



1976

For years we've been racing mid-engined Porsches. Like the 904. The 908. And the Can-Am 917. And each time we raced we learned something new that we could put to work for us in the next race.

One thing we learned was that an engine in the middle makes a car very versatile. Extremely well balanced. Makes it corner well.

So in 1969 we took this idea, as well as some of the other lessons we learned on the racetrack, and put them to work in a mid-engined Porsche for the street. The 914.

Today, over 100,000 people in 100 countries own and drive a Porsche 914. And though they don't all race, they're glad that we did. Because racing experience made the 914 what it is today. A mid-engined sports car with unique Porsche styling and handling. And for that there is no substitute.

PORSCHE THERE IS NO SUBSTITUTE





On the road or the racetrack, there is no substitute for performance.

From the most demanding racetrack in the world to the most casual country lane, one name will always dominate the imaginations of driving enthusiasts. Porsche. And the Porsche 914 is a good example why.

After years of racing mid-engined Porsches, we found that an engine in the middle makes a car extremely maneuverable.

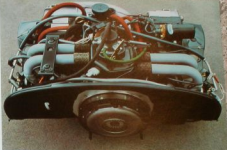
An engine in the middle gives a car exceptional balance. Braking and acceleration are extremely stable. Deceleration (something that's just as important as acceleration) is more even because the wheels carry a more evenly divided load. So when we decided to build a mid-engined car for the street, we didn't substitute for the lessons we learned on the track. We passed them on to the 914. Something else we passed on was the unique way a Porsche handles. We did it

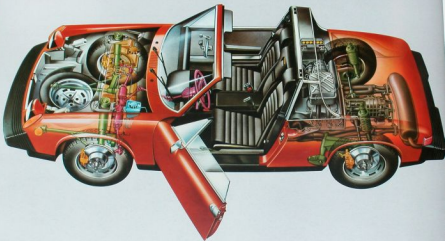
by equipping the 914 with rack-and-pinion steering, 4-wheel independent suspension and a low center of gravity. And for smooth, sure stops we put disc brakes on all four wheels.

Even though the 914 has a lot of track features, you don't have to race to enjoy it. Because it's just plain fun to drive. It's fast. Goes from 0-60 in just 11 seconds. Yet it's designed to cruise all day at autobahn speeds.

Shifting is fun, too, with our quick and precise 5-speed gearbox. And there's electronic fuel injection to feed the engine the exact amount of gas it needs at all times. It does its job so well that the 914 gets 30* miles to the gallon on the highway. And it's got a 16.4 gallon tank for a 492 mile non-stop range.

So take a sports car that's made a name in racing. Make it easy and fun to drive, and sensible to own and you have a Porsche 914.





There is no substitute for the thousands of hours it takes to make a Porsche a Porsche.

How did we make our 914 concept work as well as it does?

By constant testing and retesting. By working hours and hours to make sure that countless parts work together as well as is humanly possible.

Engines were tested on the dynamometer under various load conditions for horsepower and torque output. And in the freezing cold and searing heat of the climate chamber to see how they would react in extreme temperatures.

Experimental programs were established and endurance runs carried out. Units were tuned up to perfect performance levels, then checked and re-checked.

Special machines checked exhaust emissions. Brake pads. Fuel injection.

And more cold chambers, this time looking for trouble on winter starts. Insulation. And windshield defrosting.

914s ran on the skidpad and the test track where we tested them to see how they handled on all kinds of surfaces and road conditions. Roads like you've never driven on before. With dozens of potholes, one right after another. Roads you can't even see because they're under puddles of water.

And on it went. More tests. More checks. All of which goes to show, we're tough on our Porsches. Because we expect them to be tough. So that whether you drive one in a race, or home after the race, you'll find it's a sports car that's hard to beat.







There is no substitute for the convenience of two trunks. Or for the sportiness of a removable roof.

One of the great frustrations of owning a two-seater sports car has always been the lack of trunk space.

The Porsche 914 has two ways to beat that problem. One is a 5.7 cu. ft. trunk in front of the driver. The other is a 7.4 cu. ft. trunk behind the engine.

There are a number of reasons for so much trunk space. The first, of course, is the mid-engine placement. It leaves lots of room front and rear. The engine itself is built to save space. It's flat with horizontally opposed cylinders. And being air-cooled, it doesn't have a big bulky radiator to contend with. Even the suspension is designed to take up less space in the luggage compartment. But having two trunks isn't the only thing that makes our 2-seater unusual. Take

a look at its fiberglass top. It comes undone in seconds by simply undoing four clamps. And it fits back in place again almost as fast. It weighs only 136 pounds and stores snugly in the rear trunk, hardly taking up any space at all.

Being made of fiberglass has certain advantages, too. The top is waterproof and easy to clean. It can't rip like fabric. Keeps noise out, and in wintertime, heat in. And the rear window is made of glass, so it won't yellow.

In case you're wondering why we went to all this trouble in designing the 914, it's because we wanted it to be more than a two-seater sports car with unique styling and handling. So we gave it the added convenience of two trunks, and a breath of fresh air whenever you want it. And for that there is no substitute.





The Porsche 914 is a two-seater in the classic sports car tradition.

But unlike most classic two-seaters, you don't need a shoehorn to wedge yourself into it.

Its doors are big and wide. And inside there's 35" of headroom, 54" of shoulder room, 57" of hiproom. Enough room to handle just about anybody who comes along.

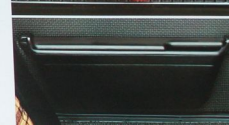
The seats slide way back, so you can stretch out just like a race driver. They're firm. Comfortable. And, to make driving even more comfortable, the driver's seat (not just the backrest) tilts up and down to four positions.

But there's more to comfort than seats. In every Porsche 914 there's a padded dashboard with clear, easy-to-read instruments. And the steering column has the turn signal, high beam, windshield wiper and washer controls built right on it. So you can operate all these vital controls without taking your hands off the steering wheel.

There's a fresh air heating and ventilating system that lets you choose the perfect combination of heat and fresh air for year-round comfort.

Another comfort feature is storage space. We gave the 914 plenty of it, to keep those take-along items handy, yet out of the way. On each door there's a roomy pocket. In the dash, a good-sized glove box. And between the seats, a console tray. And lots of extra space. So when you're driving, you're not rubbing elbows with your passenger. Unless, of course, you want to.

We could go on and on telling you how roomy the 914 is, but it's really something you can only find out by getting inside one. Stretching out. And seeing for yourself why, when it comes to two-seater comfort, there is no substitute for a Porsche.





Of course, there are times when you may want to make your 914 even sportier. That's why we offer these 914 choices.



Ask to see our 914s with performance or appearance groups or both. A 914 with performance group will be equipped with stabilizer bars front and rear and a front spoiler for improved high speed handling. A 914 with an appearance group includes a lightgrip sports steering wheel, A leatherette boot for the shift lever, A center console with a voltmeter, time clock and oil temperature indicator built into it. And a center storage com-

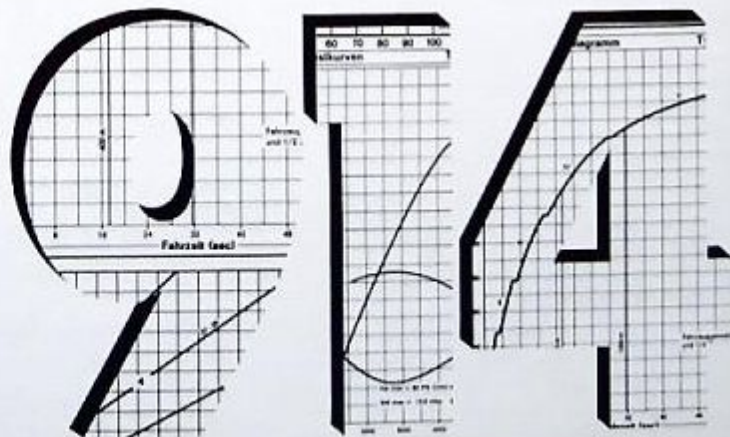
partment that'll hold lots of odds and ends, yet keep them neatly out of sight under its flip-down lid. Of course, there are options in addition to our two groups. Air conditioning, AM-FM radios, ski racks, side stripes. And more. Your Porsche dealer will be glad to show them to you. He knows all about sports cars. And how to make them even sportier.

**You've read a lot about the Porsche 914.
How well it performs. How comfortable it is.
And all you get with it.**

**But reading is one thing. Experience is
another.**

**That's why we'd like you to come into
our showroom and pick out a mid-engined
Porsche. Sit in it. Take a look at the engine.
Give it every kind of test you can think of.
But don't leave until you drive it. Because
driving is the best way to get to know a car.
And with the 914, there is no substitute.**

The Porsche 914. Technical Data. 1976



Engine

Number of cylinders	4
Bore/stroke	94/71 mm
Displacement	1971 cc (120.3 cu. in.)
Compression ratio	7.6:1
Output-Hp./SAE net	84 at 4900 rpm
Maximum torque	97 lb. ft. at 4000 rpm
Specific output-SAE net/liter	42 HP/liter

Engine design

Type	Horizontally opposed, 4-stroke cycle, air-cooled
Cylinders	cast iron
Cylinder heads	light alloy
Valve arrangement	overhead, parallel
Valve operation	central camshaft, pushrods and rockers
Camshaft drive	gear pinions
Crankshaft	4 main bearings
Cooling blower drive	mounted direct on crankshaft
Lubrication	forced circulation
Fuel supply	electric fuel pump
Mixture preparation	electronic fuel injection

Electrical equipment

Alternator/Battery	700 watt/12 volt - 45 amp/hour
Ignition	battery and coil

Transmission

Engine location	mid-engine, located in front of rear axle
Clutch	single, dry plate
Manual gear box	Porsche built synchromesh
Number of speeds	5 forward, 1 reverse
Rear axle ratio (number of teeth)	4.429:1 (7/31)

Chassis and suspension

Frame	molded-steel box section frame welded to self-supporting steel body shell
Front suspension	wishbones and shock absorber struts
Front springs	torsion bars
Rear suspension	independent, semi-trailing arms
Rear springs	coil springs, hollow rubber auxiliary springs

Chassis and suspension

Shock absorbers
Foot brake

Hand brake

Effective brake disc diameter - front:
rear:

Effective friction area

Rims

Tires

Steering

Capacities

Engine oil
Fuel tank

Windshield washer reservoir

Dimensions

Wheelbase

Load - front:
rear:

Length/width/height (unladen)

Ground clearance (loaded)

Turning circle diameter

Luggage compartment - front:
rear:

Weights

Unladen weight (DIN standard)

Permissible gross weight

Permissible axle load - front:
rear:

Performance

Maximum speed

Acceleration 0-100 km/h (0-62 mph.)

at DIN unladen weight + 1/2 payload

Fuel consumption*

914-20

telescopic, double-acting

4-wheel disc brakes, dual circuit

mechanical, operating on rear brakes

232 mm (9.1 in.)

240 mm (9.4 in.)

180 cm² (27.9 in.²)

5 1/2 Jx15 steel

165 HR15 tubeless

ZF rack and pinion

3.5 l (3.7 US qts)

62 l (16.4 US gals)

approx. 2.5 l (2.6 US qts)

2450 mm (96.5 inches)

1343 mm (52.9 inches)

1383 mm (54.4 inches)

4114/1650/1230 mm (162/65/48.4 in.)

130 mm (5.1 inches)

11 m (36 feet)

160 l (5.7 cu. ft.)

210 l (7.4 cu. ft.)

1000 kg (2205 pounds)

1220 kg (2690 pounds)

650 kg (1443 pounds)

650 kg (1443 pounds)

112 mph approx.

12 seconds

27.1 US mpg (32.5 mpg Imp)

