VW and Porsche present the no-compromise sports car:

VW-Porsche 914.

With the VW-Porsche a new epoch
in the history of the sports car begins.

How it began: Germany's large and smallest car manufacturers decided to build a totally new, thoroughbred sports car.

The overall concept of the car would be in the true Porsche tradition. It was to become available at a price which more than the fortunate few could afford.

The result: the VW Porsche 914.

Developed under conditions unique in sports car production, a completely new design, yet incorporating at the same time many years of Porsche racing success and more than 20 years Volkswagen experience in the building of mass-produced cars to high quality standards.

There may well be cars with comparable road performance. For that matter, there other cars available at some competitive price. But you will scarcely find another car offering so many worthwhile features as the VW Porsche 914.

Quite apart from roadholding to outstanding car standards, it provides all the pleasant features of the well equipped saloon which go towards making driving more agreeable.

And for this reason the workmanship is of the exceptionally high quality people have come to expect from VW Porsche.

After all, this is an exceptional car in so many respects.

The co-operation between VW and Porsche has resulted in a sports car concept to which there is no alternative in performance, quality and price.

Racing successes of recent years have proved that the best possible roadholding is obtained from a mid-engined design.
Which is why the VW-Porsche 914 is a mid-engined car

The principle of the golden mean, the "middle way" through life seems to have impressed car designers increasingly in recent times.

Almost every current racing car is mid-engined. Any design which still clung to the earlier front-engined principle would be well and truly left behind by the entire field at the very first bend.

Why is this?

For a number of reasons, the mid-engine principle puts the car's centre of gravity just where it's wanted, and makes for ideal weight distribution. As a result, roadholding is excellent under all conditions.

What is more, the mid-engine enables frontal area to be kept low, so that a more aerodynamic body can be built.

The load supported at each wheel is more even. Rear wheel locking as a result of weight shift when braking can be avoided.

Finally, the mid-engine permits a long wheelbase without excessive body overhang, and reduces the moment inertia around the vertical axis.

The outcome: true directional stability, with the car following even when steering wheel movements such as are encountered on an artificial slalom course.

Because the VW-Porsche engine is neither at the front nor at the rear, it lacks quite a few of the disarming characteristics other cars possess.

For instance the habit of understeering or oversteering.

Understeering is when the slip angle of the front wheels exceeds that of the rear wheels. In practice this means that as cornering speed increases the car tries to move towards the outside of the bend unless the driver does something to stop it.

Oversteering is just the reverse: rear wheel slip angle is greater than front, so that the car tends to point its nose in towards the centre of the bend.

In the VW Porsche 914 you can tackle any corner in confidence. Its behaviour is strictly neutral.

In conjunction with the ideally situated centre of gravity, excellent weight distribution, wide track and sophisticated suspension with semi-trailing arms at the rear, this means astonishing lateral stability even for a sports car.

On top of this, the steering is exceptionally light in action and quick to respond to wheel movement, so that no great effort is needed to hurry the car through the tightest series of bends.

All these advantages derive directly from the mid-engine position.

You may be wondering by now why, if all this is so, the mid-engine position has not mostly removed the prerogative of pure racing cars, instead of appearing in every new car?

The answer is quite simple: a matter of space. On the VW Porsche this space is just where the average car has its rear seats.

Oversteer, understeer, side winds, tail skids - all expressions that lose most of their meaning when you drive a mid-engined car.

No-compromise design means no rear seats. Which is why the individual seats of the VW-Porsche 914 are masterpieces of comfort, space and safety.

The old assumption that sports cars don't "hold the road" without real hard suspension may indeed be true of most traditional sports cars.

But not of the VW-Porsche 914.

First of all, its perfect weight distribu- tion enables spring rates to be chosen for comfort as well as wheelgrip. Se- condly, its seats are right in the middle of the car, where suspension comfort is highest.

And the seats themselves deserve a word or two of praise.

The anatomically correct shape and extended seat cushions ensure excep- tional comfort. And the raised padded edges provide ample lateral support when cornering without any need for the driver to end up clinging to the steer- ing wheel.

And there's more to come: the seats have specially shaped headrests and removable seat cushions. The driver's seat has fore-and-aft adjustment and four different height settings. The pas- senger's seat is fixed, and an adjust- able footrest panel is provided.

The VW-Porsche's passenger com- partment is fully trimmed through- out, with carpeted floor.

Luxurious interior equipment, includ- ing for example a fresh-air heating and ventilation system with continuously adjustable output and three-speed blower, built-in stale air extraction, and any number of smaller details, fea- tures all ensure that the longest jour- neys never become too long.

The VW-Porsche 914 has one of the safest body designs you could conceive of. With the engine in the middle, it can not transmit the force of a collision to the rest of the body. Front and rear sections are free to crumple to a carefully determined extent in concertina fashion, and absorb the greater part of the impact.

The remaining element in the design is an exceptionally rigid passenger safety cell, which resists distortion and also incorporates carefully designed interior equipment to reduce the risk of occupant injury.

The facia panel is padded at its upper and lower edges, and free from sharp-edged protrusions.

The rack and pinion steering has a three-section safety column with angled universal joints which ensure that the upper and lower sections slide safely past each other in a severe impact.

The large-area interior mirror with anti-dazzle mechanism is released from its mounting immediately if struck, to prevent injury to the occupants.

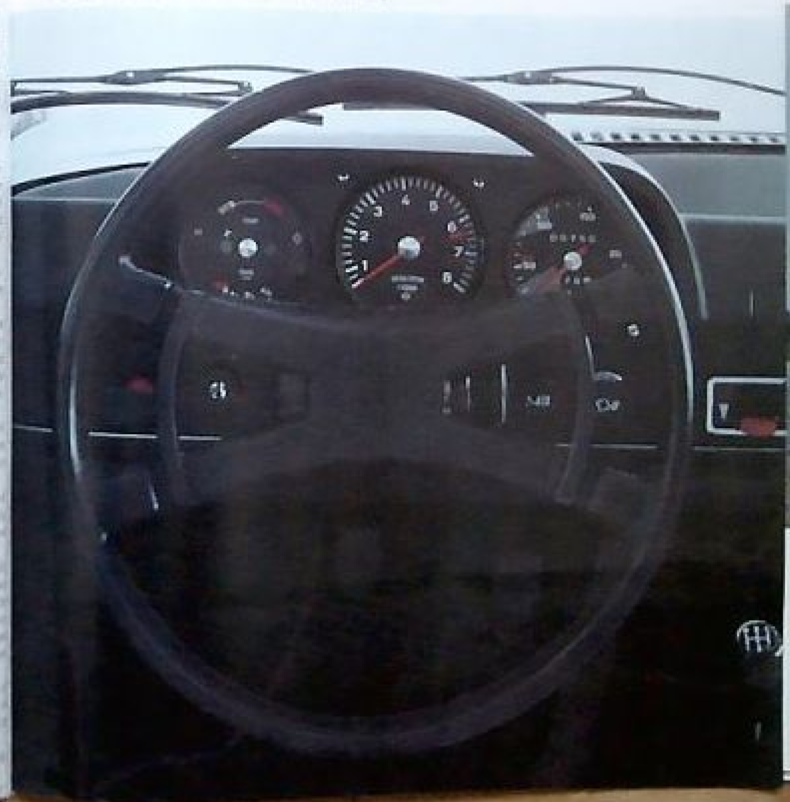
The instrument dials are [illegible] and non-reflecting. Controls are [illegible] positioned to avoid confusion, and have resilient knobs.

The screenwipers cover an [illegible] large area and stay on the windscreen even at high speeds. They are [illegible] a screenwasher with two double [illegible] nozzles, the four powerful water [illegible] from which keep the entire windscreen clean when the roads are wet.

The VW-Porsche 914 has a [illegible] other, similar safety features. Most of which we hope you will never need put to the test.

But it is comforting to know they are there.

The passenger compartment is designed as a protective safety cell. The interior equipment incorporates the latest research into passive safety.



The VW-Porsche 914 has a safety roll bar.
This not only makes it a safer hardtop.
But also a safer open touring car.

The VW-Porsche is hardtop and convertible rolled into one.

The safety roll bar is not just there to give the body torsional rigidity and the occupants accident protection.

In conjunction with the high, multiple-curved windscreen, it also ensures open-car driving without draughts and with a minimum of wind noise.

The rigid plastic roof panel of the VW-Porsche (which incidentally saves you the money for a separate hardtop) can be removed in a few easy movements. In a matter of seconds it can be stored in the rear luggage compartment by suspending directly beneath the lid. In this position it occupies only an inch or two of the usable luggage space.

And re-installing the roof is just as easy and quick.

Not forgetting that this is a proper, rain-locking roof. More weather-resistant than a folding top. And providing such a perfect seal that no cracks remain through which the wind can whistle.

When this roof is closed, it's really closed. And when it rains outside, that's just where the rain stays – outside. Even in ice and snow, you can leave the car out in the street without fearing the consequences.

After all, the VW-Porsche is not just a car to have fun in all summer long.

When summer has gone, you can enjoy driving it as a hardtop too.

The 210 litre (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 litres (8.8 cu. ft) capacity at the rear is something quite out of the ordinary.

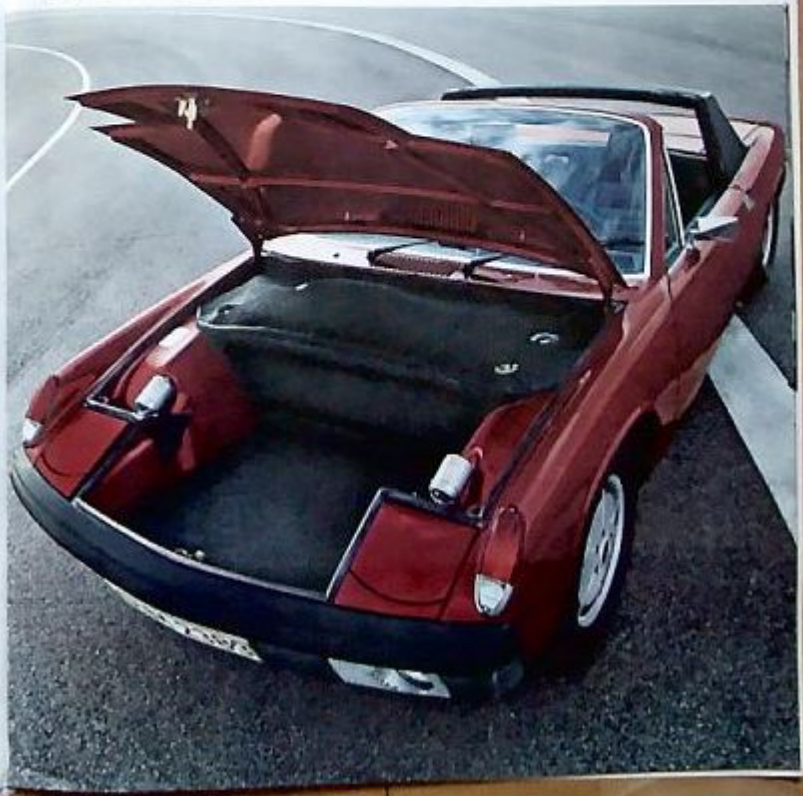
And competition for quite a few medium-sized family saloons.

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' sake, but to ensure that your suitcases finish the journey as presentable 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.



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

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 exacting 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 cellulose plant is used, in which the bodyshell and the paint droplets in the dip tank are electrically charged.

The bodyshell positive, the paint negative.

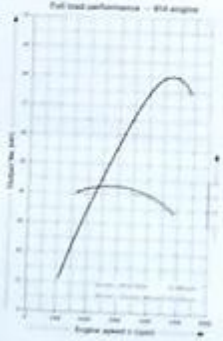
The result is an electric force field in which the paint is attracted on to the metal panels, and penetrates into the most inaccessible corners and cracks. This is the only reliable way to ensure that every section of the bodywork is covered by an uninterrupted paint layer of absolutely even thickness, 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.

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



The 914 engine gets you from 0 to 100 kph (62 mph) in 12 seconds.

Top speed is 177 kph (110 mph).

The 4 cylinder engine has electronically controlled fuel injection. Sensors are provided to measure intake manifold depression, throttle butterfly angle, 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 4900 rpm. Piston speed is low, at only 10.6 metres/sec. (2086 ft/min). Coupled with a compression ratio of 8.2 : 1, also below the average value, this ensures exceptionally long life.

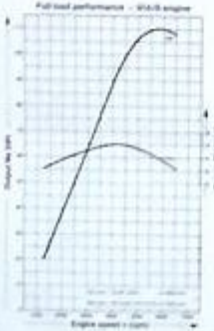
The mid-engine layout has the power unit itself in front of the rear axle, combined with clutch, gearbox and final drive to form a single unit.

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

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 service.

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



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 triple choke downdraught carburettors is mounted in the mid-engine position in front of the rear axle, and combined with clutch, gearbox and final drive to 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 running freely up to high speeds, and possessing enormous output reserves. Despite the fact that it develops 110 HP (DIN), it is rated conservatively 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.

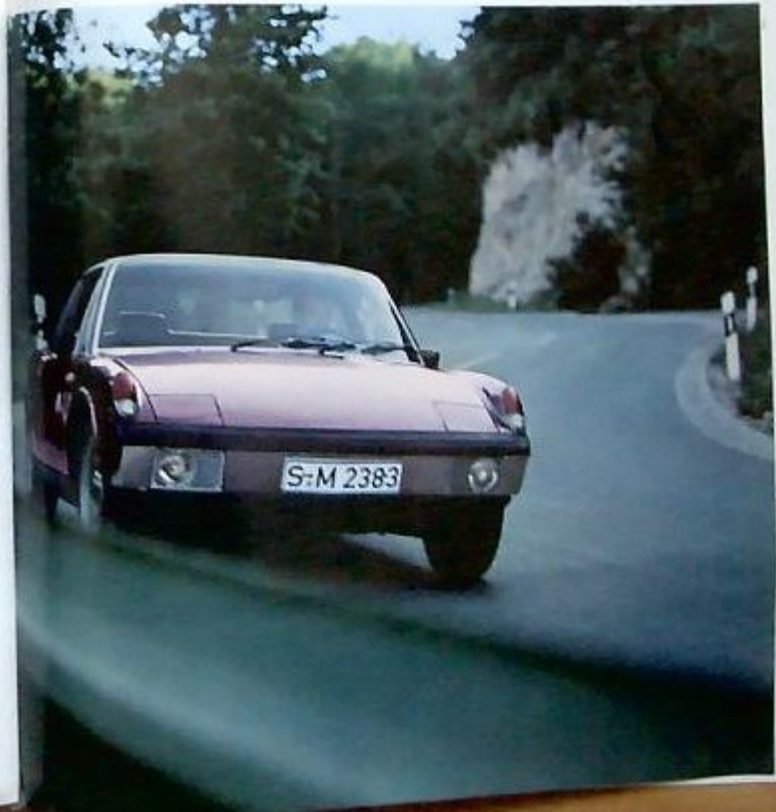
The chassis and running gear has been matched to the higher performance, with many strengthened components. For example, the front brakes have ventilated discs, wider rims are specified and high speed tyres fitted.

The 914/6 instruments are more comprehensive. The stream-wipers, for example, have three operating speeds, a more powerful alternator is installed, a hand throttle lever provided and many more practical features such as these.

In addition, there is a bit more chrome trim 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.

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



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

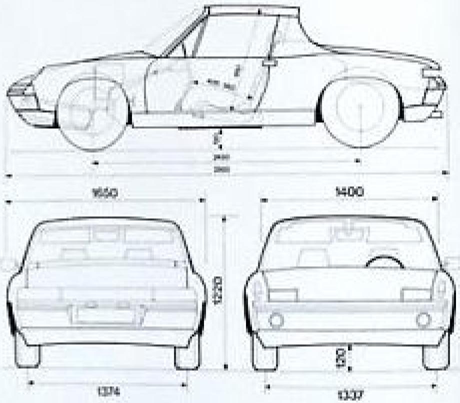
Its noteworthy features are very short gear lever travel and quick acting synchromesh. As well as ratios chosen to match the specification of car and power unit perfectly.

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 doing the gearbox some unacceptable harm. 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 competitions themselves.

They know a good thing when they see one.

Porsche also developed the Sportomatic. No clutch pedal, just a gear lever switch in the knob operating an electro-pneumatic gearshift clutch. You select one of four forward speed ranges. Sportomatic means that you can drive gently in comfort - you need no longer work the clutch pedal. But you can also drive fast and enthusiastically - yet change gear when you choose.



VW-Porsche	914	914/6
Engine		
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 ccm (102.3 cu.in.)	1991 ccm (121.5 cu.in.)
Compression Ratio	8.2 : 1	8.6 : 1
Engine Output	85 SAE-HP (80 DIN-HP) at 4900 r.p.m.	125 SAE-HP (110 DIN-HP) at 5800 r.p.m.
Max. Torque	13.6 mkp (112.5 lbs. ft.) at 2700 r.p.m.	16 mkp (131 lbs. ft.) at 4200 r.p.m.
Average Piston Speed	10.7 m/sec. (2100 ft./min.)	12.7 m/sec. (2500 ft./min.)
Specific Output	51.5 SAE-HP (48 DIN-HP)/liter	62.5 SAE-HP (55 DIN-HP)/liter
Engine Design		
Type	horizontally opposed, 4-stroke, air cooled	
Cylinders	cast iron	
Cylinder Heads	light alloy	
Valve Arrangement	overhead	overhead in V
Valve Drive	pushrods	1 ohc per bank of cylinders
Camshaft Drive	gear type	by double chain
Crankshaft	4 main bearings	8 main bearings
Blower Drive	directly through crankshaft	V-belt through alternator
Lubrication	pressure lubrication	dry sump
Fuel Supply	electric fuel pump	
Carburetion	electronic fuel injection	triple throat carburetors, 1 per bank of cylinders
Electrical System		
Generator	alternator 770 W	alternator 770 W
Battery	12 V / 45 Ah	12 V / 45 Ah
Ignition	battery and coil	high capacity discharge ignition
Drive Train		
Location of Engine	mid-engine, in front of rear axle	
Clutch	single dry plate	
Transmission	Porsche servo-thrust synchronization	
Number of Speeds	5 forward, 1 reverse	
Axle Ratio	4.429 : 1 (7/31)	
Chassis and Suspension		
Frame	welded, pressed steel sections unitized with body (self-supporting)	
Front Suspension	independent, with transverse control arms and telescopic hydraulic dampers	
Front Springing	torsion bars	
Rear Suspension	longitudinal, control arms	
Rear Springing	coil springs, with rubber buffers	
Shock Absorbers	double-acting telescopic shock absorbers	
Service Brake	dual disc brakes on all wheels	front, internally ventilated discs

VW-Porsche	914	914/6
Hand Brake	mechanical disc brake, on rear wheels	
Brake Disc Diameter front	281 mm (11.0 in.)	282.5 mm (11.12 in.)
rear	282 mm (11.1 in.)	286 mm (11.26 in.)
Total Effective Brake Swept Area (Service Brake)	180 cm² (28 sq. in.)	210 cm² (32.55 sq. in.)
Rims	4½ J x 15 steel	5½ J x 15 steel
Tires	155 SR 15 tubeless	165 HR 15 with tube
Steering	ZF rack and pinion	
Capacities		
Engine	approx. 3.5 liters (3.75 qts.) HD oil	approx. 9 liters (9.5 qts.) HD oil
Fuel Tank	62 liters (16.4 US-gall.)	
Windshield Washer	about 2.5 liters (2.65 qts.) pneumatic	about 2.8 liters (3.0 qts.) electric
Dimensions		
Wheel Base	2450 mm (96.5 in.)	2450 mm (96.5 in.)
Track, front	1337 mm (52.8 in.)	1361 mm (53.6 in.)
Track, rear	1374 mm (54.3 in.)	1382 mm (54.5 in.)
Overall Length	3985 mm (157.0 in.)	3985 mm (157.0 in.)
Overall Width	1650 mm (65.0 in.)	1650 mm (65.0 in.)
Overall Height (unloaded)	1230 mm (48.4 in.)	1240 mm (48.8 in.)
Ground Clearance (loaded)	120 mm (4.7 in.)	128 mm (5.4 in.)
Turning Circle	approx. 11.0 m (36.0 ft.)	approx. 11.0 m (36.0 ft.)
Luggage Compartment	front approx. 210 l (7.35 cu. ft.) rear approx. 250 l (8.75 cu. ft.)	
Weights		
Dry Weight	900 kp (1982 lbs.)	940 kp (2070 lbs.)
Maximum Permissible Weight	1200 kp (2687 lbs.)	1260 kp (2780 lbs.)
Maximum Axle Load front	650 kp (1430 lbs.)	650 kp (1430 lbs.)
rear	650 kp (1430 lbs.)	700 kp (1540 lbs.)
Road Performance		
Top Speed	177 km/h (110 mph)	201 km/h (125.5 mph)
Power-to-weight-ratio (1 Person + dry weight)	11.20 kp DIN-HP (25.2 lbs./SAE-HP)	8.5 kp DIN-HP (19.5 lbs./SAE-HP)
Acceleration from 0 to 100 km/h (zero to 62 mph) DIN-dry weight + ½ loading	13.0 sec.	9.9 sec.
Fuel Consumption acc. to German Standard	8 liters Super fuel/100 km (29.4 mpg)	9 liters Super fuel/100 km (26.2 mpg)

The models showed 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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PORSCHE

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

Active and passive safety

In the VW-PORSCHE 914 cars all the experience gained by both VW and PORSCHE during their safety research programs has been incorporated.

We refer to all design features or design-influenced characteristics which serve to prevent accidents as 'active' safety measures, whereas all design features intended to reduce the effect of accidents once they occur are described as 'passive' safety measures.

Active safety

VW-PORSCHE cars have a very low center of gravity, exceptionally good weight distribution with almost exactly 50% of the weight on the front wheels and 50% on the rear wheels, and a standard 5-speed gearbox to ensure that engine power can always be used to best effect and for maximum acceleration. These built-in reserves of roadholding ability and accelerating power help to reduce the element of danger when a tricky road situation is encountered, and provide increased security by cutting down overtaking times.

Even after repeated emergency applications from high speed, the four large-diameter disc brakes continue to operate at maximum efficiency. On the VW-PORSCHE 914/6 the increased available performance has been taken into account by the provision of ventilated front brake discs.

Dual brake circuits ensure adequate braking effect even if one circuit should fail.

A brake pressure limiting valve prevents overbraking at the rear, so that the tail cannot swing wide if the rear wheels lock during a violent brake application.

The excellent straight-running characteristics of the VW-PORSCHE 914 models and their light action direct steering enable the car to be steered out of the way of sudden obstacles without loss of stability.

The sports seats with built-in head restraints are anatomically correct in shape, and provide good lateral support for fast corneirng without restricting the freedom of movement necessary for fast reactions in an emergency. The driver's seat has ample adjustment facilities to suit any driving position and thus prevent premature fatigue on long journeys. Draft-free forced stale air extraction from the car's interior is another factor helping to reduce driver fatigue by continuously changing the air supply.

Well placed controls and switches, clearly marked with symbols indicating their functions, clearly visible, non-glare instrument dials and halogen additional headlamps all make

their contribution to safe, relaxed driving. The two-speed (914) or three-speed (914/6) windshield wipers with their matt black wiper arms and the combined wiper-washer unit ensure clear vision at all times and thus adequate information concerning the movements of other traffic and the state of the road.

Passive safety

VW-PORSCHE 914 models include a host of measures designed to reduce the effect of accidents – contributions to passive safety.

The laminated windshield, the three piece cranked steering column, the impact absorbent steering wheel with recessed boss and large-area padded horn push are all planned to give the driver and passenger maximum possible protection in the event of an accident.

The dashboard is padded at its upper and lower edges, and all switch knobs are either recessed or else made from resilient material. This will largely prevent minor injury in the event of a violent collision.

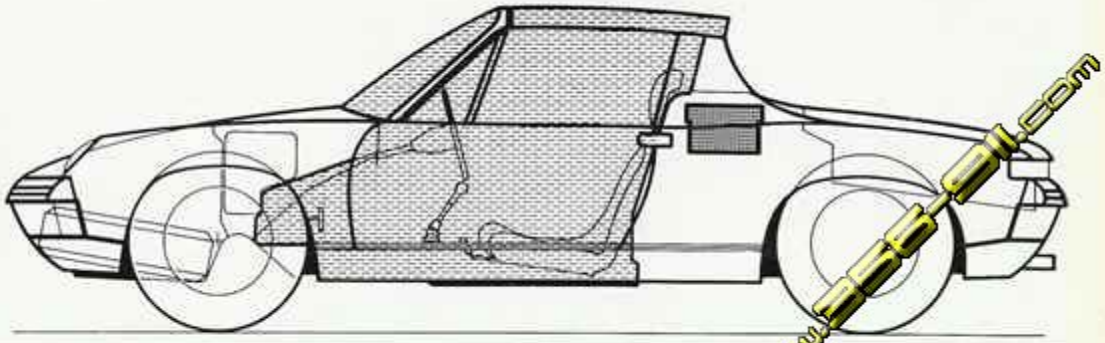
The fuel tank is located in an impact-proof zone behind the front luggage compartment and the spare wheel, and is scarcely likely to suffer damage in an accident.

The front and rear sections of the all-steel load bearing bodyshell are designed to deform easily and absorb impact energy, while the passenger compartment forms a torsionally rigid safety cell inside the main bodyshell. The safety roll bar which forms an integral part of the body spans the rear of the passenger compartment even when the roof is removed, and thus ensures the occupants of protection at all times.

Sports seats with head restraints.

Padded dashboard.

Torsionally rigid safety passenger cell.

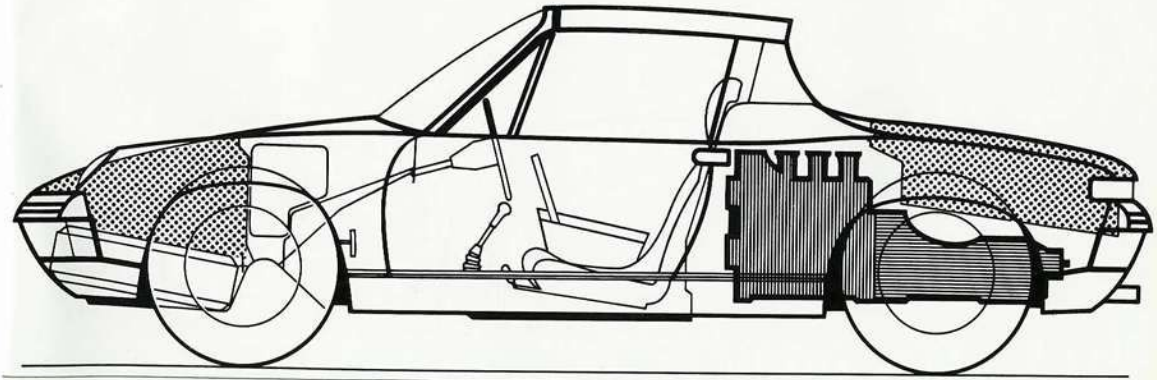


What are the differences between the VW-PORSCHE 914 and 914/6 models?

	914	914/6
Engine	4 cylinders, 1.7 liters, 80 HP, electronic fuel injection	6 cylinders, 2 liters, 110 HP, carburetors
Instruments	Tachometer 0–7000 rpm	Tachometer 800–8000 rpm
	Speedometer 0–200 kph (0–125 mph)	Speedometer 20–250 kph (10–160 mph)
	Ignition-starter switch on steering column	Oil temperature gauge Ignition-starter switch on dashboard, connected to steering column
		* Twintone horns
		Laminated safety glass windshield
		Hand throttle lever
	Two speed wipers	Three speed wipers
	Pneumatic windshield washer with push button in wiper switch on dashboard	Electric windshield washer with lever operated switch on steering column
Exterior equipment	Safety roll bar painted same color as rest of car	* Safety roll bar covered with textured black leatherette
	Bumpers painted same color as rest of car	* Bumpers chromium plated
Brakes		Ventilated front discs
Wheels	4½ J x 15 steel rims	5½J x 15 steel rims
Tires	155 SR 15 tubeless	165 HR 15 with tube

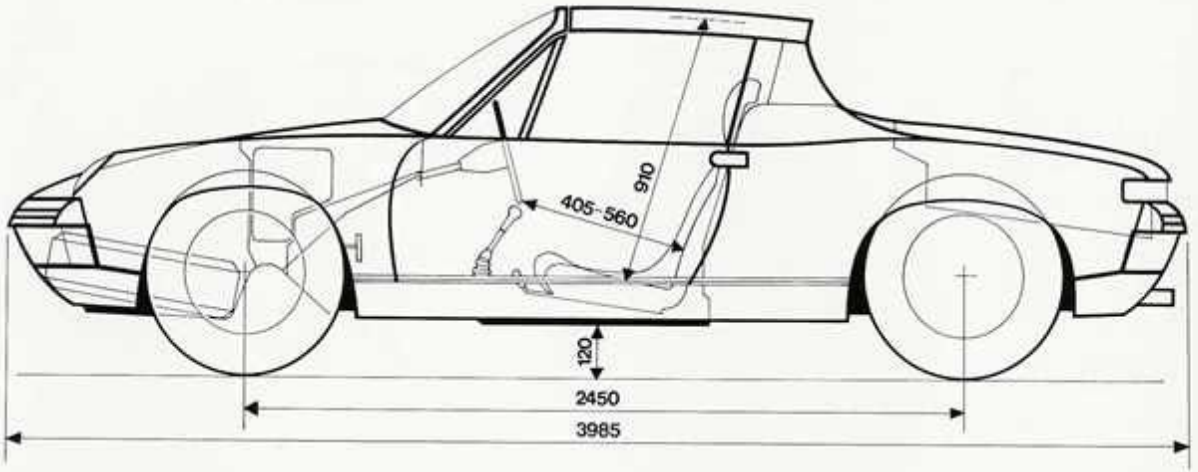
* Optional on 914 if 'S' pack is specified.

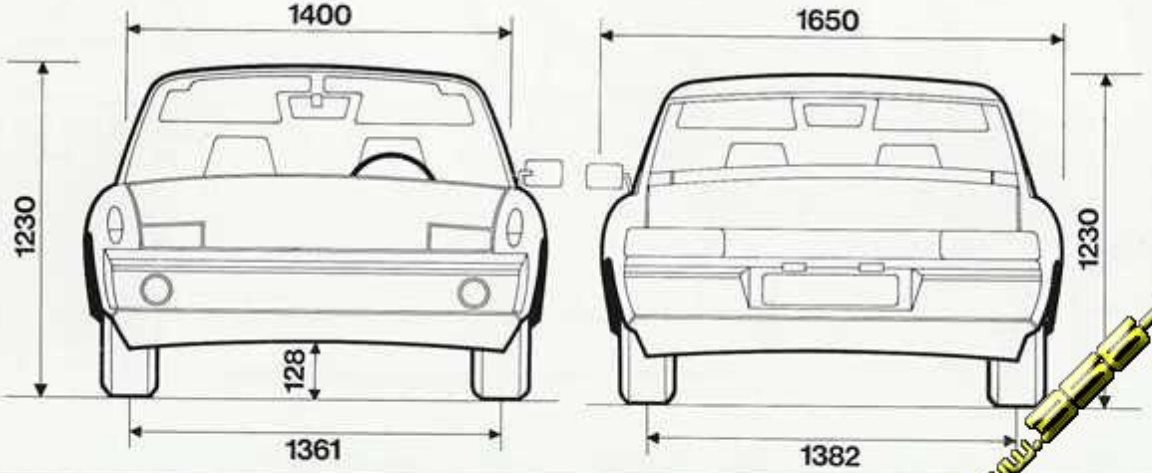
Sectional view of 914, showing mid-engine position, transmission and luggage compartments.



914 914/6

VW-PORSCHE 914 — dimensions in mm





VW-PORSCHE		914	914/6
Engine	Number of cylinders	4	6
	Bore x stroke	90 mm (3.54 in.) x 66 mm (2.6 in.)	80 mm (3.15 in.) x 66 mm (2.6 in.)
	Displacement	1679 cc (102.4 cu.in.)	1991 cc (121.5 cu.in.)
	Compression ratio	8.2:1	8.6 : 1
	Output (DIN)	80 HP at 4900 rpm	110 HP at 5800 rpm
	Max. torque	13.6 mkp (98.3 lb/ft) at 2700 rpm	16 mkp (115.7 lb/ft) at 4200 rpm
	Mean piston speed	10.7 m/sec (2106 ft/min.)	12.7 m/sec (2502 ft/min.)
	Output per liter	48 HP	55 HP
Engine design	Layout	Air cooled four-stroke spark ignition, horizontally opposed	
	Cylinders	Gray cast iron	Gray cast iron
	Cylinder heads	Light alloy	Light alloy
	Valve arrangement	Overhead, parallel	Overhead, V layout
	Valve operation	Central camshaft, pushrods and rockers	Rockers, 1 overhead camshaft per cylinder bank
	Camshaft drive	Gear pinions	Chain
	Cooling blower drive	Mounted direct on crankshaft	Vee belt (also driving generator)
	Lubrication	Forced circulation	Dry sump
	Fuel supply	Electric fuel pump	Electric fuel pump
	Mixture preparation	Electronic fuel injection	1 triple carburetor per cylinder bank
Electrical equipment	Alternator	770 Watt	770 Watt
	Battery	12 V 45 Amp/hr	12 V 45 Amp/hr
	Ignition	Battery and coil	High tension battery-capacitor
Transmission	Engine position	Mid-engine, in front of rear axle	
	Clutch	Single dry plate	
	Manual gearbox	Porsche baulk synchromesh	
	Number of speeds	5 forward, 1 reverse	
	Rear axle ratio (number of teeth)	4.429:1 (7:31)	
Chassis and suspension	Frame	Welded pressed steel box section frame welded to load bearing all-steel bodyshell	
	Front suspension	Wishbones and shock absorber struts	
	Front springs	Torsion bars	
	Rear suspension	Semi-trailing arms	
	Rear springs	Coil springs, hollow rubber auxiliary springs	
	Shock absorbers	Telescopic, double-acting	
	Foot brake	Dual circuit, discs on all 4 wheels	ventilated front discs
	Handbrake	Mechanical, operating on rear brake discs	
	Brake disc, extl. dia. front/rear	281 mm (11 in.) / 282 mm (11.1 in.)	282.5 mm (11.15 in.) / 286 mm (11.3 in.)
	Effective friction area (foot brake)	180 sq.cm (27.9 sq.in.)	210 sq.cm (32.6 sq.in.)
	Rims	4½ J x 15 steel	5½ J x 15 steel
	Tires	155 SR 15 tubeless (option: 165 SR 15)	165 HR 15 with tube
	Steering	ZF rack and pinion	ZF rack and pinion
Capacities	Engine oil	3.5 liters (3.7 US qts, 6.2 Imp. pints)	9 liters (9.5 US qts, 15.8 Imp. pints)
	Fuel tank	62 liters (16.4 US gal., 13.6 Imp. gal.)	62 liters (16.4 US. gal., 13.6 Imp. gal.)
	Windshield washer reservoir	approx. 2.5 liters (2.6 US quarts, 4.4 Imp. pints); pneumatic	approx. 2.8 liters (3 US quarts, 4.9 Imp. pints); electric pump
Dimensions	Wheelbase	2450 mm (96.8 in.)	2450 mm (96.8 in.)
	Track, front	1337 mm (52.6 in.)	1361 mm (53.6 in.)
	Track, rear	1374 mm (54.1 in.)	1382 mm (54.4 in.)
	Length	3985 mm (156.9 in.)	3985 mm (156.9 in.)
	Width	1650 mm (65 in.)	1650 mm (65 in.)
	Height (unladen)	1230 mm (48.4 in.)	1240 mm (48.8 in.)
	Ground clearance (laden)	120 mm (4.7 in.)	128 mm (5 in.)
	Turning circle	11 meters (36 feet)	11 meters (36 feet)
	Luggage compartments	front 210 liters (7.4 cu.ft), rear 250 liters (8.8 cu.ft)	
Weights	Unladen weight (to DIN standard)	900 kg (1984 lb)	940 kg (2072 lb)
	Permissible gross weight	1220 kg (2690 lb)	1260 kg (2778 lb)
	Permissible axle loads front/rear	650 kg (1433 lb) / 650 kg (1433 lb)	650 kg (1433 lb) / 700 kg (1543 lb)
Performance	To speed	177 kph (110 mph)	201 kph (125 mph)
	Power/weight ratio (to DIN Standard)	11.2 kg/HP (90 HP/ton)	8.5 kg/HP (119 HP/ton)
	Acceleration 0–100 kph (0–62 mph) at DIN unladen weight + ½ payload	13 sec.	9.9 sec.
	Fuel consumption (DIN standard test)	approx. 9 liters per 100 km (26 US mpg, 31.4 Imp. mpg) Super grade fuel	