



The Porsche 914/1976



Porsche

There is no substitute

One thing we've learned to expect from racing is the unexpected. Mile after grueling mile can tell you a lot about how well a car handles. Or how badly.

For instance, after years of racing mid-engine Porsches we learned that an engine in the middle makes a car extremely maneuverable. Let's you corner easily. Decelerate evenly. So we put a lot of what we learned at the track into a mid-engined Porsche for the street. The 914 2.0 liter.

But beyond its many track features, the thing you'll probably like most about the 914 is that it's just plain fun to drive.

For one thing, it's very peppy. It goes from 0 - 60 in 11 seconds. Cruises all day at autobahn speeds. Its lightweight, air-cooled engine can't boil over or freeze up.

It comes with a five-speed gear box. Rack-and-pinion steering. 4-wheel independent suspension. Disc brakes on all four wheels. And there's electronic fuel injection to feed the powerful 2.0 liter engine the exact amount of gas it needs at all times. It does its job so well that the 914 gets 20 miles per gallon* in the city 30 miles per gallon* on the highway.

Taking your fun along is easy, because the 914 has two trunks. Together, there is a total 13.1 cu. ft. of space. And to let in the sun, a removable fiberglass roof that stores in the back trunk.

We built our 2-seater in the classic sports car tradition, but a departure from 2-seater tradition is the fact that you don't need a shoehorn to wedge yourself in and out.

For comfort from every angle, the 914 has seats that slide back and forth, and tilt to four positions. There's a padded dash with large tachometer, and the steering wheel has the turn signal switch, horn, highbeam control and windshield washer/wiper switch right on it.

Come into our showroom and experience the 914. Get inside. Drive around. Enjoy a mid engined sports car with unique Porsche styling and handling. For that there is no substitute.

(*Mileage based on 1975 EPA Buyers Guide)



The Porsche 914. Technical data. 1976.

Engine	Number of cylinders Bore/stroke Displacement Compression ratio SAE net Hp.	914/2.0 4 94/71 mm 1971 ccm. (120.3 cu. in.) 76:1 64 at 4900 rpm.
Chassis and suspension	Front suspension Rear suspension Foot brakes	wishbones and shock absorber struts semi-trailing arms 4-wheel disc brakes
Electrical equipment	Alternator Battery	700 watt/ 12 Volt - 45 amp/hour
Wheels Tires		5 1/2 Jx15 steel 165 HR 15 tubeless
Dimensions	Length/width/height (unladen)	4114/1650/1230 mm (162/65/48.4 in.)
Weights	Unladen weight (DIN standard) Permissible gross weight	1000 kg (2205 pounds) 1220 kg (2690 pounds)
Performance	Maximum speed Acceleration 0-60 mph at Din unladen weight + 1/2 payload	112 mph. approx. 11.0 seconds

In some cases, the cars pictured in this catalog have been equipped with items which are optional or not available in the United States. Your local authorized Porsche Audi dealer will be glad to show you the latest list of standard equipment for this market, as well as all of the available options. Design and equipment specifications are subject to change without notice.

