



The VW-Porsche 914

**2-litre engine. Electronic fuel injection.
100 b.h.p. (DIN). 0-60 m.p.h. in under 10 seconds.
118 m.p.h. sustained cruising speed.**



**A fixed-head coupe and
convertible with an
integral safety roll bar.**



13 cubic feet of luggage space.



Greater roominess and operating comfort.



When the VW-Porsche 914 was first introduced in 1969, it set new standards in its sportscar class. These standards have been surpassed by the VW-Porsche 914/2.0.

Although its performance puts it ahead of its European competitors, the 4-cylinder fuel injected engine, having been further developed by the Porsche Factory, produces its power at low engine speeds.

A maximum and cruising speed of 118 m. p. h. (190 Km/hr) is achieved in fifth gear at only 5000 r. p. m. Because of the short stroke, the average piston speed (11.8 m/sec.) is exceptionally low and, therefore, all performance is achieved within safe operating limits.

The excellent frame construction, with its long wheelbase and wide track, combined with the mid-engine layout, gives the 914 road-holding far in excess of any of its so called competitors.

The "Targa" design is as practical as it is safe. In fine weather you drive an open car but protected by a safety roll-over bar. In bad weather the 19 lb. (8.9 kg) reinforced glass fibre roof section offers weather protection to the same high standard as a coupé.

The interior trim is functional but still luxurious. The comfortable shaped seats can be tilted as well as being adjusted forwards and backwards and give good lateral support during high cornering speeds. All controls are in easy reach – even when you have your safety belt fastened.

Where you would expect to find an engine in other sports cars you will find lockable luggage compartments in the 914 – one in the front and one in the rear. Together they offer just over 13 cubic feet (370 litres) – about the same as a medium sized saloon. Why the 914 is one of the safest cars on the road today, will be willingly explained to you by your VW-Porsche dealer...

With a demonstration test drive...



Technical data and equipment variations

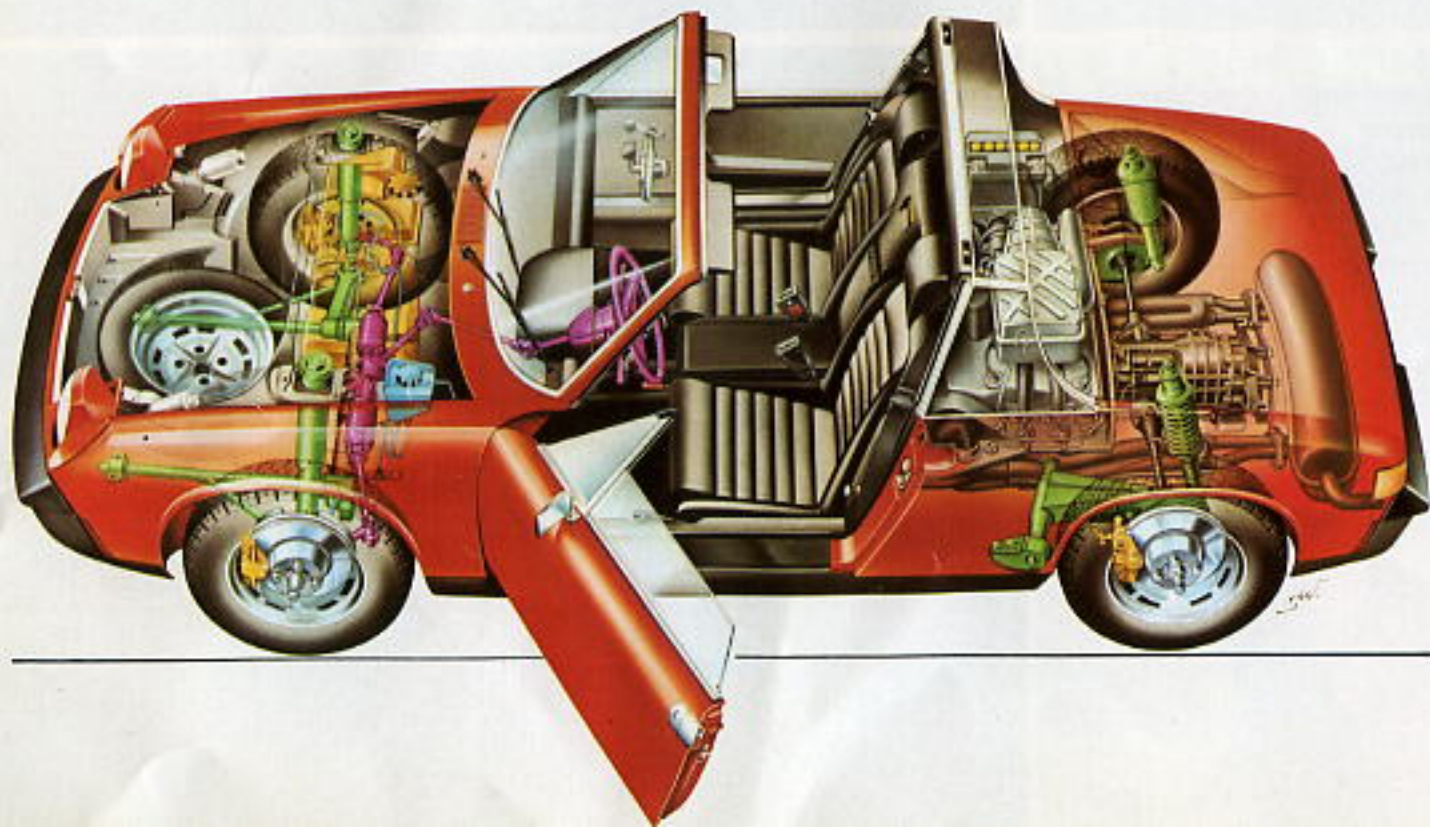
		914/1.8	914/2.0
Engine	Cylinder/displacement	4/1.8 l	4/2.0 l
	Bore/stroke	93/66 mm (3.66/2.60 in.)	94/71 mm (3.70/2.8 in.)
	Compression ratio	8,6:1	8,0:1
	Performance DIN	85 DIN HP/5000 rpm	100 DIN HP/5000 rpm
	Max. torque DIN	13,8 mkg at 3400 rpm (99,8 ft. lbs.)	16 mkg at 3500 rpm (125 lbs. ft. at 3700 rpm)
	Fuel mixture	2 down draft carburetor	electronic fuel injection
Chassis	Front suspension	same as 914/2.0	wishbones and shock absorber struts
	Rear suspension	same as 914/2.0	semi-trailing arms
	Foot brake	same as 914/2.0	dual-circuit disc brakes on all 4 wheels
Electrical equipment	Alternator	same as 914/2.0	alternator 700 W
	Battery	same as 914/2.0	12 V/45 Amp/hr
Wheels		5 1/2 J x 15/165 SR 15	5 1/2 J x 15/165 HR 15
Tires		tubeless	tubeless
Dimensions	Length/width/height	same as 914/2.0	3985/1650/1230 mm (156.9/65/48.4 in.)
Weights	Unladen weight	same as 914/2.0	950 kg (2095 lb.)
	Permissible load	same as 914/2.0	270 kg (595 lb.)
Driving performance	Maximum speed	178 km/h (111 mph)	190 km/h (118 mph)
	Acceleration 0-100 km/h (0-62 mph)	12.5 seconds	10.5 seconds
	Average fuel consumption	approx. 11 l per 100 km (25.7 Imp. mpg) (98 ROZ)	approx. 12 l per 100 km (23.5 Imp. mpg.) (95 ROZ)

Optional equipment for both models

Appearance group

Automatic seat belts.
Competition steering wheel.
Center console with clock, oil temperature gauge and voltage meter.
Leather sleeve for shift lever.
Dual-tone horn.
H-4 iodine headlights.

In some cases, the cars pictured in this catalog have been provided with optional equipment or equipment required in specific countries and thus do not always correspond to equipment available or standard at your local authorized Porsche dealer. Rights reserved to make design and equipment alterations without notice.



VW-Porsche Vertriebsgesellschaft mbH
714 Ludwigsburg · Porschestraße 15-19

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