

	914	914S		
ENGINE:	Number of cylinders	4		
	Bore	3.54 in.	3.70 in.	
	Stroke	2.60 in.	2.80 in.	
	Displacement, act.	102.3 cu. in. (1679 cc)	120.3 cu. in. (1971 cc)	
	Compression ratio	8.2:1 (California 7.3:1)	7.6:1	
	Horsepower SAE net	76 at 4900 rpm (Calif. 69 @ 5000 rpm)	91 at 4900 rpm	
ENGINE DESIGN:	Type	Horizontally opposed 4, 4 stroke cycle, air cooled		
	Valve arrangement	Overhead		
	Valve drive	Pushrods		
	Camshaft drive	Gear type		
	Crankshaft	Forged steel, 4 main bearings		
DIMENSIONS:	Wheelbase	96.5 in.		
	Track, front	52.4 in.	52.9 in.	
	Track, rear	54.0 in.	54.4 in.	
	Overall length	159.4 in.		
	Overall width	65.0 in.		
	Overall height (unloaded)	48.4 in.		
	Ground clearance (loaded)	4.7 in.		
	Turning circle	Approx. 33.5 ft.		
WEIGHTS:	Dry weight DIN	2138 lbs.		
	Max. permissible weight	2687 lbs.		
PERFORMANCE:	Top speed	Approx. 106 mph	Approx. 115 mph	
	Fuel consumption (DIN Std. 70030)	Approx. 28 mpg (US) 34 mpg (Imp)		
	Lubrication	Pressure lubrication		
	Carburetion	Bosch electronic fuel injection		
ELECTRICAL SYSTEM:	Rated voltage	12 Volt (alternator 700W)		
	Battery	45 Ah		
	Ignition	Battery, coil and distributor		
DRIVE TRAIN:	Location of engine	Mid-engine, in front of rear axle		
	Clutch	Single dry plate		
	Number of speeds	5 forward, 1 reverse, fully synchronized		
	Axle ratio	4.429:1 (7/31)		
CHASSIS and SUSPENSION:	Frame	Welded, pressed steel sections unitized with body		
	Front suspension	Independent, with transverse control arms		
	Front springing	Longitudinally mounted round section torsion bar, 1 per wheel		
	Rear suspension	Independent, with longitudinal control arms		
	Rear springing	Coil springs—with hydraulic, double acting telescopic shock absorbers, 1 per wheel—and rubber buffers		
	Service brake	Dual circuit brake system, hydraulic disc brakes on all 4 wheels		
	Hand brake	Mechanical disc brake on rear wheels with control light		
	Brake disc diam.	Front 11.0 in. (281 mm) Rear 11.1 in. (282 mm)		
	Rims	4½ x 15 (steel)	5½ x 15 (Forged Alloy)	
	Tires	155 SR 15 Tubeless	165 HR 15 Tubeless	
	Steering	Rack and pinion		
	Steering ratio	17.78:1		



The Porsche 914,
for the fun of it.



Discover the 914.
A Porsche built for your enjoyment.



What are the things in life that make you feel good? Mountains to climb? Water to play in? Sun? Sand? Space?

Whatever they are, you'll find them even more enjoyable in a Porsche 914. It's as close as we could get to building a mountain goat. It'll take you to the most dizzying heights, thanks to electronic fuel injection that feeds the engine the exact amount of gas it needs at all times.

As a matter of fact, with its 4-wheel independent suspension, your 914 will feel right at home on most kinds of terrain. The steepest trail is

no problem, with its 5-speed gearbox. And having an engine in the middle gives it a lower center of gravity. Better balance. Stability. Superb cornering. Even deceleration.

But what goes up the mountain must come down. So the 914 has 4-wheel disc brakes. And rack-and-pinion steering that lets you feel the road through the sharpest bends.

Mountain goat? Maybe. But if you're heading for the open spaces, next to a camel the 914 is the most practical thing you could take along. The engine is air-cooled, so it goes forever without a drink of water. And it goes far between oases. About 26 miles to the gallon.

The 914's a fair weather friend that won't let you down in foul weather. The fiberglass top snaps off in seconds. It stores under the rear trunk lid, where it takes up virtually no space. When it rains it snaps on almost as fast. And won't rip or leak.

If it's space you're looking for, you'll be amazed at the amount you'll find in this 2-seater sports car. 35.9" headroom. 54.2" of shoulder room. 57" of hip room.

And if that still isn't enough, there's 9 cu. ft. of storage space in the rear trunk. Plus 6 cu. ft. in the front trunk.

For your further pleasure, the 914 offers a foam-padded vinyl dashboard. A steering column with a turn signal switch, high beam, horn and windshield wiper/washer control built right on it. And pop-up headlights.

There's a space saving console tray. Flo-through ventilation. Carpeting.

And behind the steel roll bar is the name PORSCHE neatly spaced out. After all is said and done, that might be the thing that makes you feel best of all.



And to tempt you with extra pleasures,
the 914 S.

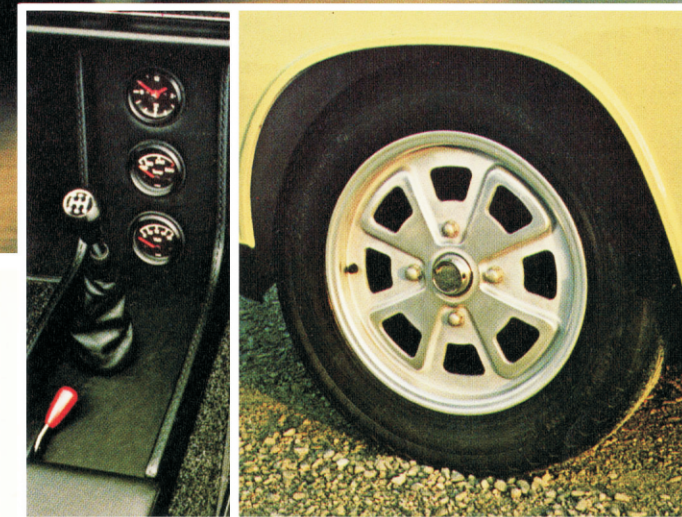
Impressed with the features of the 914? Well take a look at the 914 S.

It comes equipped with all the things that are on the 914. Plus! There's a bigger engine with more horsepower. It makes you feel as good as you look.

It has forged light alloy wheels. They make you look as good as you feel.

Between the two front seats is a deluxe console. It comes with a clock. Oil pressure gauge. Voltmeter. And, on top of that, it's a handy catch-all for maps, loose change and anything else you like to have within easy reach.

Some other things that are optional on the 914, but come as standard equipment on the 914 S are fog lights. A chrome bumper. A dual tone horn. Velour carpeting. And a leatherette covered roll bar, as



well as a leatherette covered steering wheel.

So if you're looking for a Porsche that takes up where the 914 leaves off, take a look at the 914 S. It's a little more powerful way of having a powerful lot of fun.