

PORSCHE 924



PORSCHE
924

PORSCHE
creates
a new
PORSCHE

Through the years, Porsche has always been creating new Porsches. Porsches for competition. Porsches for everyday enjoyment. Rear-engined Porsches. Mid-engined Porsches.

And now, a front-engined Porsche with a rear transaxle – the 924. Take a look at the 924 and you can't help but notice how good looking it is. Well, we didn't design it just to look beautiful, we designed it to handle beautifully, too. Its aerodynamic design and rear transaxle not only give it those sleek lines, but a low drag factor for greater efficiency and handling stability. Its hatchback offers exceptional visibility and access to a roomy storage area. Rack-and-pinion steering helps it take curves with minimum effort. And, when combined with the transaxle system and rear-wheel drive, it lets you hold the road with uncanny control.

For even more control we equipped the 924 with radial tires. And dual diagonal brake circuits combined with negative roll radius. And for riding comfort there's an independently sprung suspension system with Mac Pherson struts in the front and torsion bars in the rear. But why take our word about how nice the 924 looks and how great it is to ride in? Why not go to your

nearest Porsche +Audi dealer and see one yourself?

Better yet, try one out on winding roads. Open it up on the highway. And get to know Porsche's newest Porsche where it really feels at home.

The 924 has everything
you want a sports car to
have, located exactly
where you want it to be.

Sit inside a new Porsche 924 and you can't help but notice how comfortable it is.

Part of the reason is the seats. They're the same comfortable seats the 911's are famous for. They were designed to give your body the proper support, and adjust not only from front to back, but from straight up to fully reclining with all the variations in between. And, to make driving even more comfortable, they have inertia-type seat belts that give you freedom of movement, but hold you securely during acceleration, cornering and sudden stops.

All of the typical sports car instruments, including a speedometer and tachometer, are right on the dashboard and console, where they're easy to read.

There are turn signals, a headlight dimmer switch, horn and an automatic windshield washer/wiper control with intermittent cycle on the steering column, where they're easy to reach.

Something else the 924 gives you is lots of space. It comfortably seats two adults. And whether you're going crosstown or cross-country, it accomodates you beautifully. The hatchback makes loading and unloading easy, thanks to gas-filled struts that make it lift up almost automatically. And in case you want more room than the hatchback has to offer, there's a fold-down rear deck behind the seats.

For smaller items, there's a console between the seats. A shelf under the dash-board. And door pockets. And for valuable items, not only does the 924 have a lockable glove box, but two concealed storage compartments under the rear deck, as well.

If you like convertibles, you can get a 924 with an optional removable roof panel. It snaps on and off in less than a minute, and stores snugly in its own envelope in the hatchback.

But, perhaps, one of the things you'll like best about the 924 is its economy. It gets an EPA-estimated 31 miles per gallon on the highway, 17 miles per gallon in the city, with standard transmission.* Your actual mileage may vary, according to where and how you drive, your car's condition and optional equipment.

So you see, the 924 is a sleek, European sports car that's spacious, luxuriously comfortable and economical.

Add to all of this the fact it's a Porsche and what better way is there to travel?

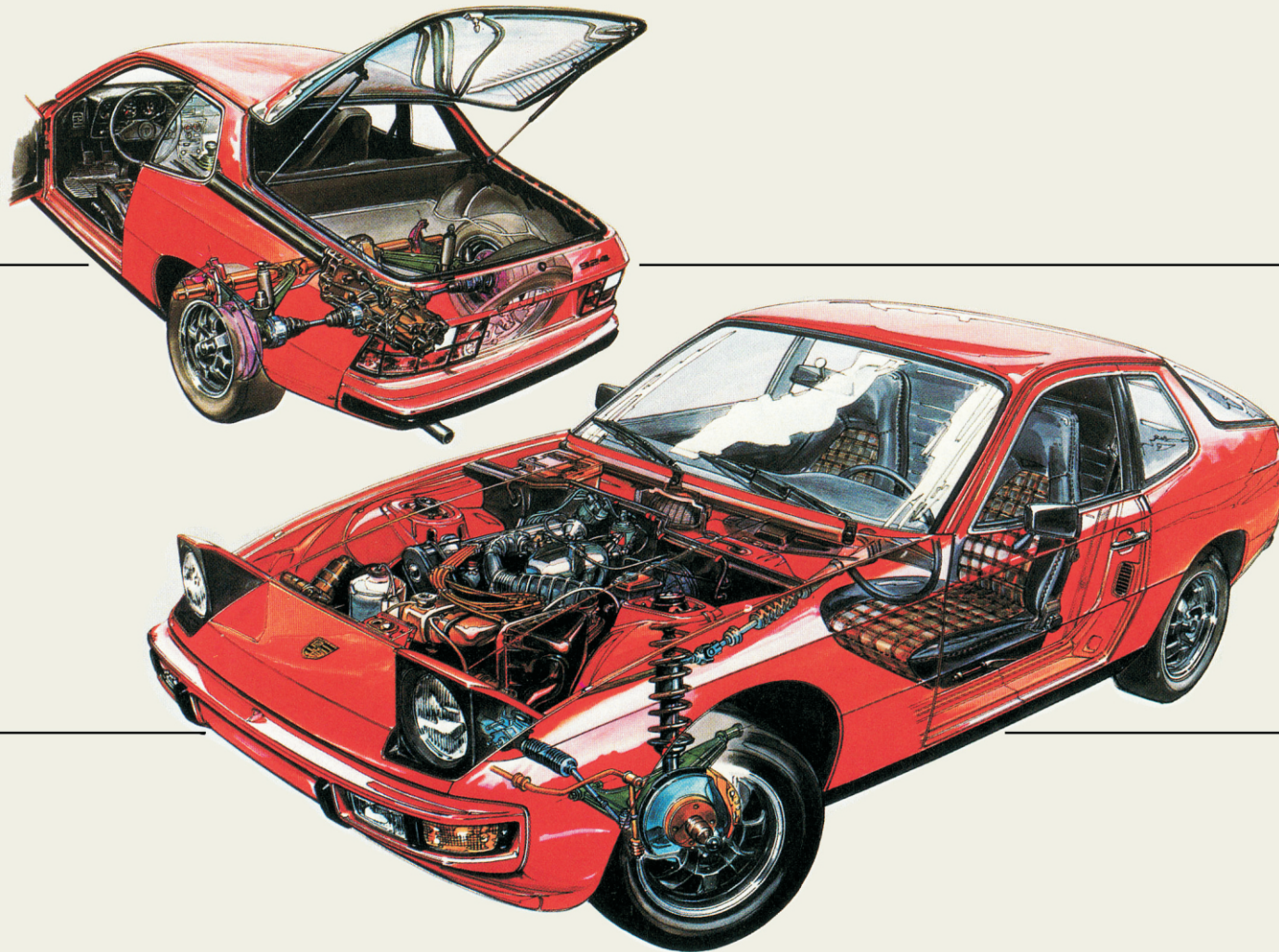


*In California, EPA estimated 30 mpg highway, 17 mpg city, standard transmission.





S-CL 8495



Technical data

Engine:

Type: 4 cylinder, in line with overhead cam
 Location: front mounted — 40° slanted
 Displacement ccm (cu. in.): 1984 (121.1)
 Compression ratio: 8.0:1
 Fuel/Air Supply: CIS fuel injection
 Cooling: Water cooled, with thermostatically controlled fan.

Electrical system:

Ignition: transistor ignition
 Battery: 12 volt, 63 Amp/hr.
 Alternator: 1050 watt

Drive train:

Type: rear wheel drive with double jointed axles
 Transmission: transaxle, rear
 Number of gears: 4 forward, 1 reverse

Chassis & suspension:

Unitized construction
 Suspension, front: independent coil/ shock absorber struts

Suspension, rear: independent trailing-diagonal arm, one torsion bar each.
 Brakes: disc front, drum rear
 Wheels: 5½ J X 14 — steel
 Tires: 165 HR 14, tubeless
 Steering: rack and pinion

Performance:

Top speed: 118.0
 Acceleration 0—60: 11.8

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.

Dr. Ing. h.c. F. Porsche Aktiengesellschaft
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