

# The VW-Porsche 914



The VW-Porsche 914 is a two-seater sports car that was produced by Volkswagen and Porsche. It was designed by Porsche and built by Volkswagen. The car was first introduced in 1969 and was available in two versions: a two-door coupe and a convertible. The two-door coupe was the more popular version and was built in Wolfsburg, Germany. The convertible was built in Porsche's factory in Stuttgart, Germany. The car was powered by a 1.8-liter four-cylinder engine that produced 100 horsepower. It had a top speed of 125 mph and could accelerate from 0 to 60 mph in 12 seconds. The car was known for its reliability and ease of maintenance, which made it a popular choice for students and young professionals. It was also praised for its handling and steering, which were considered to be among the best in its class. The VW-Porsche 914 was a success story for both Volkswagen and Porsche, as it helped to establish their reputations as manufacturers of high-quality sports cars.

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VW and Porsche have developed a sports car which, in quality and price, really has no competitor.



There are sports cars which are comparable in performance with the VW-Porsche 914, and there are other sports cars at around the same price - however, it would be difficult to find one, taken all in all, that offers so much as this new sports car.

VW and Porsche designed this car with the intention of offering a genuine sports car within a medium price range.

It had to possess the road-holding of a competition car, as well as all the good qualities of an "everyday" motor car.

That's why the VW-Porsche has a roomy and comfortable interior that conforms to the latest

safety requirements, and also why this new car has two luggage compartments with a combined total space of 16.10 cubic feet.

The quality and finish are only what you would expect in a car produced jointly by VW and Porsche.





Racing experience has proven that the engine unit must be positioned centrally for optimum road-holding - that's why the VW-Porsche 914 has a mid-engine.







It is most unusual today for a racing car to have the engine installed exactly in front or at the rear as in the case of normal production cars - such a racing car design would stand little chance against mid-engined cars.

Why is this?

A mid-engine gives a car the most favourable centre of gravity with ideal weight distribution, and as a result optimum road-holding. A smaller frontal area is obtained, and, therefore, a true aerodynamic body shape. It ensures excellent all-round braking force because the weight of the car is equally distributed over all four wheels. And with a mid-engine design, bodywork overhang is eliminated.

The handling characteristics of the VW-Porsche are neutral, resulting in maximum reserves of lateral acceleration. How is it then that mid-engines are mostly only to be found in racing cars, and not in "everyday" cars?

Quite simply, space. A mid-engine design occupies the space where rear passengers would normally be seated.

This means the VW-Porsche has no "occasional" seats at the rear, but the interior space is wide enough for three people to sit abreast.





The body design is unusual in that it is at the same time both a coupe and in effect a cabriolet with two unusually capacious luggage compartments.



The VW-Porsche does not need to be offered with a choice of coupe or cabriolet bodywork -

It's both in one.

It has a safety roll bar, and a removable "top" which you can easily put into the rear luggage compartment without any serious loss of space.

Incidentally, you also save yourself the cost of a hard-top!

The space for luggage accommodation in the VW-Porsche is not only unusual in a sports car, but also when compared with most saloon cars - 7.35 cubic feet in the front and 8.75 cubic feet in the rear.

It is of considerable importance that the two large luggage compartments also become two impact absorbing zones which, with the rigid passenger compartment, offer the greatest possible

protection in the event of an accident. The mid-engine does not only give the VW-Porsche the handling qualities of a racing car, but also very many advantages of the normal production saloon.







There are two versions of the VW-Porsche 914.



The 914 with a 1.7 litre 80 b. h. p. electronically controlled fuel injected 4-cylinder engine.

Maximum speed is 177 km/h (110 m. p. h.) and it accelerates from 0-100 km/h (0-62½ m. p. h.) in 13 seconds.

The 914/6 with a 2-litre 110 b. h. p. 6-cylinder engine with 2 triple choke carburetors has a maximum speed of 201 km/h (125 m. p. h.) and accelerates 0-100 km/h (0-62½ m. p. h.) in 10 seconds.

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The 210 liter (7.4 cu. ft.) luggage compartment at the front of the VW Porsche is surprising enough for a sports car.

But to find another luggage compartment of no less than 250 liter (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 plastic bags filled with water! You can easily carry quite bulky objects when the need arises.

You needn't worry too much about scratching valuable items, either. Both luggage compartments are fully carpeted. Not just for appearance's sake, but to ensure that your suitcase feels the journey as pleasant 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 attractive and fast.

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 VW 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 exact workmanship such as we know and expect from VW and from Porsche is the order of the day.

Take for example the painting procedure: an electrophoretic cathodic primer 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.

We have two great names to live up to.

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

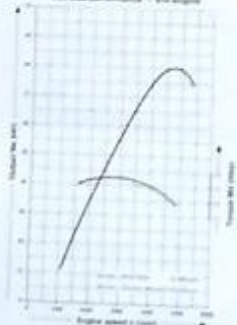




You can obtain the VW-Porsche 914 with a choice of two powerful engines. The 914 has a 1.7 litre 80HP power unit with electronic fuel injection.



Full test performance - 914 engine



The 914 engine gets you from 0 to 100kph (62mph) in 13 seconds.

Top speed is 177kph (110mph).

The 4 cylinder engine has electronically controlled fuel injection. Sensors are provided to ensure intake valve timing, throttle position, 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 80 HP at only 4000 rpm. Power starts to rise at only 1000 rpm (2000 ft/min). Coupled with a compression ratio of 8.2:1, also below the average value, this ensures exceptionally long life.

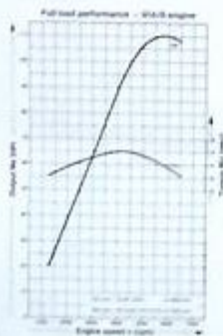
The test engine layout has the power unit itself in front of the rear axle, com-

bined with clutch, gearbox and fuel drive to form a single unit.

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

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

There can scarcely be another vehicle that goes so fast in such a sporting manner and yet is so economical in its use.



The 914/6 engine accelerates the car from 0 to 100 kph (62 mph) in 9.9 seconds. Top speed in this case is 201 kph (125 mph).

The air-cooled 6-cylinder engine with its 2 valve stroke downstroke configuration is mounted in the rear engine position at front of the rear axle, and combined with clutch, gearbox and final drives form a single unit.

Overhead valves in hemispherical combustion chambers are operated by rockers from a single overhead camshaft for each bank of cylinders. This engine has been designed from scratch as a high-performance power unit capable of revving freely up to high speeds, and possessing enormous output reserves. Despite the fact that it develops 110 HP (80 kW), it is rated con-

servatively enough to ensure quite exceptional strength and reliability.

The forged crankshaft runs in eight main bearings.

Great care has been taken to ensure an even supply of oil to all lubrication points even during rapid cornering. The oil is purified by a full flow oil filter, and maintained at a constant temperature by a thermostatically controlled oil cooler.

The drops and running gear for been matched to the higher performance, with many strengthened components. For example, the front brakes have ventilated discs, wider tires are specified and high-speed tyres fitted.

The 914/6 components are more comprehensive. The streamliners, for example, have three operating speeds,

The 914/6 has a 2 litre, 110HP six cylinder engine.



a more powerful alternator is installed, a hand throttle lever provided and many more practical features such as these.

In addition, there is a lot more storage room here and there, and the safety roll bar is leatherette covered.

The 914/6 is not only a good looking sports car. It is also a genuine Porsche.





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

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

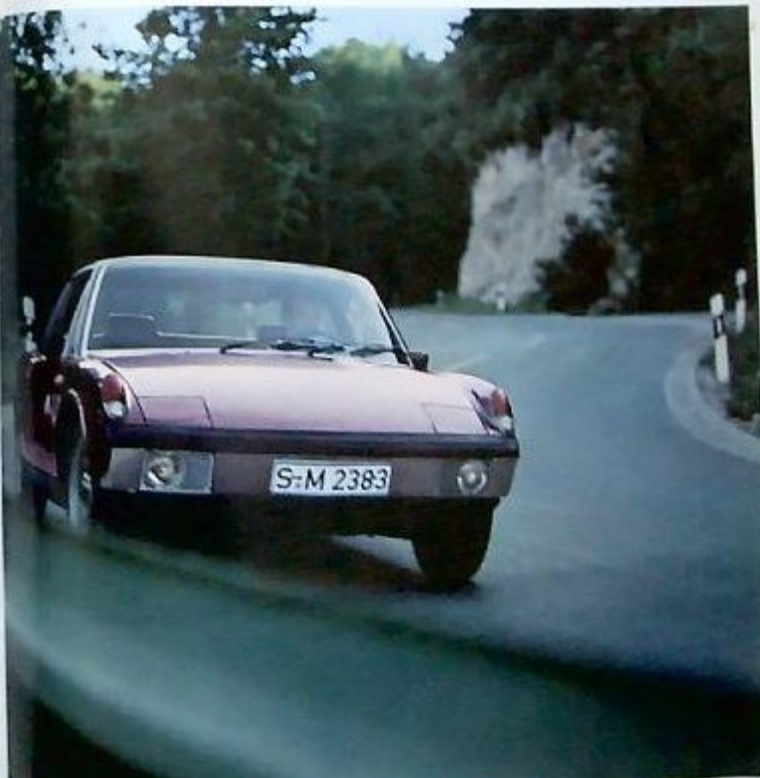
For you, this means every ounce of engine power is available to deal with any driving situation. And you can change gear in fractions of a second without losing the gearbox some inter-uptible time. Power is where you want it, at the driving wheels, with a minimum of delay.

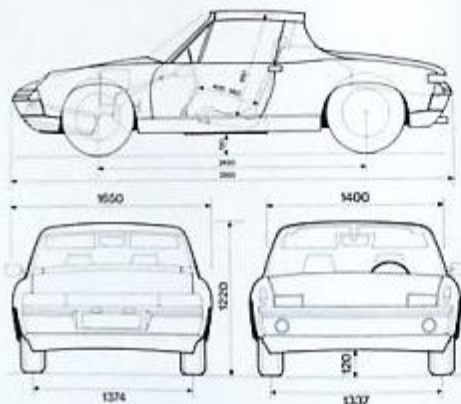
And by the way, Porsche gearbox design features have been adopted by many other manufacturers, some of whom even enter competitors themselves.

They know a good thing when they see one.

Porsche also developed the Sportomatic. No clutch pedal, just a gear lever switch on the knee operating on electro-pneumatic gearshift clutch. You select one of four forward speed ranges. Sportomatic means that you can drive gently in comfort - you need not longer work the clutch pedal. But you can also drive fast and ambidextrously - yet change gear when you choose.

Both versions can be specified with a sporting five-speed gearbox. Or for not much extra, with Sportomatic.





VW-Porsche	914	914S
<b>Engine</b>		
Number of cylinders	4	6
Bore/Stroke	90 mm / 66 mm (3.54 in. / 2.60 in.)	80 mm / 66 mm (3.15 in. / 2.60 in.)
Displacement	1679 cc (102.3 cu in.)	1997 cc (121.3 cu in.)
Compression Ratio	8.2:1	8.5:1
Engine Output	85 SAE-HP (80 DIN-HP) at 4900 r.p.m. 13.6 m.kp (112.5 lb. ft.) at 2700 r.p.m.	125 SAE-HP (110 DIN-HP) at 3800 r.p.m. 16 m.kp (131 lb. ft.) at 4200 r.p.m.
Max. Torque	10.7 m.kp (91.5 lb. ft.) at 2100 r.p.m.	12.7 m.kp (107.5 lb. ft.) at 2500 r.p.m.
Average Piston Speed	10.7 m/sec.	12.7 m/sec.
Specific Output	51 SAE-HP (48 DIN-HP)/liter	62.5 SAE-HP (55 DIN-HP)/liter

<b>Engine Design</b>	horizontally opposed, 4-stroke, air cooled
Type	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
Combustion	electric fuel injection

<b>Electrical System</b>	alternator 770 W
Generator	12 V / 45 Ah
Battery	high capacity
Ignition	discharge ignition

<b>Drive Train</b>	mid-engine, in front of rear axle
Location of Engine	single dry plate
Clutch	Porsche servo-thrust synchronization
Transmission	5 forward, 1 reverse
Number of Speeds	4.429 (1.07/1)
Axle Ratio	

<b>Chassis and Suspension</b>	welded, pressed steel sections unitized frame
Front Suspension	independent, with transverse control arms and telescopic hydraulic dampers
Rear Suspension	independent, with transverse control arms and telescopic hydraulic dampers
Front Springing	coil springs, with rubber buffers
Rear Springing	double-acting telescopic shock absorbers
Shock Absorbers	double-acting telescopic shock absorbers
Service Brake	disc disc brakes on all wheels

VW-Porsche	914	914S
<b>Hand Brake</b>	mechanical disc brake, on rear wheels	
Brake Disc Diameter	front 201 mm (7.9 in.) rear 202 mm (7.9 in.)	front 202 mm (7.9 in.) rear 202 mm (7.9 in.)
Total Effective Brake Swept Area	180 cm <sup>2</sup> (28 sq. in.)	210 cm <sup>2</sup> (32 sq. in.)
Service Brakes	4 1/2" x 15 steel	5 1/2" x 15 steel
Tires	155 SR 15 tubeless	165 HR 15 with tube
Steering	27 rock and pinion	
<b>Capacities</b>		
Engine	approx. 3.5 liters	approx. 4.7 liters
Fuel Tank	37.5 gal. (142 l.)	55.5 gal. (210 l.)
Windshield Washer	approx. 2.8 liters	approx. 2.8 liters

<b>Dimensions</b>		
Wheel Base	2450 mm (96.5 in.)	2450 mm (96.5 in.)
Track, front	1374 mm (54.1 in.)	1364 mm (53.7 in.)
Track, rear	1374 mm (54.1 in.)	1364 mm (53.7 in.)
Overall Length	3685 mm (145.0 in.)	3685 mm (145.0 in.)
Overall Width	1650 mm (65.0 in.)	1650 mm (65.0 in.)
Overall Height	1220 mm (48.0 in.)	1220 mm (48.0 in.)
Ground Clearance	100 mm (3.9 in.)	100 mm (3.9 in.)
Roofline	130 mm (5.1 in.)	128 mm (5.0 in.)
Turning Circle	approx. 11.0 m (36.0 ft.)	approx. 11.0 m (36.0 ft.)
Luggage Compartment	front approx. 210 l (7.3 cu. ft.) rear approx. 200 l (7.1 cu. ft.)	

<b>Weights</b>		
Dry Weight	900 kg (1962 lbs.)	940 kg (2070 lbs.)
Maximum Permissible Weight	1220 kg (2690 lbs.)	1260 kg (2780 lbs.)
Maximum Axle Load	front 600 kg (1320 lbs.) rear 600 kg (1320 lbs.)	front 600 kg (1320 lbs.) rear 600 kg (1320 lbs.)

<b>Road Performance</b>		
Top Speed	177 km/h (110 mph)	201 km/h (125 mph)
Power-to-weight ratio	11.20 hp/DIN-HP (85.2 lbs./SAE-HP)	8.14 hp/DIN-HP (119.8 lbs./SAE-HP)
Acceleration from 0 to 100 km/h (0 to 62 mph)	13.0 sec.	9.9 sec.
Fuel Consumption	8.5 l/100 km (20.4 mpg)	8.5 l/100 km (20.4 mpg)

The models shown are equipped with additional options. They do not correspond with standard equipped models. Right hand drive versions not available for model year 1970.





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