

PORSCHE

912



The Porsche, in its unique combination of profile, character, and elegance, is an automobile for the connoisseur and expert alike — and it is an open compliment to your way of life.

Porsche's creation bearing the sequential number 356, first introduced at the 1949 Geneva Auto Show, had little in common with the annual model changes practised by automotive industries the world over. The reason for this is that Porsche's policy stresses concentration on mechanical improvement of the basic design rather than a mere repositioning of ornamentation from year to year. This principle of continued refinement and application of experience gained in racing events proved itself all along with excellent results.

Today, Porsche presents the Type 912. Thorough attention to design detail, paired with invaluable experience gained, led to the creation of a Coupe of such standards that it meets the expectations of our age to an unequalled degree. It is that invaluable experience, for one, that brings the aspect of dependability so much into evidence. It is, therefore, only natural that Porsche, having gained an enviable reputation in the motoring world in consequence of the many international achievements, continues to follow its long established design principles. Thus, from the first look on, the Type 912 manifests itself as unmistakably a Porsche.

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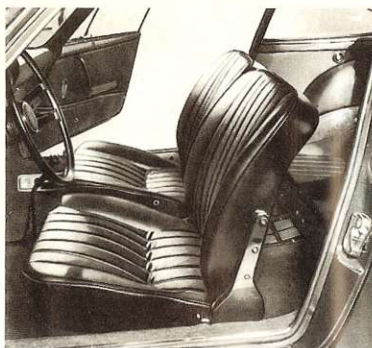
Taking a closer look, we will certainly find the 912 irresistibly exciting. Its performance, interior appointments, and driving comfort are of a caliber that the discriminating driver always insisted on having in his machine. In addition, the pleasing design and sheer elegance make this 2/2 Coupe an extraordinary automobile. Owing to the low beltline and large glass areas, visibility from within is excellent. You will perceive the inherent precision and come to a definite conclusion: This is a



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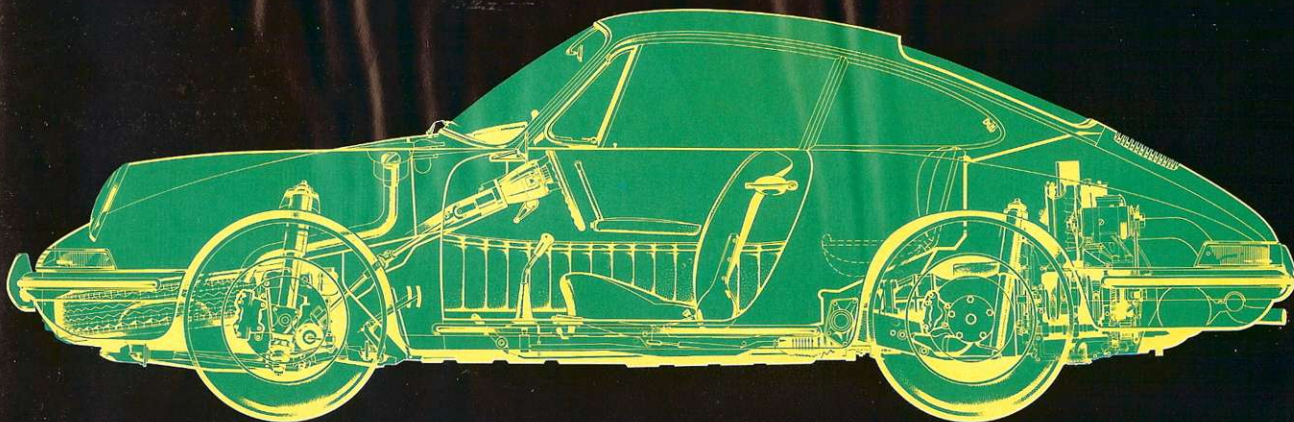
Porsche! Quietly flowing lines, clearly designed instruments, hand fitting controls, and the absence of gadgets is here the motto. This is **your** car. Feeling relaxed, your reactions are naturally safe. The Porsche willingly submits to your commands. The world famous transmission carries the torque with exactness and you find yourself at speed, driving. The engine's note is honest — no mufflings or noise, only a live and healthy sound. The distances shrink into nothingness, the world moves closer to you.

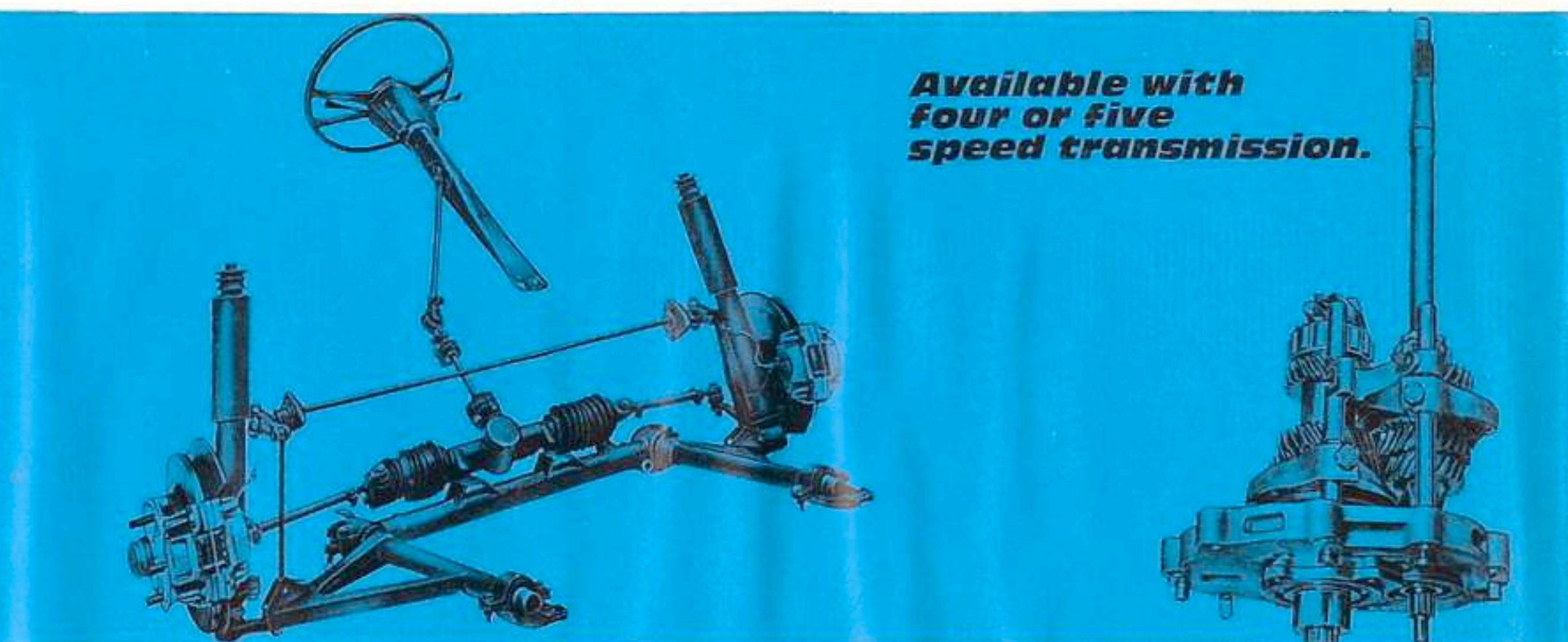
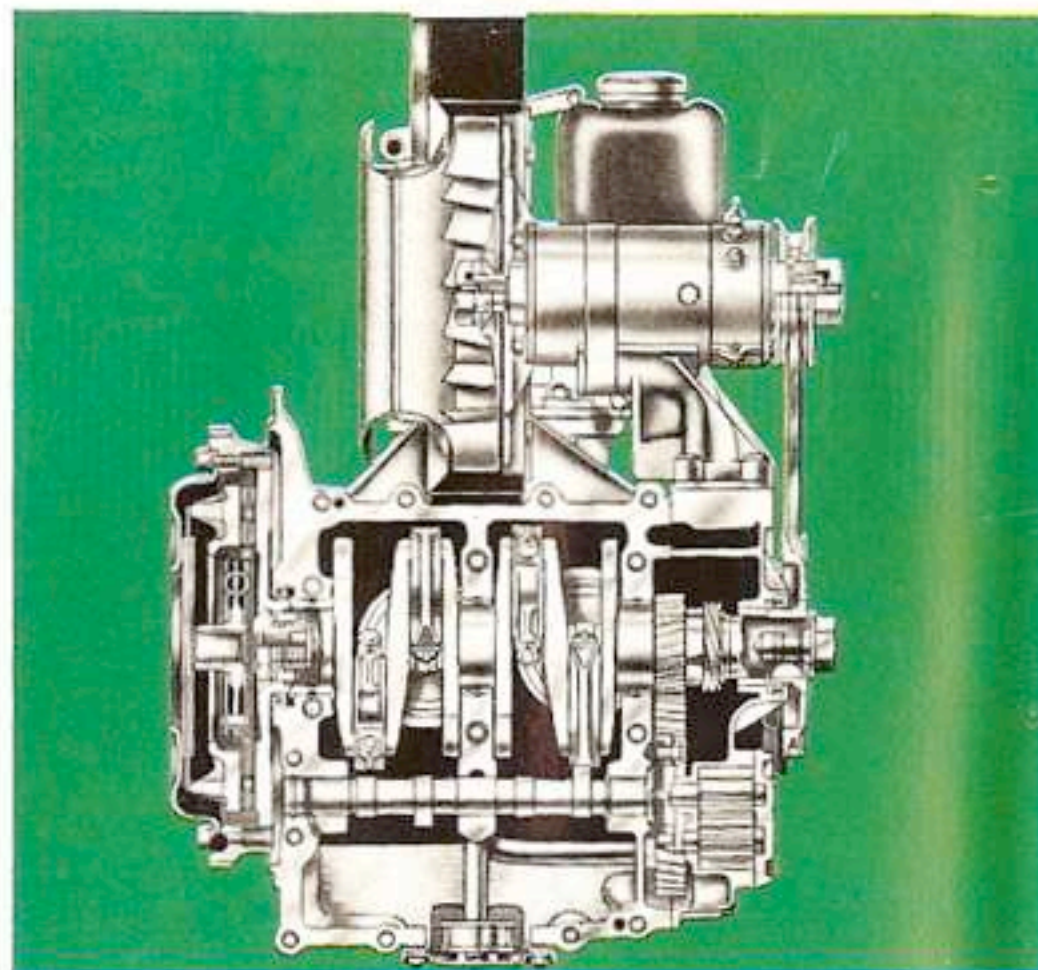


Sitting in the scientifically formed, amply adjustable seats in the car's center of gravity, it becomes immediately clear that the maker has extensive know-how in the field of fast automobiles: the seating position leaves nothing to be desired, the steering wheel lies well in hand, and the proper angle of the steering column enables the hand to fall almost automatically onto the well positioned, floor mounted gearshift lever. A look under the front lid reveals a large luggage compartment. Here you will be able



to stow away anything you may need enroute — a luggage compartment tripled in size in comparison with the previous models should be large enough to satisfy all needs. The folded rear seat backrests multiply the luggage space by several factors. In true Porsche tradition, the air cooled, rear mounted and well proven four cylinder engine has been retained, together with the torsion bar springing; however, a newly designed front and rear suspension is utilized. Since it is an old Porsche concept to always

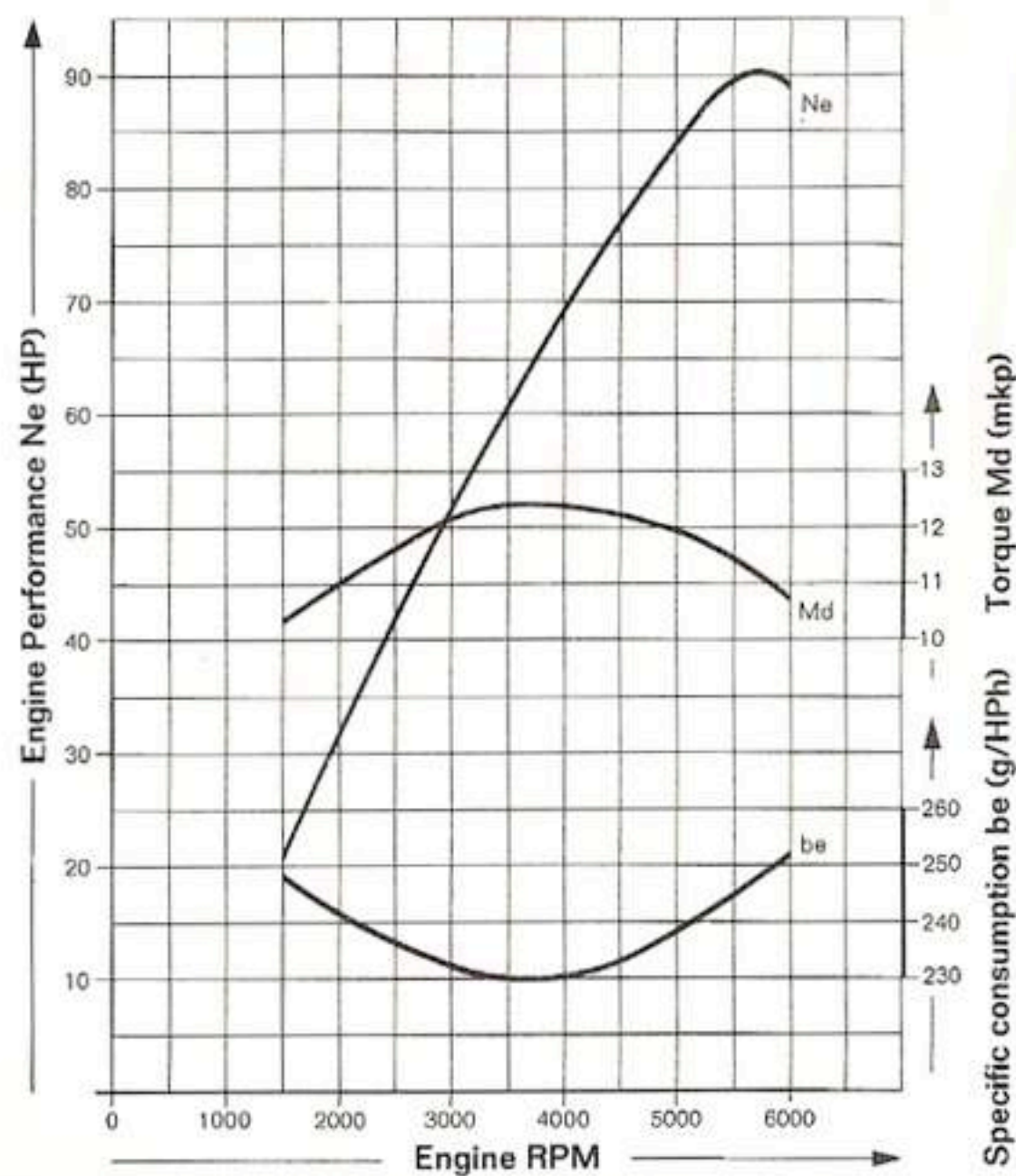




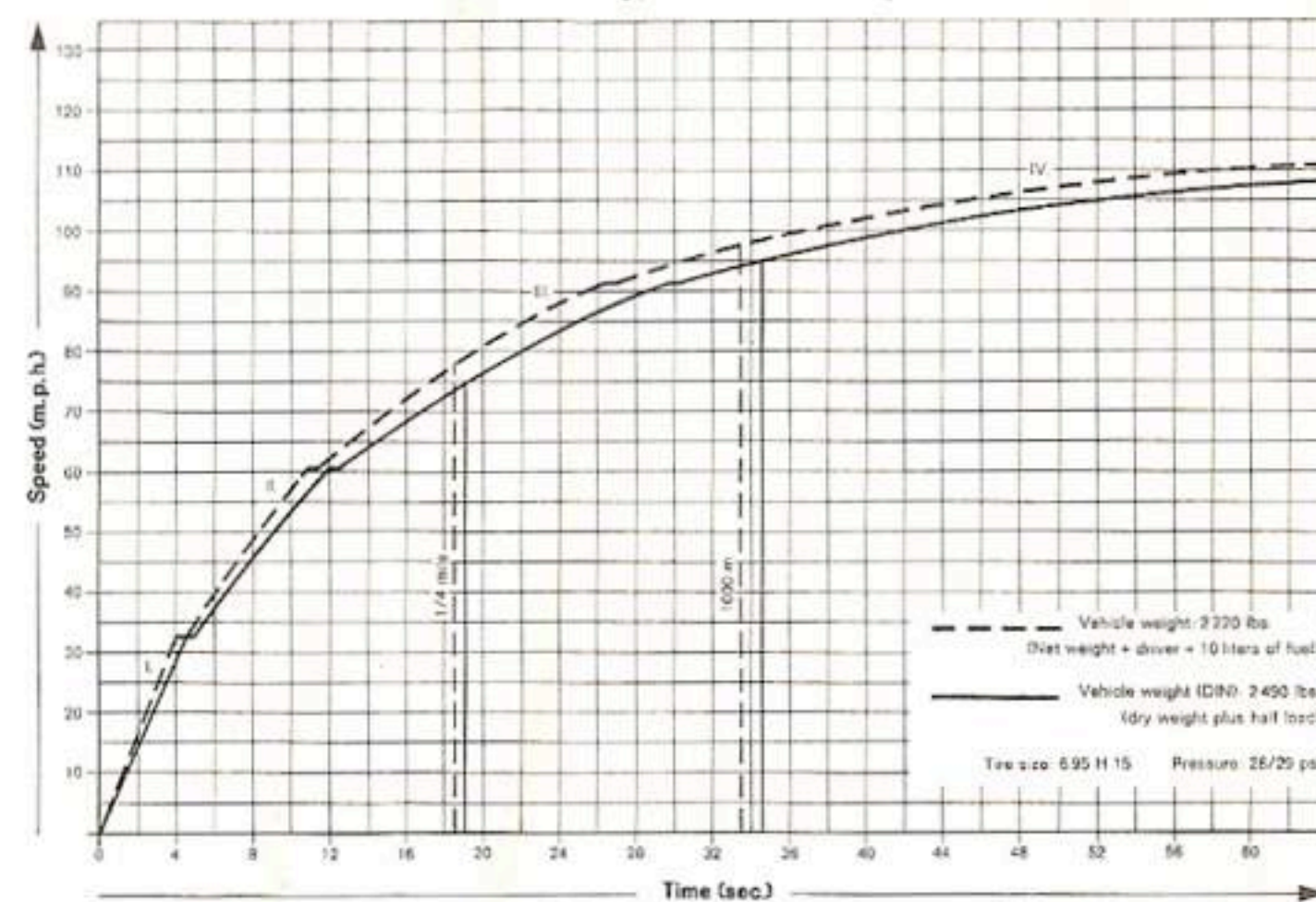
**Available with
four or five
speed transmission.**

combine the aspect of dependability with that of safety, the 912 has a safety steering column consisting of a double-joint relay shaft; the rack and pinion steering system with two tie rods of equal length adds in the elimination of road shock at the steering wheel. Also, the 912 is provided with a new, ultra-light shifting, ring-synchronized transmission in a choice of either four or five speeds. Hydraulic disc brakes act on all four wheels; the parking brake is of the shoe-and-drum type and is incorporated into the rear wheel discs.

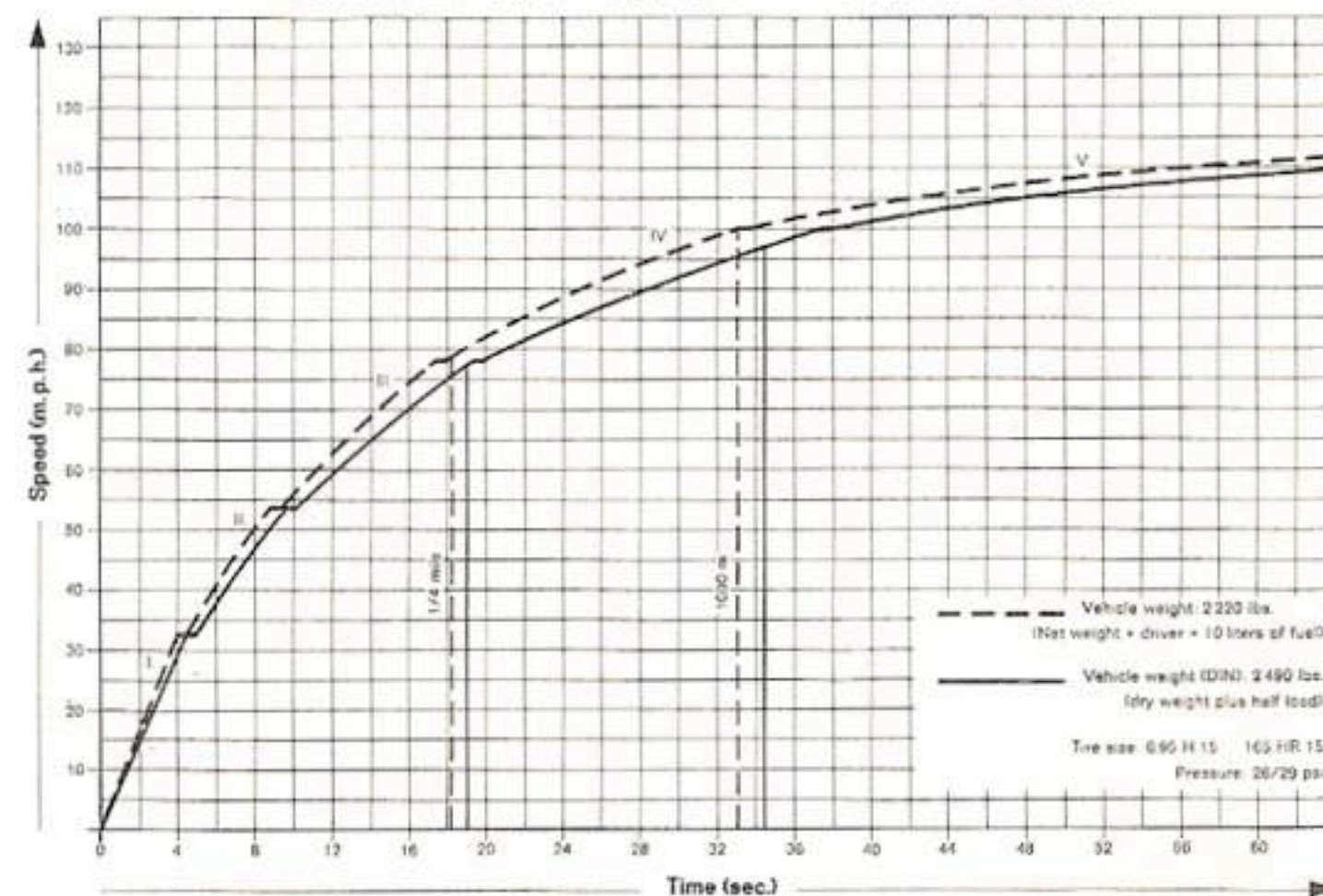
Engine Performance and Fuel Consumption Type 912



Acceleration Curve Type 912 (4-speed transmission)



Acceleration Curve Type 912 (5-speed transmission)



ENGINE			
Number of cylinders	4	Transmission gear ratios	1st gear = 11:34 / 11:34
Bore	82.5 mm (3.25 in.)		2nd gear = 18:34 / 19:32
Stroke	74.0 mm (2.91 in.)		3rd gear = 22:29 / 24:27
Displacement, actual	1582 cc (96.5 cu.in.)		4th gear = 25:26 / 28:24
Compression ratio	9.3 : 1		5th gear = 28:24
Horsepower	90 DIN HP (102 SAE HP) at 5800 RPM		Reverse = 11:16
Maximum torque	12.4 mkp (90 lbs/ft)		20:43
Horsepower/displacement ratio	57 DIN HP/liter (1.07 SAE HP/cu.in.)		

ENGINE DESIGN

Type	Opposed, four stroke cycle
Cooling	Air cooled
Crankcase	Light alloy
Cylinders	Cast iron liner in finned light alloy jacket
Cylinder heads	Light alloy
Valves per cylinder	2
Valve arrangement	Overhead
Valve timing	Pushrods
Camshaft drive	Gear-type
Camshaft bearings	Plain journals
Crankshaft	Forged, 4 plain journal main bearings
Connecting rod bearings	Plain journals
Air blower drive	V-belt through generator
Crankshaft / air blower ratio	approx. 1:1.8
Lubrication	Forced feed, gear-type
Fuel pump	Mechanical, diaphragm
Carburetors	2 dual-throat downdraft, Solex 40 P II-4

CHASSIS

Chassis type	Monocoque, unitized with frame
Service brake	Hydraulic, single circuit
Effective friction area	185 cm ² (28.7 sq.in.)
Wheels	Perforated, steel disc
Tires	6.95 H 15 (165 HR 15 optional)
Steering	Rack and pinion
Steering ratio	1:16.5

DIMENSIONS

Wheelbase	2211 mm (87.05 in.)
Track, front	1337 mm (52.63 in.)
Track, rear	1317 mm (51.85 in.)
Overall length	4163 mm (163.90 in.)
Overall width	1610 mm (63.39 in.)
Height (unladen)	1320 mm (51.97 in.)
Ground clearance	150 mm (5.91 in.)

WEIGHTS

Dry weight (DIN)	970 kp (2134 lbs)
Maximum permissible weight	1290 kp (2838 lbs)
Maximum axle load, front	570 kp (1254 lbs)
rear	750 kp (1650 lbs)

ELECTRICAL SYSTEM

Battery voltage	12 V
Battery capacity	45 Ah
Generator output	300 W max.
Ignition	Battery coil
Distributor	Centrifugal advance
Firing order	1-4-3-2
Ignition timing	3° BTC

CAPACITIES

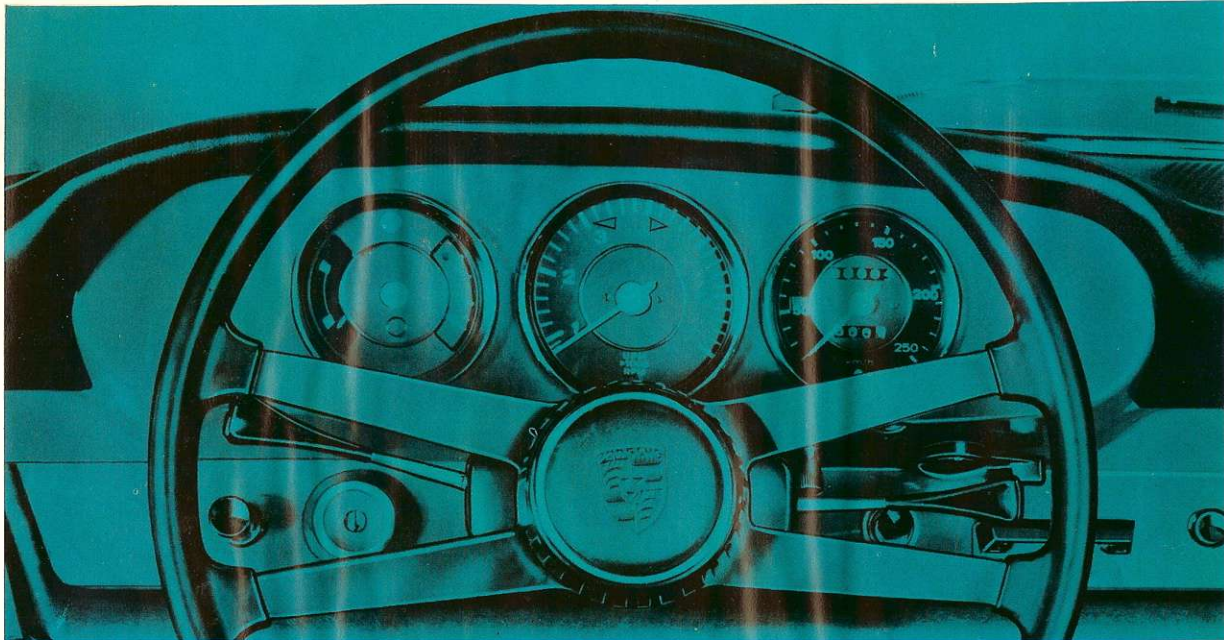
Fuel tank	62 liters (16.4 U.S. gals)
Oil sump	approx. 5 liters (5.3 qts)
Transmission and differential	2.5 liters (2.65 qts)
Hydraulic fluid reservoir	0.2 liters (7 fl.oz.)

POWER TRAIN

Number gears	4 or 5 speed option, 1 reverse
Synchronized gears	All forward speeds
Final drive	Spiral bevel
Rear axle ratio	7:31

PERFORMANCE

Range w/o refueling	approx. 450-500 km (280-310 mi.)
Top speed	approx. 185 km/h (115 mph)
Fuel consumption (DIN)	8.5 liters/100 km (29.5 mpg)



STANDARD EQUIPMENT

Windows

Electric windshield washers with automatic wiper actuation
Three-speed windshield wipers
Ventilating quarter windows, burglarproof, front and rear
Antiglare interior rear view mirror
Laminated windshield
Hot air defrosting for rear window

Illumination

Asymmetric low beam (for all countries in which authorized)
Two backup lights
Infinitely variable instrument illumination
Luggage compartment illumination

Signals

Twin horns
Headlamp flasher

Instruments

Speedometer with odometer and trip mileage recorder
Tachometer
Fuel gauge
Oil temperature gauge
Indicator lights for generator, oil pressure, parking lights, turn signals, and parking brake

Locks

Both doors securable from outside by key, inside by lever
Glove compartment with lock
Fuel tank cap operated from car interior
Ignition switch combined with steering lock

Interior

Antiglare instrument panel, padded on top and bottom
Cigarette lighter combined with electrical outlet
Courtesy grip for passenger on door inside

Arm rests designed as door-pulls
Seat belt anchorages
Fasteners for luggage straps
Clothes hanger hook at each door post
Two padded sunvisors with mirror on passenger side
Map pocket in each door
Reclining seats
Heater and fresh air vents
Rear seat backrests fold down to a luggage platform, with non-skid strip
Parcel shelf behind rear seats, with non-skid strip
Slide-in ashtray

Miscellaneous

12-Volt system
Towing hook in front
Draftfree ventilation through headlining
Undercoating
Touch-up paint dispenser