11 : 34/11 : 34			Overall width	63.39 in (1610 mm)		
2nd gear	18 : 34/19 : 32			Overall height (unladen)	51.97 in (1320 mm)		
3rd gear	22 : 29/24 : 27			Ground clearance	5.91 in (150 mm)		
4th gear	25 : 26/28 : 24			Turning circle	approx. 34.9 ft (10.5 m)		
5th gear	28 : 24			Weights			
Reverse	11 : 16-20 : 43			Dry weight (DIN)	2140 lbs (970 kp)	2384 lbs (1080 kp)	
Grade Climbing				Max. permissible weight	2840 lbs (1275 kp)	3090 lbs (1400 kp)	
Weight of vehicle (DIN)	2490 lbs (1126 kp) dry weight plus half load	2730 lbs (1240 kp) dry weight plus half load		Max. axle load, front	1256 lbs (570 kp)	1325 lbs (600 kp)	
1st gear, max. gradient	46% / 46%	66% / 66%		Max. axle load, rear	1655 lbs (750 kp)	1854 lbs (840 kp)	
2nd gear, max. gradient	25% / 22%	34% / 29%		Performance			
3rd gear, max. gradient	16% / 12%	21% / 17%		Top speed	approx. 115 mph (185 km/h)	130 mph (210 km/h)	
4th gear, max. gradient	11% / 8%	15% / 11%		Power/weight ratio (1 person plus dry weight DIN)	22.4 lbs/HP/SAE (11.5 kp/HP/DIN)	17.1 lbs/HP/SAE (8.8 kp/HP/DIN)	
5th gear, max. gradient	8%	11%		Fuel consumption	27.6 mpg (8.5 lit/100 km)	24.5 mpg (9.6 lit/100 km)	

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



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