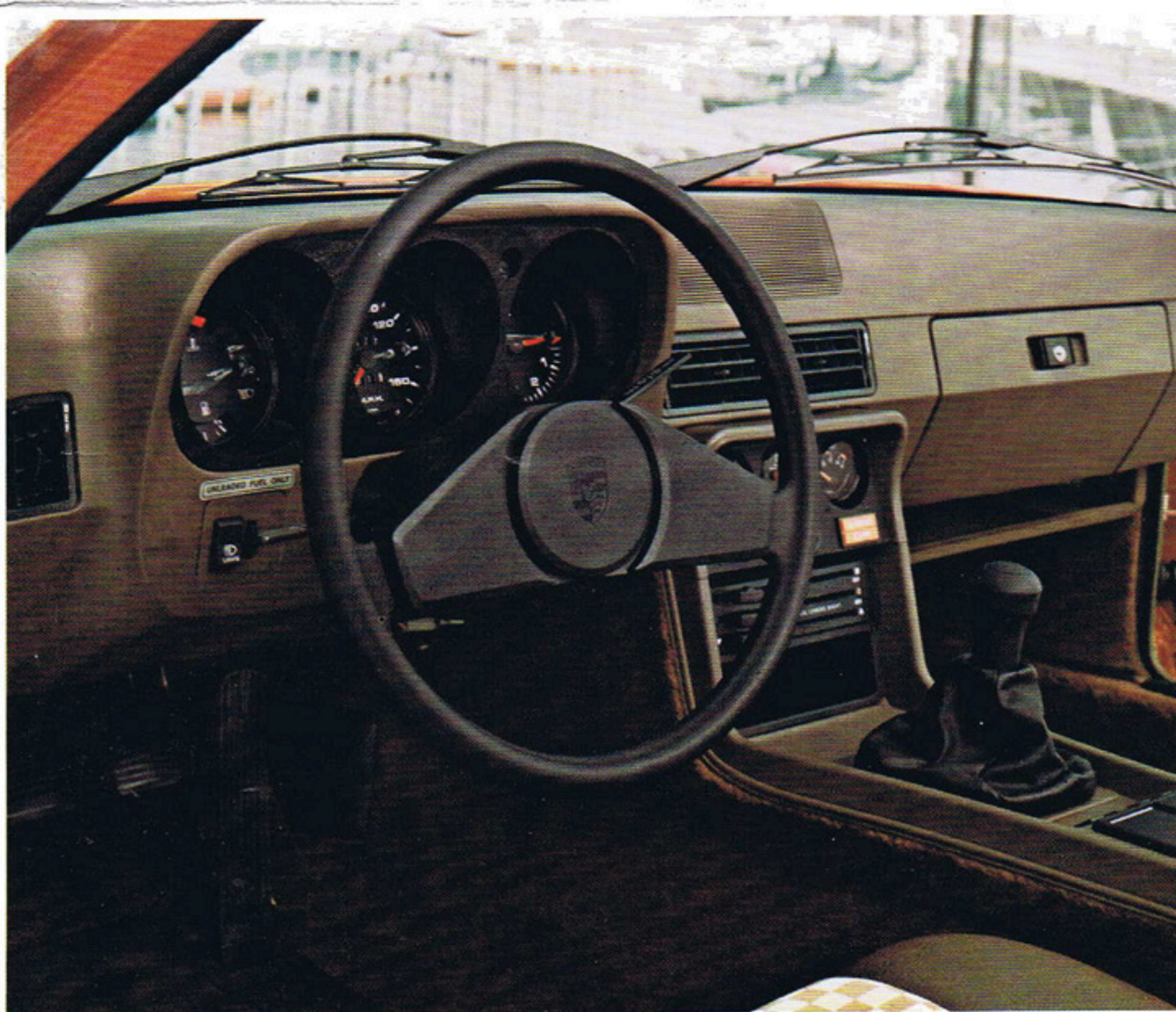


PORSCHE



# 924

## Technical Data

### Porsche 924

4-cylinder OHC engine, in-line, watercooled, front mounted, power transfer via rear mounted transaxle and double jointed drive shafts to rear wheels, displacement:

1984 cc 110 SAE net h.p. at 5750 rpm, CIS fuel injection, compression ratio 8.5:1, 5-speed transmission, acceleration: 0-60 mph: 11.2 sec., EPA mileage estimates: n.a.

# 924 Turbo

## Technical Data

### Porsche 924 Turbo

4-cylinder, OHC engine, in-line watercooled, front mounted, exhaust turbo-charging, power transfer via rear mounted transaxle and double jointed drive shafts to rear wheels,

displacement: 1984 cc, 143 SAE net h.p. at 5500 rpm, CIS fuel injection, compression ratio, 7.5:1, 5-speed transmission, acceleration: 0-60 mph 9.3 sec., EPA mileage estimates: 19 mpg, 31 mpg highway.

Porsche 924 and 924 Turbo:  
Thoroughbreds for the 1980s.

These new generation Porsche 4-cylinder vehicles trace their heritage back through more than thirty years of Porsche racing experience. Both the affordable Porsche 924 and the stunning new 924 Turbo offer the economy and fun of Porsche ownership to all who yearn for something beyond the conventional car.

The advanced, crisp lines of the 924 series are at once different and traditional. Reduced air drag, the result of extensive testing in wind tunnels, has helped the 924 achieve its enviable combination of performance and low fuel consumption\*. In fact, the 924 drag factor is just 0.35, one of the lowest for any

\* 1979 EPA estimates - 17 estimated mpg, 32 estimated highway mpg. Use the "estimated mpg" of other cars for comparison. Mileage varies with speed, weather and trip length. Actual highway mpg will probably be less. 1980 EPA data not available at press time.

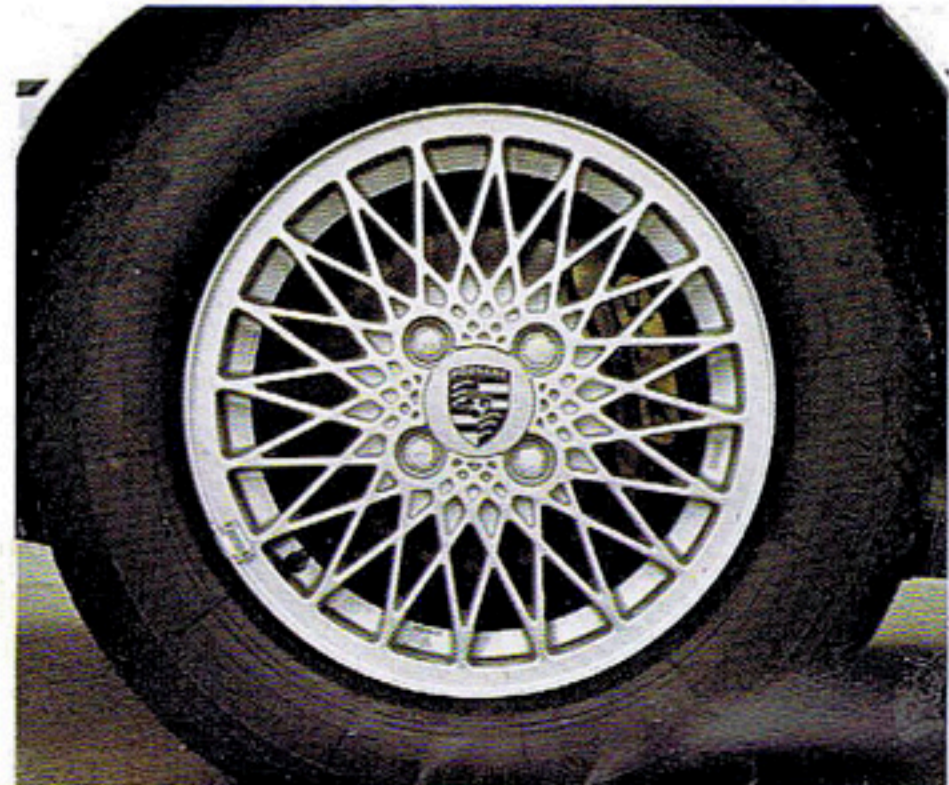
production Porsche. This, in part, accounts for the cars' low sensitivity to cross winds and their near perfect straight line characteristics. Handling is further enhanced through the use of a transaxle design in which power from the front engine is conveyed to the transmission and differential in back via a high-speed drive shaft enclosed in a rigid steel torque tube. The result is a near perfect weight distribution between the front and rear wheels.

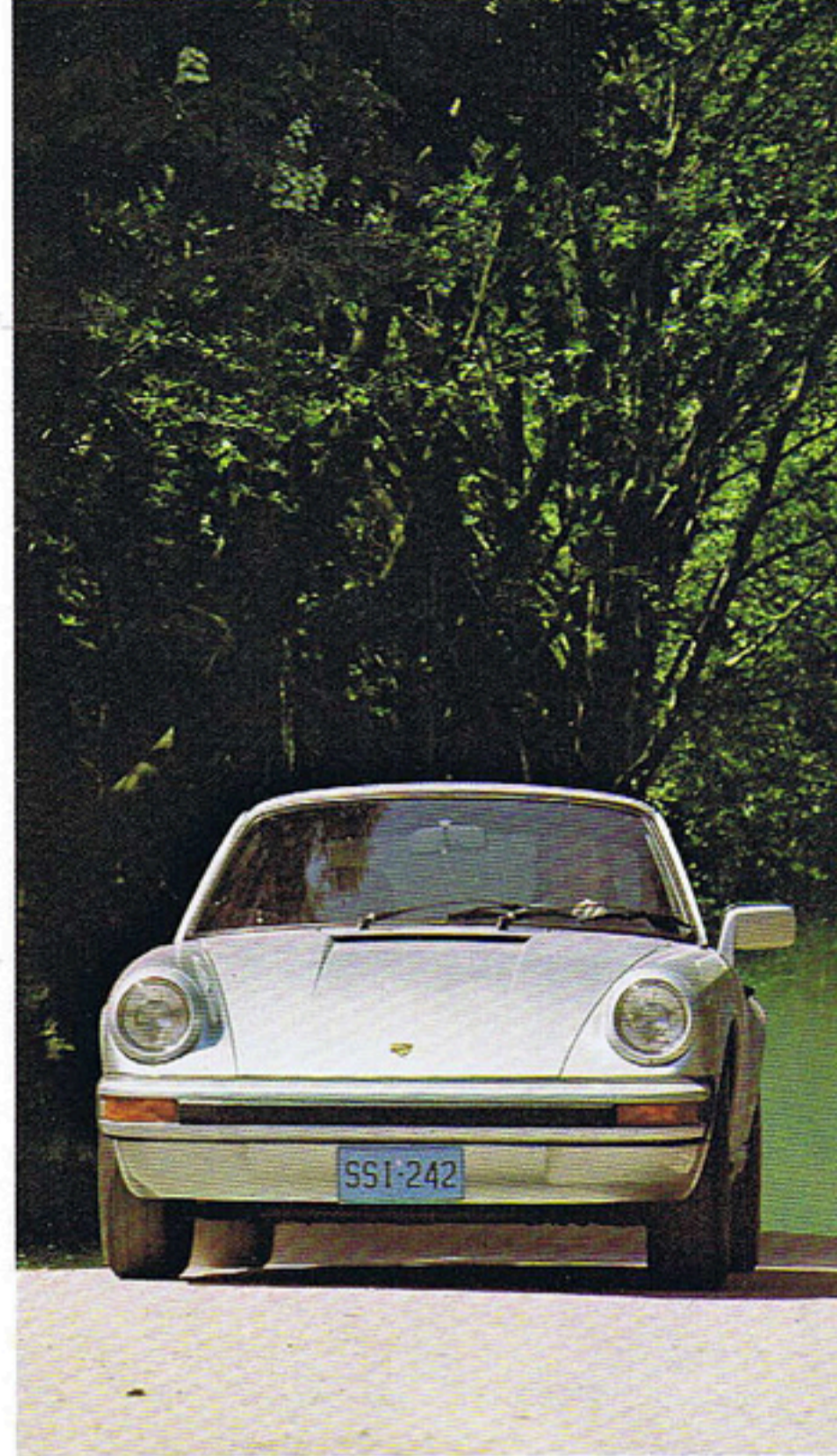
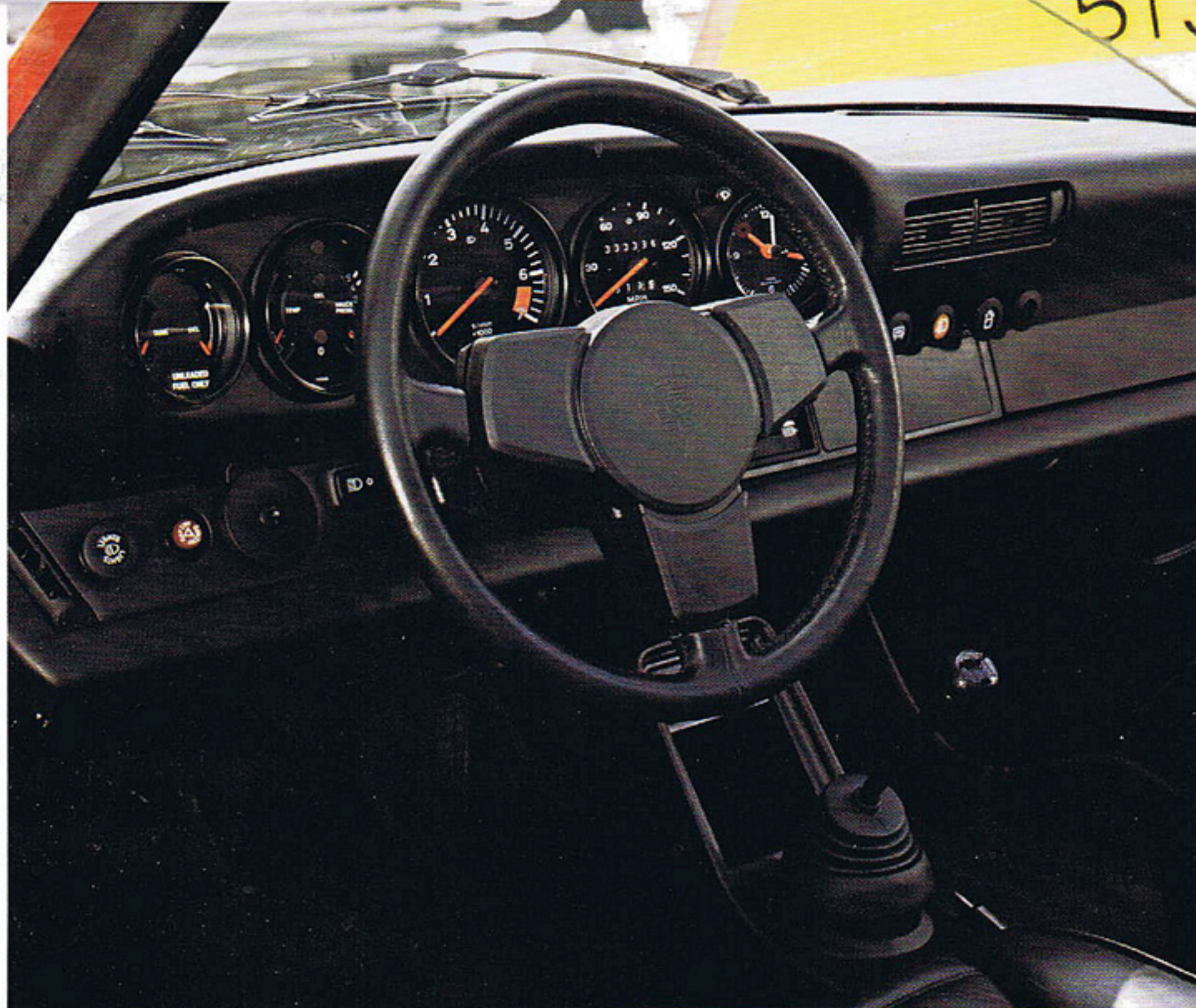
Long intervals between planned servicing saves the 924 owner both time and money. And the extensive Porsche measures to inhibit rust formation, including hot-dip galvanizing of the body on both sides, give the cars exceptional protection from salt, moisture and severe weather conditions.

The 924 Turbo incorporates numerous modifications of the engine, chassis and body to adapt them to the 30% increase in horsepower over the 924. (Yet its fuel economy is nearly identical to that of the 924\*\*.) The turbo-thrust comes into play as engine rpm's rise into the medium range, and full power is experienced at 5500 rpm's, 250 revolutions less than with the normally aspirated 924.

With its exceptional power-to-weight ratio, the 924 Turbo is one of the most potent sports cars on the road today, and among the fastest 2-litre cars in the world.

\*\* 1980 EPA estimates - 19 estimated mpg, 31 estimated highway mpg. Use the "estimated mpg" of other cars for comparison. Mileage varies with speed, weather and trip length. Actual highway mpg will probably be less.





# 911 SC

## Technical Data

Porsche 911 SC  
6-cylinder, OHC engine, horizontally opposed, rear mounted, power transfer via rear mounted transaxle and double jointed drive shafts to

rear wheels, displacement: 2944 cc, 172 h.p. at 5500 rpm., CIS fuel injection, compression ratio: 8.5:1, 5-speed transmission, 0-60 mph 6.9 sec., EPA mileage estimates: n.a.

Porsche 911 SC:  
Scion of World Champions.

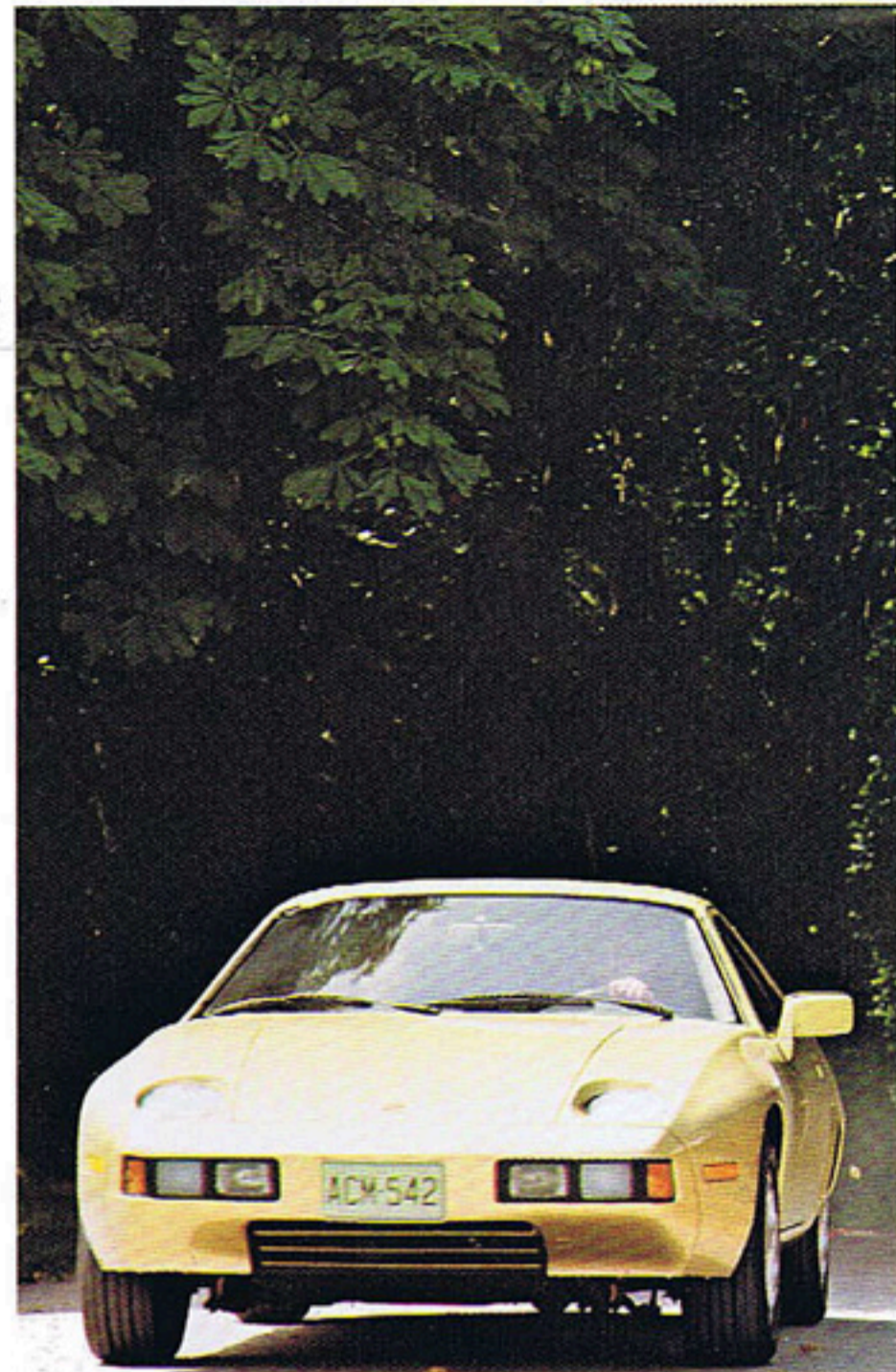
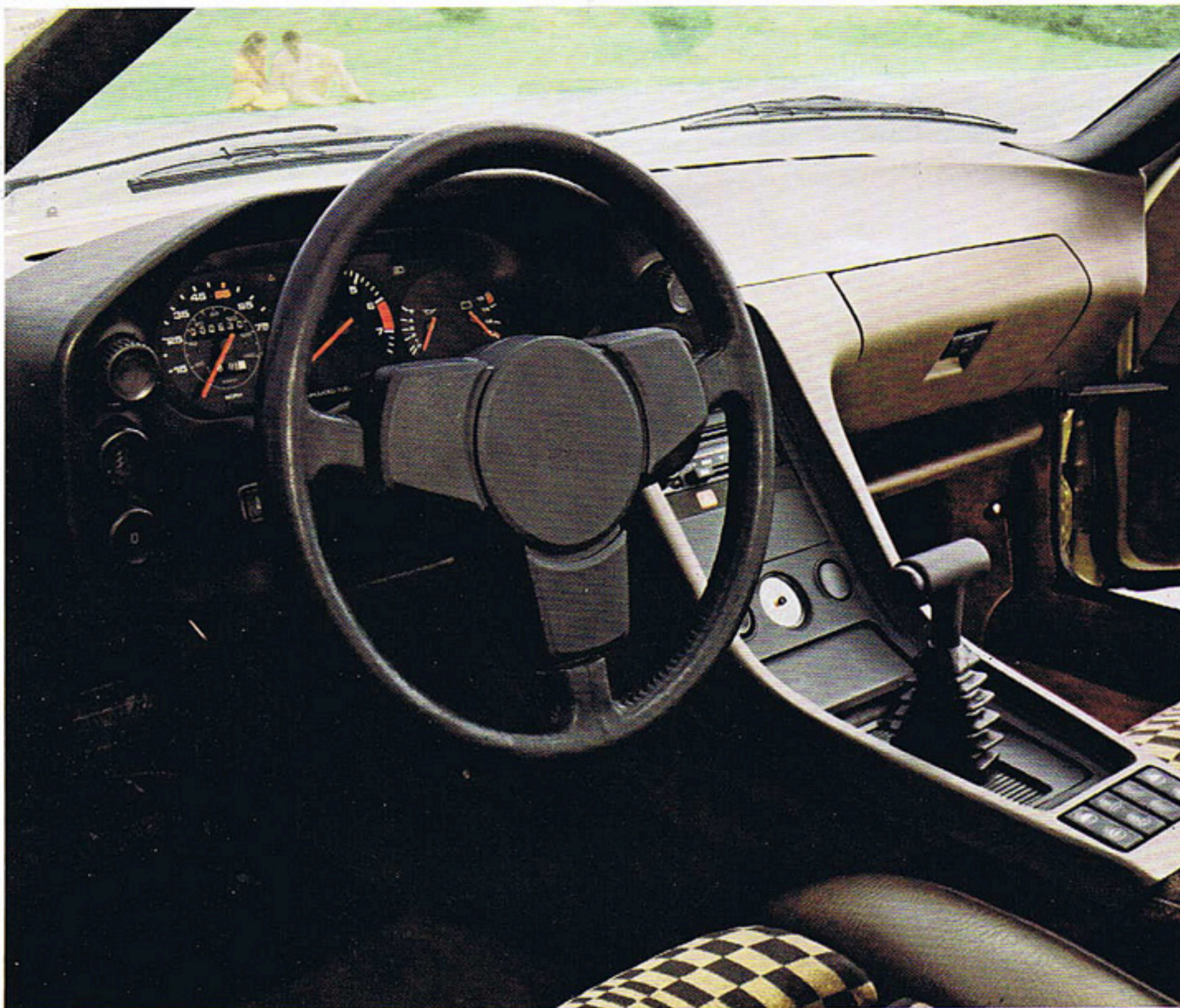
The classic Porsche formula, air-cooled and rear-engined, continues to demonstrate its timeless value in the 911 SC. With its outlines nearly unchanged through sixteen years of production, the six-cylinder series is still ahead of its time in terms of appearance and performance. And through continuing improvement, it has made important strides in overall level of finish, driving comfort, displacement and torque.

Porsche 911 SC Targa provides the security of a Coupe with the exhilaration of driving with no roof above your head. The light yet rigid folding roof can be removed and stored away inside the car with ease, in just a matter of minutes.

No special maintenance is required for the roof, and it is less likely to be broken into than a conventional convertible. The roof seals the interior tightly against drafts and adverse weather conditions.

The cars of the Porsche 911 SC series clearly demonstrate Porsche's policy of continuously searching for improvements. From the rigid steel monocoque body structure, to the powerful 3-liter engine, these cars embody much of what Porsche has learned through engineering and racing. Porsche has won more world racing championships than any other marque in modern times.





# 928

Porsche 928:  
Clearly Unconventional.

Porsche 928, flagship of the line, has proved itself by becoming the market leader in its class while still only in its second year of production.

The progenitor of a whole new Porsche generation, the 928 exhibits an uncommon combination of functionalism and aesthetics.

## Technical Data

### Porsche 928

V-8 aluminum engine, water-cooled, front-mounted, power transfer via rear mounted transaxle and double jointed drive shafts to

For superb handling, the axle load-compensating transaxle is engineered to permit completely relaxed driving, neutral performance behavior in curves, and a high degree of directional control. The Weissach rear axle – an innovation unique to the 928 – is designed to help prevent the rear of the car from breaking out when the gas pedal is released abruptly in curves or when traveling at highway speeds. The light metal V-8 engine runs cool and nearly maintenance-free.

rear wheels, displacement: 4474 cc, 219 h.p. at 5250 r.p.m., AFC fuel injection, compression ratio: 8.5:1, 5-speed transmission, 0-60 mph, 7.7 sec., EPA mileage estimates: n.a.

In view of the increasing legislation affecting specifications for individual countries, we cannot overstress our recommendation for any potential purchaser to contact the authorized importer, or their enfranchised dealers, of the country in which the vehicle is to be permanently licensed, to obtain the relevant information for that market.

\*\* Specifications standard equipment and options are subject to change without notice.

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