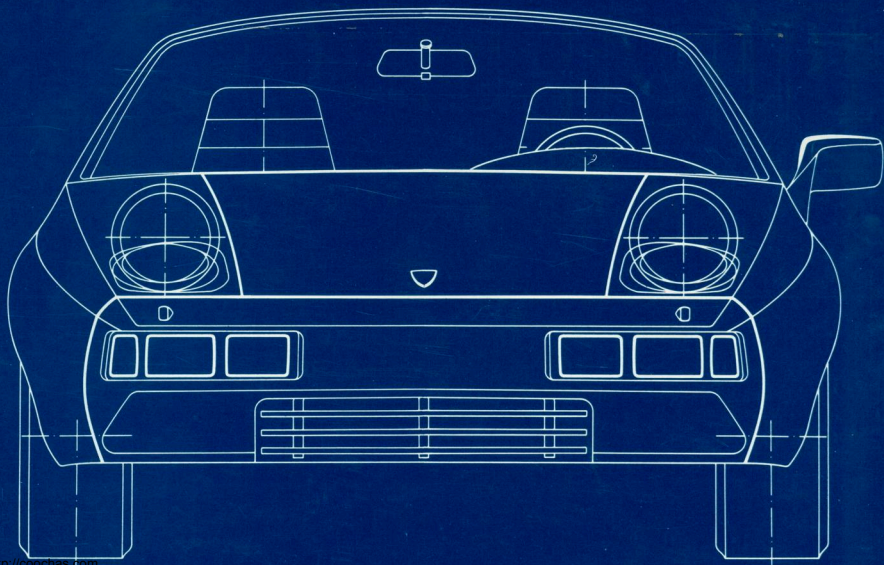
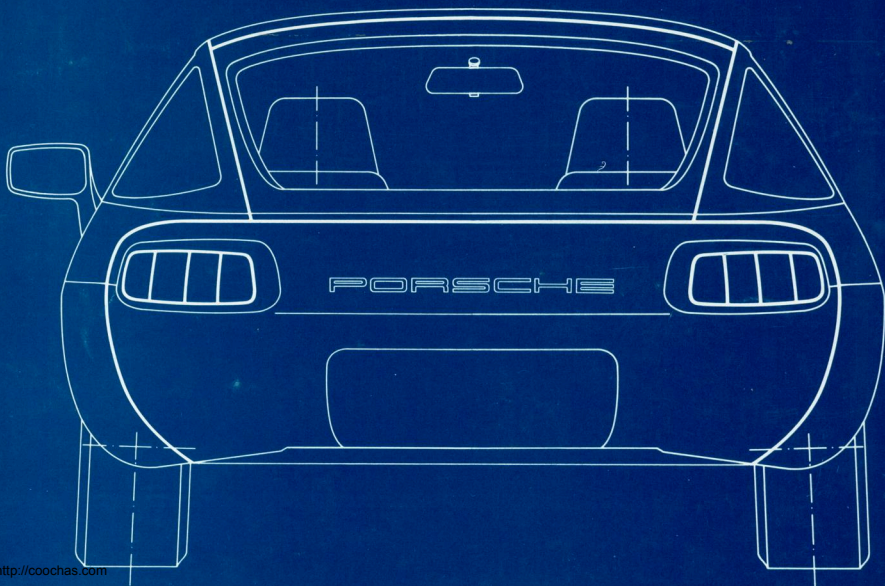


PORSCHE 928

Introducing a redefinition of the sports car.





PORSCHE 928

Introducing a redefinition of the sports car,
by Porsche, the sports car specialists.

Perhaps the Porsche 928 should have no hood.

Putting its handsome V-8 engine on public display, might be the easiest way to show the world the quality of creative thought that Porsche has devoted to this, its newest car.

For the 928 does not otherwise brag of its brilliance. Among cars that wear their status symbols like brassy badges, the 928 is unassuming. It does not need the pretentious ornaments of other autos, for under its hood, under its skin,

is the clarity of engineering expression for which Porsche is famous, polished to unprecedented perfection. Its voice is heard by the knowing driver.

The 928 is not a symbol, but the reality. It is the reality of a high-performance car that is also quiet, a car that corners superbly and also rides well, a small and sleek car that is also roomy, and a luxury car that is also built for long life.

In these ways and more, the 928 is Porsche's redefinition of the sports car.

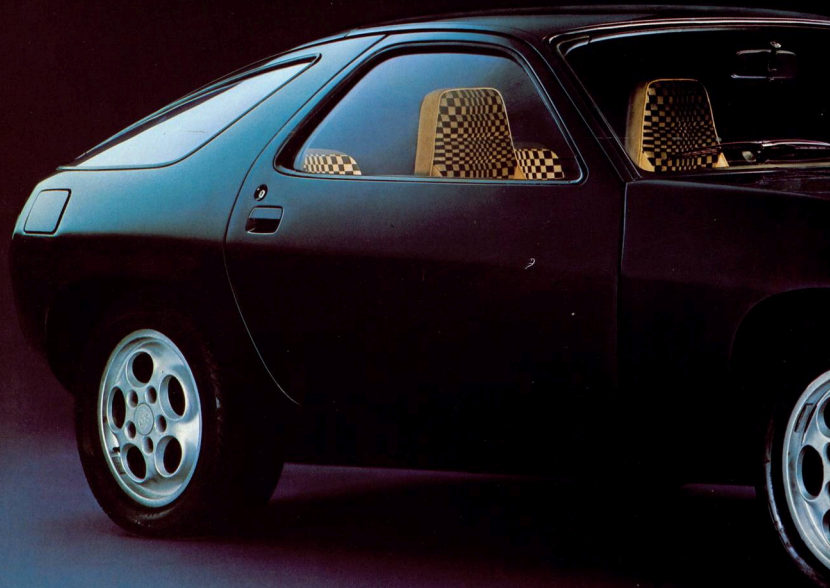


Synthesis of all Porsche's sports car experience.

The 928 is not »new« in the sense that most cars are. It is not a new bottle for old wine. Designed from a clean sheet of paper, it has only nuts and bolts in common with other Porsches. By making a fresh start, and by building, as usual, every important part of the car themselves, the Porsche engineers could invest in the 928 all they've learned in their quarter-century of experience with sports cars for racing and the road.

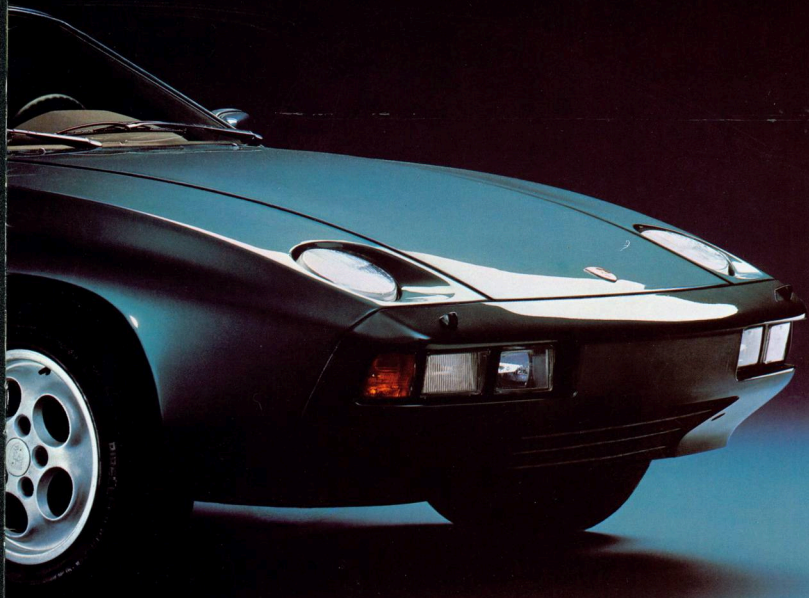
Racing experience guided but did not dictate to the Porsche designers. They decided a front-mounted engine was best for a spacious road sports car like the 928, as long as it had a rear-mounted transmission – a transaxle – to give its driving wheels more grip. They transmit the power of Porsche's own overhead-camshaft 4.5-liter V-8 engine, fuelinjected for sparkling throttle response.

Between the 928's monocoque steel frame and its low-profile high-performance tires is a suspension system that automatically compen-



sates for dynamic forces on the car. When accelerating, it keeps the rear end from squatting too much. Under braking, it keeps the nose from diving down, and it aims the front wheels away from skids, if their grip is uneven, instead of into them. Entering turns, the suspension adjusts the rear-wheel angles to give ideal tracking. Power boost is standard for the 928's rack-and-pinion steering and its ventilated four wheel disc brakes.

To read of the 928's chassis features is interesting. To experience them, in action, is exhilarating.







A driver's car built for passengers.

The familiar three-spoke wheel, the perfectly placed instruments and the rugged control pedals leave no doubt: The 928 is a Porsche. This means it gives the driver the acute sensitivity to road conditions and the command over the car that have always been Porsche attributes. But in the redefinition of the sports car that is the 928, other qualities have been given equal emphasis. Comfort and luxury for the driver and passengers have reached the highest levels in Porsche history.

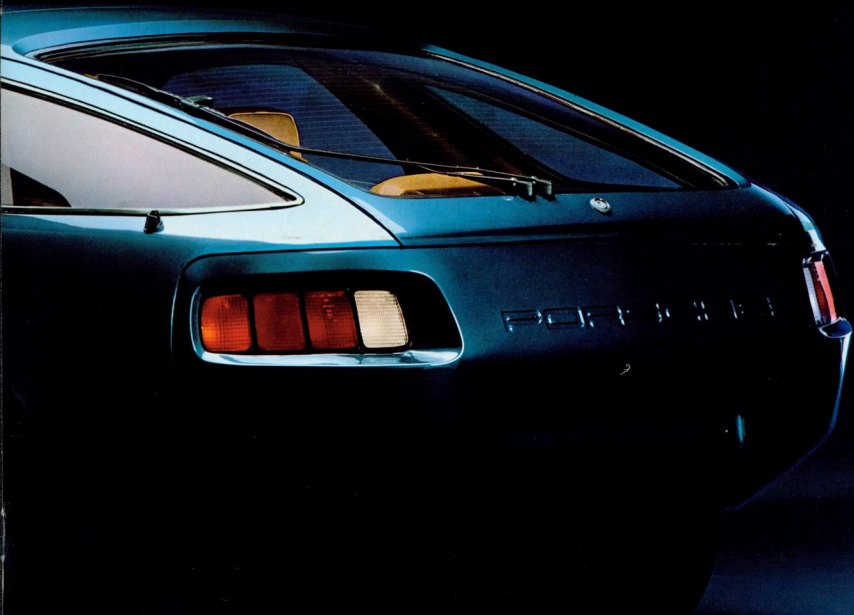
Driver comfort is assured by the normal adjustments for the bucket seats and by optional power adjustment. In addition, the positions of the seat, pedals and shift lever can be changed by the dealer. The wheel is driver-adjustable for height, and with it moves – uniquely – the complete instrument cluster. This gives

a perfect view of the gauges and keeps minor controls close at hand.

Arrayed on the sloping, edge-stitched panel are luxury features that rival those of any car. Standard on the 928 are automatic speed control, a central door locking system, power windows, a heated power outside mirror, air conditioning, and an AM/FM stereo radio with cassette player and four speakers. Options include a power passenger-side mirror, an anti-theft system, a power antenna, an electrically-operated sunroof and a fully automatic transmission.

A knowledge of the needs of fast motoring shows in the other interior equipment of the 928. It has a rear-window wiper, and two-position armrests on the doors. On the console, a central warning system distinguishes between dangerous and disabling faults. And there are such fitments as sun visors for both front and rear passengers, and an illuminated front-seat vanity mirror.





Automotive architecture to serve the individual.

The 928 will never be mistaken for a sedan. Its lines are unmistakably those of a sports car, and sports cars have traditionally been two-seaters. But this is the roomiest Porsche yet; with rear-seat space for two more people that is habitable for more than short trips. Upper portion of rear seat backs fold forward to extend the rear-deck luggage room. Long doors allow easier entry to the rear compartment.

Around its occupants the 928's body is shaped by the needs of strength, safety, stability and air resistance. Its low aerodynamic drag reduces wind noise in an auto so quiet that the rush of air would be unduly disturbing.

The 928 is the fullest realization yet of Porsche's ideas for the lengthening of automobile life. Rust resistance of the steel body parts is greatly increased by making them of hot dip galvanized stampings for the main structure. Nor does corrosion affect the many parts made of aluminum: the wheels, doors, hood, front fenders, front suspension members, rear suspension links and carrier, and the housings of the engine, clutch and transaxle.



Long body life is part of Porsche's redefinition of the sports car. So is freedom from service, through design. Hydraulic lifters eliminate valve clearance adjustments. Breakerless transistor ignition and efficient CIS fuel injection also need little periodic service. In such ways is the 928 engineered to remain on the road, where it belongs.





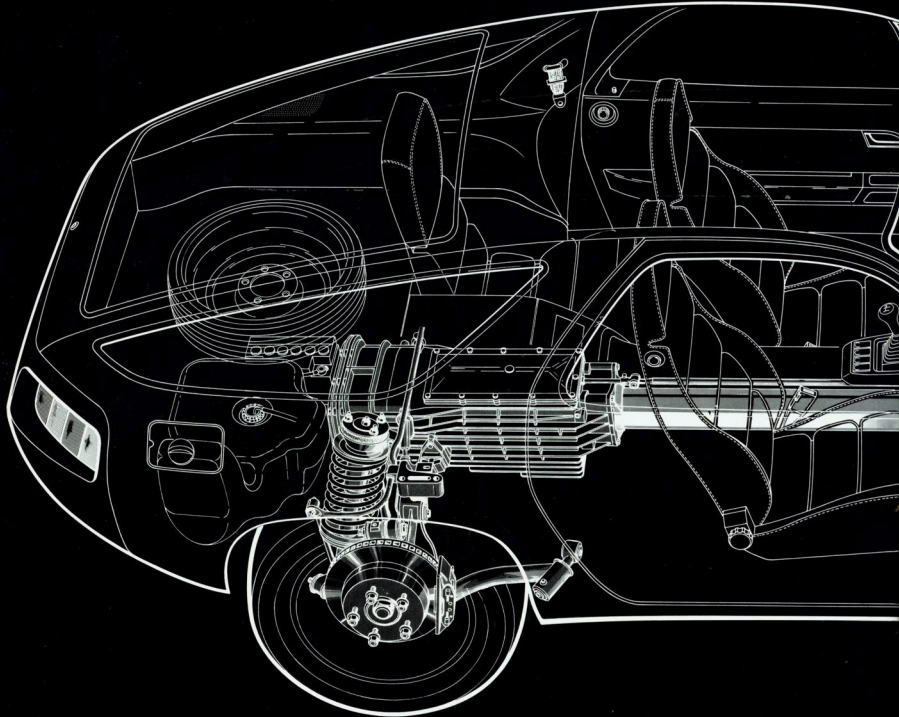
Parallelogram linkage gives straight lateral movement to rear-window wiper.



Convenient access to large luggage bay is afforded by rear-deck hatch.



Rear seats have built-in safety belts and lockable central storage compartment.





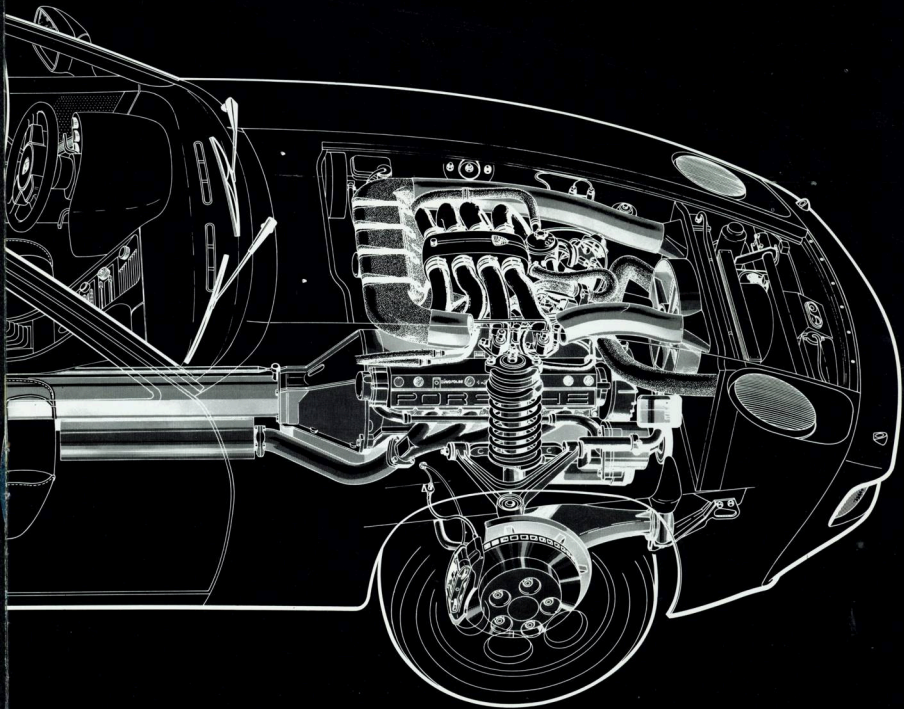
Door panels include cooling vent, stereo speaker, hand grip and map pocket.



Complete instrument and control group moves up and down with adjustable wheel.



Exposed headlamp lenses are always cleaned when the Porsche 928 is washed.



**The Porsche engineered
for the 1980's -- ready
today.**

Because Porsche does not change its models often, each new car it introduces must stay at the forefront of its field for many years. To achieve this, the engineers at Porsche's Weissach design and test center have invested in the 928 the most advanced materials and technologies that they now consider to be ready for automotive use. In this sense the 928 offers a preview of the kinds of cars that will be available in the 1980's, cars built for safety with lightness, efficiency

of operation, long life and less routine service. Such qualities are ready today for the sports car buyer who seeks a taste of tomorrow, in the Porsche 928.

Its longevity and practicality are the extra dimensions of the 928. They add to its usefulness and its value as an investment. And they enhance the essence of this Porsche: its extraordinary capability on the road. That is one part of the definition of a sports car that Porsche will never change.



Porsche 928 Specifications:

Engine Type	Water-cooled 90° V-8, aluminum block and heads	Chassis Frame	Integral steel body/frame
Valve Gear	Single overhead cam-shaft per bank, self-adjusting hydraulic tappets	Front Suspension	Independent, parallel wishbones, concentric coil spring and double acting shock absorber, negative roll radius, brake anti-dive reaction, torsion anti-roll bar
Bore	95.0 mm/3.74 ins.	Steering	Speed-sensitive power-assisted rack and pinion, 17.75:1 ratio
Stroke	78.9 mm/3.11 ins.	Rear Suspension	Independent, upper links and lower control arms, concentric coil spring and hydraulic shock absorber, drive anti-squat reaction, Weissach toe angle compensation, torsion anti-roll bar
Capacity	4474 cc/273 cu. ins.	Brakes	Ventilated disc brakes at all four wheels, floating callipers, vacuum power booster, integrated drum-type rear parking brakes
Compression Ratio	8.5 to one	Wheels	Pressure-cast aluminum, 7J x 16
Induction System	(CIS) Fuel injection	Tires	225/50 VR 16 tubeless radial-ply
SAE Net Power	219 bhp. at 5250 rpm	Dimensions	
SAE Net Torque	254 lb. ft. at 3600 rpm	Wheelbase	2500 mm/98.4 ins.
Electrical Ignition	Transistorized breakerless system	Front track	1545 mm/60.8 ins.
Voltage	12 Volt	Rear track	1514 mm/59.6 ins.
Battery	88 Amp./h.	Overall length	4447 mm/175.1 ins.
Alternator	90 Amp., 1260 Watt max.	Overall width	1836 mm/72.3 ins.
Drive train Type	Front engine and clutch, drive through shaft in rigid torque tube to rear-mounted transaxle ahead of final drive unit	Overall height	1313 mm/51.7 ins.
Transmission	Choice of five-speed manual or automatic with three speeds and torque converter	Fuel capacity	86 liters/22.7 U.S. gal.
Manual Clutch	Dry twin-disc with pedal servo spring	Curb weight	1500 kg/3300 lbs.
Manual Transmission	Porsche synchromesh on all five forward speeds, direct drive in top gear	Max. total weight	1870 kg/4125 lbs.
Manual Transmission Ratios	First 3.601:1 Second 2.466:1 Third 1.751:1 Fourth 1.343:1 Fifth 1.000:1 Reverse 3.162:1	Options	
Final Drive Ratio	2.750:1	Limited-slip differential, heated power mirror for passenger's side, anti-theft device, power antenna, power seats, electric sliding roof, automatic transmission	
Acceleration	0-60 in 7.7 sec.		

Your Porsche dealer will be glad to discuss with you the standard equipment furnished on each Porsche model as well as the options which may be selected to help personalize your Porsche.

Some of the vehicles and equipment shown or mentioned in this catalog may not be available in some areas. We reserve the right to make specification and equipment changes without notice.

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