

VW-Porsche Vertriebsgesellschaft mbH
Sales Program 1971



914/6

914/6 - performance

The VW-PORSCHE 914/6 6-cylinder model uses the well-proven air-cooled 2-litre Porsche engine. Output is listed as 116 HP (85 kW). In this form the engine is equipped with triple downdraft carburetors, and propels the

940-kg (2067 lb) weight of the car at a top speed of 261 kph (162 mph). Acceleration from 0 to 100 kph (62 mph) in 9.9 seconds, and a power/weight ratio of 0.5 k/HP (1.19 HP/ton) are values which emphasize the sporting character of the VW-PORSCHE 914/6.

Since torque is in excess of 14 mkg (181 lb/ft) is available

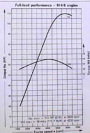
over the entire engine speed range from 2250 to 5750 rpm - with maximum torque of 16 mkg (215.7 lb/ft) reached at 4000 rpm - the flexibility of the VW-PORSCHE 914/6 6-cylinder satisfies the most demanding driver. The five-speed gearbox which is standard equipment makes it possible to drive the vehicle in a highly sporting manner if so desired.

The VW-PORSCHE 914/6 is available with the option of "Sportomatic" selective automatic transmission.

Acceleration - 914

kph	mi/h
0-40	1.0
0-80	2.7
0-100	4.4
0-120	6.5
0-140	9.1
0-160	12.4
0-180	16.5

Performance graph - 914



Acceleration - 914/6

kph	mi/h	sec.
0-40	0-25	2.8
0-80	0-50	4.0
0-100	0-62	5.0
0-120	0-75	6.5
0-140	0-87	8.5
0-160	0-100	10.5
0-180	0-112	13.5

Performance graph - 914/6

911 E



911 T

Reliability and economy

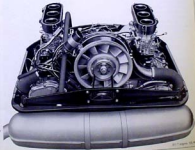
The air-cooled six-cylinder power units installed in the 911 model range are of basically identical engineering design, but in contrast to the similar unit used in the 1976 Porsche 911, the engine and sports car body are installed behind the rear axle rather than in front. This makes greater interior space available, so that 2 additional emergency seats can be provided. The six cylinders are horizontally disposed in two banks of three on either side of the crankcase, and have bolted on heavily-forged light alloy heads. The overhead valves are arranged in inverted 'V' pattern and operated by rockers from a single overhead camshaft on each cylinder bank. The forged crankshaft has eight main bearings.

Dry sump lubrication ensures that all bearing points receive

a steady supply of oil even during fast cornering. The lubricating oil passes through a full-flow filter and a thermally-controlled oil cooler.

The alternator and total engine cooling blower are driven by 'V' belt from the crankshaft.

Unlike the 911 E and S engines, the 125 HP unit employed in the 911 T has two single barrel downdraft carburetors which supply mixture to the engine through short intake pipes. The relatively limited output of this engine makes it a willing and uncomplaining power unit for this end of the 911 model range. Its power output and torque curves are smoother and less 'peaky' than those of the other engine types.



911 T engine, 125 HP

911

In contrast to the 911 T, 911 E and S engines are fitted with fuel-air mixture mechanical manifold injection system. In addition, higher output of 150 HP or 180 HP (911 S). Thus, possible, the Bosch fuel injection system has the following advantages: reduced consumption when the driven at varying speeds, better pulling power in engine speed ranges, sensitivity to changes in temperature and pressure. The 911 S has in addition a second oil cooler.

911 S (180 HP) engine, 180 / 180 HP