
914 PORSCHE
2.0

model 1973

The new VW-Porsche 914/2.0
is the car for anyone tired of the old fashioned concept of a sports car.

When the VW-Porsche 914 was introduced in 1969
it set new standards in its sports car class.
Now those standards
have been surpassed by the 914/2.0.


2-litre engine. Electronic fuel injection. 100 b.h.p. (DIN)..... b.h.p. (S.A.E.)
0-60 m.p.h. in under 10 seconds (0-100 Km/hr = 10.5 seconds)
118 m.p.h. (190 Km/hr.)
sustained cruising speed.
LB-MW 70B

With this basic specification, the new VW-Porsche 914/2.0 maintains its lead over its European sports car competitors.

The 4-cylinder fuel injected engine, further developed by the Porsche Factory, does not achieve its performance from high engine r.p.m. and 5,000 r.p.m. in 5th gear represents its maximum and sustained cruising speed. Due to the short stroke, average piston speed is kept to an exceptionally low 2130 ft/min. (11.6 m/sec.) to keep the performance obtained well within the safe operating range.

The shortness of the VW-Porsche engine unit is due to the horizontally opposed engine design. The 4 main bearing, forged, crankshaft is short in length and has negligible vibration. A low wear and tear factor is obtained with air cooling, as cold start problems are reduced by a quick warm up, and higher engine revs result in increased cooling air due to the cooling being mechanically geared to the engine r.p.m.

It is certainly interesting that the 914/2.0 can accelerate from 0-60 in under 10 seconds, however it is of secondary importance to the fact that the engine produces 115.7 ft.lbs (16 mkp) at 3500 r.p.m. This allows safe and effortless overtaking in the critical range of 50-75 m.p.h.

The 5-speed gearbox, with its well chosen ratios, gives more than a helping hand in these overtaking manoeuvres.

When designing engines and gearboxes, the Porsche engineers gave thought to other points other than to just obtaining driving pleasure. The engine, gearbox and clutch are in one unit in order to achieve direct power transmission without undue power loss. At the same time future maintenance and repair costs are reduced by the ease of accessibility. Remarkably good fuel consumption figures are assured throughout the speed range by virtue of the excellent aerodynamic shape (cw-value 0.377) of the 914/2.0 together with its electronically controlled fuel injection.

Should be more concerned with economy, you may prefer to purchase the VW-Porsche with the 1.7 litre engine 80 b.h.p. DIN (85 b.h.p. SAE).

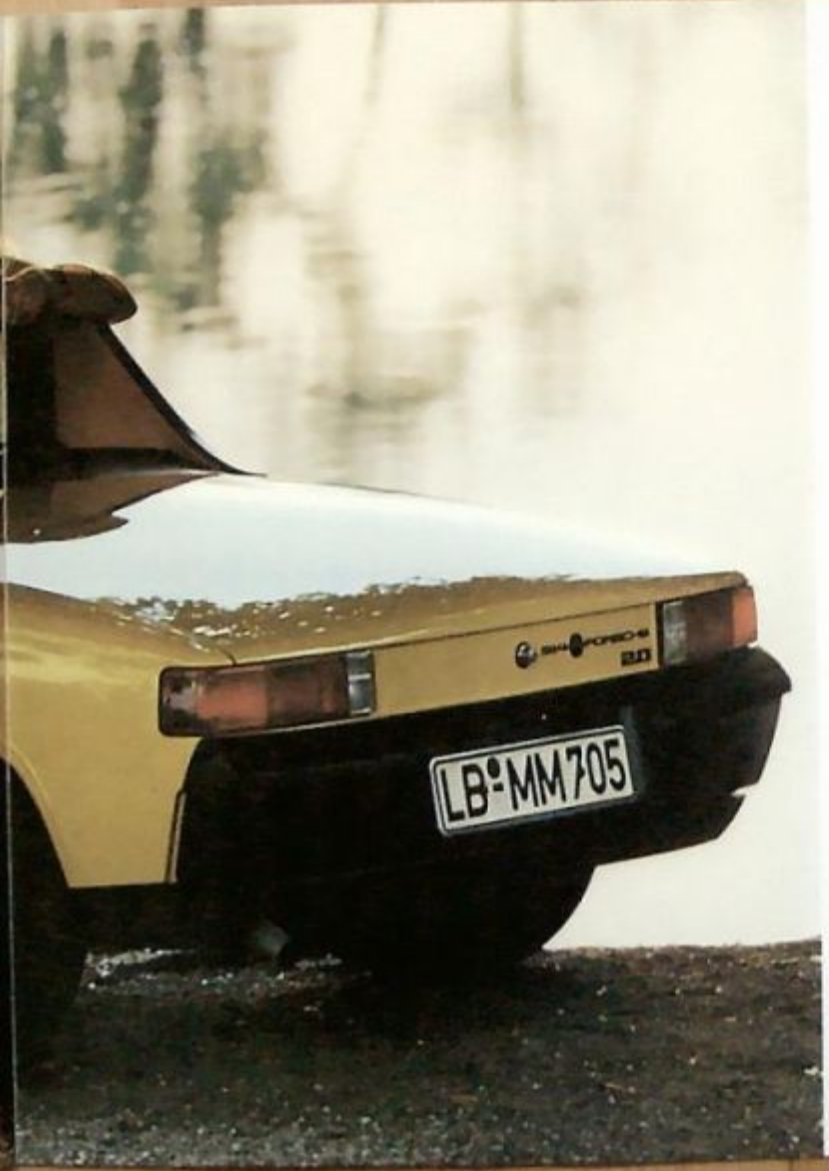
Mid-engine, lateral acceleration of 0.83 g.
Safety by accident prevention.

Racing experience has taught us the superiority of the mid-engined car in respect of road-holding grip by it does, a low centre of gravity and equal loading on front and rear axles. Also racing chassis design – longer wheelbase, wide track, independent suspension – a wishbone-type strut at the front with semi-trailing arms at the rear – gives superlative road-holding even on bad road surfaces, at any speed.

That is why the 924 Porsche 914 has all these design points. The new 914/2.0 was driven on a circular test track of 130 m diameter up to the point of loss of adhesion and crosswise. A lateral acceleration value of 0.82 g was obtained. This means that the centrifugal force can be taken up to 82% of the car's weight before it loses adhesion. This is more than 2 times higher than cornering forces under normal driving conditions.

The rack and pinion steering, with its three-part steering column, is extremely light in action, giving the driver complete control at all times.


A fixed-head coupe
and convertible at one and
the same time, with an
integral safety roll bar.



The Porsche Targa body design on the new VW-Porsche 914/2.0 is both practical and safe.

When the weather is suitable the immediately detachable lightweight roof panel (19.6 lbs, 8.9 Kg) can be stowed in the rear luggage compartment, taking up the minimum of available space.

Driving without the top, even at high speeds, is practically draught-free owing to the protection provided by the sharply raked windscreen and the safety roll bar. In the evening, or in inclement weather, the top is easily replaced so that you are driving a weather-proof convertible – even in winter. The safety roll bar gives additional safety to the occupants and the requisite torsional rigidity to the body when cornering and on poor road surfaces.


Greater driving and operating comfort.

The dashboard of the VW-Porsche 914/2.0 is, like the Porsche 911 models, essentially functional in its layout. The dash is covered with matt black glare-free material.

The large reflection-free circular gauges, such as rev counter with main beam warning light, speedometer with trip reading, combined gauge with ignition and oil pressure warning lights, fuel gauge and brake light are all instantly legible.

All operating controls, such as the combined windscreen wiper/washer lever on the steering column, ashtray, cigar lighter, operating controls of the 3-speed fresh air ventilation fan and infinitely variable heating – can all be easily reached even with your safety belt fastened.

Even a clear view of the exterior mirror is ensured by adjustable reading vents in the side windows.

The shaped seats of the 914/2.0 can be tilted as well as being adjustable backwards and forwards. The driver has a combined map pocket and arm rest on his left side which enables him to adopt a comfortable extended arm driving position, without fatigue, over a long distance.

The generous width of the driving compartment is evidenced by the provision of a central seat for a third occupant. Small items can be stored under the central seat as well as in the occasional glove compartment.

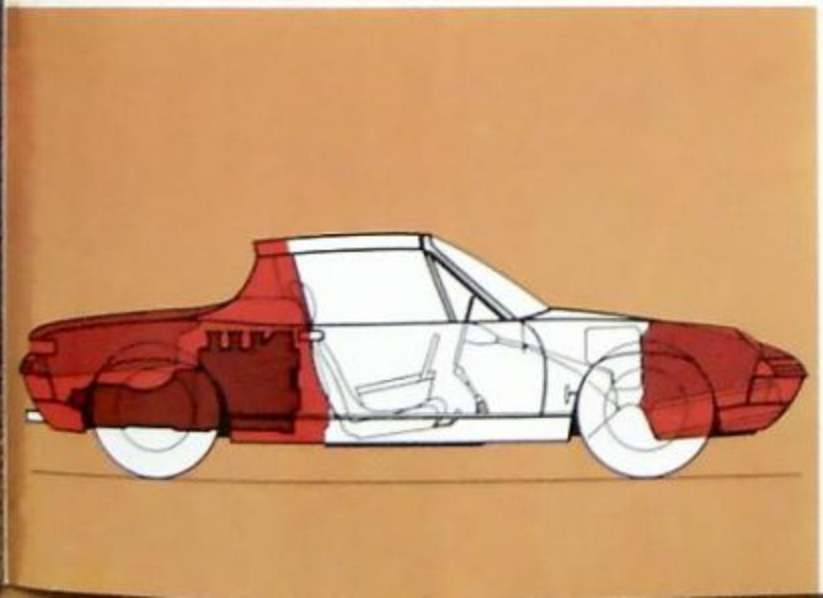
Both sun visors are adjustable – on the driver's side the sun visor is fitted with a map pocket and the passenger's is fitted with a vanity mirror with a safety cover. The exterior rear view mirror can be tipped for night driving.

The main headlamps are operated by two independent electric motors.

Further optional extras are listed for your information on the last two pages of this catalogue.


13 cubic feet of luggage space.


Crash protection by two impact zones.
Safety cell.
LB-MM 705



Points that you cannot actually use but you will be glad of them if something should happen.

The body of the VW-Porsche is partitioned by lateral reinforcing walls, so that the two luggage compartments act as impact zones to absorb shock in the event of an accident. The cockpit thus becomes a safety cell of considerable rigidity affording protection to the occupants, who are also protected by the safety bar.

The petrol tank is located in an impact protected zone behind the front luggage compartment and is most unlikely to suffer any damage in an accident.

Additional safety features, which make the VW-Porsche one of the safest cars on the road include: Laminated windscreen, three-piece offset steering column, dished steering wheel with padded horn ring, padded dashboard, recessed or rubberised control knobs, built-in headrests, collapsible interior mirror etc. It is perfectly clear that two internationally respected car manufacturers have made every effort to incorporate all their safety research experience into the design of the 914

Equipment options:

Equipment options

It is possible to add to the already high standard of equipment on either VW Porsche models. If your preference is for additional luxury and comfort, then select the comfort kit, but, if your ideal is based on optimum roadholding, choose the sport kit. If you want the best of both worlds, have both kits!

The Comfort Kit:

The car is fully fitted with velour carpeting and a specially designed small sporting steering wheel to give you the absolute feel of control. Even the gear lever has a genuine leather sleeve.

A centrally-mounted console gives additional storage as well as space for a voltmeter, clock and oil temperature indicator.

The safety roll-over bar is covered with black vinyl and all edges are finished with chrome decorative strips.

Additional safety is obtained by two powerful horns.

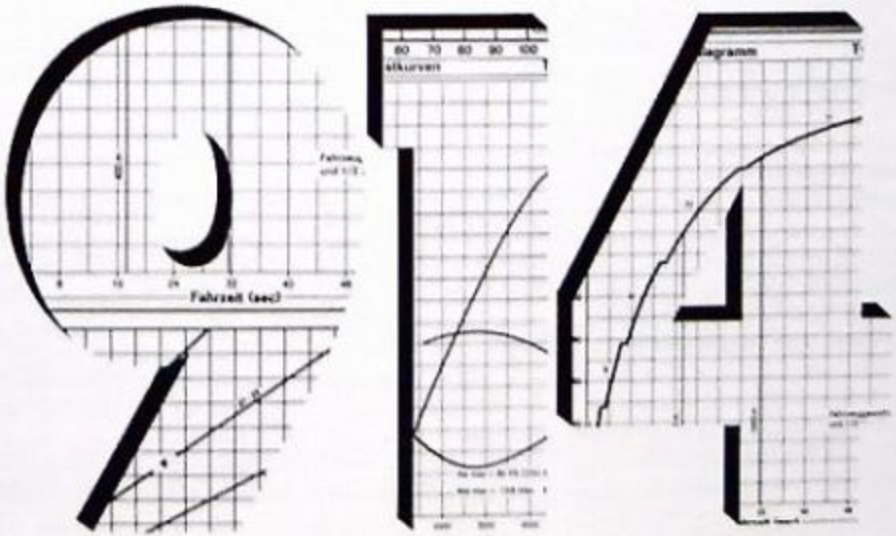
The Sport Kit:

Light alloy wheels contribute to improved cornering and braking by virtue of their lesser weight, whereas the front and rear rollbars cut down body roll under high cornering forces. The quartz iodine headlamps give nearly 100% more illumination, allowing the greatest possible safety for fast night driving.

In some cases, the cars pictured in this catalog have been provided with optional equipment or equipment required in specific countries and thus do not always correspond to equipment available or standard at your local authorized Porsche Audi dealer. Rights reserved to make design and equipment alterations without notice.

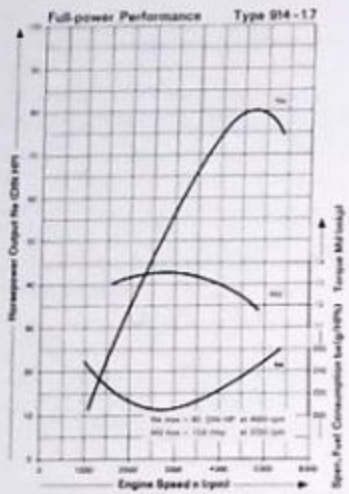
VW Porsche Vertriebsgesellschaft mbH · 714 Ludwigsburg · Porschestraße 15-19

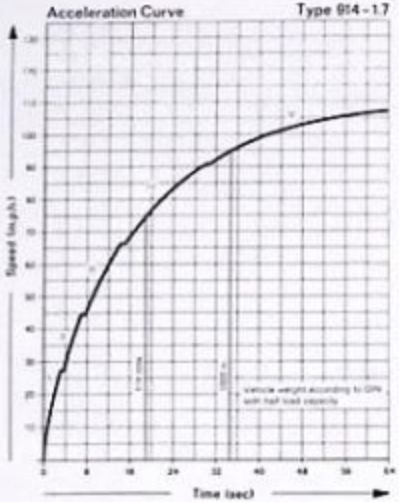
The VW-Porsche 914. Technical data.

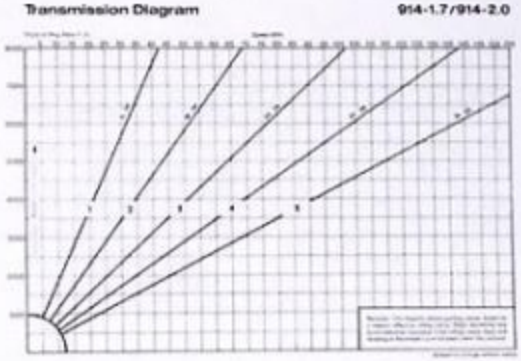


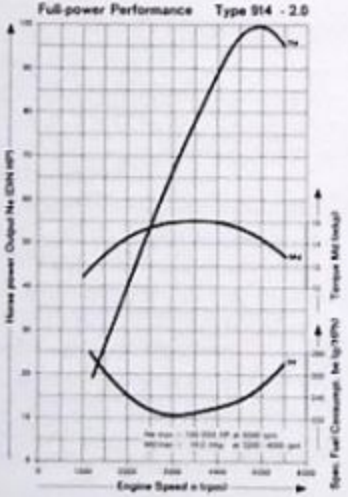
VW-Porsche	914-1.7	914-2.0
Engine		
Number of cylinders	4	4
Bore/stroke/displacement	90 mm/66 mm/1679 ccm (3.54 in./2.60 in./102.4 cu. in.)	94 mm/71 mm/1971 ccm (3.7 in./2.79 in./120.3 cu. in.)
Compression ratio	8.2:1	8.0:1
Output – DIN/SAE	80/88 at 4900/5200 rpm	110/125 at 5800 rpm
Max. torque	13,6 mkg (110 lbs. ft) at 2700 (3000) rpm	16 mkg (125 lbs. ft.) at 3500 (3700) rpm
Mean piston speed	10.7 m/sec (2100 ft/min)	11,8 m/sec (2330 ft/min)
Specific output – DIN (SAE)/l	48 (52) HP/l	51 (56) HP/l
Engine design		
Type	Horizontally opposed 4-stroke air cooled	
Cylinders	cast iron	cast iron
Cylinder heads	light alloy	light alloy
Valve arrangement	overhead, parallel	overhead, parallel
Valve operation	central camshaft, push rods and rockers	central camshaft, push rods and rockers
Camshaft drive	gear pinions	gear pinions
Crankshaft	4 main bearings	4 main bearings
Cooling blower drive	mounted direct on crankshaft	mounted direct on crankshaft
Lubrication	forced circulation	forced circulation
Fuel supply	electric fuel pump	electric fuel pump
Mixture preparation	electronic fuel injection	electronic fuel injection
Electrical equipment		
Alternator/battery	700 W/12 V/45 Amp/hr	700 W/12 V/45 Amp/hr
Ignition	battery and coil	high tension battery-capacitor
Transmission		
Engine position	mid-engine, in front of rear axle	mid-engine, in front of rear axle
Clutch	single, dry plate	single, dry plate
Manual gear box	Porsche baulk synchromesh	Porsche baulk synchromesh
Number of speeds	5 forward, 1 reverse	5 forward, 1 reverse
Rear axle ratio (number of teeth)	4.429:1 (7/31)	4.429:1 (7/31)
Chassis and suspension		
Frame	welded, molded-steel box section frame welded to self-supporting all-steel body shell	
Front suspension	wishbones and shock absorber struts	wishbones and shock absorber struts
Front springs	torsion bars	torsion bars
Rear suspension	semi-trailing arms	semi-trailing arms
Rear springs	coil springs, hollow rubber auxiliary springs	coil springs, hollow rubber auxiliary springs

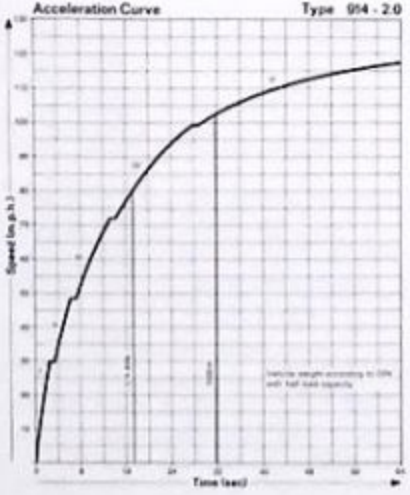
VW-Porsche	914-1.7	914-2.0
Chassis and suspension		
Shock absorbers	telescopic, double-acting	
Foot brake	dual-circuit, discs on all 4 wheels	dual-circuit, discs on all 4 wheels, ventilated front discs
Hand brake	mechanical, operating on rear brake discs	
Brake disc diameter front	281 mm (11 in.)	281 mm (11 in.)
rear	282 mm (11.1 in.)	282 mm (11.1 in.)
Effective friction area (foot brake)	180 cm^2 (27.9 in^2)	180 cm^2 (27.9 in^2)
Rims	5-1/2 J x 15 (steel)	5-1/2 J x 15 (steel)
Tires	165 SR 15 tubeless	165 HR 15 tubeless
Steering	ZF rack and pinion	ZF rack and pinion
Capacities		
Engine oil	3.5 l (3.7 US quarts; 6.2 Imp. pints)	3.5 l (3.7 US quarts; 6.2 Imp. pints)
Fuel tank	62 l (16.4 US gal.; 13.6 Imp. gal.)	62 l (16.4 US gal.; 13.6 Imp. gal.)
Windshield washer reservoir	approx. 2.5 l (2.6 US quarts; 4.4 Imp. pints)	approx. 2.5 l (2.6 US quarts; 4.4 Imp. pints)
Dimensions		
Wheel base	2450 mm (96.8 in.)	2450 mm (96.8 in.)
Track, front	1343 mm (52.9 in.)	1343 mm (52.9 in.)
rear	1383 mm (54.4 in.)	1383 mm (54.4 in.)
Length/width/height (unladen)	3985/1650/1230 mm (156.9/65/48.4 in.)	3985/1650/1230 mm (156.9/65/48.4 in.)
Ground clearance (laden)	130 mm (5.1 in.)	130 mm (5.1 in.)
Turning diameter	11 m (36 ft.)	11 m (36 ft.)
Luggage compartment, front	160 l (5.7 cu. ft.)	160 l (5.7 cu. ft.)
rear	210 l (7.4 cu. ft.)	210 l (7.4 cu. ft.)
Weights		
Unladen weight (to DIN standard)	950 kg (2095 lbs)	950 kg (2095 lbs)
Permissible gross weight	1220 kg (2690 lbs)	1220 kg (2690 lbs)
Permissible axle loads, front	650 kg (1433 lbs)	650 kg (1433 lbs)
rear	650 kg (1433 lbs)	650 kg (1433 lbs)
Performance		
Maximum speed	175 km/h (109 mph)	190 km/h (118 mph)
Power/weight ratio (to DIN standard)	11.9 kg/HP (84 HP/t)	9.5 kg/HP (105 HP/t)
Acceleration 0–100 km/h (0-62 mph) at DIN unladen weight + 1/2 payload	13 seconds	10.5 seconds
Fuel consumption (DIN standard test)	approx. 8 l per 100 km (29.4 US mpg; 35.3 Imp. mpg) super grade fuel	approx. 7.8 l per 100 km (30.2 US mpg; 36.2 Imp. mpg) super grade fuel

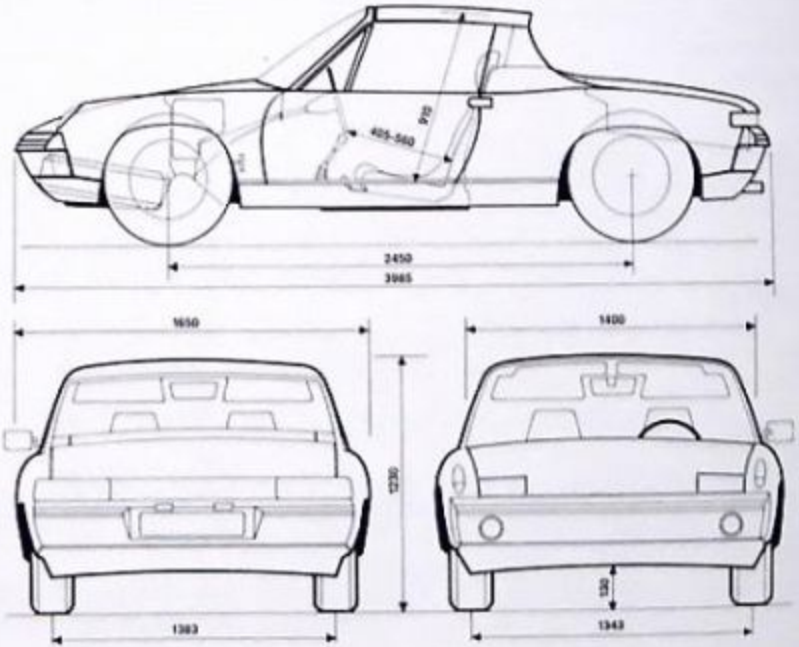












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