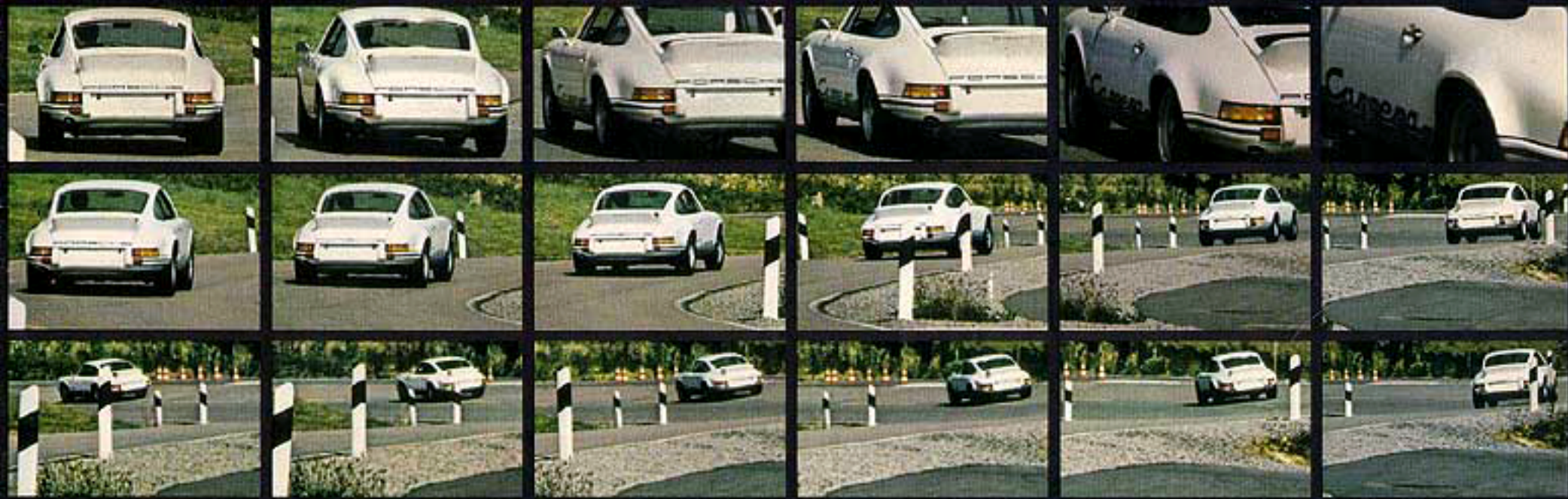


PORSCHÉ *Carrera* RS



With the Touring car on the racetrack- in the Porsche Carrera RS

At the start:
a new PORSCHE —
the CARRERA RS.

The name reminds one of
the longest and hardest road
race in the world, in which
Hans Herrmann,
Fürst Metternich and
José Herrarte once celebrat-
ed their triumphs in
PORSCHE: The CARRERA
PANAMERICANA.

The car's technique points
out, in every detail, the sum
of all the experience which
PORSCHE has collected up
until now, in sports and in
this series of car.

Its performances will make
a hard competitor out of him
in the group 3 and 4.

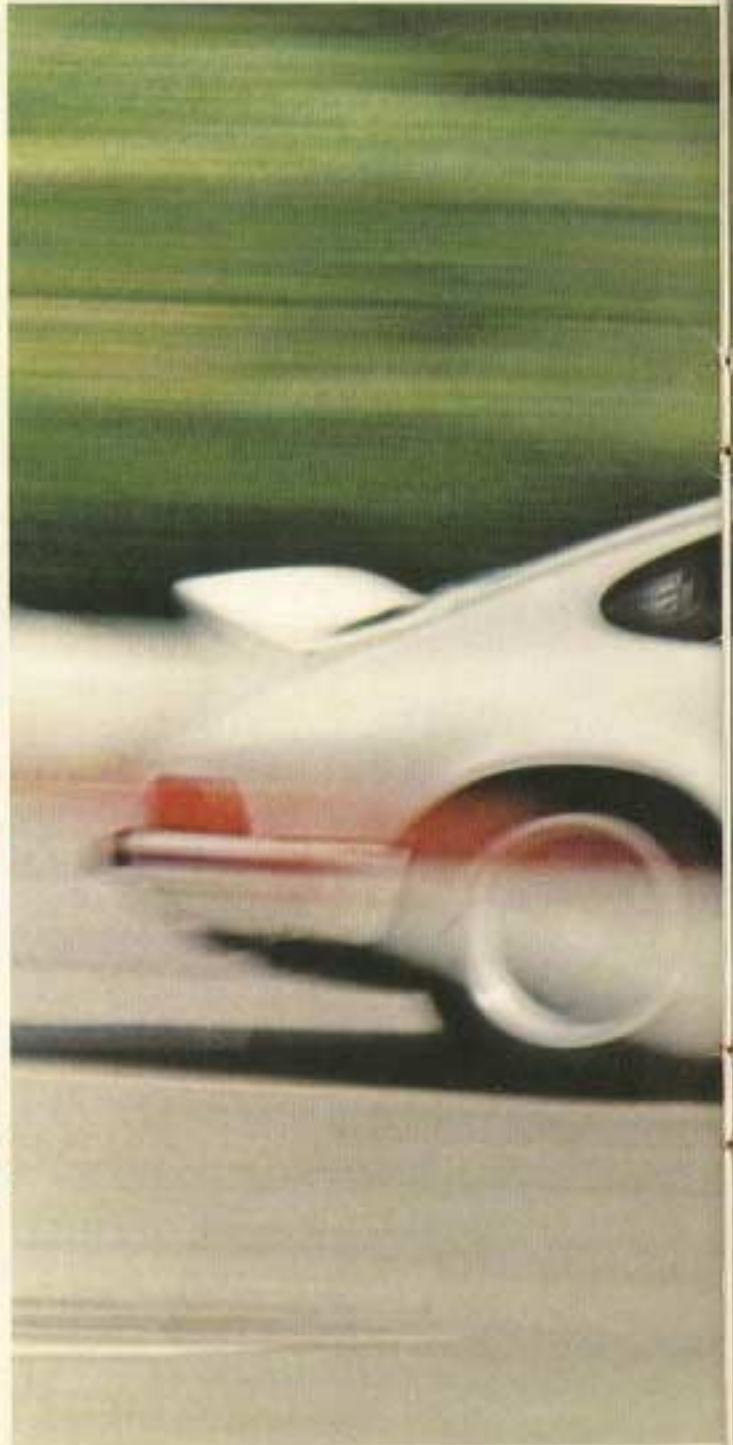
The prominent rear spoiler,
from which the car is
instantly recognisable,
improves the aerodynamics
of the car and stabilize the
road-grip.

The interior is designed for
the sporting stakes. It
escapes superbly from the
superfluous and consists
only of the functional
necessities. Result: A power
to weight ratio of 4.6 kg /HP.



Its speciality: It has none.
Like an all-round competition
vehicle, it is qualified in
the same way for Slalom,
track, mountain and Rally
racing.

Its particularity:
The CARRERA RS is with-
out any restrictions, being
fully practical for everyday
traffic and roads. A purely
simple PORSCHE, which
can perform wholly unusual
things.









**Green light for a new
PORSCHE:
The CARRERA RS.**

The motor is a 6-cylinder-inject-Cylinders opposed. 2687 ccm. 210 DIN-HP of 6300 r.p.m. Maximum torque 26 kpm.

Its test series produced a fantastic result regarding the drive performance: from 0 to 100 in 5.8 seconds. Top speed is 245 km /h. Nevertheless, it maintains a surprising elasticity for a maximum output motor over the whole number of corresponding r.p.m. sphere, with the highest efficiency between 3,000 and 5,000 r.p.m. With a compression of only 8.5:1, the CARRERA RS is satisfied even with standard petrol.

The power of the car makes the driver superior in every situation, and obliges him, at the same time, to give a

good example to others in road traffic and on the race track.

Its repertoire: With axis to the race and back home. Monday to the office. Tuesday to Geneva. Back in the evening. Wednesday shopping. City. Traffic-jam. Crawling traffic, but no spark plug soot. Thursday high-road. Motorway, bends, field-paths, building plots. Friday only short distances and cold starts again. Saturday to Finland with the holiday luggage.

CARRERA RS — On the sprint as well as in the Marathon, it has fully inexhaustible reserves.

**With the racing car
in the town -
in the Porsche Carrera RS**

**Two cars in one—
and nevertheless,
no compromise—
Porsche Carrera RS**



A car for the race-track —
a car for the road:
The CARRERA RS.

Its basis is the successful 911 series. From it, the car takes over the details of constructions which have been mellowed by years of experience. And with that comes perfection and reliability.

But simultaneously, a lot of "know how" is in the making of the car, with which PORSCHE has won, three times running, the World's make championships and — against strongest competitors — could take over the leading position in the Canam Series and the Inter Series.

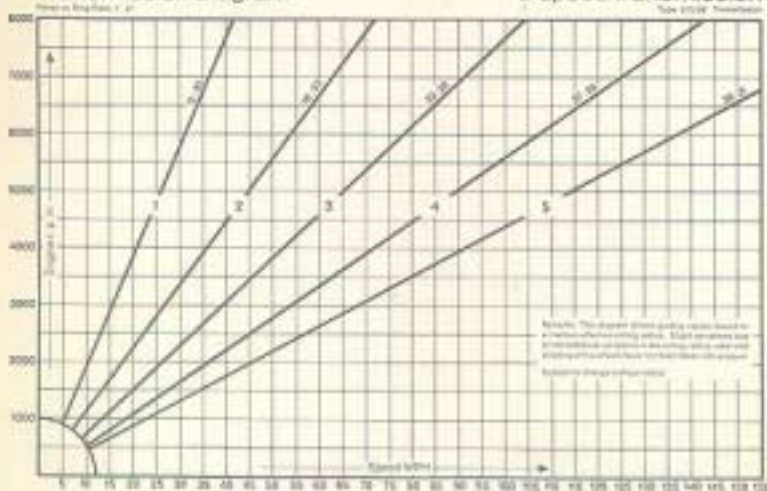
A combination of triumphs go together to make the CARRERA RS what it is: a perfect vehicle for everyday use, and for racing. But one can complete the equipment of the car subsequently, according to desire and propensity, for — even more performance or comfort for the road.

Detailed information regarding this can be obtained at your VW-PORSCHE dealer.



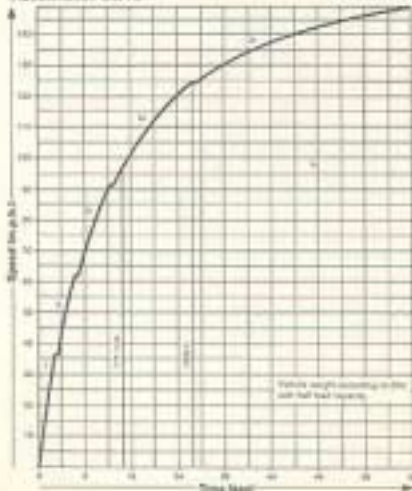
Transmission Diagram

5-speed-transmission



Acceleration Curve

Carrera RS



Full-power Performance

Carrera RS



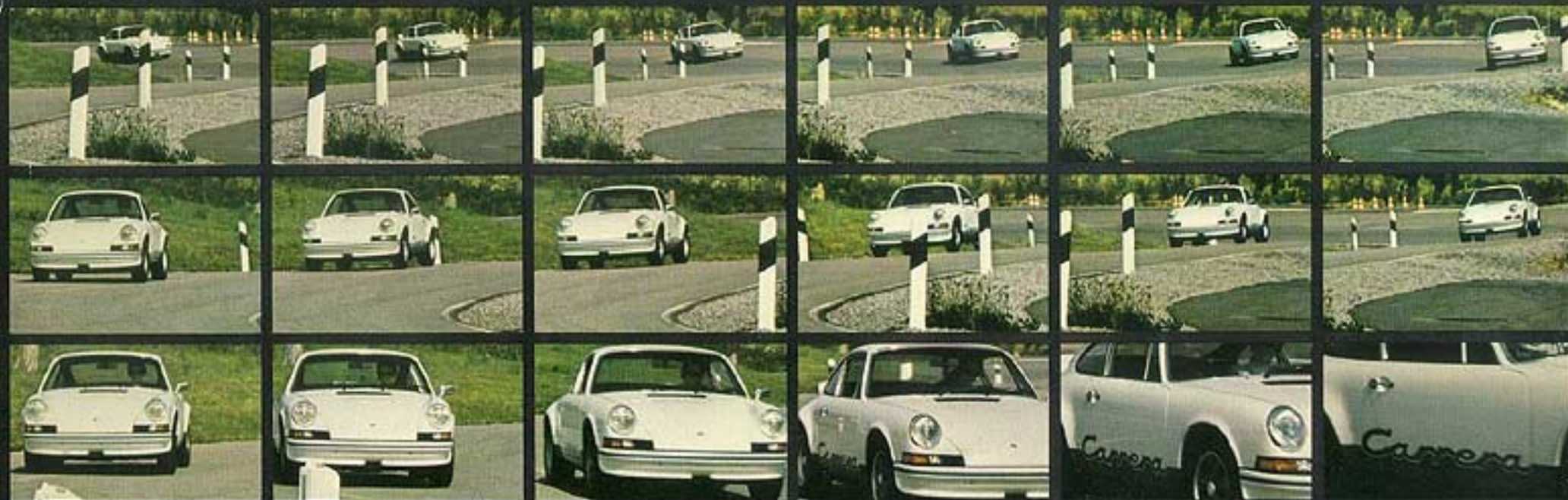
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— Technical data —

| | |
|------------------------------------|---|
| Engine | |
| Number of cylinders | 6 |
| Bore (mm) | 90 |
| Stroke (mm) | 70.4 |
| Displacement cm | 2687 |
| Compression ratio | 8.5 : 1 |
| Engine output HP (DIN/SAE) | 210/230 |
| at engine speed r p m | 6300 |
| Max. torque (mkg according to DIN) | 26 |
| at engine speed r p m | 5100 |
| Output per liter HP-DIN | 78 |
| Fuel octane requirement (ROZ) | 91 |
| Engine Design | Air-cooled four stroke Otto engine with 2 opposed cylinders |
| Layout | |
| Crankcase | light alloy |
| Cylinders (Individual) | light alloy with Ni-layer |
| Valve position in cylinder head | 1 inlet-, 1 outlet-, V-formed suspension |
| Valve operation | on the right and left respectively 1 above lying camshaft |
| Camshaft drive | through chain |
| Crankshaft | forged, 8 sliding bearings |
| Lubrication | dry sump system, oil filter in the full flow |
| Fuel supply | electric pump |
| Mixture supply | mechanic 6-punch injection pump |
| Electrical System | |
| Battery voltage V | 12 |
| Battery rating (Amp/hr) | 1 x 36 |
| Generator | 770 W alternator |
| Ignition | high voltage condenserspark |
| Spark plugs (electrode gap m/m) | Bosch W 265 P 21 (0,55) Beru 265/14/3 P (0,55) Bosch W 260 T 2 (0,7) Beru 260/14/3 (0,7) |
| Transmission | |
| Clutch | single dry plate |
| Manual gear box | Porsche Synchromesh |

| | |
|-------------------------------------|---|
| Number of speeds | 5 forward, 1 reverse |
| Final drive | spiral cog-wheel bevel gear |
| Power transmission | through double cardan shaft to the rear wheels |
| Chassis, Suspension | |
| Front springs | torsion bars |
| Rear suspension | independent, semi-trailing arms |
| Rear springs | 1 transverse torsion bar per wheel |
| Shock absorbers | front and rear hydraulic double-acting shock absorbers |
| Stabilizer | front |
| Foot brake | hydraulic dual circuit braking system with ventilated discs on all 4 wheels |
| Wheels | 6 x 15 LM (forged) |
| Tyres | 165 VR x 15 tubeless |
| Steering | rack and pinion |
| Capacities | |
| Engine | approx. 10.0 l with oil cooler Typ-HD oil |
| Gear box and final drive | approx. 3.0 l |
| Fuel tank capacities | 85 l including 9.0 l reserve |
| Windshield washer reservoir | approx. 2.0 l |
| Dimensions | |
| Wheelbase | 2271 mm |
| Track, front | 1372 mm |
| Track, rear | 1368 mm |
| Length | 4102 mm |
| Width | 1652 mm |
| Height | 1320 mm |
| Ground clearance | 150 mm |
| Turning circle | approx. 10.7 m |
| Weights | |
| Unladen weight (DIN standard) | 960 kg |
| Permissible gross weight | 1400 kg |
| Performance | |
| Maximum speed km /h | 245 |
| Acceleration 0—100 km /h (0—62 mph) | |
| (DIN unladen weight + 1/2 payload) | 5.8 sec. |



PORSCHE

