

The VW-Porsche 914



When the VW-Porsche 914 was introduced in 1969 it set new standards in its sports car class.

More than 100,000 cars on the road throughout the world verify the success of the original design guide lines...

Its safety, using the experience gained from active motor racing. Its economy. Its reliability.

It is the total of all its characteristic qualities that make the VW-Porsche stand out from its competitors.







2-litre engine. Electronic fuel injection. 100 b.h.p. (DIN), 110 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.

With this basic specification, the VW-Porsche 914 maintains its lead over its European sports car competitors in its class.

The 4-cylinder fuel injected 2-litre engine, developed by the Porsche Factory, does not achieve its performance from high engine r.p.m. and 5000 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 2120 ft/min (11.8 m/sec) to keep the performance obtained well within the safe operating range.

The sturdiness 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 VW-Porsche 914 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 mkg) 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 and positive action, gives more than a helping hand in these overtaking manoeuvres.

When designing engines and gearboxes, the Porsche engineers gave thought to other points 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 (C_w-value 0.37) of the VW-Porsche 914/2.0 together with its electronically controlled fuel injection, which meters the correct amount of fuel under any given circumstance. These qualities coupled with the 62 litre tank give a touring range of 500 Kms.

Should you be more concerned with economy, you may prefer to purchase the VW-Porsche with the carburettor 1.8 litre 85 b.h.p. DIN engine.





Mid-engine, lateral acceleration of 0.83 g. Safety by accident prevention, but designed with two impact absorbing areas and safety driving compartment.

Racing experience has taught us the superiority of the mid-engined car in respect of road-holding giving, as 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 i.e. wishbone spring struts at the front with semi-trailing arms at the rear—gives superlative road-holding even on bad road surfaces, at any speed.

The VW-Porsche 914 has a lateral acceleration value of 0.83 g. This means that the centrifugal force can be taken up to 83% of the car's weight before it loses adhesion. This is more than 3 times higher than cornering forces under normal driving conditions.

The headlamps are operated by two independent electric motors when you switch the headlamps.

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

But the VW-Porsche 914 offers you even more. 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 by the safety bar.

The additional touch is provided by the impact absorbing bumper system that has already proved its value on the Porsche 911 models.

The petrol tank is located in an impact protected zone behind the front luggage compartment.

Other safety aspects that make the VW-Porsche one of the safest cars on the road include 3 point safety belts, dished steering wheel with heavily padded horn control, padded and upholstered fascia, recessed or rubberised flexible control knobs, integral headrests in seats as well as a laminated front windscreen on the 914/2.0.

It is perfectly clear that two internationally respected car manufacturers have made every effort to incorporate all their safety research experience into the designing of the 914.









A fixed-head coupe and convertible at one and the same time, with an integral safety roll bar. 370 litre luggage space.

The Porsche Targa body design on the VW-Porsche 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.

Performance in itself is not the only outstanding feature of the VW-Porsche 914 by virtue of its mid-engine design—the available luggage space is also unsurpassed.

Where you would normally expect to find an engine in other sports cars the VW-Porsche has lockable, fitted carpet luggage compartments, one in the front and one in the rear. Together they total 13.1 cubic feet (370 litres)—almost as much as a medium sized saloon.

The spare wheel is normally under cover in the front luggage compartment but it can be placed in the rear luggage compartment if you wish to carry larger luggage up front.

Even if you are driving with the top off, you can still have luggage under the roof panel in the rear luggage compartment, as it only takes up a few centimetres of height.

Another advantage of having two luggage compartments is that, with a large load, the weight can be evenly distributed so that the handling remains unchanged and safe.





Greater roominess and operating comfort.

The dashboard of the VW-Porsche 914 is, like the Porsche 911 models, essentially functional in its layout.

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

All operating controls, such as the combined 2-speed windscreen wiper/wash 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 heating vents to the side windows.

The shaped seats of the 914 can be tilted as well as being adjustable backwards and forwards. The driver has a combined map pocket and arm rest.

The generous width of the driving compartments 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 lockable glove compartment.

Both sun visors are upholstered—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 interior rear view mirror can be dipped for night driving.

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





Choice of two engine versions and many optional equipment possibilities.

The VW-Porsche 914 is delivered either with a powerful 2 litre 100 b.h.p. (DIN), 110 b.h.p. (SAE) engine, which gives a 0-60 m.p.h. acceleration in under 10 seconds (0-100 Km/hr = 10.5 seconds), or with the especially economical 1.8 litre 85 b.h.p. (DIN) engine which accelerates the car from 0/60 m.p.h. (0-100 Km/hr) in less than 13 seconds.

Both VW-Porsche models are fully equipped, however they can be upgraded if you should so wish. Should you prefer more instrumentation and luxury you can choose the Comfort Kit.

Comfort Kit

Voltmeter, clock, oil temperature gauge are well all located in a centrally mounted console, which also provides more storage space. Even the gearlever has a genuine leather sleeve. A specially designed small sporting steering wheel gives you the absolute feel of control. Automatic safety belts are fitted instead of the standard type. The car is delivered with dual tone horns and H 4 quartz iodine headlamps.

The seats are covered with the tartan material shown in the colour catalogue.

Over and above this specification you can equip the car to your individual requirements, GT kit.

A painted front spoiler panel is fitted as well as alloy wheels and front and rear anti-roll bars. In addition, the equipment includes Bilstein shock absorbers, heated rear window and tinted glass.

Forged light alloy wheels for reduced weight, anti-roll bars front and rear, Bilstein shock absorbers. Heated rear window, tinted front windscreen, foglights, fog brake lights, ski rack, specially designed metal framed luggage to fit the luggage compartments.

So many in fact that it is best to let your VW-Porsche dealer advise you.



**In order to assess all the
qualities of a VW-Porsche you
must drive the car. So now we
can only strongly recommend you
to arrange for a demonstration.**

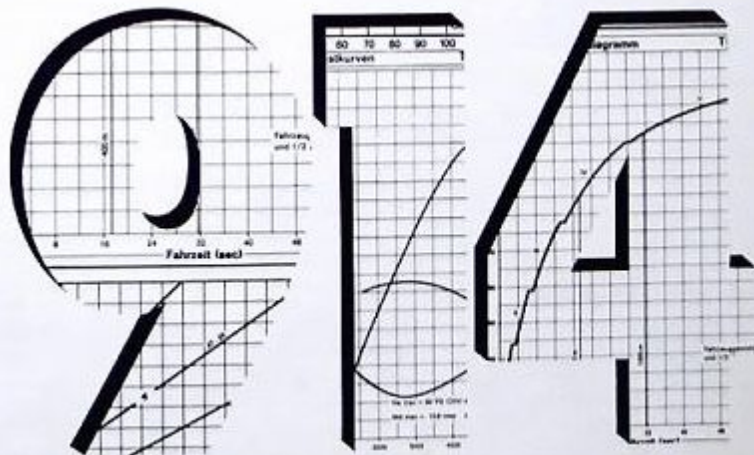
In some cases, the cars pictured in this catalog have been provided with optional equipment or equipment required in specific countries and thus do not always correspond to equipment available or standard at your local authorized Porsche dealer. Rights reserved to make design and equipment alterations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

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VW-Porsche . Technical Data.



VW-Porsche	914-1.8	914-2.0
Engine		
Number of cylinders	4	4
Bore/stroke/displacement	93 mm/66 mm/1795 ccm (3.66 in./2.60 in./109.5 cu. in.)	94 mm/71 mm/1971 ccm (3.70 in./2.79 in./120.3 cu. in.)
Compression ratio	8.6:1	8.0:1
Output — DIN (SAE net)	85 at 5000 rpm (81)	100 at 5000 rpm (95)
Max. torque (SAE net)	13.8 mkg (96 ft. lbs.) at 3400 rpm	16 mkg (112 ft. lbs.) at 3500 rpm
Mean piston speed	11.0 m/sec (36 ft/sec)	11.8 m/sec (38.36 ft/sec)
Specific output — DIN (SAE)/l	47.4 HP/l (45.1)	51 HP/l (48.2)
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	mechanical fuel pump	electric fuel pump
Mixture preparation	2 down draft carburetors	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	independent, semi-trailing arms	independent, semi-trailing arms
Rear springs	coil springs, hollow rubber auxiliary springs	coil springs, hollow rubber auxiliary springs

VW Porsche	914-1.8	914-2.0
Chassis and suspension		
Shock absorbers	telescopic, double-acting	telescopic, double-acting
Foot brake	dual-circuit, discs on all 4 wheels	dual-circuit, discs on all 4 wheels
Hand brake	mechanical, operating on rear brake discs	mechanical, operating on rear brake discs
Effective brake disc diameter front	232 mm (9.1 in.)	232 mm (9.1 in.)
rear	240 mm (9.4 in.)	240 mm (9.4 in.)
Effective friction area (foot brake)	180 cm ² (27.9 in. ²)	180 cm ² (27.9 in. ²)
Rims	5-1/2J x 15 (steel)	5-1/2J 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 (6.2 imp. pints)	3.5 l (6.2 imp. pints)
Fuel tank	62 l (13.6 imp. gal.)	62 l (13.6 imp. gal.)
Windshield washer reservoir	approx. 2.5 l (4.4 imp. pints)	approx. 2.5 l (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)	4114/1650/1230 mm (162/65/48.4 in.)	4114/1650/1230 mm (162/65/48.4 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)	965 kg (2128 lbs)	965 kg (2128 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	178 km/h (111 mph)	190 km/h (118 mph)
Power/weight ratio (to DIN standard)	11.35 kg/HP	9.65 kg/HP
Acceleration 0-100 km/h (0-62 mph) at DIN unladen weight + 1/2 payload	12.0 seconds	10.5 seconds
Fuel consumption (DIN standard)	7.0 l per 100 km 40.4 imp. mpg super grade fuel (98 ROZ)	7.8 l per 100 km 36.2 imp. mpg super grade fuel (95 ROZ)

