

PORSCHE

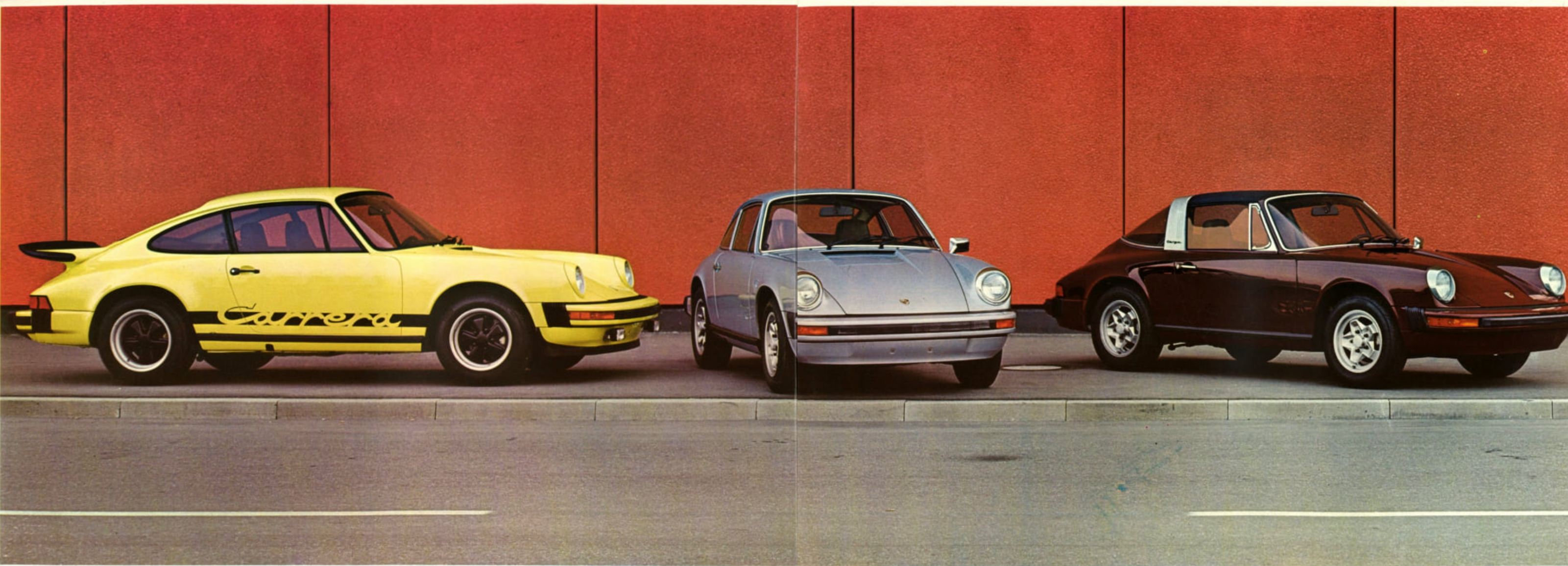


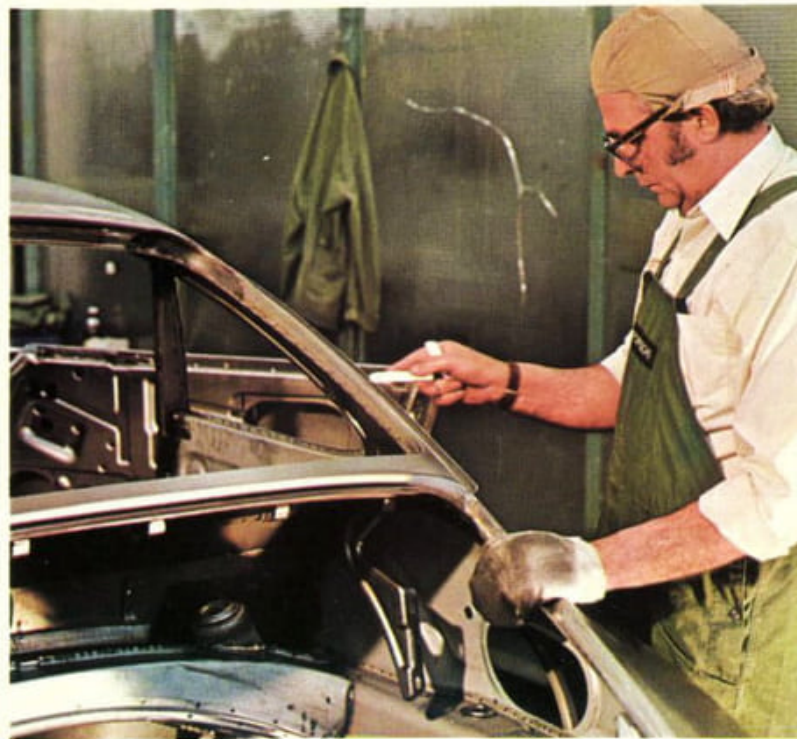
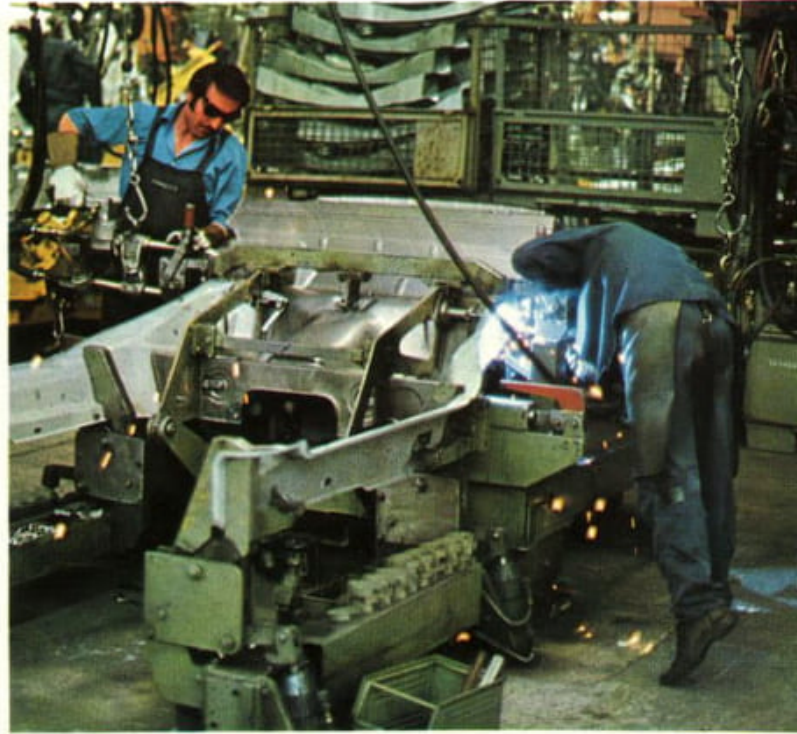
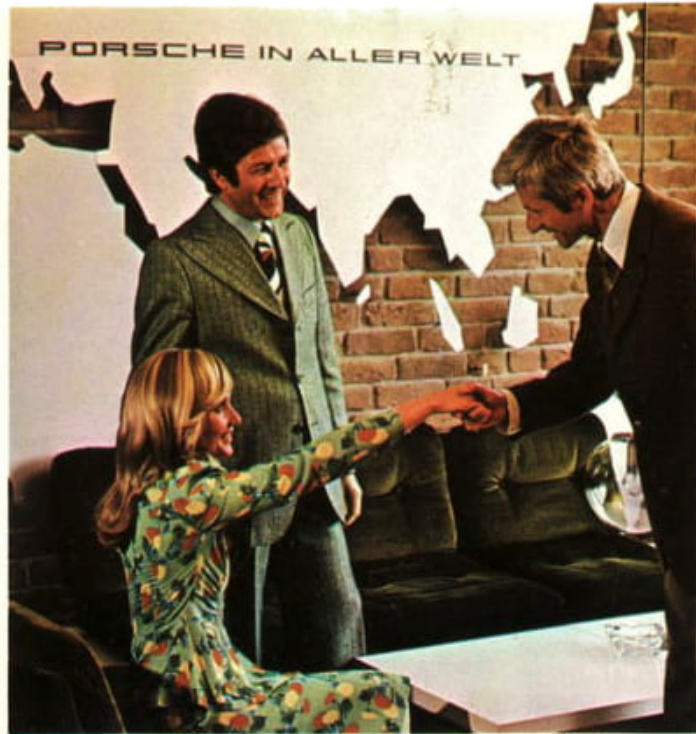
The best way to buy a Porsche is to order it through your local dealer, then fly to Stuttgart, Germany, and pick up your car at our factory.

That way, you'd see how your Porsche is built. It would be quite an experience. Because you'd get a good insight into why Porsches are different from all other cars.

If you can't take time to visit our factory, you can see it through the eyes of a couple who did. Their tour will help you to understand why a Porsche looks, feels and drives the way it does.

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We build our fast Porsches very slowly.

If you wanted to watch your Porsche being built, from beginning to end, you'd have to take a nine day vacation. That's how long it takes to create a Porsche.

Of course, we use modern production methods wherever possible, to enhance the economic value of a Porsche.

But to make a Porsche the fine machine it is, we must work to much closer tolerances than you would find in an ordinary car.

Precision tolerances. An absolute necessity for uncompromising performance, dependability, long life.

There is no fast, easy way to achieve this standard.

No machine can do it.

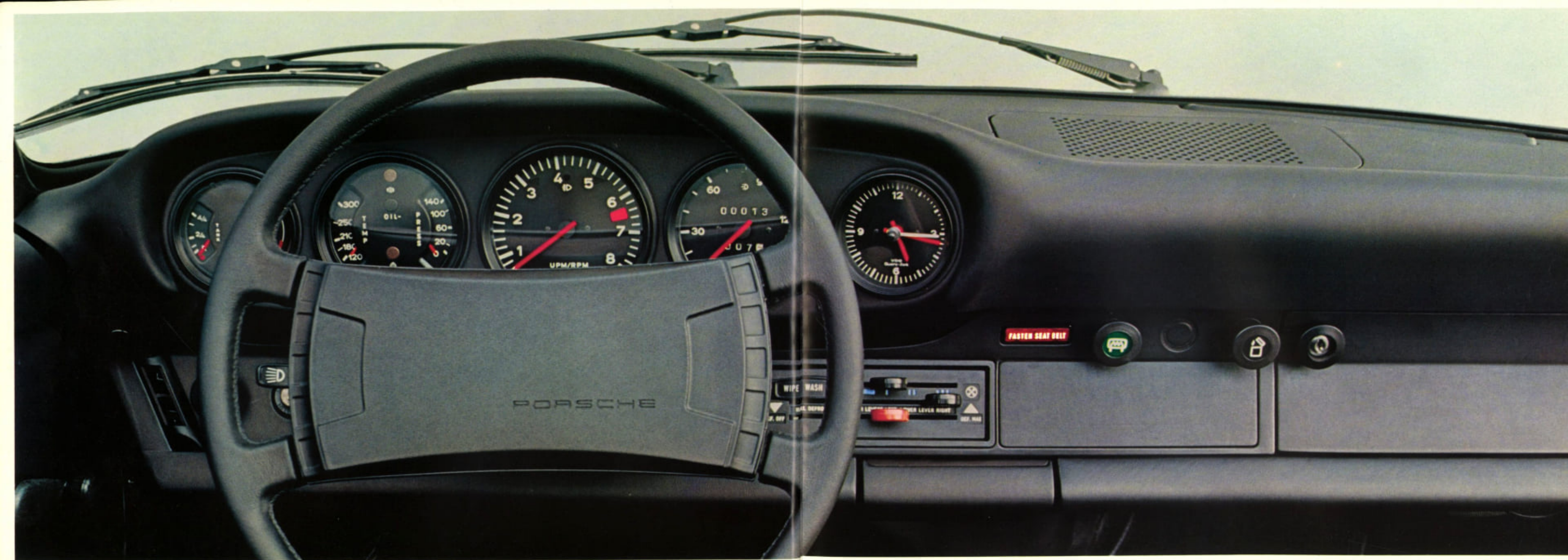
It takes the highly skilled eyes, ears and fingertips of the master mechanic. His patient work takes time. And we allow that time to build a Porsche, knowing that it's the only way our cars can live up to our expectations, and yours.

Working to this standard, we are able to produce only 65 cars per day. Which gives us the smallest output of any production automobile manufacturer in the world.

A record we're proud of.

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Porsche craftsmen have more than skill. They have pride.

You'd know why if you saw our assembly line.

It does not move like the usual mass-production assembly line, where workers perform one or two simple, repetitive functions day in and day out.

Each worker is responsible for a fairly large portion of each car. Their work is more interesting, more demanding. And therefore, they put more of themselves into it.

Because of the fine tolerances and precise way Porsches are put together, our men are not just assemblers, they are skilled craftsmen.

Also, these craftsmen are faced with the challenge of knowing that many of the Porsches they build will go out to race. And when a Porsche wins an important race (a frequent occurrence), they take justifiable pride in their contribution.

Naturally, every Porsche is built with this same skill and pride.

Isn't it nice to know that your car was made by people who care?

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If Porsches are built by craftsmen, why do we have so many inspectors?

Most other manufacturers employ a ratio of one inspector for every ten or twelve assembly workers. But at Porsche, the ratio is one inspector for every 7 workers.

Why so many inspectors?

For a very good reason. Even though Porsches are built by craftsmen, we want to make certain—doubly certain—that every new car leaving our plant measures up to the high standards we, and you, place on it.

For instance, before a Porsche is painted, an inspector checks the body for the tiniest imperfection—not only with his experienced eyes, but also with a square of chalk—to reveal the slightest dimple—and with a cotton mitten to detect any small roughness.

You might be interested in the relationship between the men who build Porsches and the men who inspect their work.

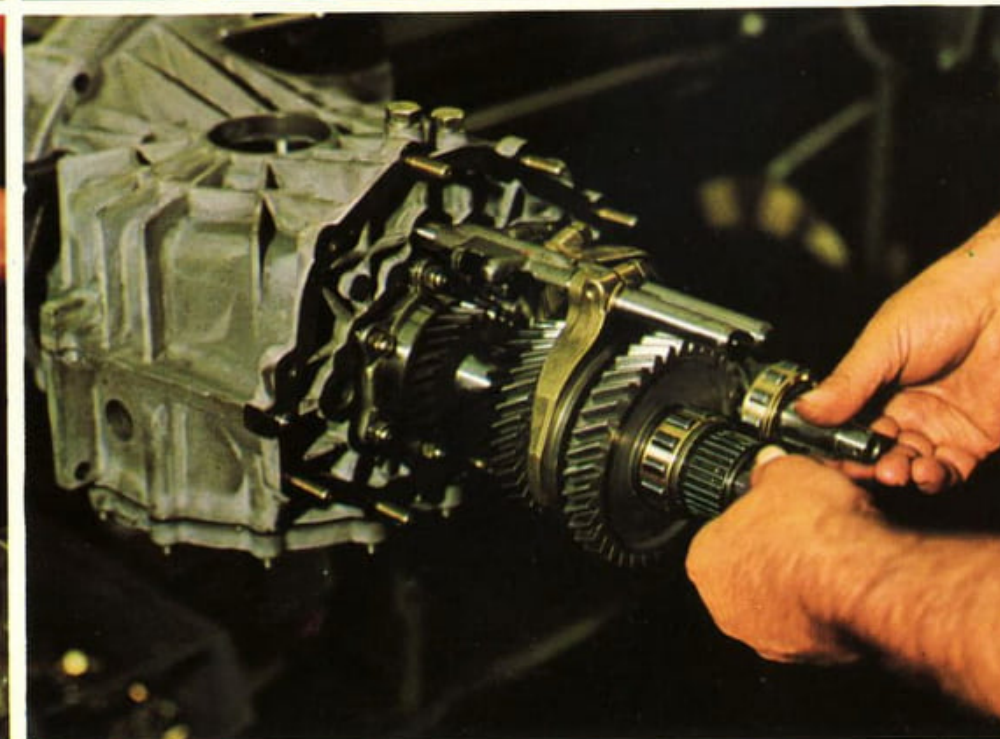
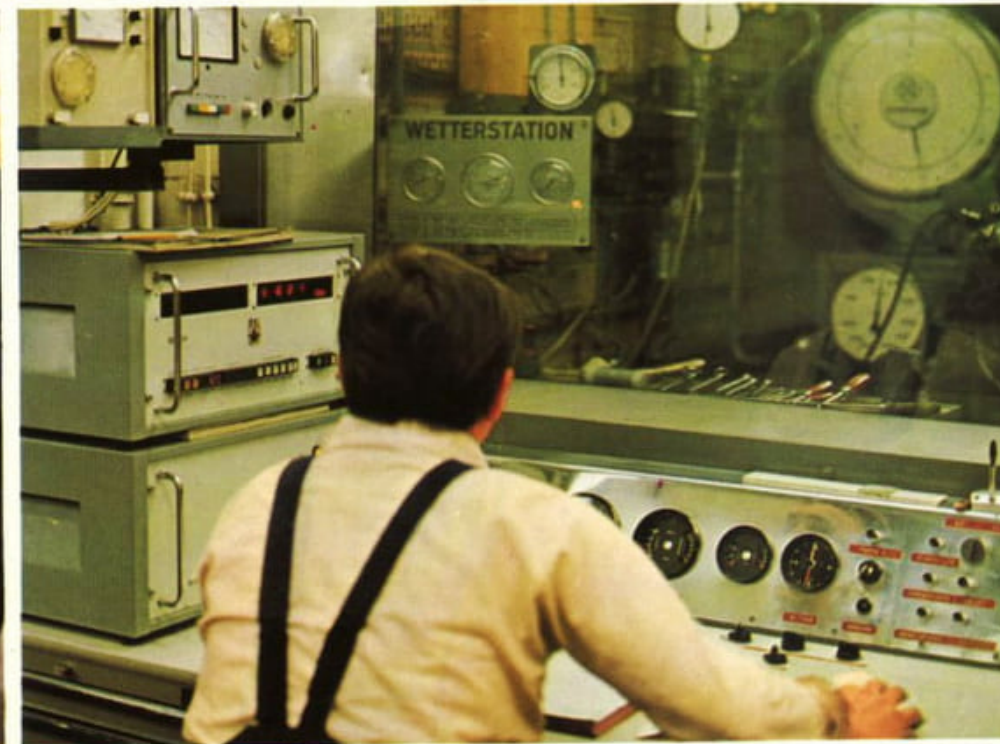
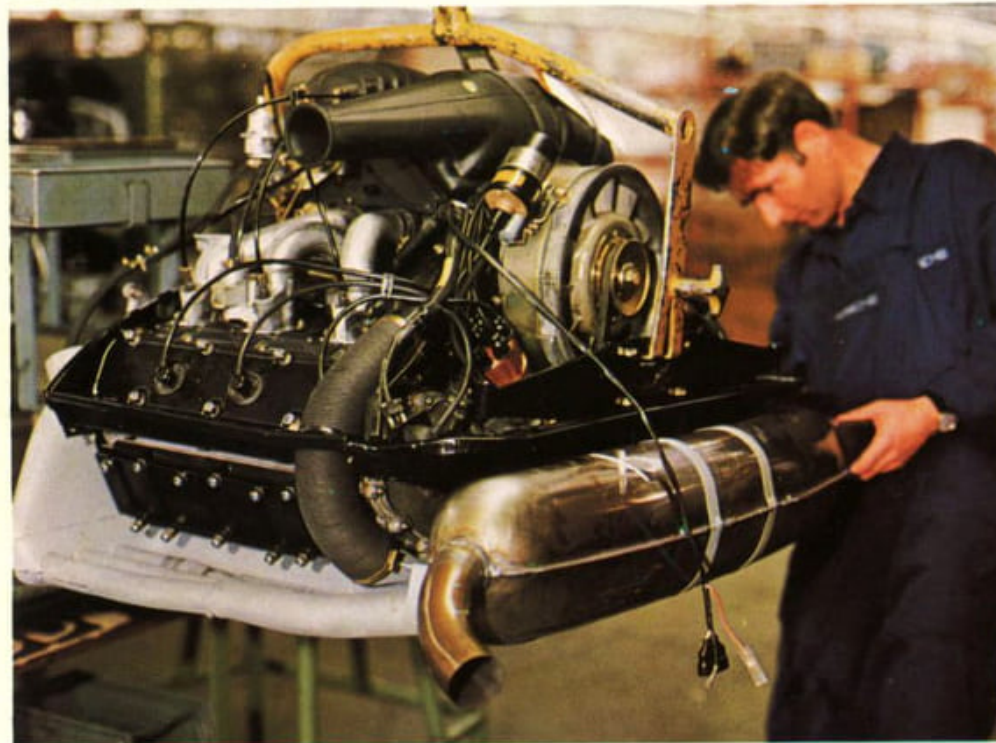
It's a good relationship. Because they are all craftsmen and colleagues. With the common goal of making your Porsche as perfect as humanly possible.

And we do whatever is necessary to achieve that goal.

All of us. Together.

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We don't update old ideas. We create new ones.

Porsches have always been born of new concepts, fresh thinking.

For example, the classic model 356 Porsche was designed so the front hood would act as a spoiler. This resulted in performance and driving characteristics that were unheard of in a 40 hp vehicle, and immediately established Porsche as a most unusual car.

The ensuing years brought many other examples of new thinking.

The rear drive train led to the development of the mid-engine Porsche.

The Porsche Synchromesh set a new quality standard for transmissions.

The Sportomatic was and is the only semi-automatic designed especially for sport driving.

The unique Porsche turbocharger has become a highly efficient means of giving racing Porsches considerable extra power.

Our Targa design offers the comfort of a hardtop, combined with the exhilaration of a convertible.

Also, we are proud of the triple-jointed steering column as an important safety development.

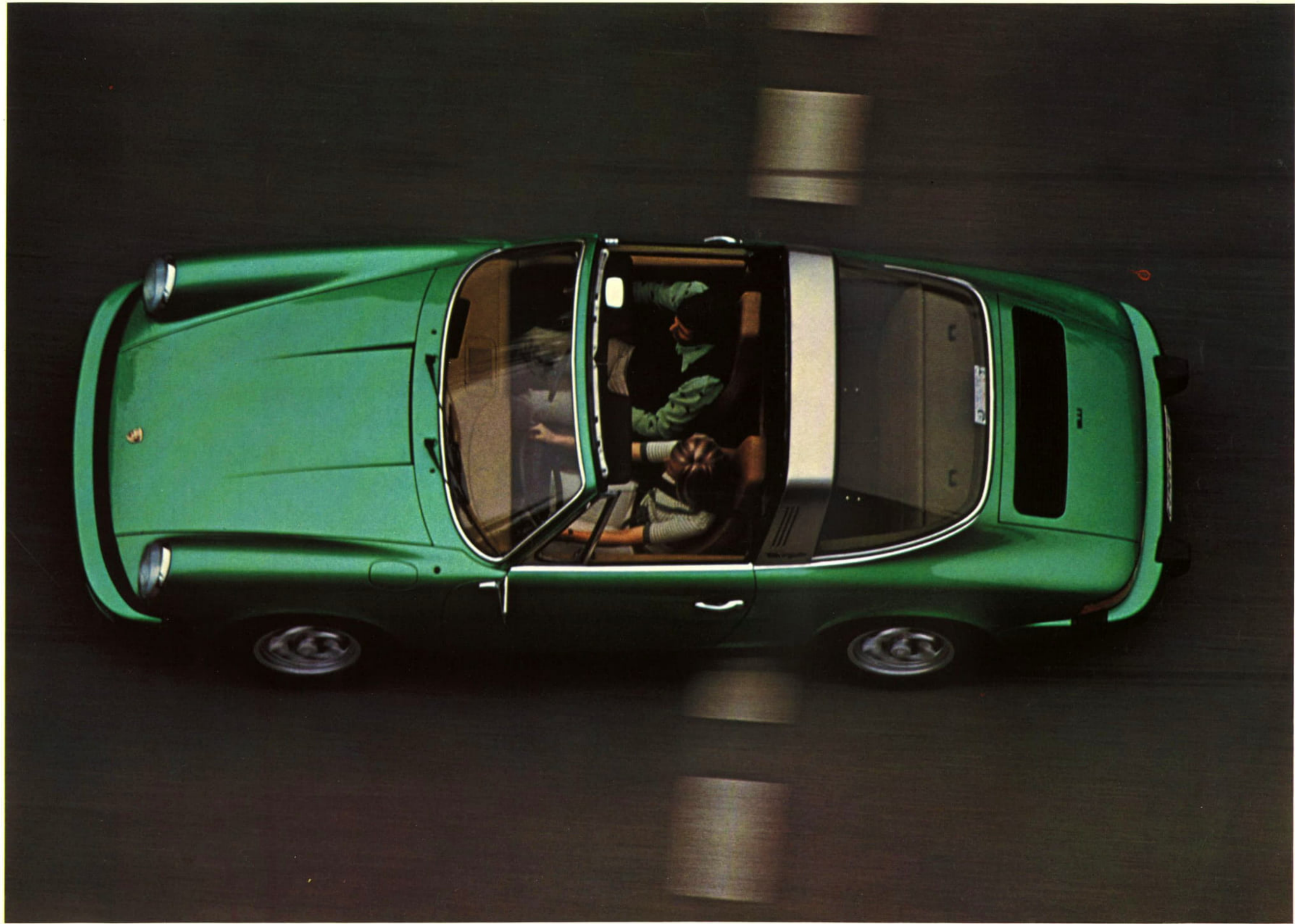
We feel that these Porsche innovations have been of value, not only for us, but for the entire automobile industry.

That is our continuing goal. To be first with new and better concepts, in the same way that we want our Porsches to be first whenever they race.

Ambitious and demanding? Certainly.

That's what Porsche is all about.

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The smallest production automobile manufacturer has one of the most sophisticated research and development centers.

For a company that produces 65 cars a day, the size, complexity and sophistication of the Porsche Technical and Development Center is unbelievable.

Unbelievable, until you realize that those 65 cars a day must be the most advanced production cars in the world.

It is technical college, scientific institute, design center, test track, research laboratory and experimental factory all rolled into one.

All our race cars are developed there too; built, tested and fine-tuned.

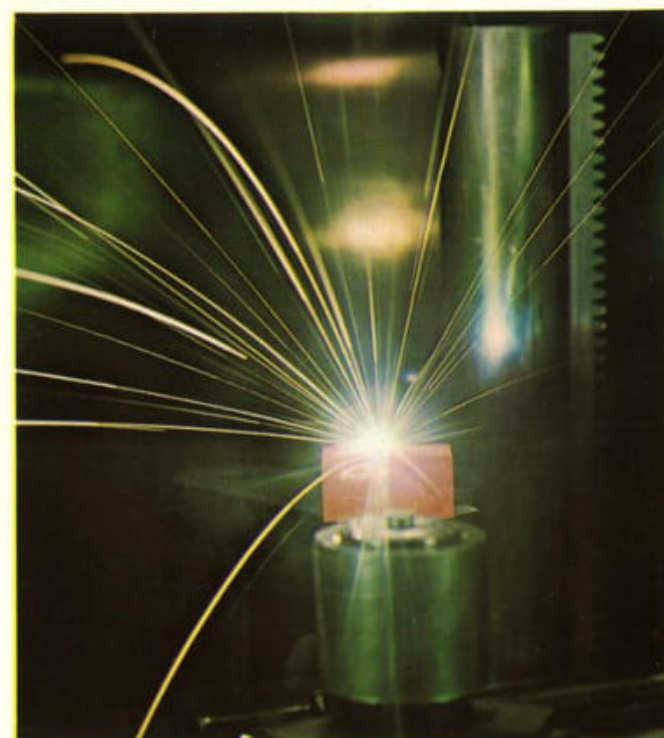
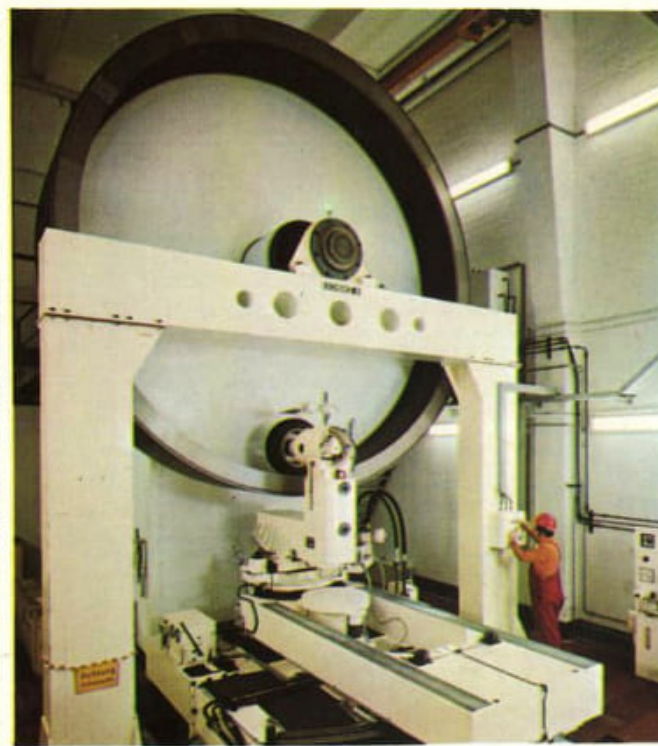
So we have, for example, two race tracks—a twisting mountain track and a high speed Can Am Track. Plus a torture track, with built-in potholes, cobblestones, deep puddles and other simulations of the worst possible driving conditions. And a gigantic skid track and skid pad, three times the normal size, to allow for truly high-speed testing.

Also, of course, we have highly sophisticated equipment. Including electron beam welding torches, to bond dissimilar metals. A "robot driver" that gives precisely repeatable test driving cycles. A complex electronic test center for evaluating new ideas in electronic circuitry. We even utilize such technology as laser holography. And while we don't make tires, we've built the world's largest, most sophisticated tire testing machine to exhaustively evaluate the tires we buy from others.

Our research and development facilities are so unique, they are used by the government and even by other automobile manufacturers.

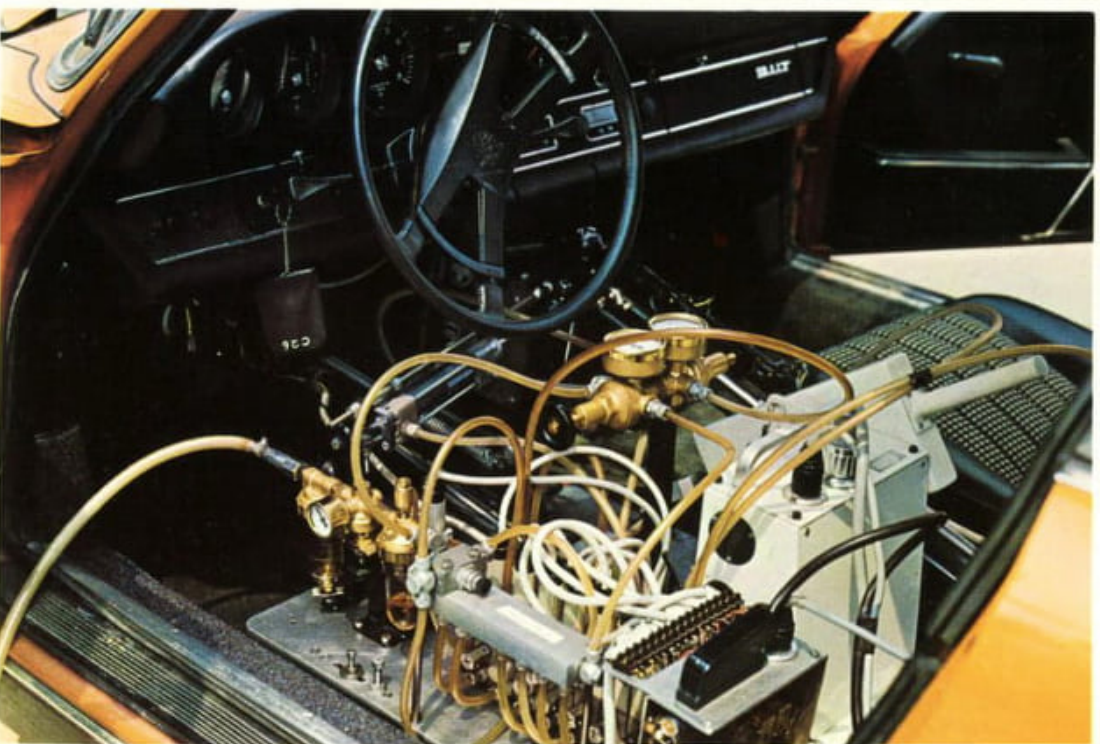
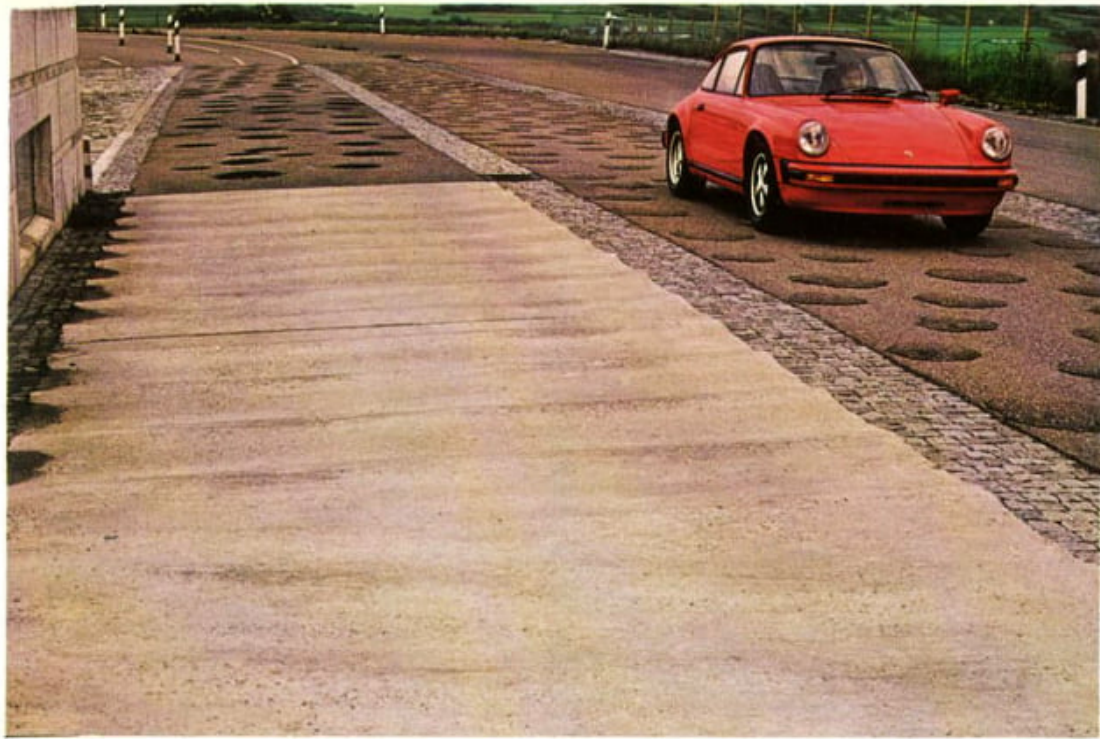
We welcome this. Because we know firsthand the tremendous contribution research and development makes in providing better, safer cars.

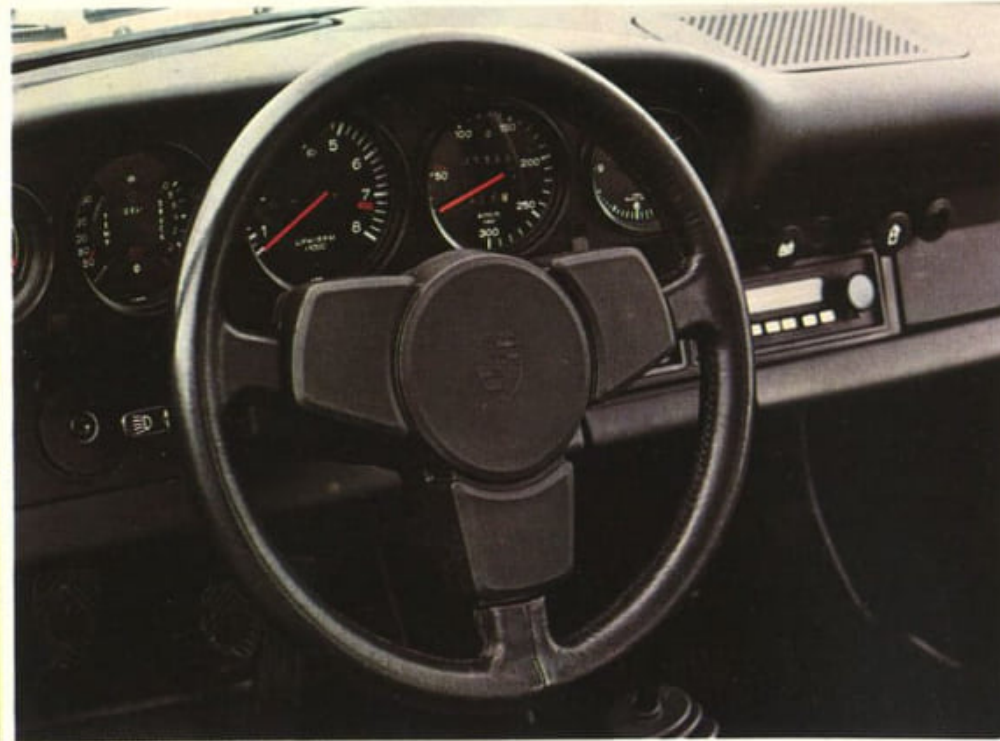
And we're all for that.



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It's unlikely you'll ever meet another Porsche exactly like yours.

Once you've decided to buy a Porsche, you'll have a lot of other pleasant decisions to make. Because we offer enough options to enable you to customize your car into an exact reflection of your tastes and driving preferences.

For example, your seats can be upholstered in combinations of leatherette, cloth or genuine leather.

You can have a sports steering wheel. AM/FM radio.

An optional 5-speed transmission (standard on the Carrera). Or Sportomatic.

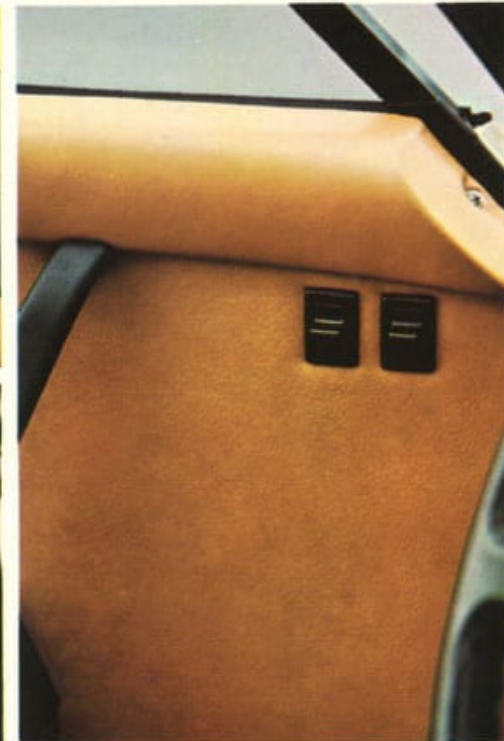
An electric sunroof. Electric window lifts (standard on the Carrera Coupe). A rear window wiper.

A variety of special wheels, including forged alloy, the strongest type wheel made.

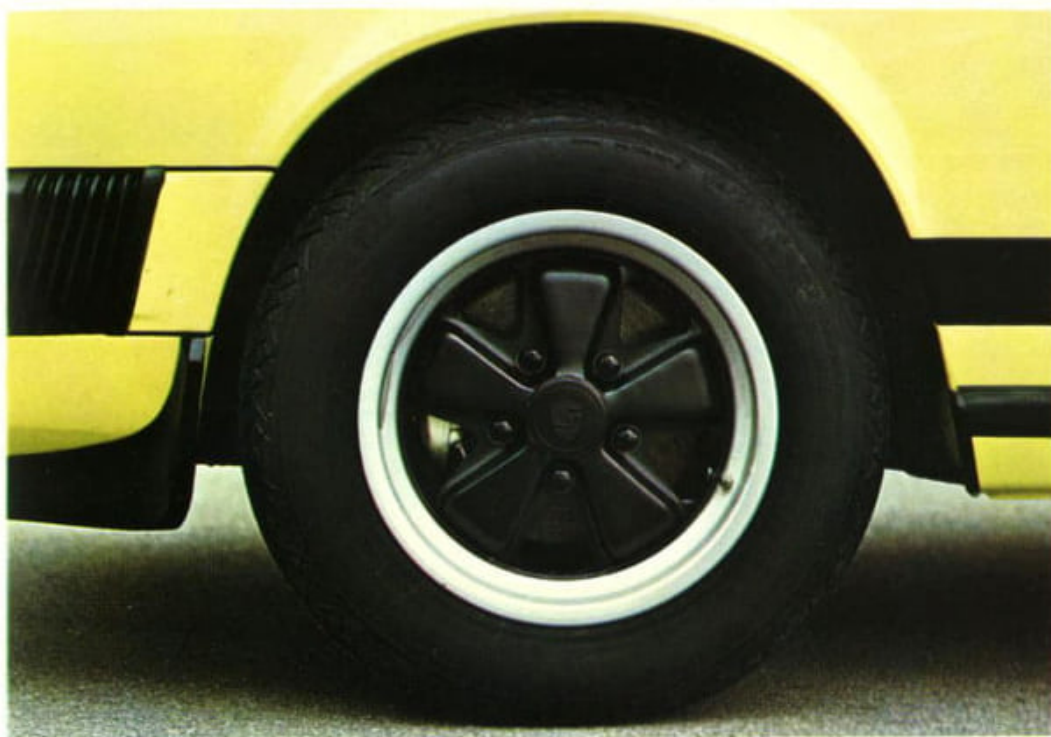
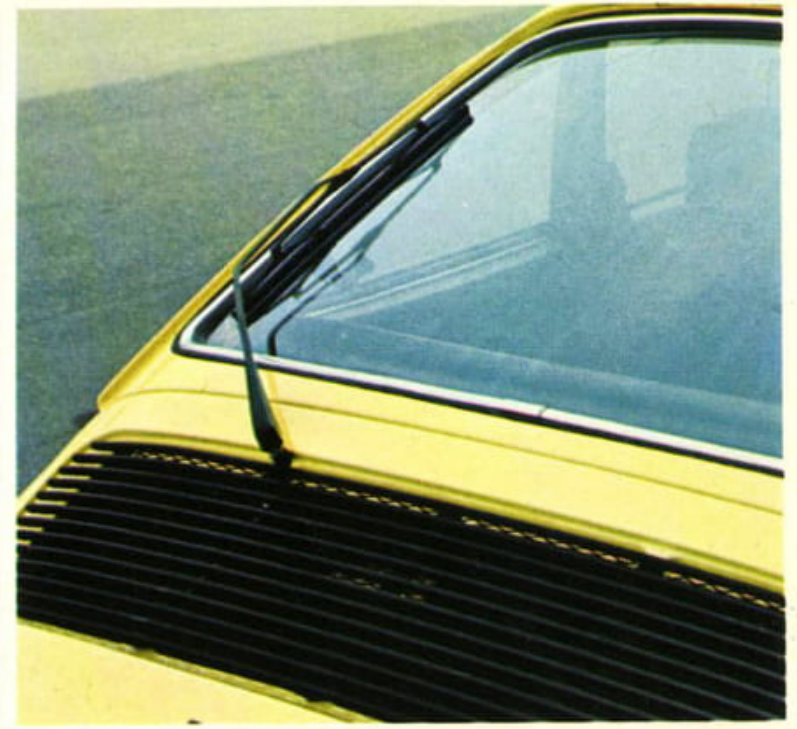
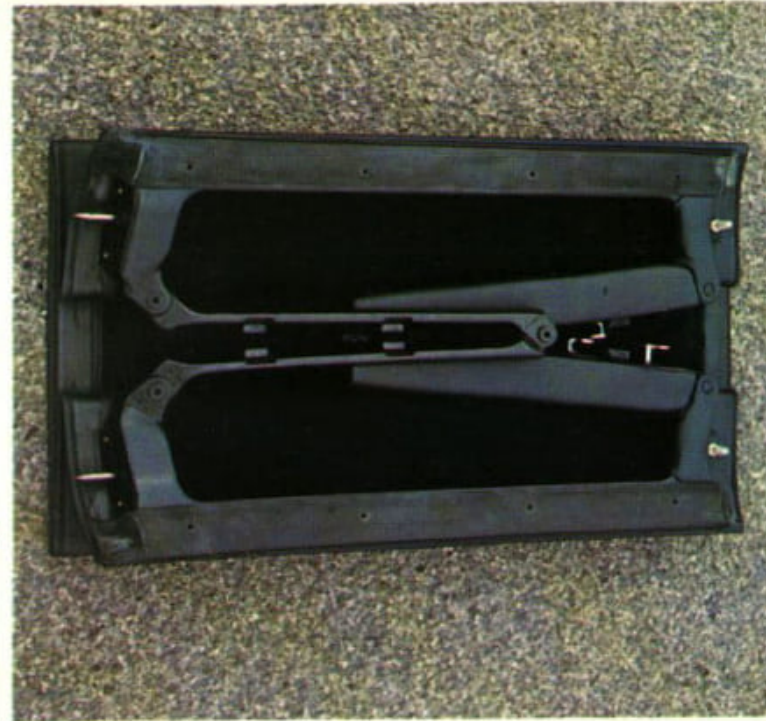
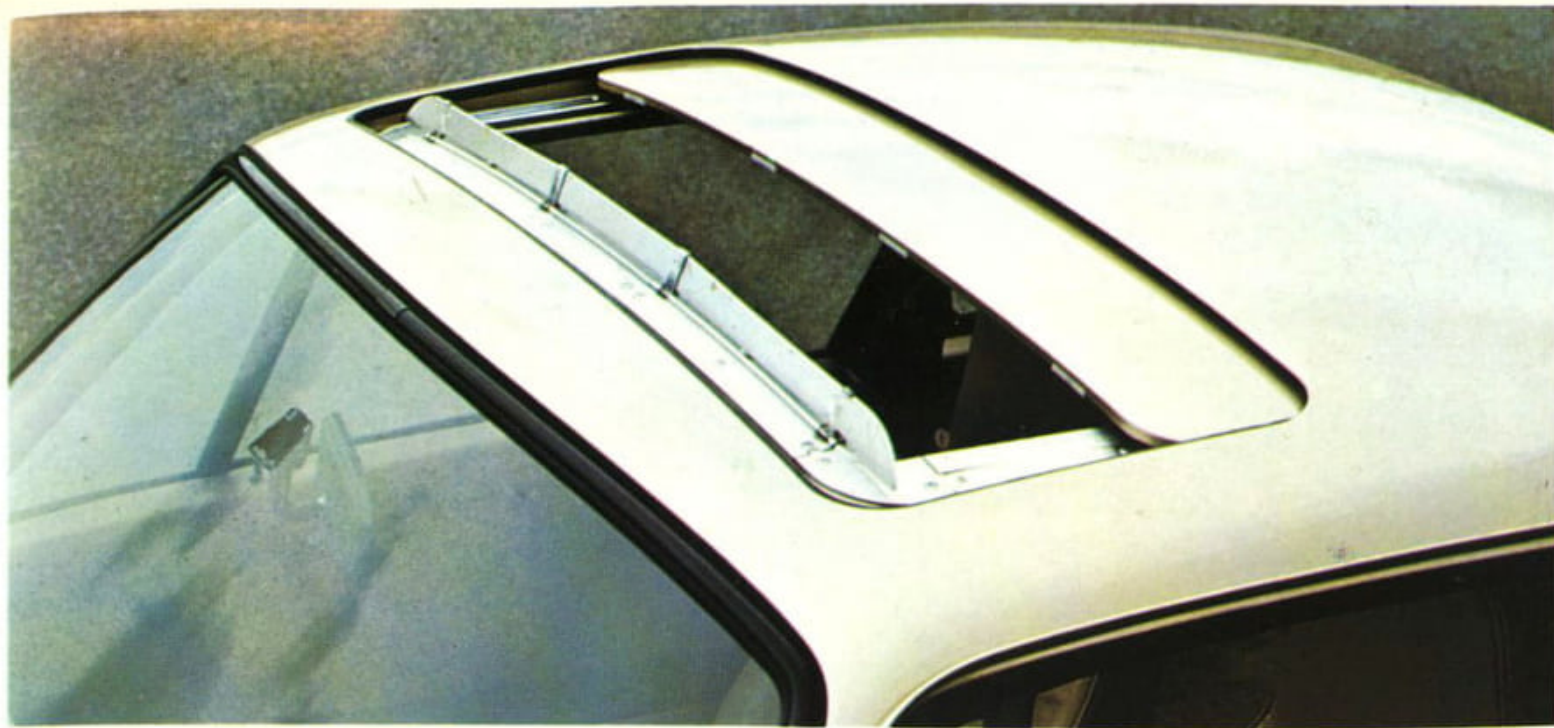
And if none of our 30 colors is exactly right for you, we can finish your Porsche with your selection of any available automotive paint made by any paint manufacturer in the world.

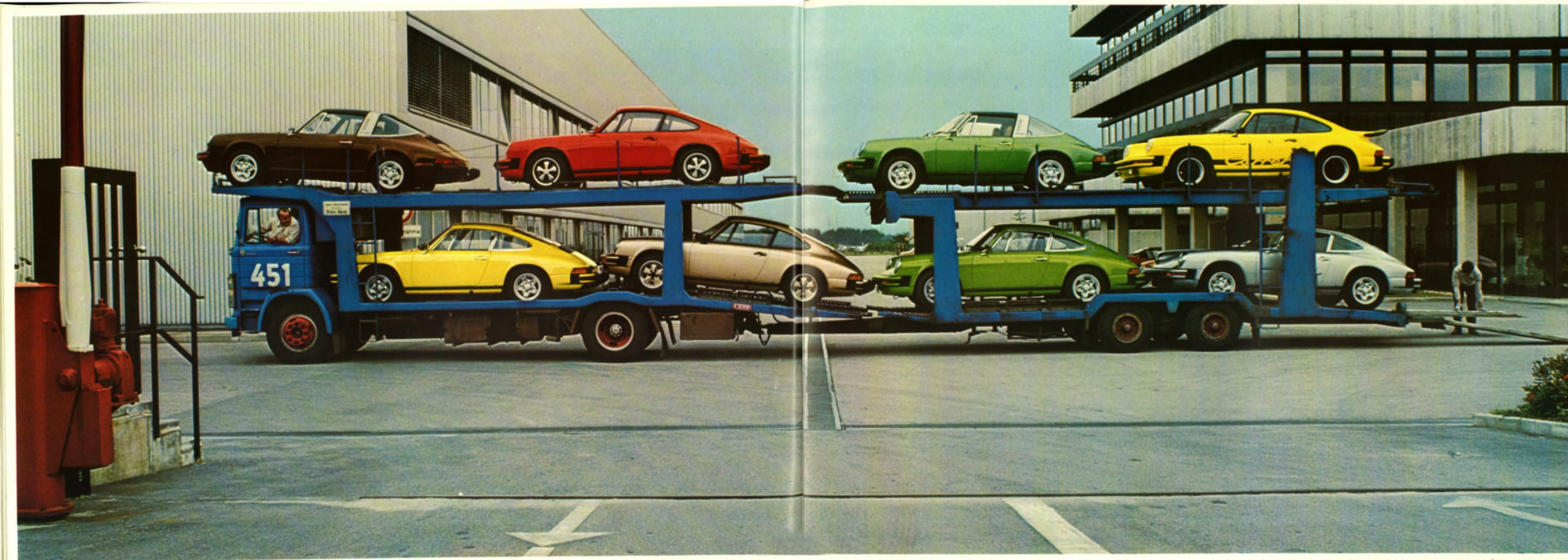
These are just a few examples of the many ways you can make your Porsche truly your Porsche.

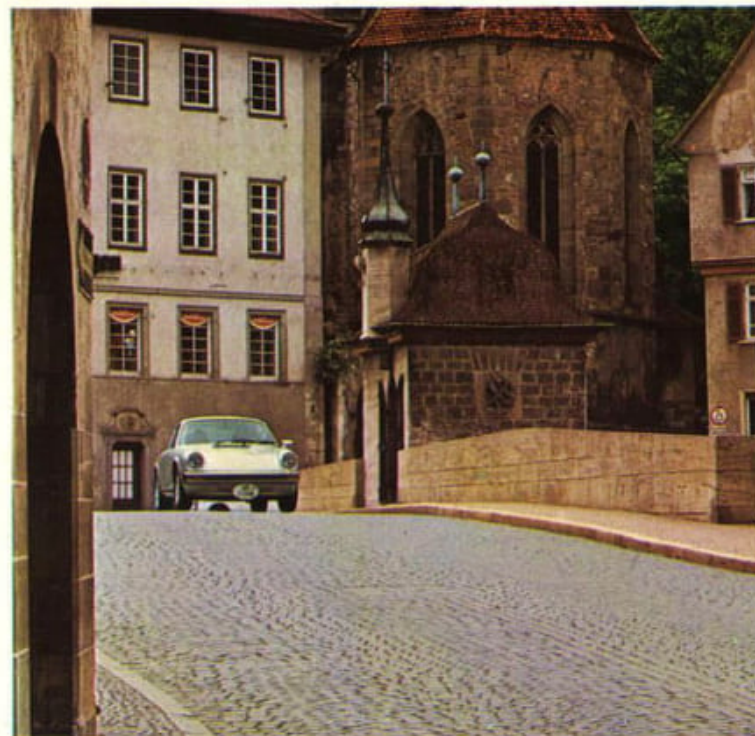
We know you'll find this decision-making process enjoyable. Because if you've decided to own a Porsche, you know what you want.



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Most people who own a Porsche have owned other Porsches.

If you fall in love with Porsche, it will very likely be a long romance.

Many people are now driving their fifth Porsche. Several have their 17th. One gentleman is now the proud owner of his 28th Porsche.

What is behind the Porsche mystique?

For some people, it's the way a Porsche feels when you sit in it. Everything is in the right place. It is a comfortable car—comfortable for the body, comfortable for the spirit. Many Porsche owners feel a sense of ease and happiness every time they enter their car.

For some, it's the way a Porsche handles and performs. There's something special about commanding a car that was built to win races. Even when you're just out for a relaxed drive in the country.

Some take pride in driving a car that is constantly ahead of its time in design features and technical sophistication.

And some people just like the idea of owning a Porsche.

Your own reasons may be very different. It doesn't matter. You'll find that when you buy your first Porsche, you'll be joining a well-established fraternity of people who share and respect your love for Porsche, regardless of the reasons.

Now, and for many Porsches to come.

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Even when Porsche loses a race, we win.

Not a paradox, really. Not when you consider our main reason for racing.

We race to learn.

The race course is a great teacher. Under the stress of competition, every component of a car is strained to its limit. Every characteristic of handling, of acceleration, of braking, of endurance, is brought into sharp focus.

This helps us discover ways of improving our Porsches.

So every race we enter is important. When we win, we rejoice. When we lose, we find out why. And apply what we've learned to our production line.

Now you can understand why we don't enter races for single-seat Formula cars. Formula cars are so different from street cars, we would not gain enough practical information from this type of racing. Conversely, our GTs and Prototypes are all basically related to our production Porsches, therefore, these are the cars we race.

So in terms of improving our product, we actually win every race we enter.

And so do you.

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Reading about Porsche is not the same as driving a Porsche.

Our visiting couple is now leaving for home and their new Porsche will join them soon. We hope that reading about their experiences has given you a little more understanding of what goes into a Porsche to make it a Porsche.

But of course, reading about a Porsche in no way compares to driving one.

So now that you have read about a Porsche, why not drive one?

No reason not to, because you have a friend who's perfectly willing to let you try one out. He's your Porsche dealer. And he'll be glad to let you find out for yourself exactly what it means to drive a Porsche.

But we feel it only fair to warn you. It's easy to start driving a Porsche.

It's a lot harder to stop driving a Porsche.

Both Porsche models share these features ...

Technical excellence as the result of 25 years of experience in construction and competition.

Competition-bred sportscar performance with comfortable seating and generous luggage capacity for touring.

A timeless design, changed only for improvement, not for fashion.

Proven rear-engine concept, with engine and drive-train over the driving wheels for superior traction.

Air-cooled 2.7 liter 6-cylinder engine. One overhead camshaft for each cylinder bank.

CIS fuel injection for precise metering under all operating conditions.

Excellent mileage with regular grade, lead-free fuel.

Light alloy wheels (pressure-cast or forged) to reduce unsprung weight.

Important operating controls on the steering column for hands-on control of vital functions.

Four-wheel independent suspension

Rack and pinion steering

CD ignition

Sodium cooled exhaust valves

Torsion bar springing

VR (very high speed) radial ply tires

Porsche synchromesh transmission

Dry-sump lubrication

Four-wheel, internally vented disc brakes

... Yet each has its own personality.

Porsche 911S-1975 Model

All Porsche features, with the following equipment:

4-speed manual transmission

21 gallon fuel tank with space-saver spare

Stabilizer bars, front and rear

6J X 15 pressure cast alloy rims

185/70 VR 15 radial ply tires

Rubber door-sill mouldings

Leatherette-covered steering wheel

Full „S“ instrumentation

Tinted glass, all around

Opening rear side windows

Radio antenna and suppression kit

Velour type carpeting

Intermittent windshield wiper operation

Porsche Carrera-1975 Model

All of the Porsche features and 911S equipment, plus the following:

5-speed transmission

Front spoiler

Rear spoiler

Flared rear fenders

Front wheels-7J X 15 Forged alloy, black centers

Rear wheels-8J X 15 Forged alloy, black centers

Front tires-185/70 VR15 radial ply

Rear tires- 215/60 VR15 radial ply

Rectangular fog lights, below bumpers

Black trim

Targa body with black roll bar

Carrera side lettering

Leather covered sport steering wheel

Power windows (coupe only)

Genuine leather seats

Special velour type carpeting

In addition, both Porsche models are available in two body styles: as a Coupe or as a Targa convertible with removable roof panel.

Your Porsche dealer will be glad to discuss with you the standard equipment furnished on each Porsche model as well as the options which may be selected to help personalize your Porsche. Some of the vehicles and equipment shown or mentioned in this catalog may not be available in some areas. We reserve the right to make specification and equipment changes without notice.

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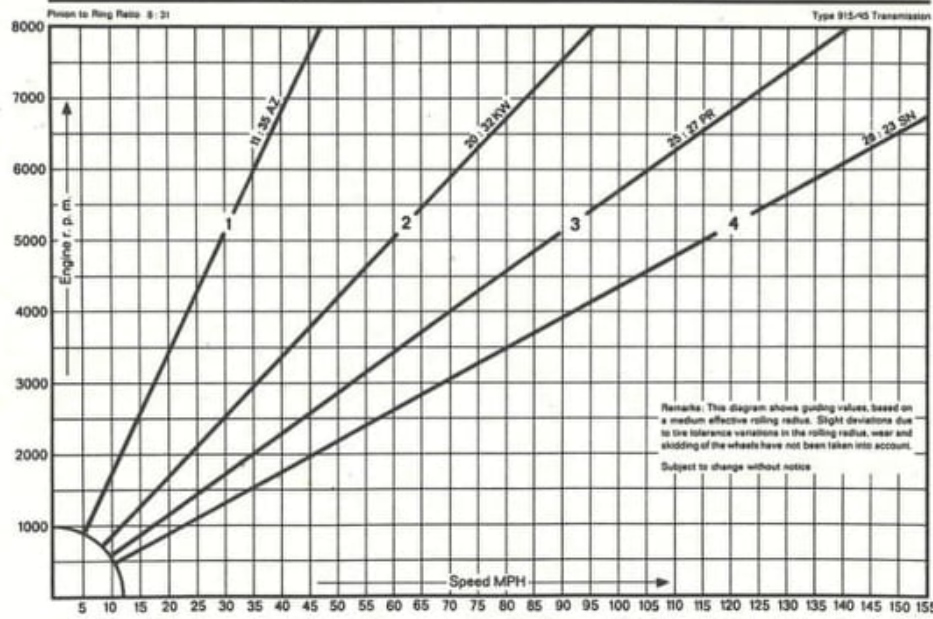
Technical
Data
1975

1975 PORSCHE	911 S	Carrera
Engine		
Number of cylinders	6	6
Bore mm	90	90
Stroke mm	70.4	70.4
Displacement ccm (cu.in.) effective	2687 (163.97)	2687 (163.97)
Compression ratio	8.5 : 1	8.5 : 1
Engine output HP (DIN/SAE net)	157 (Calif. 152)	157 (Calif. 152)
at engine speed RPM	5800	5800
Max. torque mkg - DIN ft. lbs. - SAE net	166	166
at engine speed RPM	4000	4000
Fuel octane requirement (RM)	91	91
Engine Design		
Layout	Air-cooled four-cycle horizontally opposed	Air-cooled four-cycle horizontally opposed
Crankcase	light alloy	light alloy
Cylinders (individual)	light alloy	light alloy
Valve position in cylinder head	1 inlet, 1 exhaust; inverted V-pattern	1 inlet, 1 exhaust; inverted V-pattern
Valve operation	single overhead camshaft for each cylinder bank	
Camshaft drive	by double chain	by double chain
Crankshaft	forged steel, 8 main bearings	forged steel, 8 main bearings
Lubrication	dry sump with separate oil tank, thermostatically controlled oil cooling, full flow oil filter	
Fuel supply	electric pump	electric pump
Mixture supply	Continuous Injection System (CIS)	Continuous Injection System (CIS)
Electrical System		
Battery voltage V	12	12
Battery rating (Amp/hr)	1 x 66	1 x 66
Generator	980 W alternator	980 W alternator
Ignition	HT battery/capacitor (CD)	HT battery/capacitor (CD)
Spark plugs (electrode gap mm/in.)	Beru 235/14/3P (0.55/0.022) Bosch W 235 P 21 (0.55/0.022)	Beru 235/14/3P (0.55/0.022) Bosch W 235 P 21 (0.55/0.022)
Transmission		
Clutch	single dry plate	single dry plate
Manual gear box	Porsche Synchromesh	Porsche Synchromesh
Number of speeds	4 forward, 1 reverse	5 forward, 1 reverse
Final drive	spiral bevel, differential	spiral bevel, differential
Rear axle half shafts	double universal joint	double universal joint
Shift lever location		
Final drive ratio (4-/5-speed)	3.875 : 1 (8/31)	3.875 : 1 (8/31)
Optional equipment		
Final drive (with manual gear box)	ZF limited slip differential	ZF limited slip differential
Special equipment	5-speed transmission	
Special equipment	3-speed Sportomatic	3 speed Sportomatic
Sportomatic Transmission		
Clutch	hydraulic torque convertor and vacuum operated MFZ 190K single dry plate clutch	
Number of speeds	3 forward, 1 reverse and parking lock	3 forward, 1 reverse and parking lock

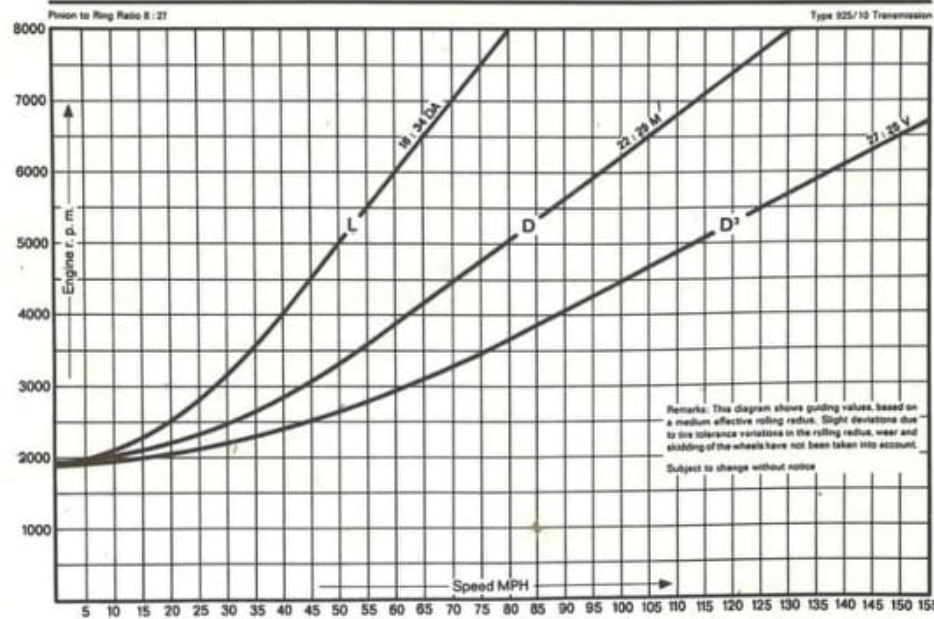
1975 PORSCHE	911 S	Carrera
Final drive ratio (Sportomatic)	3.375 : 1 (8/27)	3.375 : 1 (8/27)
Chassis, Suspension	self - supporting body shell independent front suspension with wishbones and shock absorber struts	self - supporting body shell independent front suspension with wishbones and shock absorber struts
Front springs	torsion bars	torsion bars
Rear suspension	independent, semi-trailing arms	independent, semi-trailing arms
Rear springs	1 transverse torsion bar per wheel	1 transverse torsion bar per wheel
Shock absorbers	front and rear hydraulic double - acting shock absorbers	
Stabilizers	stabilizer bar front and rear.	stabilizer bars front and rear
Foot brake	hydraulic dual circuit, with ventilated discs at all 4 wheels	
Rims	6 x 15 pressure - cast alloy	7 x 15 front - 8x15 rear-forged alloy
Tires	185/70 VR 15	185/70 VR 15 front-215/60VR 15 rear
Steering	rack and pinion	rack and pinion
Capacities		
Engine	approx. 11 l (2.90 US gal.) brand HD oil, summer SAE 30/winter SAE 20	approx. 11 l (2.90 US gal.) brand HD oil, summer SAE 30/winter SAE 20
Sportomatic	approx. 13 l (3.43 US gal.) same grade as above	approx. 13 l (3.43 US gal.) same grade as above
Gear box and final drive	approx. 3 l (0.79 US gal.) SAE 90 hypoid gear oil	approx. 3 l (0.79 US gal.) SAE 90 hypoid gear oil
Fuel tank	80 l (21.13 US gal.) including 8 l (2.11 US gal.) reserve	80 l (21.13 US gal.) including 8 l (2.11 US gal.) reserve
Windshield washer reservoir	approx. 8.5 l (2.24 US gal.)	approx. 8.5 l (2.24 US gal.)
Dimensions		
Wheelbase	2271 mm (89.4 in.)	2271 mm (89.4 in.)
Track, front	1372 mm (54.06 in.)	1398 mm (55.06 in.)
Track, rear	1354 mm (53.31 in.)	1394 mm (54.88 in.)
Length	4291 mm (168.94 in.)	4291 mm (168.94 in.)
Width	1610 mm (63.4 in.)	1652 mm (65.0 in.)
Height (unladen)	1320 mm (52.0 in.)	1320 mm (52.0 in.)
Ground clearance (unladen)	180 (7.0 in.)	180 (7.0 in.)
Turning diameter	10.7 m (35 ft. 2 in.)	10.7 m (35 ft. 2 in.)
Weights		
Unladen weight (DIN standard incl. fuel)	1100 kg (2425 lbs)	1100 kg (2525 lbs)
Permissible gross weight	1400 kg (3086 lbs)	1400 kg (3086 lbs)
Performance		
Manual gear box (standard equipment)		
Maximum speed km/h (mph)	216 (134)	221 (137)(with spoiler)
Acceleration 0 - 100 km/h (0 - 62 mph) (DIN unladen weight + 1/2 payload)	8.4 sec.	8.4 sec.
Miles per US gal. (Imp. gal.)*	approx. 24.00	approx. 24.00

Specifications subject to change without notice.
*Based on German Industry Standard DIN 70030

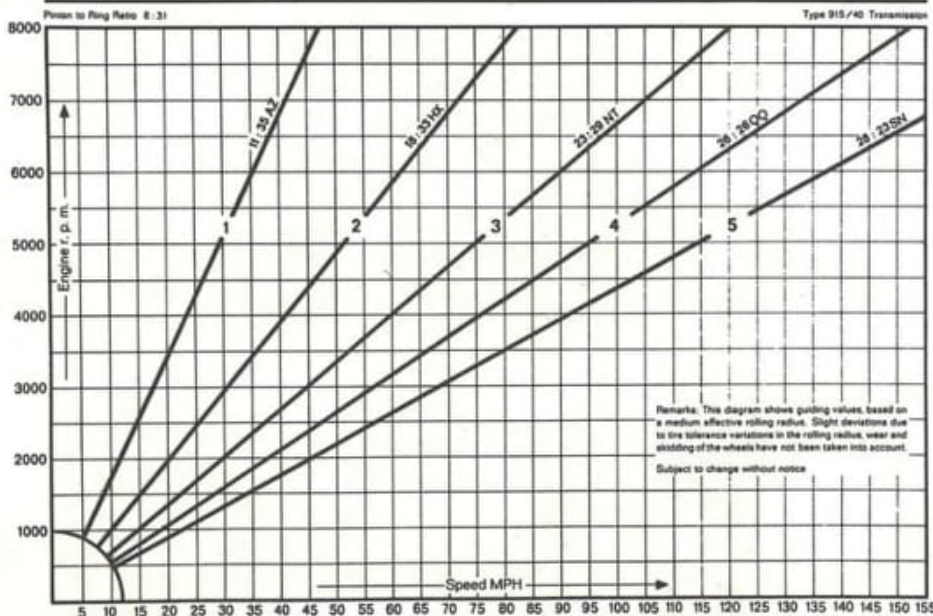
Transmission Diagram 911 S/Carrera 4-speed-transmission



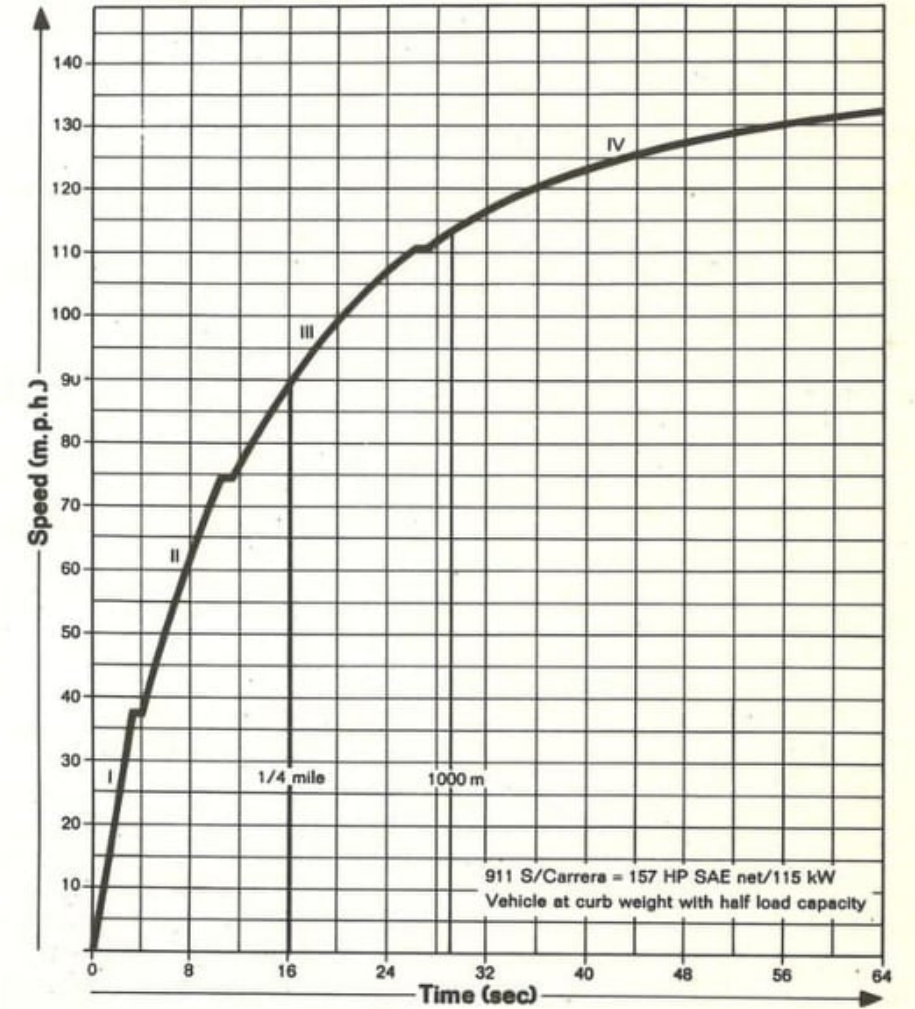
Transmission Diagram Sportomatic



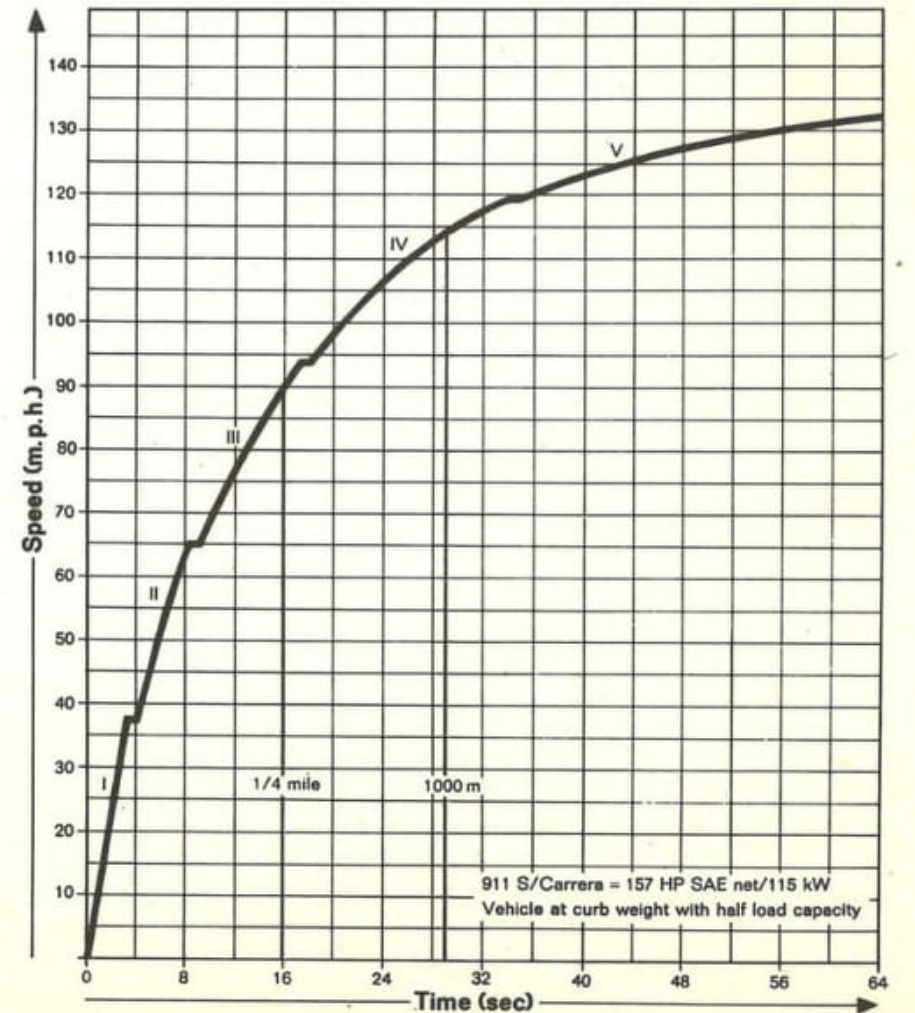
Transmission Diagram 911 S/Carrera 5-speed-transmission



Acceleration Curve



Acceleration Curve





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