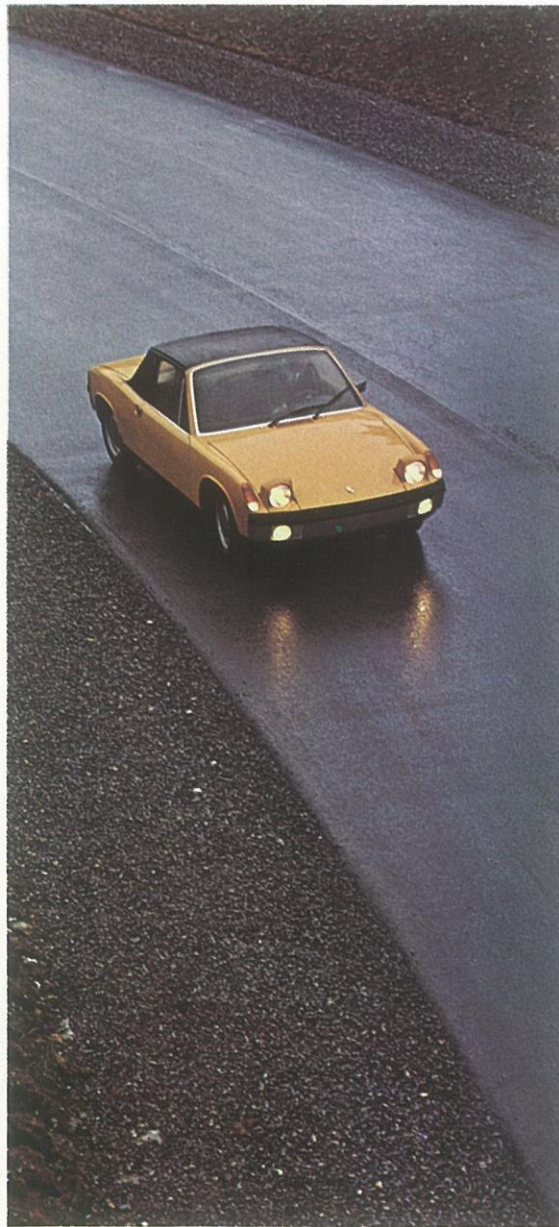


Porsche
presents the
no-compromise
sports car:

Porsche 914.

With the Porsche 914 a new era
in the history of the sports car begins.





How it began: Germany's largest and smallest car manufacturers decided to build a totally new, thoroughbred sports car.

The overall concept of the car was to be in the true Porsche tradition. But it was to be available at a price which more than the fortunate few could afford.

The result: The Porsche 914.

Developed under conditions surely unique in sports car production: a completely new design, yet incorporating at the same time many years of Porsche racing success.

There may well be cars with comparable road performance. For that matter, there are other cars available at the same competitive price. But you will scarcely find another car offering so many worthwhile features as the Porsche 914.

Quite apart from roadholding to racing car standards, it provides all the pleasant features of the well-equipped touring car which make driving it a love affair.

And for this reason the workmanship is of the exceptionally high quality people have come to expect from Porsche.

After all, this is an exceptional car in so many respects.

Porsche's engineering has resulted in a sports car concept to which there is no alternative in performance, quality and price.





The principle of the golden mean, the middle of the road in car engineering, seems to have impressed car designers increasingly in recent times.

Almost every current racing car is mid-engined. Any design which still held on to the earlier front-engined principle would be well and truly left behind by the entire field at the very first bend.

Why is this?

For a number of reasons: the mid-engine principle puts the car's centre of gravity just where it's wanted, and makes for ideal weight distribution. As a result, roadholding is excellent under all conditions.

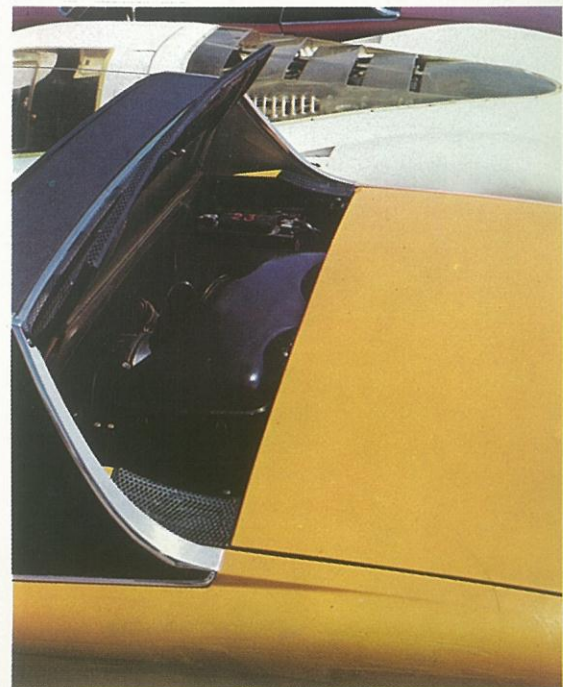
What is more, the mid-engine enables the front of the car to be kept low, so that a more aerodynamic body can be built.

The load supported at each wheel is more even. Rear wheel locking as a result of weight shift when braking can be avoided.

Finally, the mid-engine permits a

long wheelbase without excessive body overhang, and reduces the moment of inertia around the vertical axis.

The outcome: true directional stability, with the car following even violent steering wheel movements such as those encountered on an artificial slalom course.



Racing successes of recent years have proved that the best possible roadholding is obtained from a mid-engined design. Which is why the Porsche 914 is a mid-engined car.



Because the engine is neither at the front nor at the rear, it lacks quite a few of the unpleasant characteristics other cars possess.

For instance the habit of understeering or oversteering.

Understeering is when the slip angle of the front wheels exceeds that of the rear wheels. In practice this means that as cornering speed increases the car tries to move towards the outside of the bend unless the driver does something to stop it.

Oversteering is just the reverse: rear wheel slip angle is greater than front, so that the car tends to point its nose in towards the centre of the bend.

In the Porsche 914 you can tackle any corner in confidence. Its behaviour is strictly neutral.

Astonishing lateral stability for a sports car results from the ideally placed centre of gravity, and its excellent weight distribution with semi-



trailing arms at the rear.

On top of this, the steering is exceptionally light in action and quick to respond to wheel movement, so that no great effort is needed to hurry the car through the tightest series of bends.

All these advantages are derived directly from the mid-engine position.

You may be wondering by now why, if all this is so, the mid-engine position has mostly remained the prerogative of pure racing cars, instead of appearing in every new car.

The answer is quite simple: a matter of space. On the Porsche the engine is just where the average car has its rear seats.

Oversteer, understeer, side winds,
tail skids—all expressions that lose most of their meaning
when you drive a mid-engined car.



The old assumption that sports cars don't "hold the road" without rock-hard suspension may indeed be true of most traditional sports cars.

But not of the Porsche 914.

First of all, its perfect weight distribution enables spring rates to be chosen for comfort as well as wheel-grip. Secondly, its seats are right in the middle of the car, where suspension comfort is highest.

And the seats themselves deserve a word or two of praise.

The anatomically correct shape and extended seat cushions ensure exceptional comfort. And the raised padded edges provide ample lateral support when cornering without any need for the driver to end up clinging to the steering wheel.

The Porsche's passenger compartment is fully trimmed throughout, with carpeted floor.

Luxurious interior equipment, including for example a fresh-air heating and ventilation system with continuously adjustable output and three-speed blower, built-in stale air extractor ducts and any number of smaller detail features all ensure that the longest journeys never become too long.

No-compromise design means no rear seats.
Which is why the individual seats of the
Porsche 914 are masterpieces of comfort,
space and safety.





The Porsche 914 has one of the safest body designs you could conceive.

With the engine in the middle, it cannot transmit the force of a collision to the rest of the body. Front and rear sections are free to crumple to a carefully determined extent in concertina fashion, and absorb the greater part of the impact.

The remaining element in the design is an exceptionally rigid passenger safety cell, which resists distortion and also incorporates carefully designed interior equipment to reduce the risk of minor injury.

The dashboard is padded at its upper and lower edges, and free from sharp-edged protrusions.

The rack and pinion steering has a three-section safety column with angled universal joints which ensure that the upper and lower sections slide safely past each other in a severe impact.

The large-area interior mirror with anti-glare mechanism is released immediately from its mounting if struck, to prevent injury to the occupants.

The instrument dials are circular and non-reflecting. Controls are sensibly positioned to avoid confusion, and have resilient knobs.

The windshield wipers cover an unusually large area and stay on the windshield even at high speeds. They are aided by a washer with two double spray nozzles.

The Porsche 914 has a host of other, similar safety features. Many of which we hope you will never need to put to the test.

But it is comforting to know that they are there.

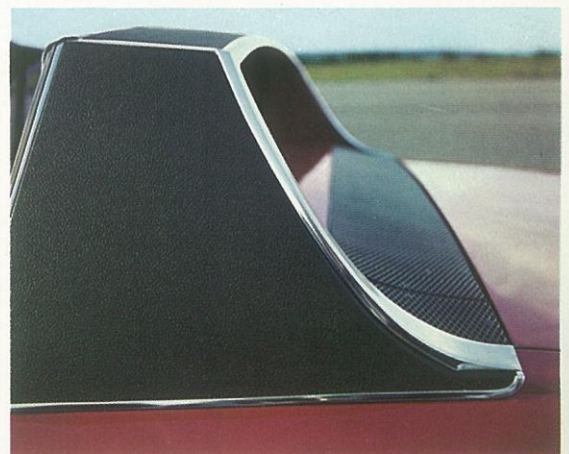
The passenger compartment is designed as a protective safety cell. The interior equipment incorporates the latest research into 'passive' safety.



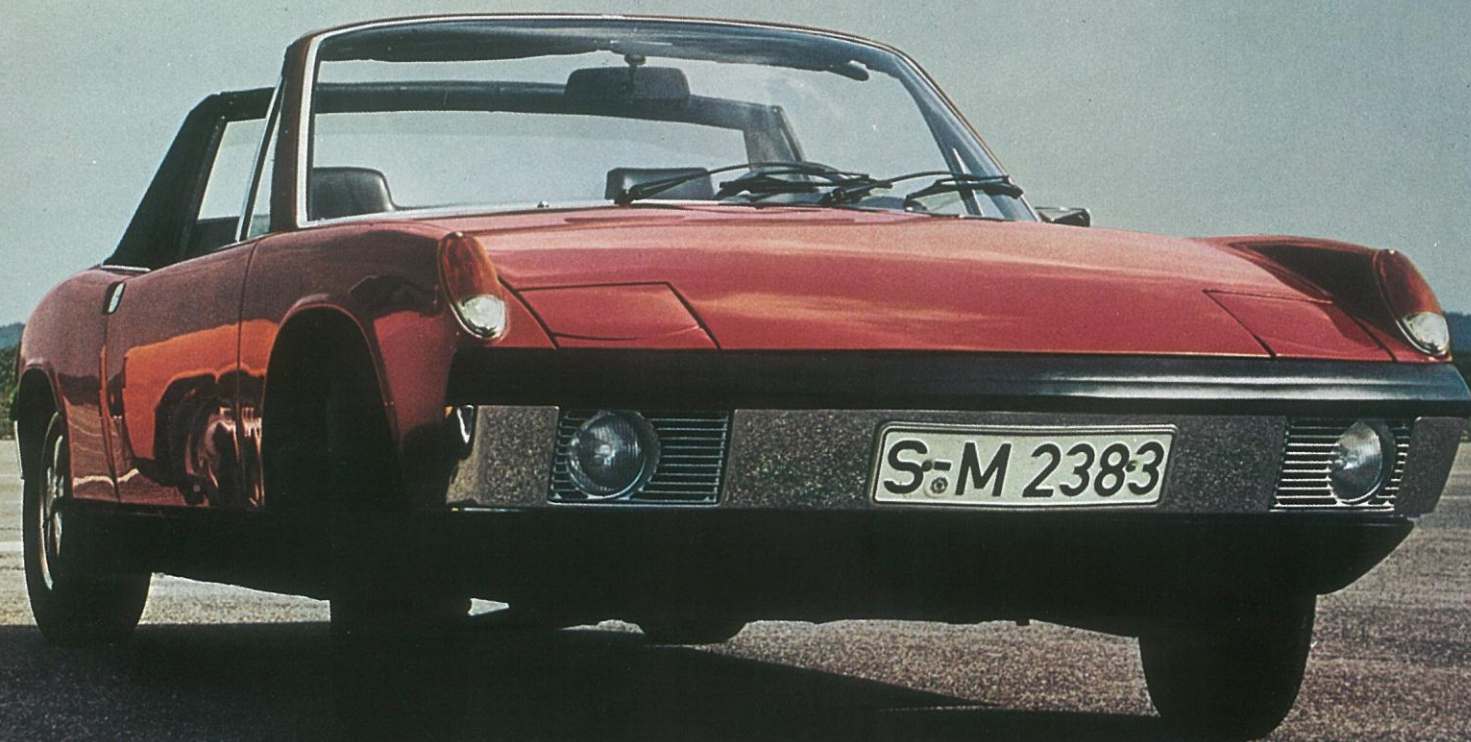


The Porsche is hardtop and convertible rolled into one.

The safety roll bar is not just there to give the body torsional rigidity and the occupants accident protection. Together with the high, curved windshield, it also ensures open-car driving comfort without drafts and with a minimum of wind noise.



The Porsche 914 has a safety roll bar.
This not only makes it a safer hardtop.
But also a safer open touring car.



The rigid fiberglass roof of the Porsche (which incidentally saves you the money for a separate hardtop) can be removed in a few easy movements. In a matter of seconds the roof section can be stored in the rear luggage compartment. There it occupies only an inch or two of the usable luggage space.

And re-installing the roof is just as quick and easy.

Not forgetting that this is a proper,

non-leaking roof. More weather resistant than a folding top. And providing such a perfect seal that no cracks remain through which the wind can whistle.

When this roof is closed, it's really closed. And when it rains outside, that's just where the rain stays—outside. Even in ice and snow, you can leave the car out in the street without fear.

After all, the Porsche is not just a car to have fun in all summer long.

You can also enjoy driving it as a hardtop when the weather turns bad.

It is truly a car for all seasons.



The 7.4 cu. ft. luggage compartment at the front of the Porsche is surprising enough for a sports car.

But to find another luggage compartment of no less than 8.8 cu. ft. capacity at the rear is something quite out of the ordinary.

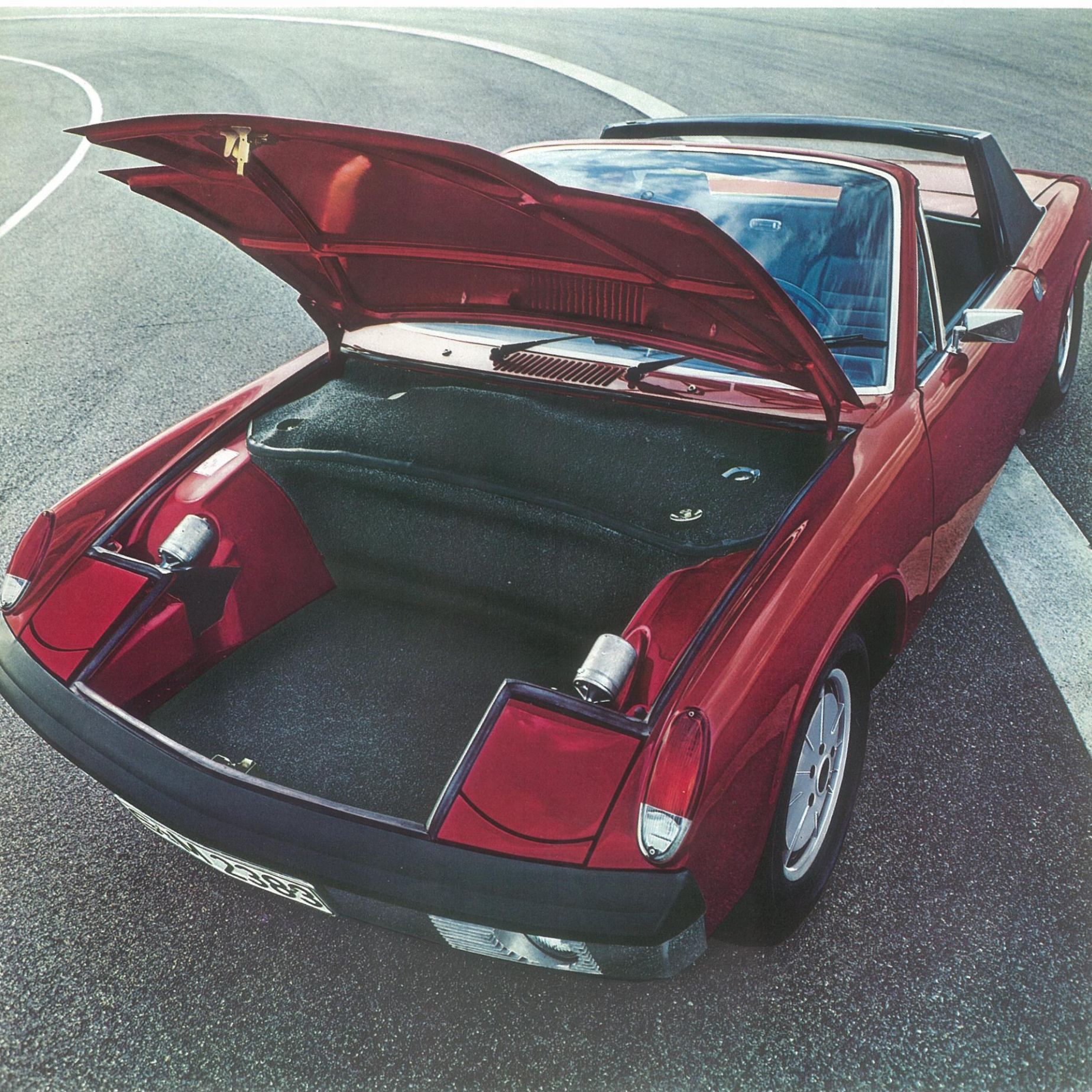
And competition for quite a few medium-sized family sedans.

Nor are these two luggage compartments suitable only for beach balls! In the front trunk you can easily fit a standard 3-suiter, 2 tote bags and an attache case. The rear trunk, in addition to the roof section, accommodates a 2-suiter, a weekender, and a vanity case.

You needn't worry too much about scratching valuable items, either. Both luggage compartments are fully carpeted. Not just for appearance sake, but to ensure that your suitcases finish the journey as presentable as they started out.

To conclude, a further advantage of two luggage compartments: you can load the car to an equal extent at front and rear. Thus making sure that nothing can upset the finely balanced neutral handling of this car.

Another advantage derived from the no-compromise concept of this car—two exceptionally large luggage compartments.



Everyone expects a new sports car to look fast and attractive.

And most people seem to accept that good looks fade away just as fast: "That's how it is with sports cars."

Standards of craftsmanship on the Porsche 914 are such that many years of good service need not necessarily show. Firstly, only materials of the highest quality are used in manufacture. Secondly, painstaking and sturdy workmanship such as we know and expect from Porsche is the order of the day.

Take for example the painting procedure: an electrophoretic cellulosizing plant is used, in which the bodyshell and the paint droplets in the dip tank are electrically charged.

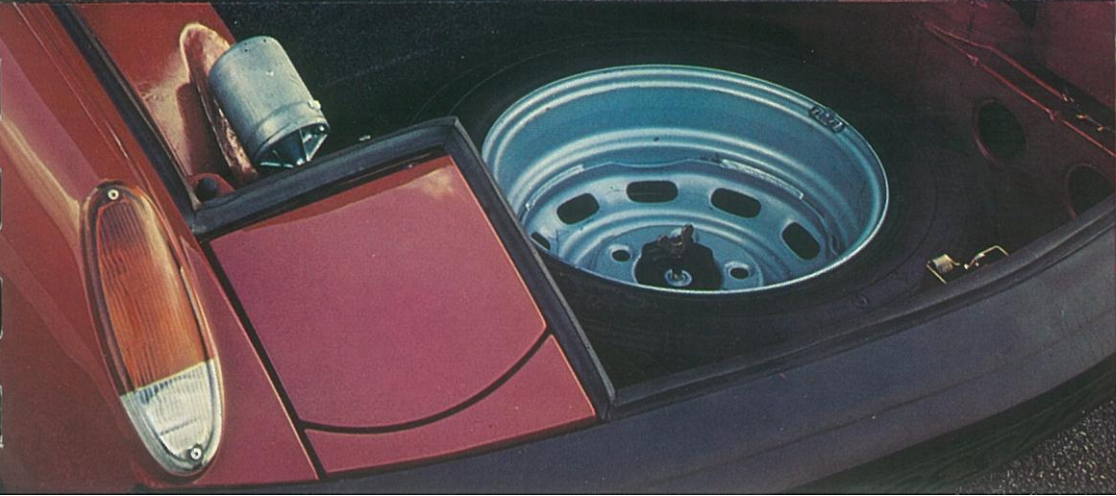
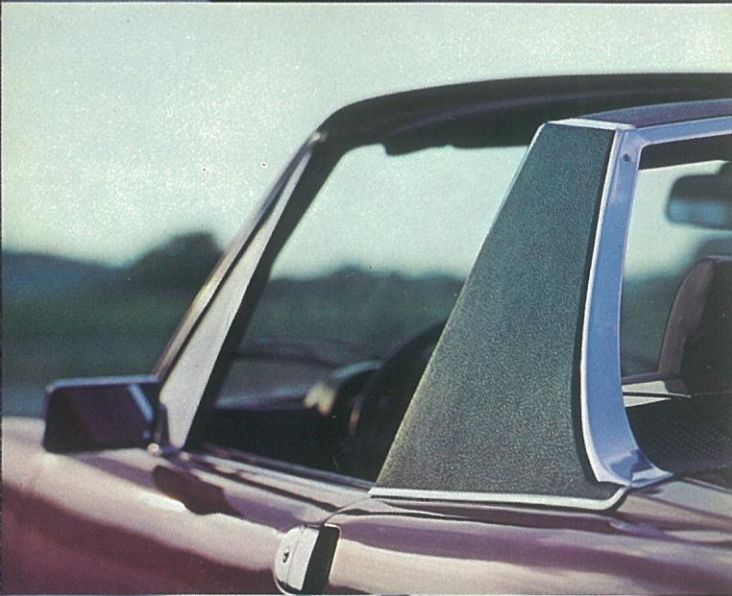
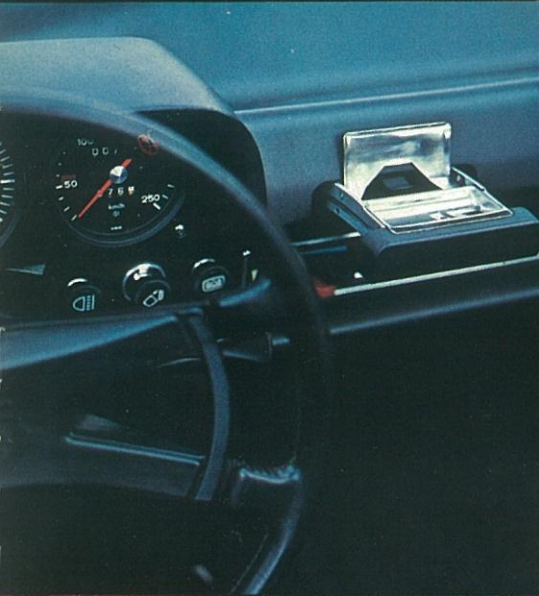
The bodyshell positive, the paint negative.

The result is an electric force field in which the paint is attracted on to the metal panels, and penetrates into the most inaccessible corners and cracks. This is the only reliable way to ensure that every section of the bodywork is covered by an uninterrupted paint layer of absolutely even thickness, and protected against rust or thrown-up stones from the road surface.

The same precision is applied to every aspect of the production process.

Our inspectors take care of that—one small defect, scarcely visible to the naked eye, and the car is returned for further attention.

The overall concept may be revolutionary,
but the precision and high quality of the
craftsmanship will never change.



The 914 engine gets you from 0 to 60 mph in 13 seconds.

Top speed is 110 mph.

The 4-cylinder engine has electronically controlled fuel injection. Sensors are provided to measure intake manifold depression, throttle butterfly angle, engine speed and atmospheric humidity. Their impulses are analysed to ensure the correct fuel-air mixture at any time and for any set of driving conditions.

The result: this engine develops 85 HP at only 4900 rpm. Piston speed is low, at only 2086 ft/min. Coupled with a compression ratio of 8.2:1, also below the average value, this ensures exceptionally long life.

And you can run it on regular gas. The mid-engine layout has the

power unit itself in front of the rear axle, combined with clutch, gearbox and final drive to form a single unit.

The engine has a crankshaft with four main bearings, a central gear-driven camshaft, overhead valves and forced lubrication with an oil cooler in the cooling blower airstream.

In other words, everything an engine needs for strength and long life.

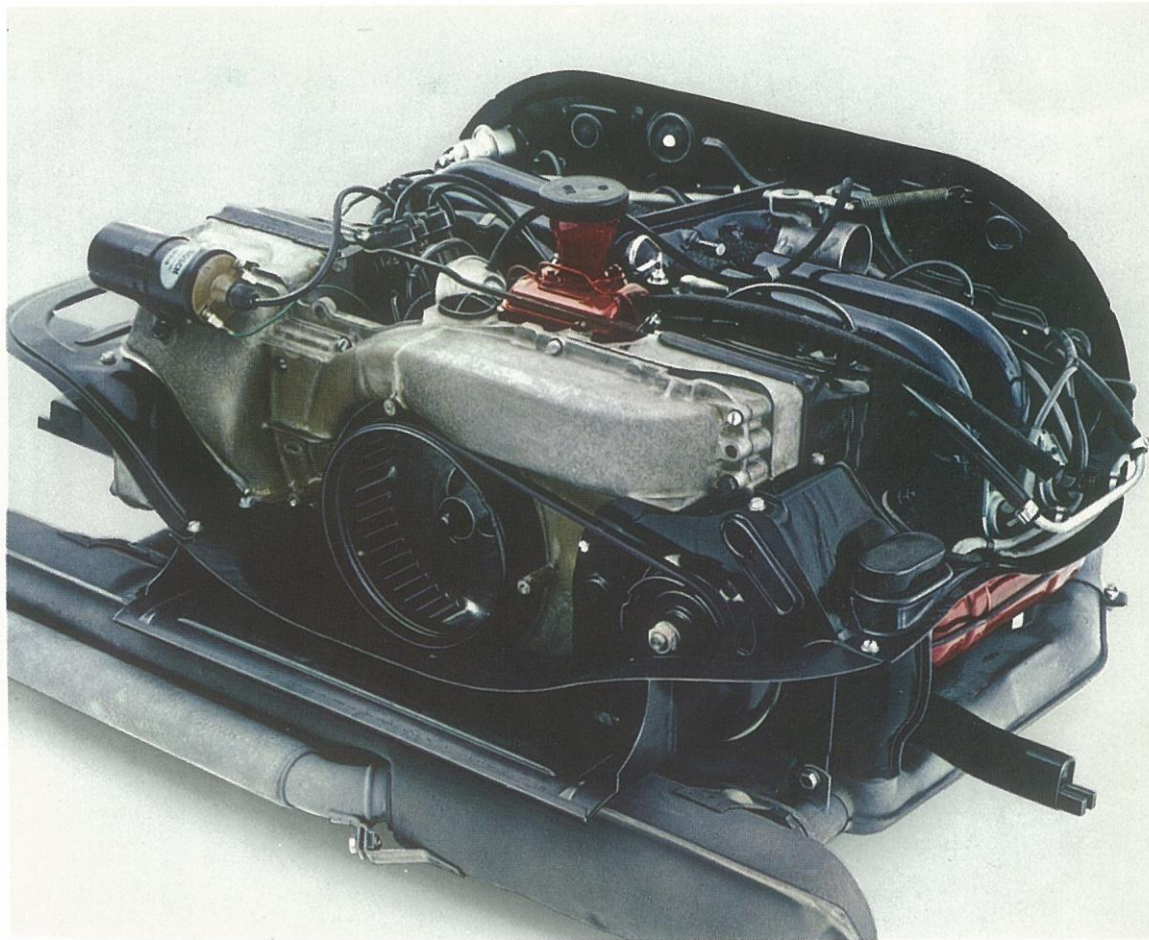
The five-speed gearbox has proved itself many times over on the racing circuit. It comes straight from the Porsche model range.

Its noteworthy features are very short gear lever travel and quick-acting synchromesh gears. As well as ratios chosen to match the specification of car and power unit perfectly.

For you, this means every ounce of engine power is available to deal with any driving situation. And you can change gear in fractions of a second. Power is where you want it, at the driving wheels, with a minimum of delay.

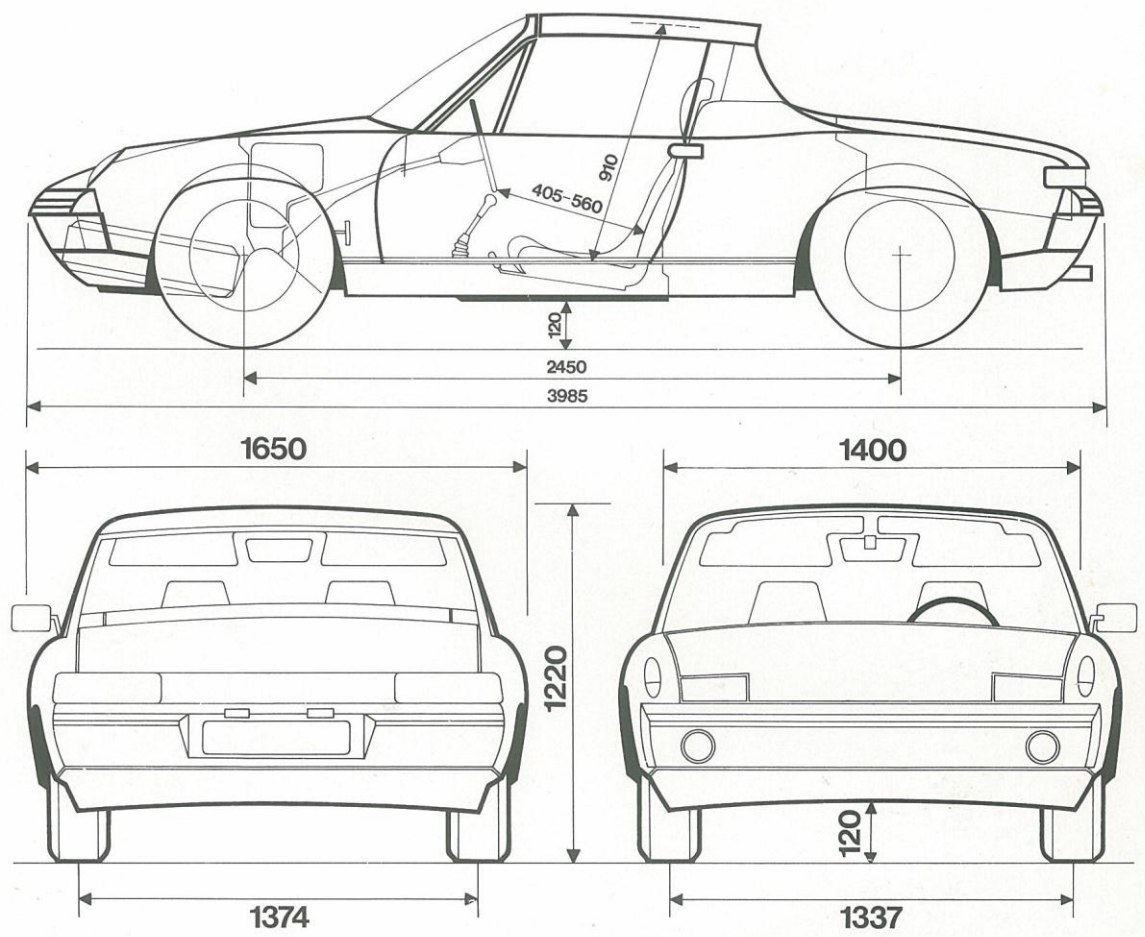
And by the way, Porsche gearbox design features have been adopted by many other manufacturers, some of whom even enter competitions themselves.

They know a good thing when they see one.



The 914 has a 1.7 litre 85 HP engine with electronic fuel injection and a sporting five-speed gearbox.





Inch equivalents to the above figures are shown on facing page under Dimensions.

WITH APPEARANCE GROUP - \$4795.
 WITHOUT " " " \$4495.

ENGINE

Number of cylinders	4
Bore/Stroke	90 mm/66 mm (3.54 in./2.60 in.)
Displacement	1679 ccm (102.3 cu. in.)
Compression Ratio	8.7-1
Engine Output	85 SAE-HP at 4900 r.p.m.
Max. Torque	99.4 lbs. ft.
Average Piston Speed	2100 ft./min.

ENGINE DESIGN

Type	horizontally opposed, 4-stroke, air-cooled
Cylinders	cast iron
Cylinder Heads	light alloy
Valve Arrangement	overhead
Valve Drive	pushrods
Camshaft Drive	gear type
Crankshaft	4 main bearings
Blower Drive	directly through crankshaft
Lubrication	pressure lubrication
Fuel Supply	electric fuel pump
Carburetion	electronic fuel injection

ELECTRICAL SYSTEM

Generator	alternator 770W
Battery	12V/45Ah
Ignition	battery and coil and distributor

DRIVE TRAIN

Location of Engine	mid-engine, in front of rear axle
Clutch	single dry plate
Transmission	Porsche servo-thrust synchronisation
Number of Speeds	5 forward, 1 reverse
Axle Ratio	4.429:1 (7/31)

CHASSIS AND SUSPENSION

Frame	welded, pressed steel sections unitized with body (self-supporting)
Front Suspension	independent, with transverse control arms and telescopic hydraulic dampers
Front Springing	torsion bars
Rear Suspension	independent, longitudinal, control arms
Rear Springing	coil springs, with rubber buffers
Shock Absorbers	double-acting telescopic shock absorbers
Service Brake	dual disc brakes on all wheels
Hand brake	mechanical disc brake, on rear wheels
Brake Disc Diameter	front 281 mm (11.0 in.) rear 282 mm (11.1 in.)
Total Effective Brake Swept Area (Service Brake)	28 sq. in.
Rims	4½J x 15 steel
Tires	Radial ply 155 SR 15 tubeless
Steering	ZF rack and pinion

CAPACITIES

Engine	approx. 3.75 qts. HD oil
Fuel Tank	13.2 Imp. Gals.
Windshield Washer	approx. 2.5 qts. pneumatic

DIMENSIONS

Wheel Base	2450 mm (96.5 in.)
Track, front	1337 mm (52.8 in.)
Track, rear	1374 mm (54.3 in.)
Overall Length	3985 mm (157.0 in.)
Overall Width	1650 mm (65.0 in.)
Overall Height (unloaded)	1230 mm (48.4 in.)
Ground Clearance (loaded)	120 mm (4.7 in.)
Turning Circle	approx. 33.5 ft.
Luggage Compartment	front approx. 7.35 cu. ft. rear approx. 8.75 cu. ft.

WEIGHTS

Dry Weight	1982 lbs.
Maximum Permissible Weight	2687 lbs.
Maximum Axle Load	front 1430 lbs. rear 1430 lbs.

ROAD PERFORMANCE

Top Speed	117 m.p.h.
Acceleration from 0 to 60 m.p.h.	
DIN-dry weight ± ½ loading	11.3 sec.
Fuel Consumption	32.8 m.p.g. Regular Gas HiTEST.

OPTIONAL EXTRAS (FACTORY INSTALLED)

* APPEARANCE GROUP:
 including Vinyl-covered roll bar, Chromed bumpers, 2 fog lights in front bumper, Two-tone horn, 5½J x 15 steel rims, 165 x 15 Radial ply tires, Leather-covered steering wheel, Pile-type carpet.
 OTHER OPTIONS: Tinted windshield and Side glass, special colours, Pressure cast wheels.

ACCESSORIES

AM/FM Porsche Radio, Ski rack, Porsche Racing stripes, Centre Console, Chrome tailpipe extension, Leather gearshift knob, Mag type wheel covers, Rear luggage rack, Front and rear bumper rails, Front air intake grill mouldings.

Models shown are equipped with optional extras. All information contained in this publication is subject to change without notice.