

PORSCHE



No-Speedlimit



In a world of compromise, PORSCHE doesn't.

In 1948, the first Porsche was built to meet the standards of an individual who would not accept compromise in any sense of the word. That individual was Ferdinand Porsche. Today, Porsche cars are still being built for people who will not accept any form of compromise in quality, workmanship or performance.

Yet in spite of its high standards, or perhaps because of them, Porsche stands out among today's practical cars as a distinctively sensible automobile. It is extremely compact on the outside, yet luxuriously comfortable and pleasing on the inside.

It offers high, seemingly limitless, performance at amazingly low fuel consumption.

It provides maximum safety for its occupants, yet it requires a minimum of maintenance.

In short, a Porsche is as sensible as it is rewarding.

The rewards of owning a Porsche come to you each day you drive it. Every time you approach your Porsche, you feel a surge of pride in knowing what the car is, and what it can do. (Ask any Porsche owner.)

You know, for example, that you are driving a car that can win fiercely competitive races, if you so choose. On the open road, it will accelerate and track as an extension of yourself. Yet it is well-mannered for city driving or leisurely meandering, as your wishes dictate. In short, your Porsche is ready to do what you want it to do. Any time. This is the product of a dictum of no compromise.

The PORSCHE 911 S is the PORSCHE.

We have been making a 911 since 1964. Although today's 911 S looks very much like the original, it has been vastly improved. It is built with more sound-deadening material and the engine operates at 1/3 less rpm's than earlier models, to produce the same speed.

The result is, of course, a quieter, smoother ride.

The current 911 S is also easier to drive. Its high-torque engine, combined with high gear ratios, gives you more performance with less gear shifting. So you get all the responsiveness you need, without paying the price of driver fatigue.

If you want the 911 S in a convertible, you want the Targa. It is a unique design that provides all the exhilaration of an open car without sacrificing the safety and comfort of a coupe. It has a built-in roll bar, a fixed rear window, and snug fitting folding top.

The TURBO CARRERA. The ultimate PORSCHE.

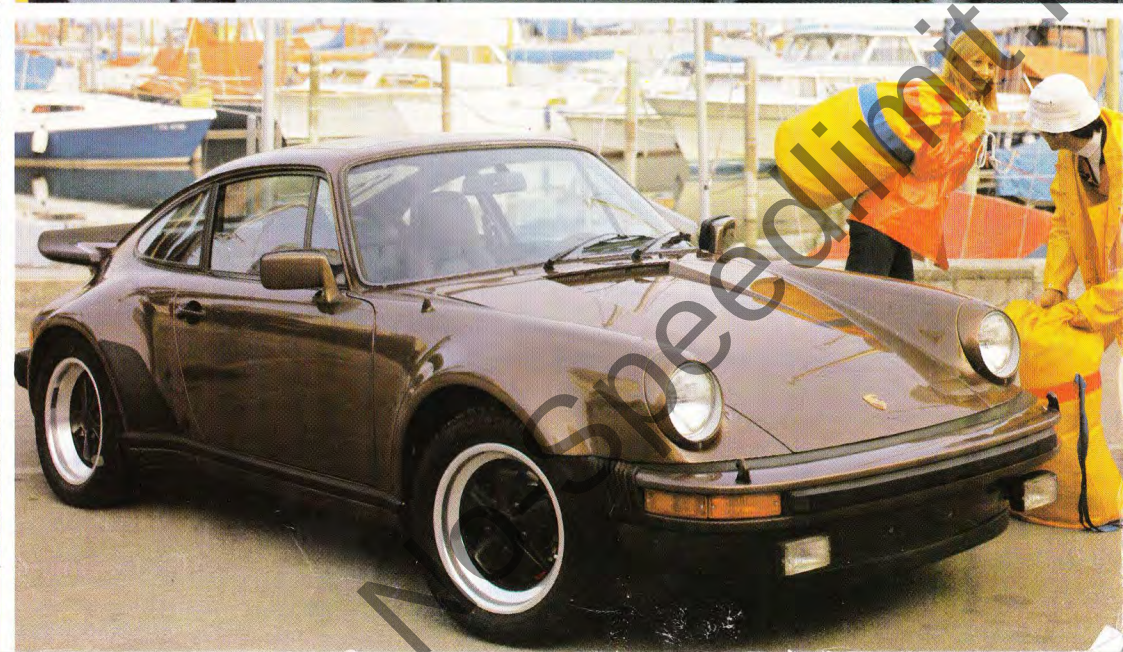
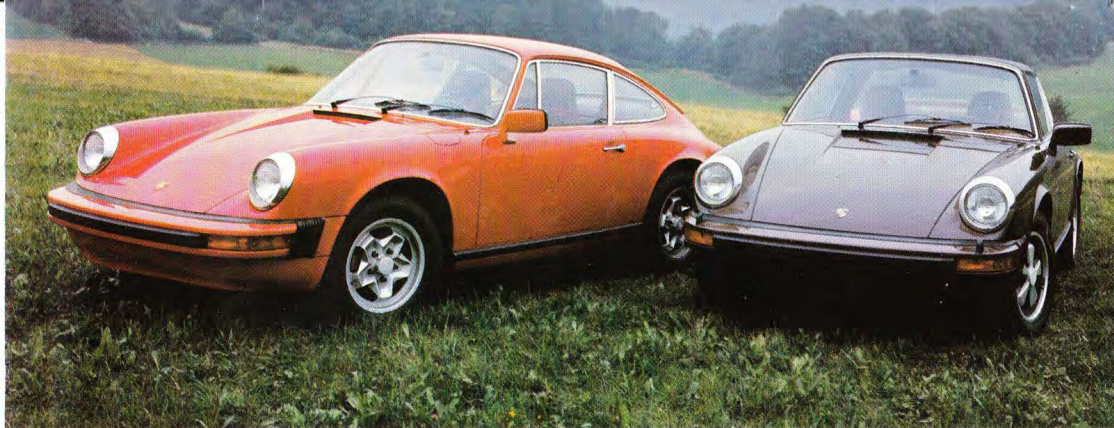
The Turbo Carrera is a very special 911 model that has a turbocharged engine.

Turbocharging uses the engine's exhaust gases, which would otherwise go up in smoke, as a source of energy to pre-compress the engine's intake air. This additional energy provides an enormous performance boost on demand. Yet this car is completely docile in city traffic and leisurely country driving.

Standard equipment includes such luxury features as air conditioning a stereo radio with power antenna, power windows, a headlight washing system, a two-stage heated rear window with wiper, fog lights and front and rear spoilers.

In all respects, the Turbo Carrera is a dramatic unification of all one could wish for in a personal car.

1976 EPA estimates - 28 mpg highway, 18 mpg city (Calif. 23 mpg, 16 mpg.) according to how and where you drive, your car's condition and optional equipment. 1977 figures not available at time of printing.



Technical Data 1977

1977 Porsche	911 S	Turbo Carrera
Engine		
Number of cylinders	6	6
Displacement	2687 cc	2993 cc
Compression ratio	8.5 : 1	6.5 : 1
Horsepower – SAE net/rpm	157/5800	234/5500
Max. torque/rpm (ft. lbs.-SAE net)	168/4000	245/4000
Lubrication	dry sump with separate oil tank, thermostatically controlled oil cooling, full flow filter	
Fuel supply	electric pump	2 electric pumps
Mixture	CIS injection	CIS injection, turbocharged
Electrical System		
Voltage	12	12
Battery rating	66 amp/hr.	66 amp/hr.
Alternator	980 watt	980 watt
Ignition	Capacitive Discharge (CD)	Capacitive Discharge (CD Breakerless)
Transmission		
Standard	5-speed	4-speed
Optional	3-speed Sportomatic	
Chassis		
Suspension	4-wheel, independent	4-wheel, independent
Springing	torsion bars	torsion bars
Brakes	4-wheel disc brakes, internally vented	4-wheel disc brakes, internally vented
Wheels		
	6x15 pressure cast alloy	Front 7Jx16 forged alloy Rear 8Jx16 forged alloy
Tires		
	185/70 VR 15	Front 205/55 VR 16 Rear 225/50 VR 16
Performance		
Top speed (approx.)	134 mph	152 mph
Acceleration (0-62)	7.5 sec.	5.7 sec.

In addition, the 911 S model is available in two body styles; as a Coupe or as a Targa convertible with removable roof panel.

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 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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