

THE NEW PORSCHE 911.
WITH THE 2.2 LITRE ENGINE



THEY ARE FASTER

– all three!

The Porsche 911 T now develops 142 b.h.p. (S.A.E.) with a maximum speed of 127 m.p.h. (205 Km/h) and accelerates from 0 to 62¹/₂ m.p.h. (100 Km/h) in 10 seconds.

The Porsche 911 E now develops 175 b.h.p. (S.A.E.) with a maximum speed of 137 m.p.h. (220 Km/h) and accelerates from 0 to 62¹/₂ m.p.h. (100 Km/h) in 8 seconds.

The Porsche 911 S now develops 200 b.h.p. (S.A.E.) with a maximum speed of 143 m.p.h. (230 Km/h) and accelerates from 0 to 62¹/₂ m.p.h. (100 Km/h) in 7,2 seconds.

A significant increase in overall performance results from the greater horse power developed by the 2.2-litre engine (previously 2-litres in capacity) and with the higher torque figures and more power available in the middle r.p.m. range, considerably improved acceleration times. This is especially advantageous where overtaking is concerned – possibly the major problem in today's congested road conditions.

Greater engine flexibility enables the Porsche to be at home in heavy traffic, without too much gear changing, as well as on the open road.

The Porsche is designed and built for hard

work. Maximum acceleration through the gears or consistently driving at the high cruising speeds of which it is capable will not worry your Porsche engine. As an indication of this, the piston speed at full power is relatively low in comparison with other high performance cars.

We have learned a great deal from our participation in competition – everything that has been proven in long-distance races, and the experience gained, has been incorporated in the new 911 series.





... WITH GREATER SAFETY

The greater the reserve of power in acceleration, the greater is the confidence of the driver when overtaking.

The Porsche 911 series possesses more power in reserve throughout the r.p.m. range than ever before – even cruising at 110 m.p.h. there is an immediate response of power when you tread on the accelerator.

The Porsche design concept featuring the engine at the rear, is especially advantageous in ensuring minimum wheelspin by virtue of the weight being over the driving wheels.

Outstanding acceleration demands equally outstanding braking power if acceleration is to be used in safety.

The Porsche 911 series have internally ventilated disc brakes on all four wheels and are for all practical purposes unaffected by heat variation. We test them on the hairpin bends of the roads in the Black Forest, using maximum braking on every corner, and then again and again.

In the same way as a racing driver takes the lead by outbraking a rival into a corner, you will always be able to brake later than other drivers on the road, and so maintain a higher average speed because Porsche brakes do not fade and

the short brake pedal movement remains constant.

Allied with this superior braking performance, the Porsche steering is light and positive with an immediate response – typical of all controls on a Porsche.

The Porsche is fitted as standard with many items of equipment, such as quartz iodine head-

lamps, to aid safer driving under all road conditions.

No other production car can match the combination of the outstanding success of the Porsche in competition (proven by 911 models consistently winning the G.T. category of the major International Championship races) and its international acceptance as the world's finest grand touring car.





targa

... BUT HIGH PERFORMANCE DOES NOT MEAN YOU HAVE TO ACCEPT DISCOMFORT

Of what use is a beautiful and fast sports car if it is not also comfortable? We have learned over the years that your peace of mind and, therefore, to a marked degree, your safety, are dependent on your being completely relaxed when driv-

ing. To this end the latest 911 models incorporate everything possible to ensure your comfort and, equally, that of your passenger.

The individual front seats provide excellent lateral support, together with a wide range of

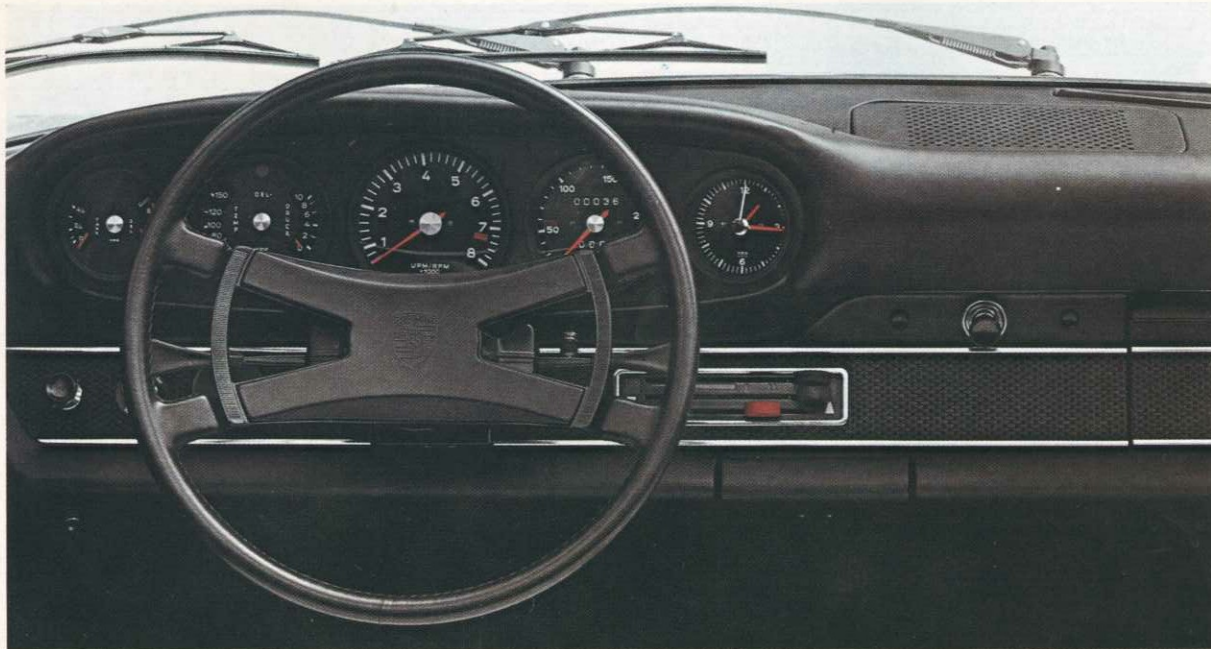
adjustment, so that a relaxed and perfect driving position is available to drivers of widely different physique. The well padded facia has easily read instruments, and the finger-tip controls are directly to hand.

In the event of an accident, the top and bottom sections of the three-part steering column can move in relation to one another, without transmitting the resultant shock. (Even if you never need to actually prove this point, it's still reassuring!)

Even a little stale air can result in a headache. The fresh air system of a Porsche has three fan speeds, the fastest of which can nearly ruffle your hair!

We are quite good about luggage accommodation – there is plenty of room inside the Porsche, while the front compartment under the bonnet provides about 7 cubic feet (200 litres) of space. In addition, the occasional rear seats can be folded down (one or both) and provide a further total of 8.7 cubic feet of luggage space.

All in all, one can be forgiven for forgetting also one of the world's most successful sports cars.



TECHNICAL DATA

COUPE/TARGA ¹⁾	911 T	911 E	911 S
Engine			
Number of cylinders	6	6	6
Bore/Stroke	84 mm/66 mm (3.31 in./2.60 in.)	84 mm/66 mm (3.31 in./2.60 in.)	84 mm/66 mm (3.31 in./2.60 in.)
Displacement	2195 ccm (134 cu. in.)	2195 ccm (134 cu. in.)	2195 ccm (134 cu. in.)
Compression Ratio	8.6:1	9.1:1	9.8:1
Output	142 SAE-HP (125 DIN-HP) at 5800 r.p.m.	175 SAE-HP (155 DIN-HP) at 6200 r.p.m.	200 SAE-HP (180 DIN-HP) at 6500 r.p.m.
Maximum Torque	18 mkp (130 ft.-lb.) at 4200 r.p.m.	19.5 mkp (140.8 ft.-lb.) at 4500 r.p.m.	20.3 mkp (146.6 ft.-lb.) at 5200 r.p.m.
Average Piston Speed	12.7 m/sec (2500 ft./min)	13.6 m/sec (2677 ft./min)	14.3 m/sec (2815 ft./min)
Specific Output	65 SAE-HP (57 DIN-HP)/litre	79 SAE-HP (70 DIN-HP)/litre	91 SAE-HP (82 DIN-HP)/litre
Engine Design			
Type	horizontally opposed 6, 4-stroke-cycle, air cooled		
Cylinders	cast iron	cast iron lines in finned light alloy jacket	
Cylinder Heads	light alloy	light alloy	light alloy
Valve Arrangement	overhead V	overhead V	overhead V
Valve Drive	through 1 overhead camshaft per bank of cylinders over rocker arms		
Camshaft Drive	by chain	by chain	by chain
Crankshaft	8 main bearings	8 main bearings	8 main bearings
Blower Drive		V-belt through alternator	
Lubrication	dry sump	dry sump	dry sump
Fuel Supply	electric fuel pump	electric fuel pump	electric fuel pump
Carburation	1 triple throat carburetor per bank of cylinders	mechanical fuel injection	mechanical fuel injection
Electric System			
Generator	alternator 770 W	alternator 770 W	alternator 770 W
Batteries	2x12 V 36 Ah	2x12 V 36 Ah	1x12 V/45 Ah
Ignition	high capacity discharge ignition		
Drive Train			
Location of Engine		at rear, behind axle	
Clutch		single dry plate	
Transmission	Porsche servo-thrust synchronization		
Number of speeds	4 forward ²⁾ , 1 reverse	5 forward, 1 reverse	5 forward, 1 reverse
Axle Ratio		4.429:1 (7/31)	
Capacities			
Engine	approx. 9 litres (19 US-pts.) heavy duty oil	approx. 9 litres (19 US-pts.) heavy duty oil	approx. 10 litres (21 US-pts.) heavy duty oil
Fuel Tank	62 litres (16.4 US-gall.)	62 litres (16.4 US-gall.)	110 litres ³⁾ (29 US-gall.)
Windshield Washer		about 2 litres (4 1/4 US-pts.)	
Chassis and Suspension			
Frame	welded, pressed steel sections unitized with body (self-supporting)		
Front Suspension	independent, with transverse control arms and telescopic hydraulic dampers		

COUPE/TARGA ¹⁾	911 T	911 E	911 S
Front Springing	torsion bar	self-levelling hydro-pneumatic spring and damper	torsion bar and stabilizer bar
Rear Suspension	independent, with longitudinal control arms; drive through half axle		
Rear Springing	transversely mounted round section torsion bar		
Shock Absorbers	double-action telescopic shock absorbers		
Service Brake	dual disc brakes with internally ventilated discs		
Hand Brake	mechanically acting on rear wheels (dual service drum brakes)		
Brake Disc Diameter, front	282 mm (11.1 in.)	282 mm (11.1 in.)	282 mm (11.1 in.)
Brake Disc Diameter, rear	290 mm (11.42 in.)	290 mm (11.42 in.)	290 mm (11.42 in.)
Total Effective Brake Swept Area (Service Brake)	210 cm ² (32.55 sq. in.)	257 cm ² (39.84 sq. in.)	257 cm ² (39.84 sq. in.)
Rims	5 1/2 Jx15 steel	6 Jx15 light alloy	6 Jx15 light alloy
Tires	165 HR 15	185/70 VR 15	185/70 VR 15
Steering	ZF rack and pinion		
Dimensions			
Wheel base	2268 mm (89.3 in.)	2268 mm (89.3 in.)	2268 mm (89.3 in.)
Track, front	1362 mm (53.6 in.)	1374 mm (54.1 in.)	1374 mm (54.1 in.)
Track, rear	1343 mm (52.9 in.)	1355 mm (53.4 in.)	1355 mm (53.4 in.)
Overall Length	4163 mm (163.9 in.)	4163 mm (163.9 in.)	4080 mm (160.6 in.)
Overall Width	1610 mm (63.4 in.)	1610 mm (63.4 in.)	1610 mm (63.4 in.)
Overall Height (unloaded)	1320 mm (51.96 in.)	1320 mm (51.96 in.)	1320 mm (51.96 in.)
Ground Clearance (loaded)	150 mm (5.91 in.)	150 mm (5.91 in.)	150 mm (5.91 in.)
Turning Circle		approx. 10.7 m (35 ft. 1 in.)	
Luggage Compartment		approx. 200 litres (7 cu. ft.)	
Weights			
Dry Weight	1020 kp (2250 lbs.)	1020 kp (2250 lbs.)	930 kp (2050 lbs.)
Maximum Permissible Weight	1400 kp (3086 lbs.)	1400 kp (3086 lbs.)	1400 kp (3086 lbs.)
Maximum Axle Load front	600 kp (1323 lbs.)	600 kp (1323 lbs.)	600 kp (1323 lbs.)
Maximum Axle Load rear	840 kp (1851 lbs.)	840 kp (1851 lbs.)	840 kp (1851 lbs.)
Trailer Load braked/unbraked	600/480 kp (1323 lbs./1058 lbs.)	600/480 kp (1323 lbs./1058 lbs.)	600/480 kp (1323 lbs./1058 lbs.)
Road Performance			
Top Speed	205 km/h (127 m.p.h.)	220 km/h (137 m.p.h.)	230 km/h (143 m.p.h.)
Power-to-weight ratio (1 person + dry weight)	7.7 kp/SAE-HP (16.9 lbs./SAE-HP)	6.2 kp/SAE-HP (13.6 lbs./SAE-HP)	5.0 kp/SAE-HP (11.0 lbs./SAE-HP)
Acceleration from 0 to 100 km/h (zero to 62 m.p.h.)			
DIN-dry weight + 1/2 loading	10.0 sec	8.0 sec	7.2 sec
Fuel Consumption (according to German Standard)	9 litres Super fuel/100 km (26.2 m.p.g.)	9.5 litres Super fuel/100 km (24.5 m.p.g.)	10.2 litres Super fuel/100 km (23 m.p.g.)

¹⁾ Targa only with left-hand drive ²⁾ 5 forward for Great Britain
³⁾ 62 litres for Great Britain in the road version (unless specially ordered)

VW-PORSCHE VERTRIEBSGESELLSCHAFT MBH · 7 STUTTGART · HEILBRONNER STRASSE 67