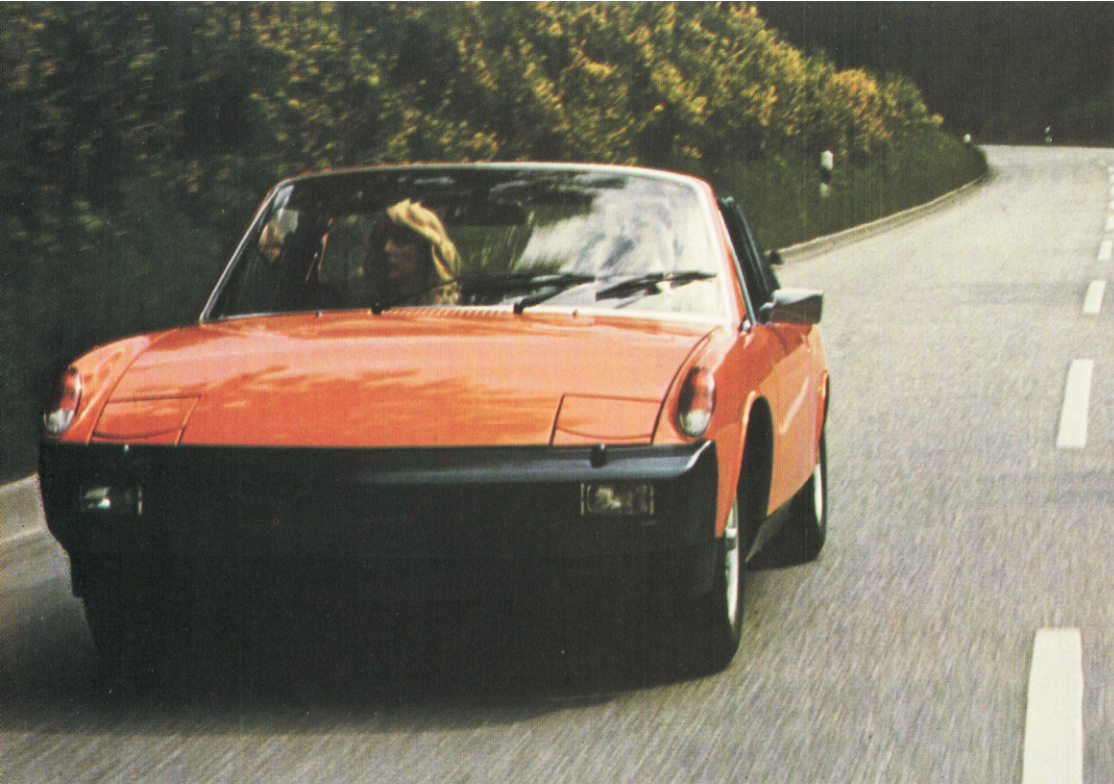




**The Porsche 914/1975**



# 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-engined Porsches we learned that an engine in the middle makes a car extremely maneuverable. Lets 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.

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 12 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 gearbox. Electronic fuel injection. Rack-and-pinion steering. 4-wheel independent suspension. And disc brakes on all four wheels.

Taking your fun along is easy, because the 914 has two trunks. Together, there's a total of 15 cu. ft. of space. And to let in the sun, a removeable 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, high beam control and windshield washer/wiper switch right on it.

Up till now we've been talking about the Porsche 914 with a 2-liter engine. But some people don't require so much power, so we also built a 914 with a 1.8-liter engine. Whichever you prefer, reading is one thing. Experience another.

That's why we'd like you to come into our showroom and look at a 914. Get inside. Drive around. Enjoy a mid-engined sports car with unique Porsche styling and handling. For that there is no substitute.



# The Porsche 914. Technical data.1975

		914	914/2.0
Engine	Number of cylinders	4	4
	Bore/stroke	93/66 mm	94/71 mm
	Displacement	1795 ccm. (109.5 cu. in.)	1971 ccm. (120.3 cu. in.)
	Compression ratio	7.3 : 1	7.6 : 1
	SAE net Hp.	73 at 4900 rpm.	84 at 4900 rpm.
Chassis and suspension	Front suspension	wishbones and shock absorber struts	wishbones and shock absorber struts
	Rear suspension	semi-trailing arms	semi-trailing arms
	Foot brakes	4-wheel disc brakes	4-wheel disc brakes
Electrical equipment	Alternator	700 watt/12 volt - 45 amp/hour	700 watt/12 volt - 45 amp/hour
	Battery	battery and coil	battery and coil
Wheels Tires		5 1/2 J x 15 steel	5 1/2 J x 15 steel
		165 SR 15 tubeless	165 HR 15 tubeless
Dimensions	Length/width/height (unladen)	4114/1650/1230 mm (162/65/48.4 in.)	4114/1650/1230 mm (162/65/48.4 in.)
Weights	Unladen weight (DIN standard)	1000 kg (2205 pounds)	1000 kg (2205 pounds)
	Permissible gross weight	1220 kg (2690 pounds)	1220 kg (2690 pounds)
Performance	Maximum speed	107 mph. approx.	112 mph. approx.
	Acceleration 0-100 km/h (0-62 mph.) at DIN unladen weight + 1/2 payload	13.5 seconds	12 seconds
	Fuel consumption*	27 mpg. US (32.5 mpg. Imp.)	27 mpg. US (32.5 mpg. Imp.)

Optional equipment for both models

## Appearance group

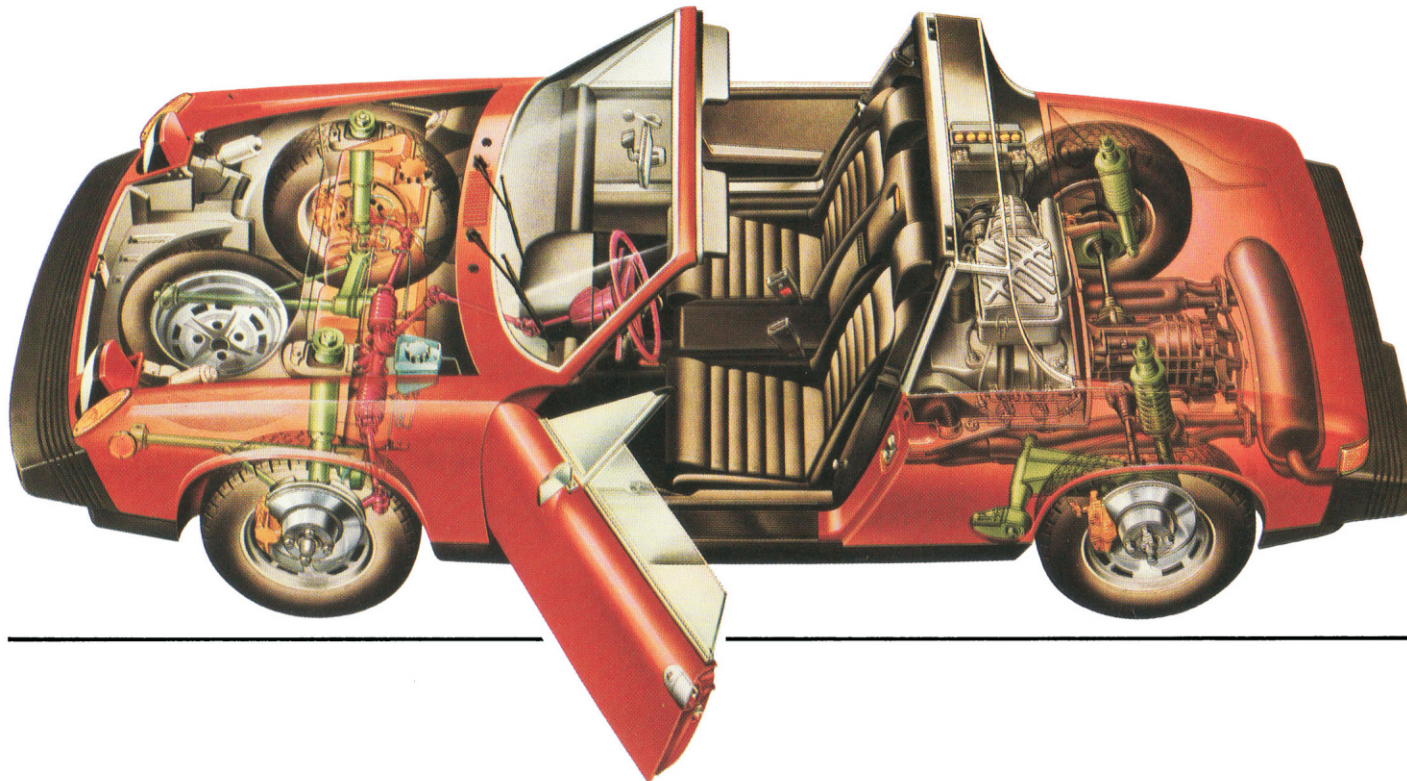
Steering wheel with leatherette cover.  
Center console with clock, oil temperature gauge and voltage meter.  
Leatherette boot for shift lever.  
Dual-tone horn.  
Fog lights in bumper.

## Performance group

Pressure cast alloy wheels.  
Front and rear stabilizer bars.  
Front spoiler.

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.

\*Based on German Industry Standard DIN 70030



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