



PORSCHE



924

924 Turbo

Technical Data

Porsche 924

4-cylinder, in-line, water-cooled engine. Front mounted, with power transmission to the rear wheels via Transaxle system. 2-litre, 92 kW (125 bhp) at 5,800 rpm. Bosch K-Jetronic fuel injection;

compression ratio 9.3:1; 5-speed gearbox; acceleration 0-100 km/h (0-62 1/2 mph) in 9.6 sec; top speed 204 km/h (127 mph). Fuel consumption* 9-13 litres/100 km (21.7-31.4 mpg. Imp.) premium fuel; 7 year Porsche Longlife warranty.

Technical Data

Porsche 924 Turbo

4-cylinder, in-line, water-cooled engine. Front mounted, exhaust driven turbocharger, with power transmission to the rear wheels via Transaxle system. 2-litre, 130 kW (177 bhp)

at 5,500 rpm. Bosch K-Jetronic fuel injection; compression ratio 8.5:1; 5-speed gearbox; acceleration 0-100 km/h (0-62 1/2 mph) in 7.7 sec; top speed 230 km/h (143 mph). Fuel consumption* 10-15 litres/100 km (18.8-28.2 mpg. Imp.) premium fuel; 7 year Porsche Longlife warranty.

*Fuel consumption. (Fuller details appear in the technical data sheets of the main catalogues)

The logical Porsche

To even the most cost-conscious, the exciting Porsche 924 will act as the introduction to driving at its very best. The smooth aero-dynamic shape ensures high average speeds with exceptionally low fuel consumption. The renowned Transaxle system connecting the front-mounted engine to the rear transmission unit, is that in use in the top-of-the-range models, the 928. Long 12,000 mile service inspection intervals are kind to both pocket and time. The double sided galvanised bodywork, with its Porsche 7 year Longlife guarantee, enhances the resale value – especially when coupled to the Porsche policy of minimum dating features in its model development.

All those successful individuals, men and women, bored by the usual family saloons, will find in the Porsche 924, a new lease of driving pleasure.

Performance Boost. The 924 Turbo.

To keep pace with the 42% increase in output, many detail alterations are made to the engine, suspension, running gear and bodywork. This power, which is developed smoothly even from low engine speed, is achieved by the use of an exhaust driven turbocharger and makes the 924 Turbo (much to delight of the driver and to the astonishment of the motoring public) the fastest 2-litre production car in the world – even taking some of the rarer exotica into consideration.

For both the 924 and the 924 Turbo there is a comprehensive list of optional extras – where some of these are not included in the standard specification of the supplying concessionaire – including removable sunshine roof, electrically adjusted and heated exterior mirrors, sport seats, high pressure headlamp washers, etc.





928 S

928 S

Technical Data

Porsche 928

V-8, water-cooled engine. Front mounted, with power transmission to the rear wheels via Transaxle system. 4.5-litre, 177 kW (240 bhp) at 5,250 rpm. Bosch K-Jetronic fuel injection;

compression ratio 10:1; 5-speed gearbox; acceleration 0-100 km/h (0-62 1/2 mph) in 7.2 sec; top speed 230 km/h (143 mph). Fuel consumption* 13-18 litres/100 km (15.7-21.7 mpg. Imp.) premium fuel; 7 year Porsche Longlife warranty.

Technical Data

Porsche 928 S

V-8, water-cooled engine. Front mounted, with power transmission to the rear wheels via Transaxle system. 4.7-litre, 221 kW (300 bhp) at 5,900 rpm. Bosch K-Jetronic fuel

injection; compression ratio 10:1; 5-speed gearbox; acceleration 0-100 km/h (0-62 1/2 mph) in 6.8 sec; top speed 250 km/h (155 mph). Fuel consumption* 14-19 litres/100 km (14.9-20.2 mpg. Imp.) premium fuel; 7 year Porsche Longlife warranty.

*Fuel consumption. (Fuller details appear in the technical data sheets of the main catalogues)

The futuristic Porsche.

The different design of the 928 highlights the fact that it is the cornerstone of the future Porsche generations. With functional good looks, a very high standard of technology, and silky V8 power, the 928 has already established its supremacy in its class.

Performance and safety, comfort and luxury, blend together with a sporting character due to the very nature of the overall Porsche design. The driving characteristics, due to the Transaxle system and the Weissach rear axle, enable full enjoyment of the cornering potential coupled with outstanding directional stability. The built-in front and rear polyurethane covers to the

bumpers, can, in themselves, absorb low speed impacts without damage. The light alloy V8 engine is virtually vibration free as well as undemanding in service. Use of premium grade fuel achieves a fuel saving of some 15% under tick-over and part load conditions.

Into the lead, with 300 bhp – the 928 S

With an additional 60 bhp, the 928 S – Porsche's flagship – fulfills even the most exacting demand for exhilarating performance. The highest standard of luxury and comfort is provided. Even the fully automatic air conditioning unit is standard equipment. Yet, despite this accent on luxurious comfort, the 928 S is still a car with a distinct performance flavour – in fact, one of the most powerful!

Some of the vehicles illustrated in this brochure are fitted with special equipment and may not correspond to the standard model as sold. We reserve the right to modify or alter the specification of our model without prior notification.

In view of the increasing legislation affecting specifications for individual countries, we cannot overstate our recommendation for any potential purchaser to contact the authorised 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.

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911 SC

Technical Data

Porsche 911 SC

6-cylinder, horizontally-opposed, air-cooled engine. Rear mounted, rear wheel drive. 3-litre, 150 kW (204 bhp) at 5,900 rpm. Bosch K-Jetronic fuel injection; compression ratio 9.8:1;

5-speed gearbox; acceleration 0-100 km/h (0-62 1/2 mph) in 6.8 sec; top speed 235 km/h (146 mph). Fuel consumption* 11-16 litres/100 km (17.7-25.7 mpg. Imp.) premium fuel; 7 year Porsche Longlife warranty.

911 Turbo

Technical Data

Porsche 911 Turbo

6-cylinder, horizontally-opposed, air-cooled engine, exhaust driven turbocharger. Rear mounted, rear wheel drive. 3.3-litre, 221 kW (300 bhp) at 5,500 rpm. Bosch K-Jetronic fuel

injection; compression ratio 7:1; 4-speed gearbox; acceleration 0-100 km/h (0-62 1/2 mph) in 5.4 sec; top speed 260 km/h (162 mph). Fuel consumption* 15-20 litres/100 km (14-18.8 mpg. Imp.) premium fuel; 7 year Porsche Longlife warranty.

*Fuel consumption. (Fuller details appear in the technical data sheets of the main catalogues)

The Classic

The air-cooled, rear engined Porsche is, in itself, the very justification of the Porsche "Longlife" concept. For nearly 17 years this 6-cylinder model has remained virtually unaltered in its looks, without any loss of charisma or appeal, while at the same time benefitting from constant development. Engine capacity, torque characteristics, driver comforts, are all areas where the application of the latest technical developments and racing experience have resulted in vast refinement.

The open air model – the Porsche 911 SC Targa.

The safety and security of a coupé, but with the added benefit of open air motoring, is given, in full, by the Targa model. Its rigid, folding roof can be fitted in, or taken out, with just a few movements of the hands, while storage takes up very little space. It is service and draught free – also water tight.

Racing know-how – the 911 Turbo.

Using "Exhaust gas energy" the Porsche 911 Turbo matches – if not surpasses – the best acceleration times of the sportscar world elite. Turbocharged combustion mixture passes through an intercooler – as with full competition cars – to give optimum combustion power without additional loading on the engine. Researched aerodynamics ensure consistent road holding even at top speeds.

Race experience – harnessed for everyday use on everyday roads – perfectly combined with luxury.

That's Turbo technology – for the very performance minded Porsche owner.













