



# Porsche 911T, E, S





# Fast — but safer than ever.

We have learned a lot from motor sport. Everything that has proved its worth in cut-and-thrust competition and the experience we here gained — it's all in the new Porsche 911.

Not only to get you there before the rest.  
But to keep on getting you there.

The greater the reserves of power for acceleration a car possesses, the more confidently you can overtake other vehicles.

Porsche 911 cars have this vast power in reserve at all road speeds. Even if you floor the accelerator at 110 mph, you'll feel a vigorous thrusting forward.

You will be grateful, too, that the engine is

at the rear, not the front. Its weight presses down on the driving wheels and helps prevent wheelspin. (Something fast cars often suffer from.)

Even the liveliest cars are only as safe as their brakes. Porsche 911 models have internally ventilated disc brakes which are effectively immune to heat build-up. We tested them on the hairpin bends of Germany's Black Forest roads, with full brake applications at every corner — over and over again.

It may sound like a contradiction, but Porsche cars win so many races simply because they stop quicker. Since the brakes remain as

powerful as ever after repeated hard applications, braking distances are always equally short. You start to brake later than other drivers — in other words, you can drive faster longer! To which must be added the light-action, responsive steering of the Porsche 911, its standard equipment quartz-iodine headlights and many other features contributing to driving safety.

All of which will explain why today's Porsche enjoys equal success on both road and track.

A claim that other vehicles would find it difficult to match.





## But functional efficiency does not mean sacrificing comfort.

What use is the fastest, most elegant sports car if it lacks comfort? Remembering too that freedom from fatigue is a factor affecting your own safety.

In the Porsche 911, conditions are more than just bearable.

There are two comfortable front seats designed for ample lateral support. (No need to cling to the steering wheel when cornering fast.)

Next, a padded facia with easily read, non-glare circular instruments and minor controls laid out to avoid risk of confusion.

And unique among present-day cars, a

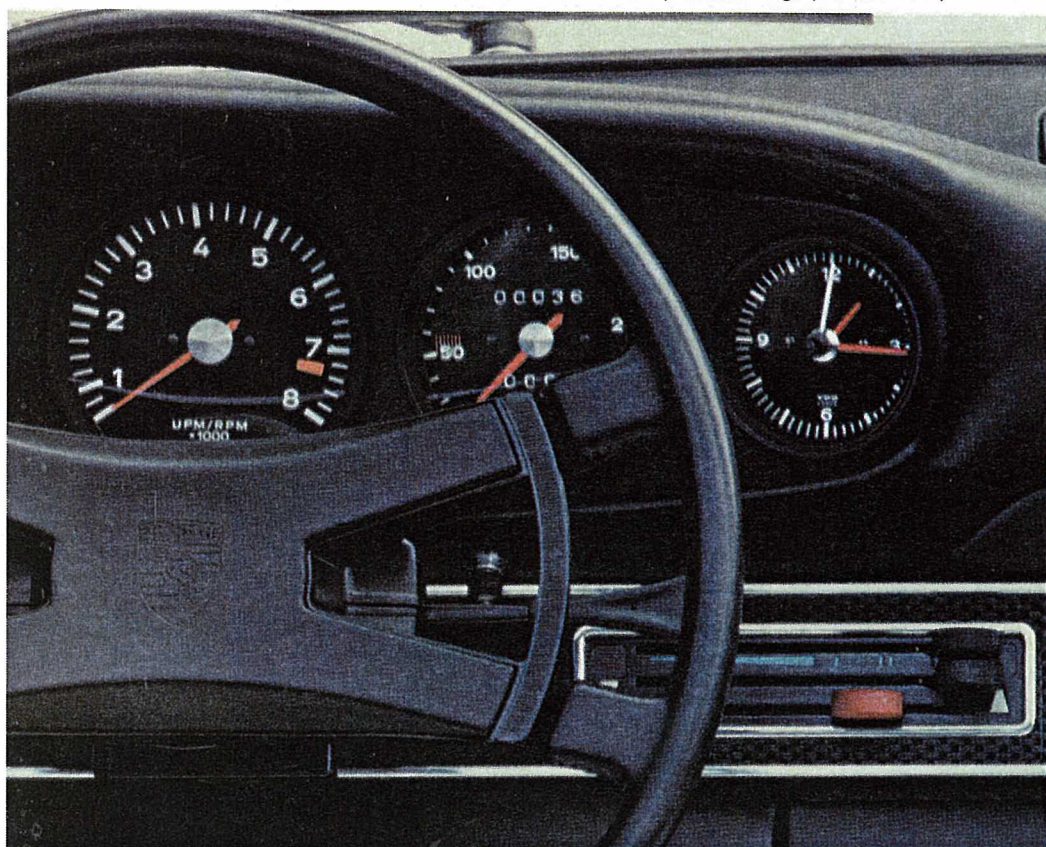
three-section safety steering column with two universal joints. This means that the force of a frontal impact is deflected, since the upper and lower sections of the steering column slide past each other. (A reassuring fact even if you never get round to testing it yourself!)

Nor will you finish each journey with a headache caused by stale air inside the car. The Porsche fresh air blower has 3 speeds, the fastest of which can – almost – ruffle your hair!

We took a generous line concerning luggage accommodation. Although there is plenty of room inside the Porsche, we have also provided 7 cu. ft. of luggage space in the front compart-

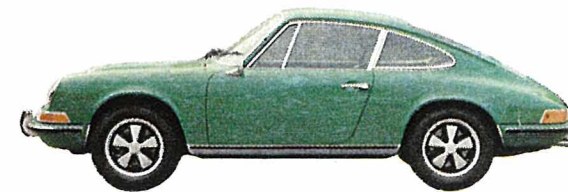
ment. If you need more space from time to time, just fold down the occasional rear seats to provide a further 8.8 cu.ft. luggage compartment.

As you see, it's quite easy to forget that this luxurious grand touring vehicle is also one of the world's most successful sports cars.





# Technical features in detail



Coupé/Targa	911 T	911 E	911 S
<b>Engine</b>			
Number of cylinders	6	6	6
Bore/stroke	84/66 mm (3.31/2.60 in.)	84/66 mm (3.31/2.60 in.)	84/66 mm (3.31/2.60 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 (DIN)	125 HP/5800 RPM	155 HP/6200 RPM	180 HP/6500 RPM
Max. torque	18 mkp (130 ft/lb) (4200 RPM)	19.5 mkp (140.8 ft/lb) (4500 RPM)	20.3 mkp (146.6 ft/lb) (5200 RPM)
<b>Electrical system</b>			
Generator	770 W alternator	770 W alternator	770 W alternator
Batteries	2 × 12 V/36 Amp/hr	2 × 12 V/36 Amp/hr	2 × 12 V/36 Amp/hr
<b>Brakes</b>			
Foot brake	4 wheel dual circuit disc brakes	4 wheel dual circuit disc brakes	4 wheel dual circuit disc brakes
<b>Filling capacities</b>			
Engine oil	app. 9 litres (9.5 US quarts, 16 Imp. pints)	app. 9 litres (9.5 US quarts 16 Imp. pints)	app. 10 litres (10.5 US quarts, 17.5 Imp. pints)
Fuel tank	62 litres (16.4 US gal, 13.6 Imp. gal.)	62 litres (16.4 US gal, 13.6 Imp. gal.)	62 litres (16.4 US gal, 13.6 Imp. gal.)
<b>Dimensions</b>			
Wheelbase	2268 mm (89.3 in.)	2268 mm (89.3 in.)	2268 mm (89.3 in.)
Track front/rear	1362/1343 mm (53.6/52.9 in.)	1374/1355 mm (54.1/53.4 in.)	1374/1355 mm (54.1/53.4 in.)
Length	4163 mm (163.9 in.)	4163 mm (163.9 in.)	4163 mm (163.9 in.)
Width	1610 mm (63.4 in.)	1610 mm (63.4 in.)	1610 mm (63.4 in.)
Height (unladen)	1320 mm (52.0 in.)	1320 mm (52.0 in.)	1320 mm (52.0 in.)
Ground clearance	150 mm (5.9 in.) (laden)	150 mm (5.9 in.) (laden)	150 mm (5.9 in.) (laden)
Turning circle	app. 10.7 m (35 ft. 1 in.)	app. 10.7 m (35 ft. 1 in.)	app. 10.7 m (35 ft. 1 in.)
Rims	5½ J × 15 (steel)	6 J × 15 (light alloy)	6 J × 15 (light alloy)
Tires	165 HR 15	185/70 VR 15	185/70 VR 15
Luggage compartment	200 litres (7 cu. ft.)	200 litres (7 cu. ft.)	200 litres (7 cu. ft.)
<b>Weights</b>			
Dry weight (DIN)	1020 kp (2250 lb.)	1020 kp (2250 lb.)	1020 kp (2250 lb.)
Permissible gross.	1400 kp (3085 lb.)	1400 kp (3085 lb.)	1400 kp (3085 lb.)
<b>Performance</b>			
Top speed	205 kph (127 mph)	220 kph (137 mph)	230 kph (143 mph)
Acceleration 0–100 kph (0–62 mph)	10.0 sec.	8.0 sec.	7.5 sec.
Fuel consumption (DIN standard test)	9 litres Super/100 km (26.2 US mpg, 31.4 Imp. mpg)	9.5 litres Super/100 km (24.5 US mpg, 29.8 Imp. mpg)	10.2 litres Super/100 km (23 US mpg, 27.8 Imp. mpg)

VW-PORSCHE VERTRIEBSGESELLSCHAFT MBH · 7 STUTTGART 1 · HEILBRONNER STRASSE 67



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