



PORSCHE

914 1.8/2.0

GENERAL
DESCRIPTION

The position of the engine in the middle of the car is the special individual characteristic of the 914 Roadster. The position in front of the rear axle prevents the installation of rear seats.

On the other hand, this design offers the basic requirements for optimal roadability.

Ideal weight distribution.

Little change in axle load regardless of load distribution. Low center of gravity. The front and rear wheel suspension, the brakes, the steering and also the bucket seats are carefully designed to suit safe driving. This equipment is described individually on the following pages.



Body

The open body is fitted with a roll bar. The plastic roof can be removed and stored in the rear luggage compartment.

The large curved windshield leads, in connection with the roll bar, the air stream off to the rear, so that you may drive even at full speed, "hood down", without sitting in a drought. The rear window, installed in a vertical position, is shielded by the roll bar and therefore well protected from the weather.

The doors are opened from outside by a handle recessed into the door so as to form a flush surface, and from inside by pulling a handle recessed in the door. Both doors can be locked with the ignition key. The drivers' door can be locked without the key, by pressing the catch underneath the inside handle and pulling out the flat outside door handle while closing the door.

Both bucket seats can be adjusted backward, forward and for height, and have a integrated head restraint.

The following measures have been taken to provide for safety inside the car:

Installed seat belts.

Bucket seats with standard head restraints.

Top and bottom rim of instrument panel padded center section with knobs and instruments recessed.

Switches, knobs and grab handle for the passenger are made of resilient material.

Sun visors are padded.

Steering wheel with padded center.

Careful ventilation to avoid fogging of window.

Safety interior mirror.

Recessed inside door handles.

The front luggage compartment offers 7.1 cu. ft. of space. The spare wheel lies in a special recess in the floor and is covered by a carpeted plywood board.

The spare wheel can be removed and packed in the rear luggage space if large pieces of luggage are to be transported.

The rear luggage compartment has a capacity of approx. 8.8 cu. ft. and is particularly suited to carry large luggage.

The engine is installed between the rear axle and the passenger seats. It is accessible through a special lid between the rear window and the rear luggage compartment. A grille built into the lid allows entry of air for combustion and for cooling.

Electrical System

An alternator, 14 V 50 A (700 W) supplies direct current.

The alternator delivers a high output even at low rpm.

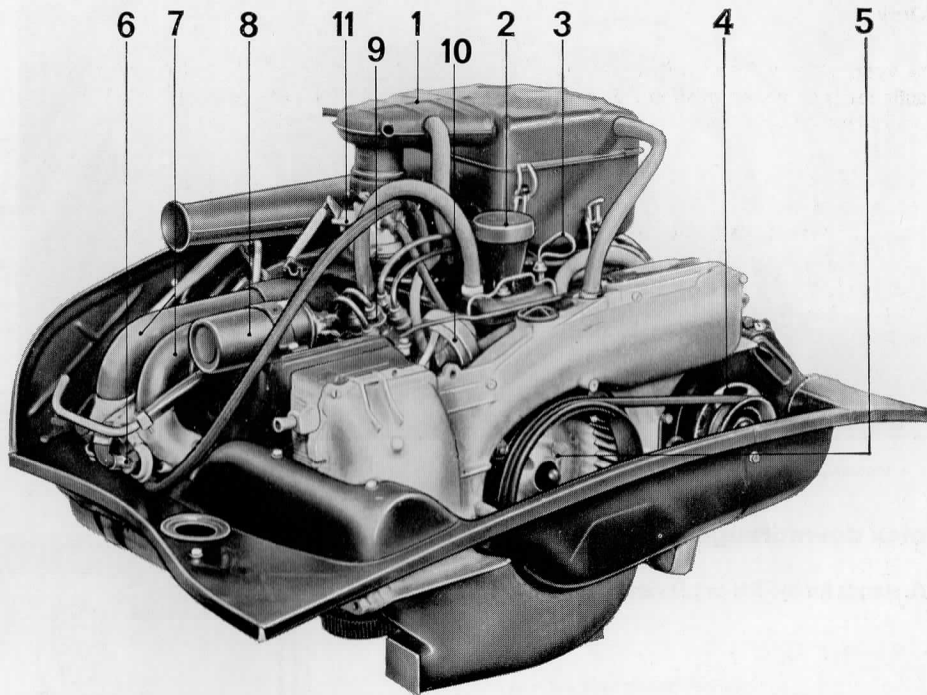
The roadster has retractable headights. The round headights cannot be seen by day or become dirty. To drive with lights on the headights are raised by electric motors.

The engine is an air cooled, four cylinder, four stroke horizontally opposed type. The crank-case is divided vertically by the crankshaft and camshaft bearings.

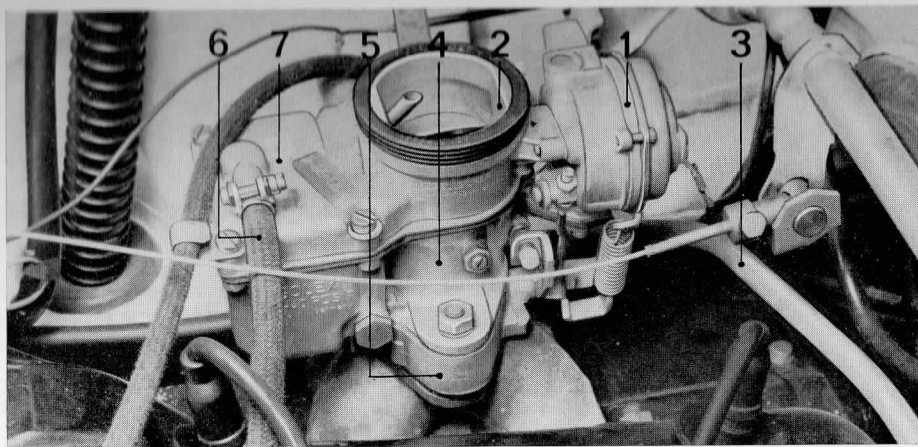
Cooling is by a radial blower mounted to the crankshaft. The amount of cooling air is regulated by a thermostat, so that the cold engine warms up quickly and the operating temperature remains as constant as possible at all times.

With Model **914-1.8** the fuel is mixed via a twin-carburettor set which is fed by a mechanical fuel pump.

The Model **914-2.0** is equipped with an electronically controlled injection system receiving its fuel from an electric fuel pump.



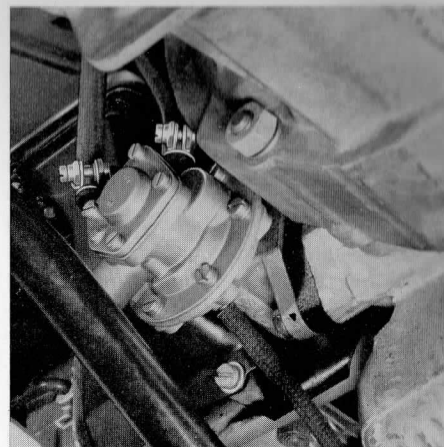
- | | |
|---------------------------|---------------------------|
| 1 Air cleaner | 7 Intake pipe |
| 2 Cap for oil filler tube | 8 Ignition coil |
| 3 Dipstick | 9 Distributor |
| 4 Alternator | 10 Vacuum unit |
| 5 Radial cooling blower | 11 Intake air distributor |
| 6 Injection valve | |



Solex downdraught carburettor 40 PDSIT, R/L (Type 914-1.8)

R/L stands for the RH or LH version.

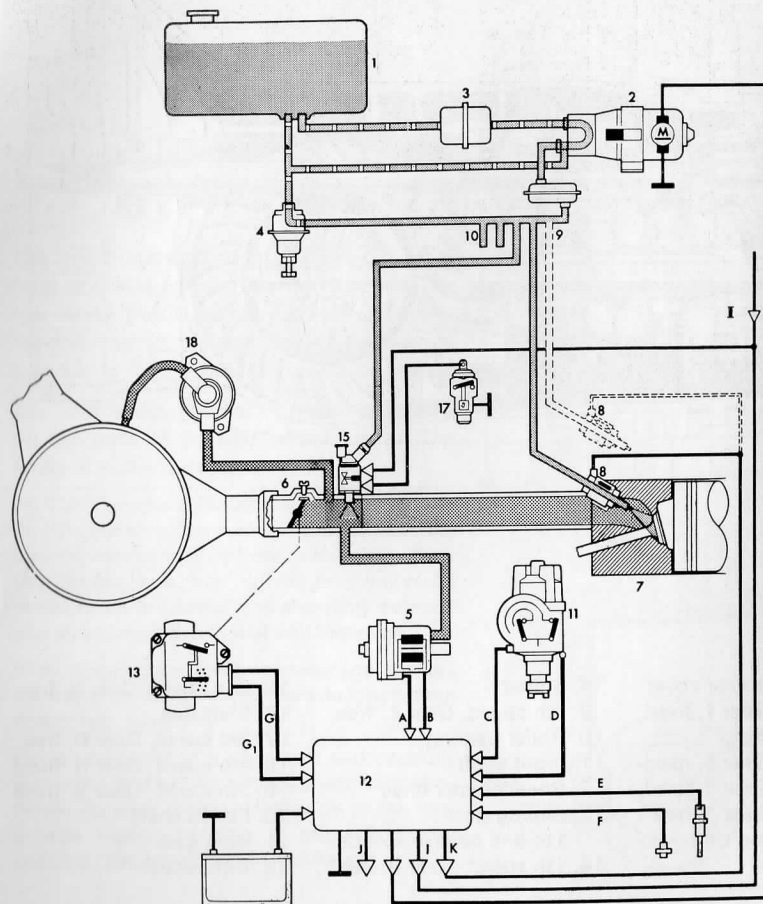
- | | |
|------------------------|--------------------|
| 1. Automatic choke | 5. Throttle plate |
| 2. Throttle plate part | 6. Fuel intake |
| 3. Compensation line | 7. Carburettor top |
| 4. Carburettor housing | |



Fuel pump (Type 914-1.8)

Both carburettors are supplied with fuel through a mechanically operating diaphragm pump which is located on the engine bottom right side viewing in driving direction.

Principle of the D-Jetronic (Type 914 - 2.0)



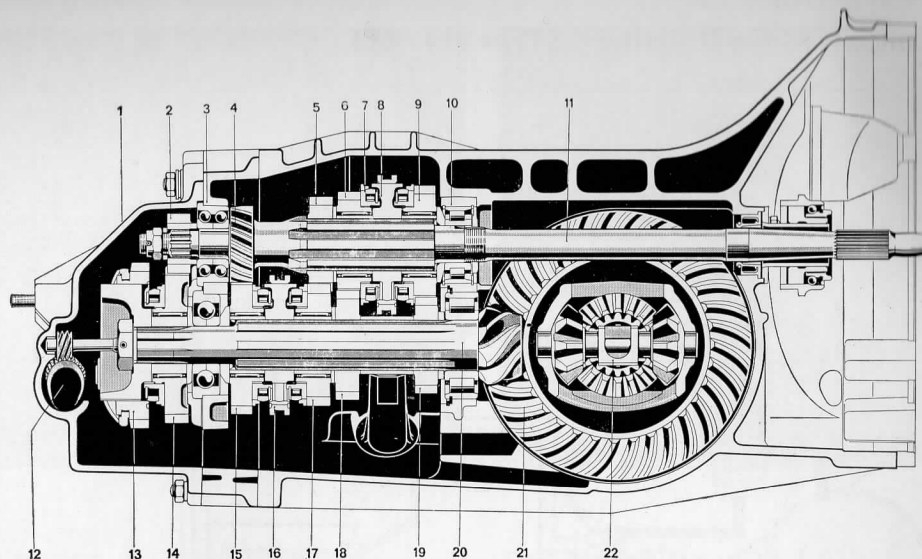
- 1 – fuel tank
- 2 – fuel pump
- 3 – fuel filter
- 4 – pressure governor
- 5 – pressure sensor
- 6 – inlet distributor
- 7 – cylinder head
- 8 – injection valves
- 9 – fuel distributor
- 10 – fuel distributor
- 11 – ignition distributor with release contacts (distributor contacts I & II)
- 12 – control unit
- 13 – throttle switch with acceleration enrichment
- 15 – cold start valve
- 17 – thermal switch for cold starting equipment
- 18 – additional air governor
- 19 – valve for thrust increase

- A + B – from pressure sensor (command under load condition)
- C + D – from the ignition distributor contacts (commands speed and release)
- E + F – from the temperature sensors (command hot run)
- G – from throttle switch
- GI – acceleration enrichment

- i – to the injection valves cylinders 1 & 4
- II – to the injection valves cylinders 2 & 3

Transmission

The type 914 comes with a 5 speed manual transmission. The transmission and differential are contained in a single housing. All forward gears are synchronized. When gears are shifted, a toothed sliding sleeve moves off the synchronizing ring running with the previously engaged gear, passes through the neutral position, and slides onto the synchronizing ring of the selected gear. The servo components provide an additional thrust to the synchronizing elements. This permits rapid synchronization of the differing gear speeds for easy and fast shifting. Once the gears are synchronized, the toothed sliding sleeve engages the synchronizing drive ring thus making a positive mechanical connection between the selected gear and the pinion shaft.



1. Transmission rear cover
2. 1th speed, Gear 1, fixed
3. Roller bearing
4. 2th speed, Gear 1, fixed
5. 3rd speed, Gear 1, free
6. 4th speed, Gear 1, free
7. Synchronizing ring

8. Spider
9. 5th speed, Gear 1, free
10. Roller bearing
11. Input shaft
12. Speedometer drive
13. Sliding gear,
- 1th and reverse speeds
14. 1th speed, Gear II, free

15. 2nd speed, Gear II, free
16. Shift fork
17. 3rd speed, Gear II, free
18. 4th speed, Gear II, fixed
19. 5th speed, Gear II, fixed
20. Pinion shaft
21. Ring gear
22. Differential

Brakes

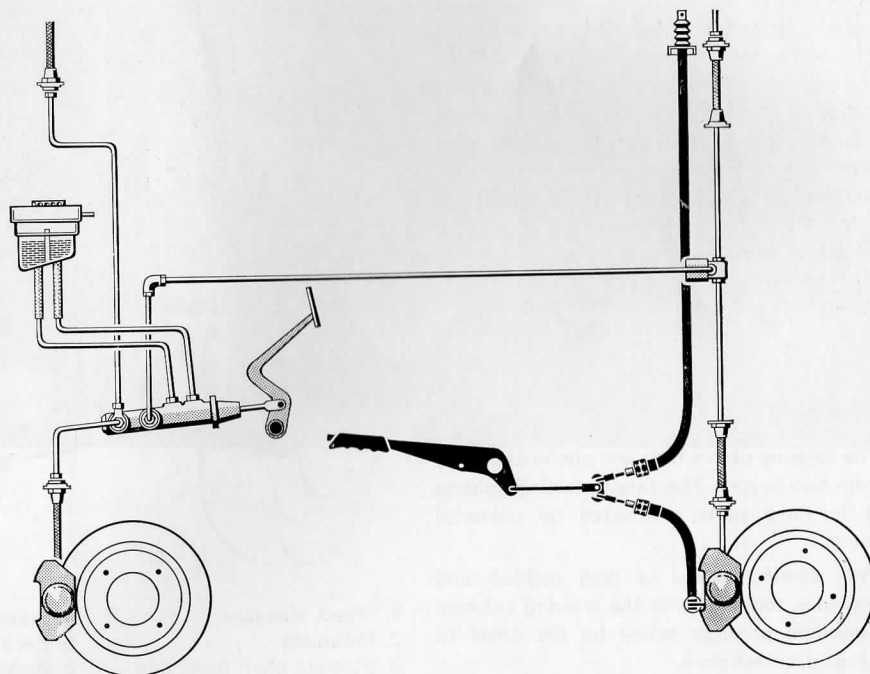
The brake system comprises disc brakes at front and rear arranged in two circuits. The rear brake circuit includes a brake pressure regulator, which maintains a preset maximum pressure in the lines to the rear wheel brakes.

The hand brake operates by means of a cable on the pads of the rear wheel brakes. The brake is self-adjusting.

All VW-Porsche vehicles are equipped with a double circuit brake system; the two circuits operate independently from each other. If one the circuits fails, braking requires increased pressure on the pedal; the stopping distance and the brake pedal travel will increase!

With a defective brake system you should, therefore, never drive your vehicle longer than absolutely necessary!

Drive your vehicle to the curb and carefully test your brakes. As soon as you feel confident enough, drive your vehicle to the next service station keeping in mind that your braking conditions are now different.



Front Axle

The front wheels have independent suspension. They are located by track control arms and suspension struts. The design saves space by placing the components of the axle in the wheel arch and under the luggage compartment floor.

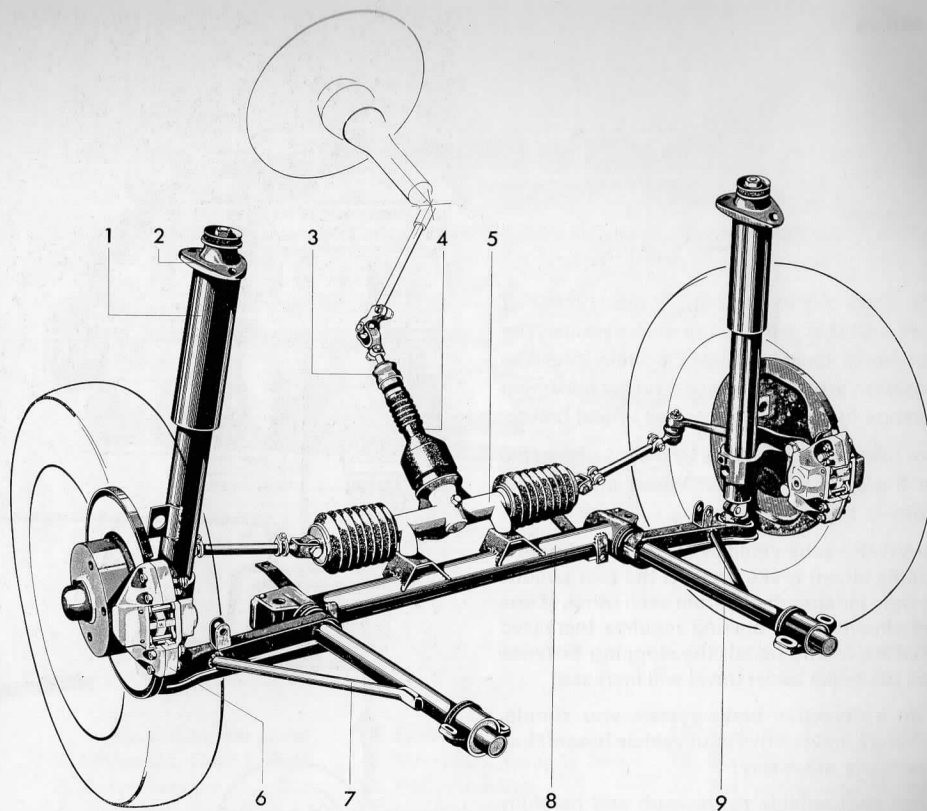
A wide, roomy luggage space is thus achieved in spite of relatively low total height. The transverse control arms are situated on the bodysheet floor and transmit the spring action of the lengthwise torsion bars through the suspension struts to the wheels. The struts are connected at the lower end with the transverse control arms by means of ball joints, and at the upper end to the wheel arch by means of rubber-metal joints.

All joints are maintenance free.

Steering

The steering uses a rack and pinion assembly with two tie rods. The safety steering column is in three parts connected by universal joints.

The steering wheel is well padded and provides, together with the steering column, maximum possible safety for the driver in case of an accident.



- 1. Shock absorber
- 2. Mounting
- 3. Steering shaft mounting

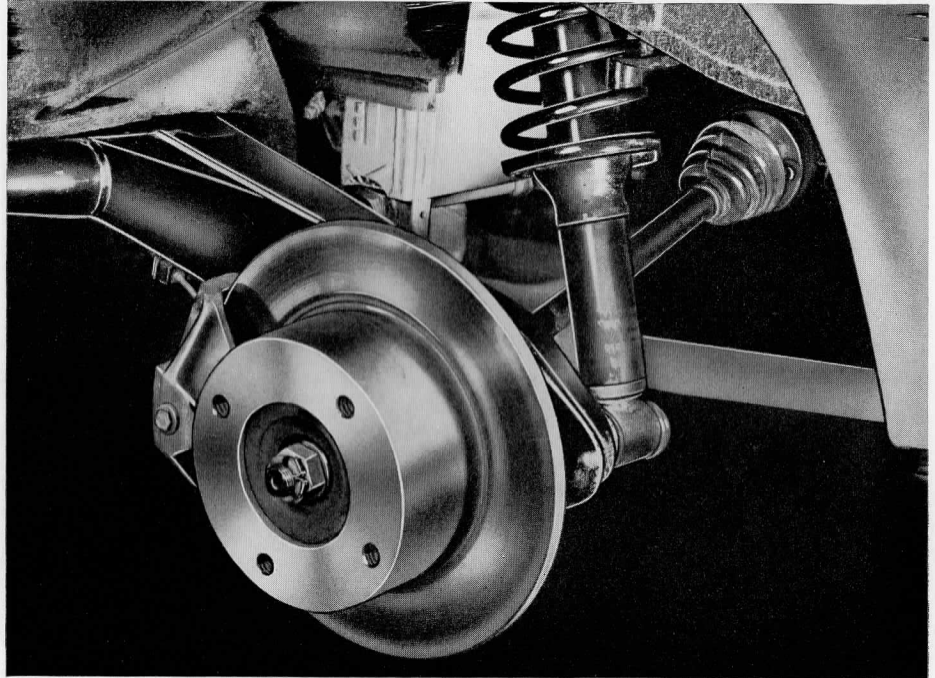
- 4. Steering
- 5. Rack and pinion steering gear
- 6. Brake calliper

- 7. Track control arm
- 8. Auxiliary support
- 9. Ball joint

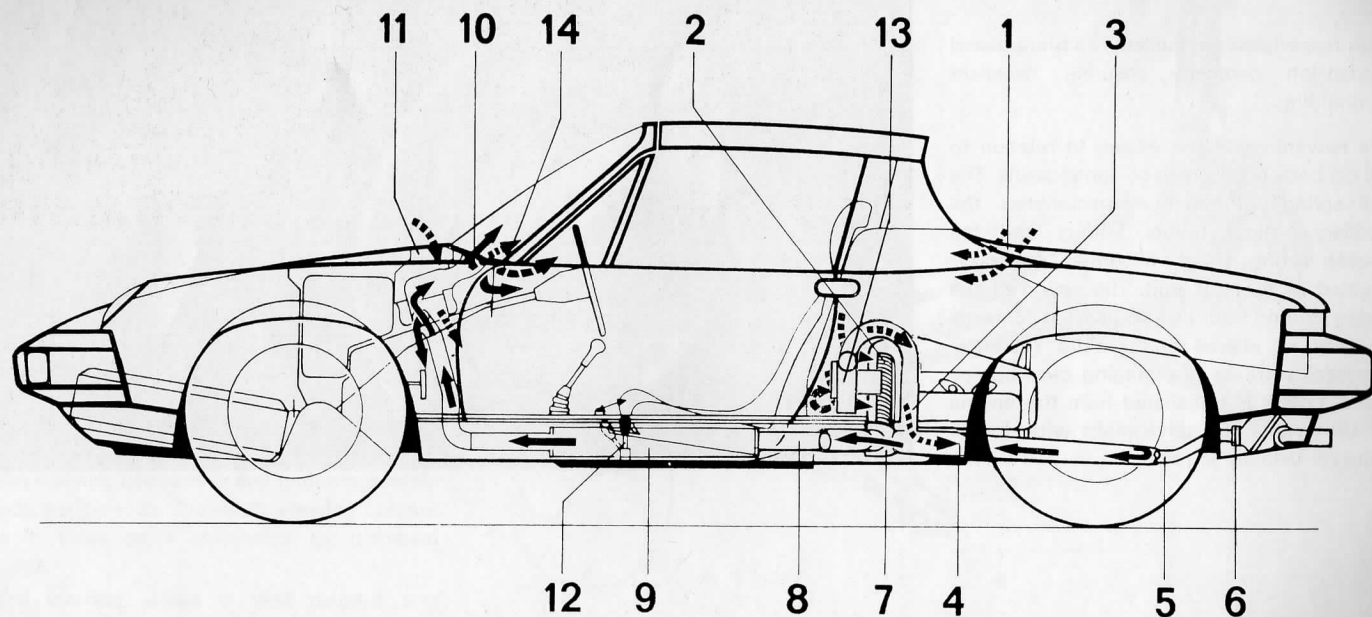
Rear Axle

Both rear wheels are guided by a triangulated suspension geometry ensuring excellent roadholding.

The movement of the wheels in relation to the car body is absorbed by spring struts. The coil spring with linear characteristics, the auxiliary hollow rubber buffers and the double acting shock absorbers are constructed as a single unit. The action of the spring strut on body and suspension achieved by way of altered spring ratio gradually increases stiffness of springing over bumpy roads. Power is transferred from the engine to the wheels by drive shafts with double constant velocity joints.



Schematic View of Heating and Ventilating System



Heater

The complete fresh air supply for various functions on the vehicle is drawn in through the grill on the engine compartment cover ① by the cooling blower of the engine. The air stream needed for the car's heater is diverted immediately behind blower ② through a special collector pipe ③. If the heater control lever ⑫ is pulled up fully, an additional electric blower ⑬ is switched on (for low engine speeds, city driving) to draw in additional air and increase heater action. This air supply is also conducted through the collector pipe ③.

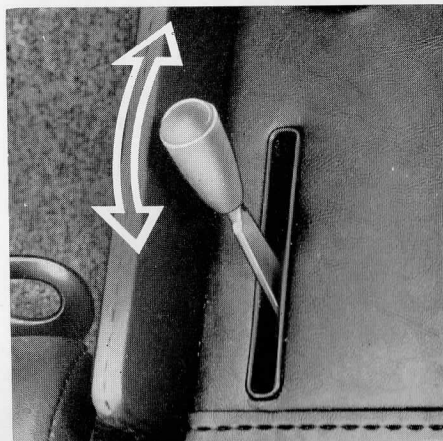
From the collector pipe the air (cool air) flows through the engine heat exchanger ④. Heat exchangers are enclosed sheet metal boxes through which the exhaust pipes ⑤ from the engine also pass. All exhaust-system connections which could conceivably become loose ⑥ are located outside the heat exchanger.

From the heat exchangers the air for the heater flows through connecting hoses, chambers ⑦ with control flaps, pipes ⑧ and sound absorbing dampers ⑨ in the body side members to the distribution points, which are grouped in pairs.

Warm air outlets are provided:

at the base of the windshield ⑩ on the left and right in the instrument panel ⑭ and in the front footwells.

The chambers ⑦ with control flaps in the warm air supply circuit are designed so that air in the heat exchangers passes over the hot exhaust pipes even when the heater is shut off.



Additional fresh air can be supplied to the car's interior through ventilation slots in front of the windshield, regardless of the setting of the car's heater.

Operating Instructions:

A heater control lever ⑫ is located behind the gear lever. If the heater lever is moved to the rear the heater will begin to operate; if the lever is moved forward the heater will be shut off. When fully to the rear, an additional electric blower ⑬ is switched on to increase the effectiveness of the heater.

When the lever is pulled back, a cable moves the flaps in the heater chamber ⑦. If the cable breaks both flaps are automatically closed and the warm air escapes to the outside.



Forced Stale Air Extraction

Air is extracted from the interior of the car through two extractor ducts on the left and right of the passenger compartment behind the seat backs, and from there passes to outlets in the door posts close to the outside door handles.



PORSCHE

914 1.8/2.0

TECHNICAL DATA

MODEL '75

Engine

Number of cylinders
Bore
Stroke
Displacement
Compression ratio
Horsepower rating (SAE J 245 Net-Power)
Horsepower rating (DIN 70020)
Maximum torque (SAE J 245 Net-Torque)
valve clearance intake
exhaust

Type 1,8

4
3.66 in. (93 mm)
2.598 in. (66 mm)
109.53 cu. in. (1795 cm³)
8.6 : 1
61.5 (81 KW) at 5000 rpm
85 HP (63 KW) at 5000 rpm
96 lb. ft. (133 Nm) at 3400 rpm
0.15 mm }
0.15 mm } with cold engine

Type 2.0

4
3.70 in. (94 mm)
2.79 in. (71 mm)
120.27 cu. in. (1971 cm³)
8.0 : 1
95 HP (71 KW) at 5000 rpm
100 HP (73,5 KW) at 5000 rpm
112 lb. ft. (152 Nm) at 3500 rpm
0.15 mm }
0.20 mm } with cold engine

Design of Engine

Layout
Operating cycle
Cooling
Lubrication
Cylinders
Cylinder heads
Valve operation
Camshaft drive
Crankshaft
Big end bearings
Fuel mixture
Fuel supply

4 cylinders, horizontally opposed
4-stroke gasoline engine
Air cooled
Pressure oil circulation
Gray cast iron
Light alloy
Pushrods and central camshaft
By 2 gear pinions
Forged, 4 main bearings
Plain, three layer

Type 1.8 2 carburetors
Mechanical fuel pump

Type 2.0 Electronic fuel injection
Electric fuel pump

Electrical System

Operating voltage	12 volts
Battery capacity	45 Ah
Alternator output	50 amps at 14 volts AC, 700 watts capacity
Firing order	1-4-3-2
Ignition timing	Type 1.8 7.5° before TDC at 800 - 900 rpm (vacuum line disconnected) Type 2.0 27° before TDC at 3500 rpm (vacuum line disconnected)
Spark plugs	Beru 175/14/3 or Bosch W 175 T 2 In vehicles driven at high speed for long periods in areas where the average temperatures are above 77° F (25° C) Bosch W 225 T 2 - or equivalent - should be used
Spark plug gap	0.028 in. (0,7 mm)

Power Train (5-speed-transmission)

Clutch	Single plate dry disc
Transmission	Porsche, servo - lock synchronization
Number gears	5 forward, 1 reverse
Gearshift location	Floor-mounted, central
Final-drive	Spiral bevel pinion and differential
Drive ratio	7 : 31, (4.429)
Rear axle drive	Over double joint half axles
Gear ratios	Refer to transmission diagram

Climbing Ability (5-speed-transmission)

Vehicle curb weight according to DIN with half load capacity.

	Type 914 — 1.8	Type 914 — 2.0
1st gear, max. gradient:	56 %	70 %
2nd gear, max. gradient:	30 %	36 %
3rd gear, max. gradient:	18 %	22 %
4th gear, max. gradient:	12 %	14 %
5th gear, max. gradient:	8 %	10 %

Chassis, Suspension

Frame	Welded pressed steel box section frame, welded to body
Front suspension	Independent, suspension struts and track control arm
Front springs	Round section longitudinal torsion bar for each wheel
Rear suspension	Independent, semi-trailing arms
Rear springs	Coil spring, double acting telescopic shock absorber and progressive rate hollow rubber spring for each wheel
Foot brake	Dual circuit, operating hydraulically on all four wheels; disc brakes at all wheels, pressure regulator in rear wheel circuit
Hand brake	Operates mechanically on rear pads of foot brake system
Effective brake disc diameter	Front 9.13 in. (232 mm), rear 9.45 in. (240 mm).
Total effective friction area	27.9 sq.in. (180 cm ²)

Type 914 — 1.8

Type 914 — 2.0

Rims	5 1/2 J × 15 (steel or light alloy)	5 1/2 J × 15 (steel or light alloy)
Tires	165 SR 15	165 HR 15
Steering	Rack and pinion	
Steering reduction ratio (in center)	1 : 17,78	
Front axle: Camber angle	$\left. \begin{array}{l} 0^\circ \pm 20' \\ +20' \pm 10' \\ 6^\circ \pm 30' \end{array} \right\} \text{DIN curb weight + front axle pressed by 15 kp}$	
Toe — in		
Caster angle		
Rear axle: Camber angle	$\left. \begin{array}{l} -30' \pm 20' \\ 0^\circ \pm 15' \end{array} \right\} \text{DIN curb weight}$	
Toe — in		

Filling Capacities

Engine	Approx 3.7 US qts (3.0 Imp. qts/3,5 liters); without oil filter 3.2 US qts (2.6 Imp. qts/3,0 liters) premium quality HD oil, acc. to API specification SD or SE <i>Chloroform</i> <i>SAE 30</i> = above 32° F (0° C) <i>SAE 20 W 20</i> = from + 5° F to 32° F (—15° C to 0° C) <i>SAE 10 W</i> = below + 5° F (—15° C)
Transmission and differential	Approx 2.6 US qts (2.1 Imp. qts/2,5 liters) "SAE transmission oil MIL—L—2105 B or (MIL—L—2105"), SAE 90
Fuel tank	16.4 US gals (13.65 Imp. gals/62 liters) including approx 1.6 US gals (1.3 Imp. gals/6 liters) reserve Required octane rating: Type 1.8 98 octane — Type 2.0 95 octane
Brake fluid	Approx 12 fl. oz. (0.35 liters) according to specification SAE J 1703a
Wind shield washer system	Approx 5.3 US pints (4.4 Imp. pints/2,5 liters)

Weights

DIN curb weight **	2128 lbs	(965 kg)
Total permissible weight	2690 lbs	(1220 kg)
Maximum axle load front*	1433 lbs	(650 kg)
rear*	1433 lbs	(650 kg)

**The installation of additional equipment results into an increase of this value, consequently reducing the respective pay load.

*Do not exceed total permissible weight.

Performance

Maximum speed
Nominal fuel consumption (DIN)
Engine oil consumption

Type 1.8

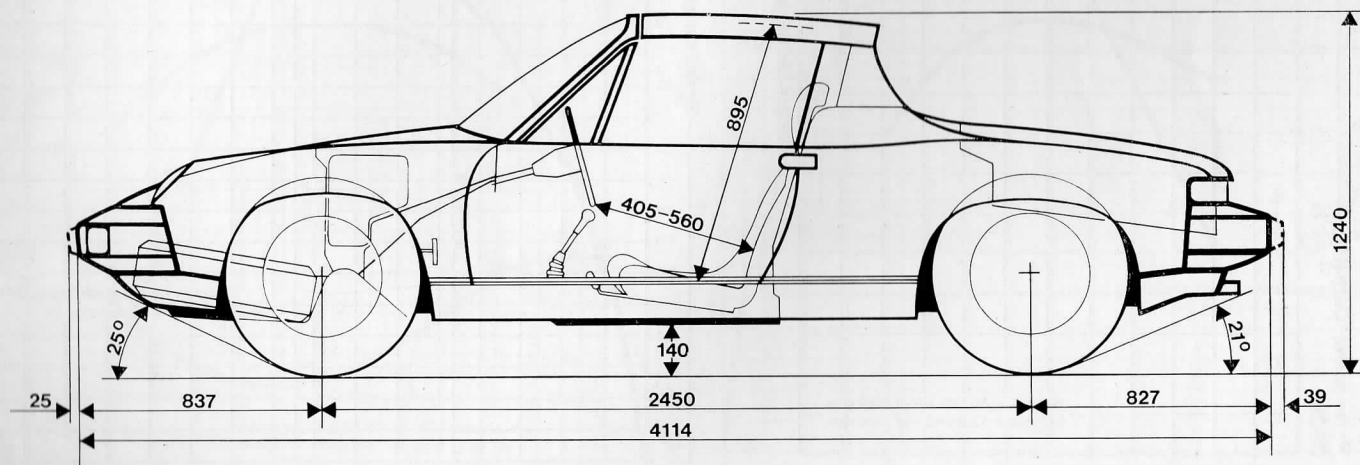
110.5 mph (178 km/h)
1,86 gals/62 miles
Aprox 0.5-1.0 US qts per 600 miles
(Aprox 0.4-0.8 Imp qts per 600 miles)

Type 2.0

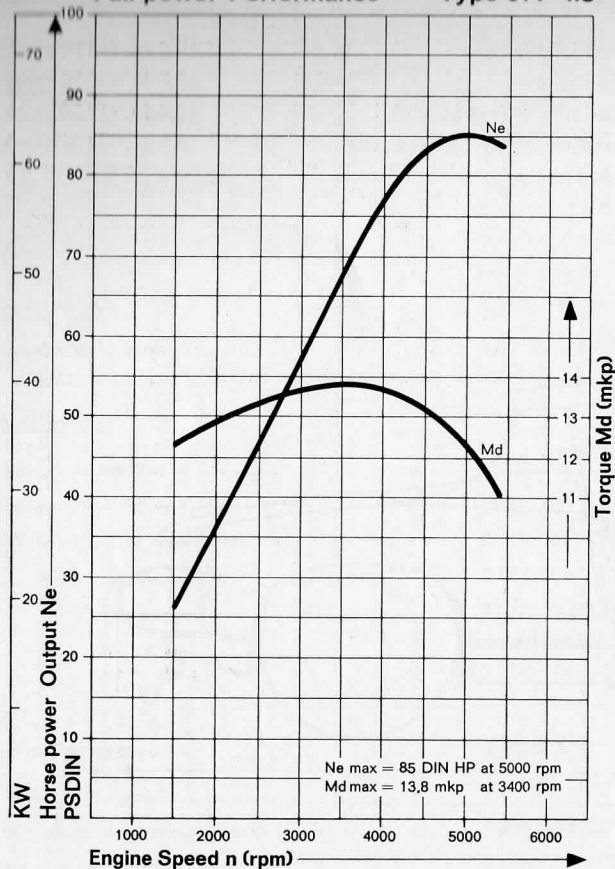
118 mph (190 km/h)
2,06 gals/62 miles
Approx 0.5-1.0 US qts per 600 miles
(Approx 0.4-0.8 Imp. qts)

Dimensions

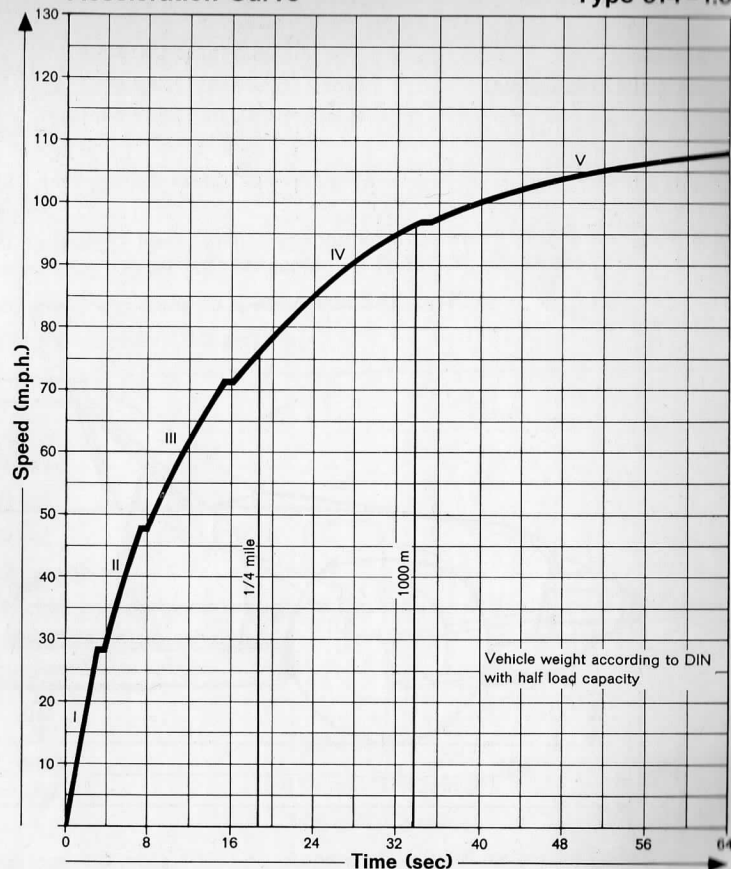
Wheelbase	96.5 in. (2450 mm)	Overall length	162.0 in. (4114 mm)
Track (DIN curb weight)	Front 52.87 in. (1343 mm)	Overall width	65.0 in. (1650 mm)
	Rear 54.45 in. (1383 mm)	Overall height (car empty)	48.4 in. (1230 mm)
		Ground clearance (car loaded)	5.1 in. (130 mm)
		Turning circle	Approx. 36 feet (11 m)



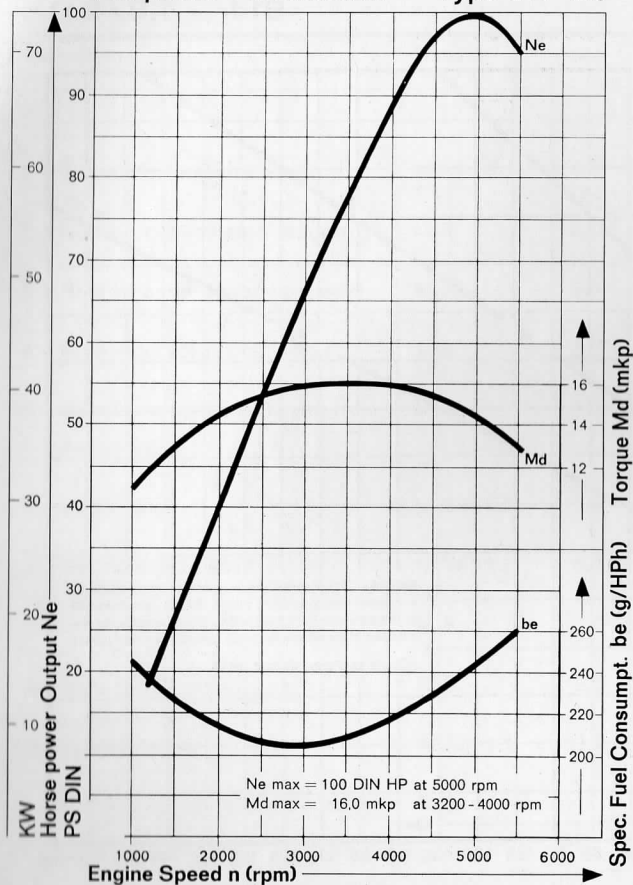
Full-power Performance Type 914-1.8



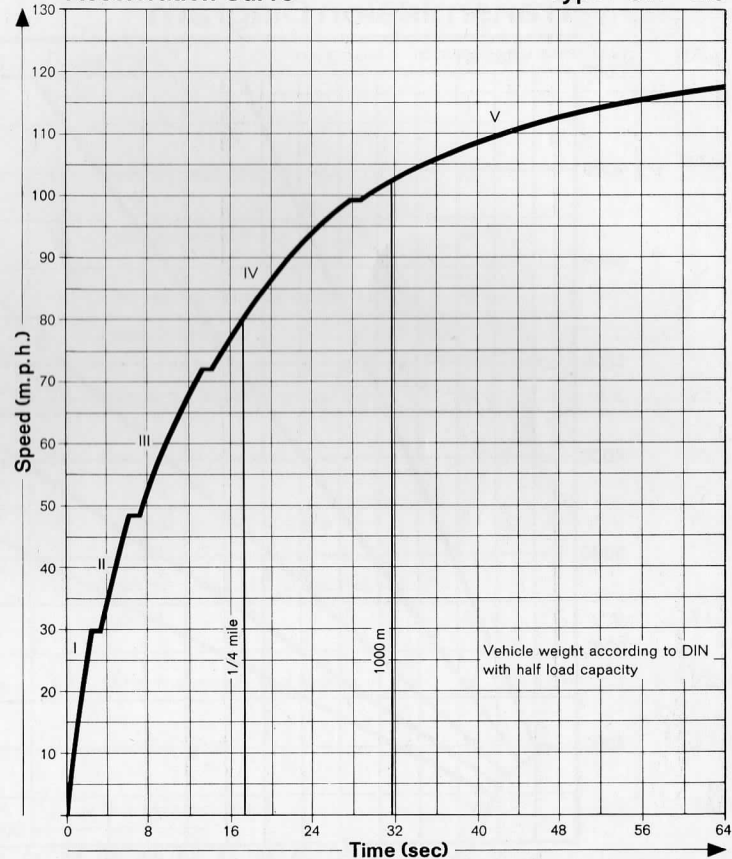
Acceleration Curve Type 914-1.8



Full-power Performance Type 914 - 2.0



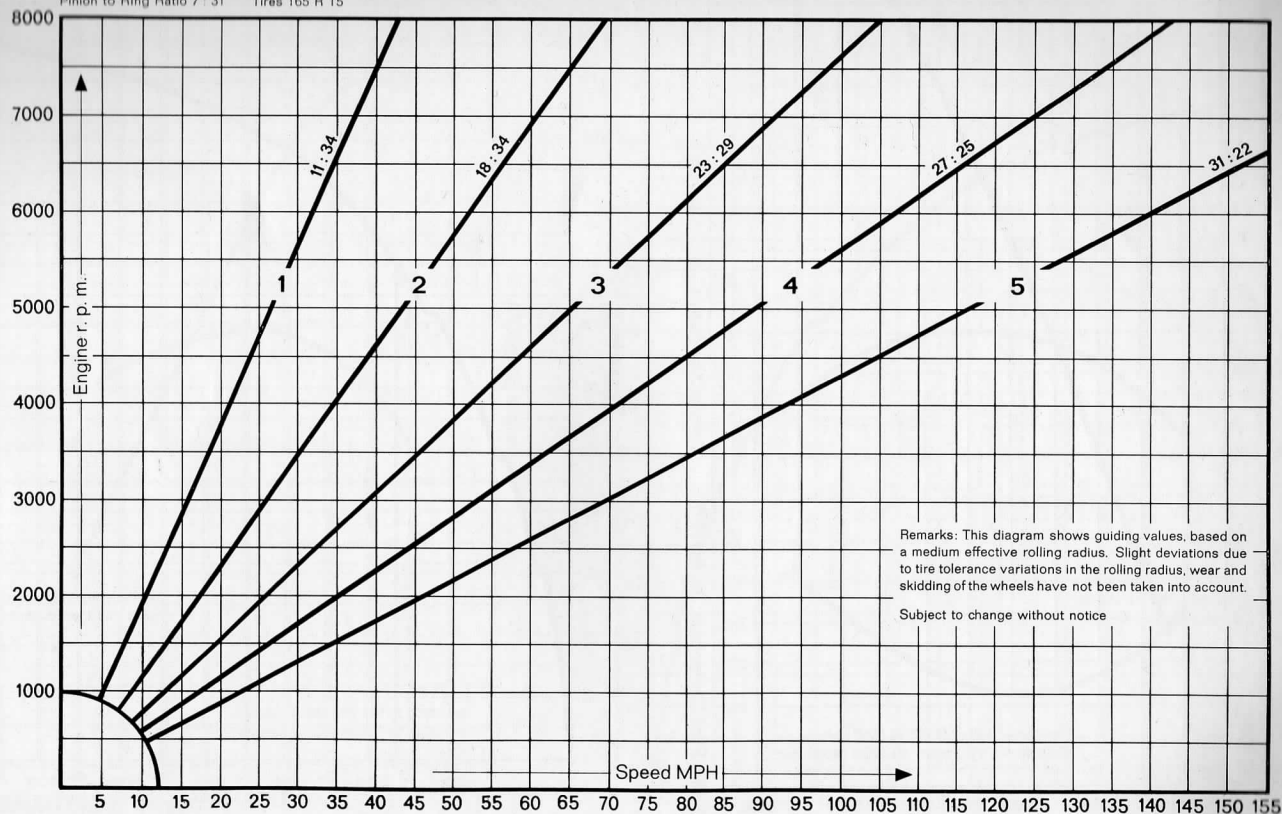
Acceleration Curve Type 914 - 2.0



Transmission Diagram

914 — 1.8/2.0

Pinion to Ring Ratio 7 : 31 Tires 165 R 15



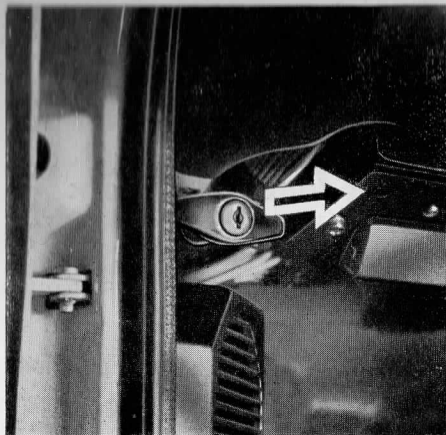
Tightening torques

Designation	Threads	mkg	ft.lbs.	Designation	Threads	mkg	ft.lbs.
1 – Screws for universal shaft	M 8×1.25	4.5	32.5	12 – Nuts for rocker arm shaft	M 7	1.4	10.1
2 – Nuts for transmission support	M 8	2.0	14.5	13 – Cylinder head nuts	M 10	3.2	23.1
3 – Nuts for engine support (body)	M 10	3.0	21.7	14 – Screws for engine support (crankcase)	M 8	3.0	21.7
4 – Screws for torque converter	M 8	3.0	21.7	15 – Screw for blower wheel hub	M 8	3.2	23.1
5 – Nuts for engine attachment to transmission	M 10	3.0	21.7	16 – Screws for flywheel	M 12×1.5	11.0	79.6
6 – Spark plugs	M 14×1.25	3.5	25.3	17 – Screws for carrier plate	M 12×1.5	8.5	61.5
7 – Nut for small pulley	M 14×1.5	6.0	43.4	18 – Screws and nuts for crankcase halves	M 8	2.0	14.5
8 – Screws for blower impeller	M 8	2.0	14.5	19 – Nuts for crankcase halves	M 10×1.25	3.3	23.9
9 – Nuts for oil pump	M 8	2.0	14.5	20 – Conrod nuts	M 9×1	3.3	23.9
10 – Oil drain plug	M 12×1.5	2.2	15.9	21 – Screws for clutch	M 7	2.0	14.5
11 – Closing nut for oil strainer cover	M 8	1.3	9.4				

Brief Instructions for Service Work

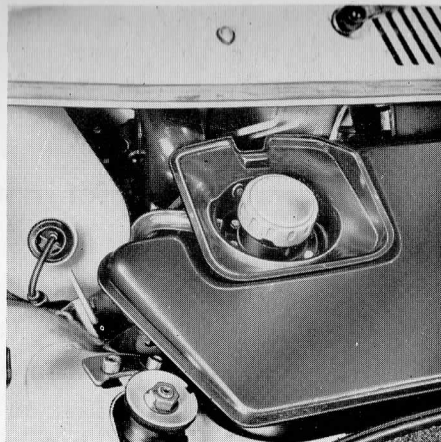
For the event that your service station personnel does not know your VW-Porsche too well, we composed on the following pages the essential manipulations required for servicing.

The Driver's Manual gives you a detailed description in addition.



Front bonnet

The pull button for the front bonnet is located on the left underneath the instrument panel.



Fuel

Tank: In front bonnet; for opening the bonnet, pull the button on the left underneath the instrument panel.

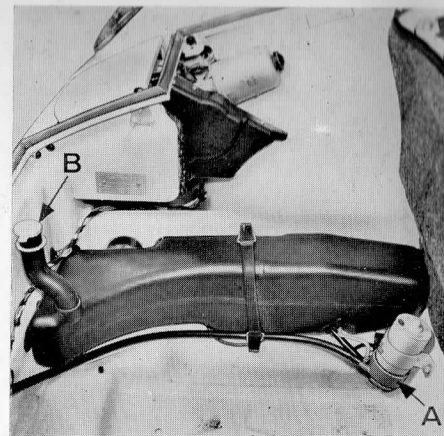
Fuel: Use super fuel of at least:

Type 914 — 1.8 98 RON

Type 914 — 2.0 95 RON

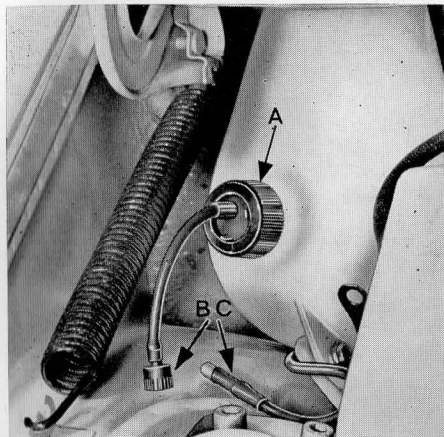
Tank Capacity:

16.4 U.S. gal (13.6 Imp. gal./62 liters)
inclusive 1.6 U.S. gal. (1.3 Imp. gal./6 liters)
reserve.



Headlight washer

The water tank with filler is located in the front luggage compartment next to the spare tyre. Its capacity is app. 1.86 Imp. gals./2.2 US gals. (8.5 Ltrs.). An anti-freeze agent should be added before the cold season begins.



Windscreen washer

Remove cap (A) and fill tank with app. 4.4 Imp. pints (2.5 liters) of water.

For wintertime operation add a suited anti-freeze agent. The water is conveyed to the nozzles by air pressure from the spare tyre.

The spare tyre air pressure (max. 43 psi/ 3 atm) is checked and corrected via

a) valve (C) by unscrewing the valve cap (B) or

b) via the tyre valve by loosening the connecting hose (D).



Spare tyre pressure

The spare wheel is in the front bonnet.

Tyre pressure:

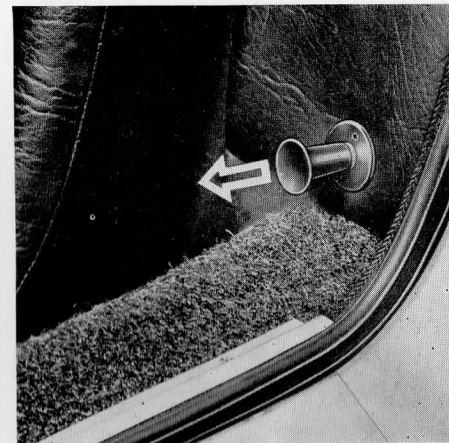
front 26 psi	} average values for cold
rear 29 psi	
spare tyre max.	

Winter tyres:

front 29 psi	} as above
rear 32 psi	

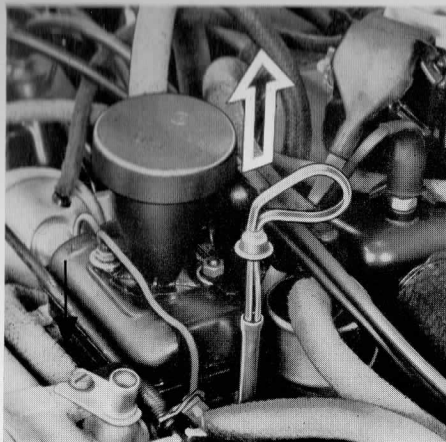
Tyre—size:

Type 914 — 1.8 : 165 SR 15
Type 914 — 2.0 : 165 HR 15



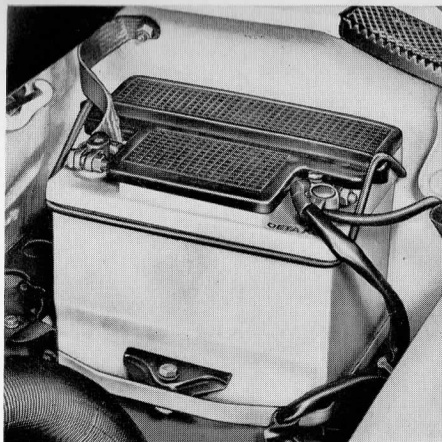
Opening the boot

The pull button for the boot lid is located in the left side door pillar.



Oil level control

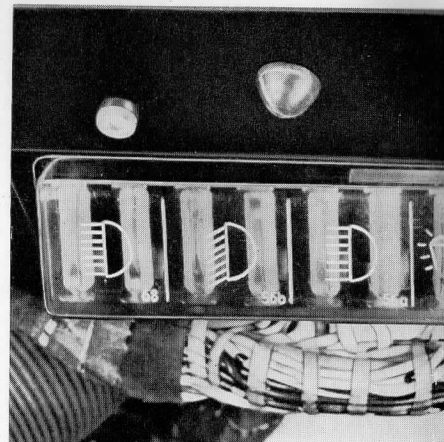
Pull dipstick and clean with a cloth. Push dipstick all the way in its seat, wait shortly, and pull out; read oil level. Quantity between min. and max. marks is app. 1.48 U.S. pints (1.22 Imp. pints, 0.7 liters).



Battery

The battery is in the right rear corner of the engine compartment. Battery water level is checked by removing the covers from the cells. The water level should be about $\frac{1}{2}$ " above the upper edge of the electrodes.

Replenish with distilled water only.



Fuses

The fuse box is underneath the instrument panel left of the steering column. The fuses are protected by a transparent cover carrying the symbols for the equipment connected to the individual fuses.

A

Acceleration curve	84, 85
Additional headlights	57
Adjust, breaker point gap	48
headlights	58
Air cleaner	49
Air pressure (tire)	51
Alternator, warning light	14
specifications	80
Ashtray	21

B

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PORSCHE

914 1.8/2.0

MAINTENANCE RECORD

MODEL '75

Dear Owner,



Skilled craftsmen assembled your car at the factory with great care and devotion. The car will prove to be a quick and dependable machine. It is bound to give you most satisfaction, whether used for business or personal travel, or for the pleasures of driving in a sporting manner.

This MAINTENANCE RECORD will be a valuable manifest of cumulative information showing the care your car has received in the course of time, if you continue to have the recommended inspections completed on schedule and then recorded herein in the same manner as during the warranty period. A world-wide service organization is at your disposal.

**VW-Porsche
Vertriebsgesellschaft mbH**

Vehicle Identification:

Car Type

--	--	--	--	--	--	--	--	--	--

Chassis Serial Nr.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Engine Serial Nr.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Please include the car type, chassis and engine serial numbers in your correspondence on matters pertaining to this car

Delivered on:

Day	Month	Year					

At Odometer Reading									

Porsche Dealer's Stamp

--	--	--	--	--	--	--	--	--	--

Dealer's Identification Number

Vehicle Owner:

First Owner:

Name

Christian Name

Address

Name

Christian Name

Address

Name

Christian Name

Address

Guarantee and liability

1. On the basis of the purchase contract we guarantee freedom from defects in materials and workmanship in accordance with the current standard of engineering. The guarantee is valid for a period of 6 months from the date of delivery to the customer, or for a total mileage of 6000 miles if this distance is covered within the period.
2. Guarantee claims can only be established at an authorized VG (VW-Porsche Vertriebsgesellschaft) dealer or VG service shop. They must be submitted immediately a defect is discovered. Repair works must be carried out in the repair shop of a VG dealer, in an authorized VG service shop or at a place to be determined by VG.
3. The guarantee and the liability are limited to replacement or repair in accordance with the manufacturer's decision of such parts in which the manufacturer acknowledges the presence of a material or workmanship defect. No claim for direct or indirect damages will be met within or after the warranty period regardless of the legal reason. Parts intended for replacement are, if so required by the manufacturer, to be returned or made available to the manufacturer or his appointed representative through the responsible main dealer or general importer by the place where the warranty claim will be made valid. Parts removed for this purpose become the property of the manufacturer.

Costs arising for removal and installation and for dispatch of parts which are contained in these warranty conditions will not be charged to the customer.

4. No claim with regard to the cancellation of the purchase contract or price rebate will be considered unless the manufacturer should be unable to rectify the defect. No right to the delivery of another article in lieu exists.
5. The guarantee shall become null and void if:
 - a) the purchased article is modified by other persons in a manner not approved by the manufacturer or,
 - b) parts are installed the use of which has not been approved by the manufacturer, or
 - c) the purchaser has disregarded the manufacturer's instructions regarding the treatment of the purchased article (Driver's Manual) or
 - d) the vehicle has been subjected to unusual loadings as a result of participation in sporting events, and the defect in the manufacturer's opinion can be directly attributed to the activities referred to under a) to d) above.
6. Normal wear and tear is excluded from the protection of the guarantee, as are damage or the results of storage or corrosion attributable to negligent or incorrect treatment

MAINTENANCE AND LUBRICATION DEFINED:

The terms "test" or "check" include all associated work such as adjustments, readjustments, corrections, and replenishing. They do not include the repair, replacement, or overhaul of parts or components.

Please note the information given in the Driver's Manual.

Please present this maintenance record to your own or any other authorized service shop inland or abroad. You will thus be assured that the tasks prescribed in the maintenance or lubrication schedules will be carried out according to our standards.

Cleanliness is a prerequisite to high caliber work. It may at times be necessary to wash the car prior to the initiation of given service operations.

EXPLANATIONS PERTAINING TO WARRANTY CLAIMS:

If despite proper care of the car you should find it necessary to take advantage of the warranty provisions, please present this maintenance record, which is also a warranty certificate, to your dealer.

THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, MADE BY EITHER THE DEALER, THE DISTRIBUTOR, THE IMPORTER OR THE MANUFACTURER ON NEW VEHICLES, OR GENUINE VW-PORSCHE SPARE PARTS FOR SUCH VEHICLES, EXCEPT MANUFACTURER'S WARRANTY AGAINST DEFECTS IN MATERIAL AND WORKMANSHIP AS SET FORTH IN THE TERMS OF WARRANTY.

PLEASE NOTE:

Matters concerning your car can be processed only when the chassis serial number is quoted.

Maintenance schedule

300 to 600 miles	Service required	then at and every . . . miles		
		3000	6000	12000
—	Change engine oil and clean magnetic plugs (min. twice a year)	—	—	—
—	Change engine oil filter	—	—	—
—	Change gearbox oil, clean magnetic plugs			—
—	Check engine and gearbox for oil leaks	—	—	—
—	Adjust valve clearance while engine is cold (includes replacement of valve cover gasket, if necessary)		—	—
	Check compression ratio			—
	Fuel line: check for leaks, clean or replace fuel filter			—
	V-belt: check tension and condition, replace if necessary		—	—
	Replace spark plugs			—
	Replace breaker points, lubricate distributor			—
	Check dwell angle and timing (engine at operating temperature)		—	—
	Check control mechanism for ease of operation, lubricate joints (also required every time the engine has been washed)			—
	Replace air filter cartridge			—
	Check idling speed with exhaust gas analyzer		—	—
	Lubricate door and bonnet hinges. Maintain door, bonnet, and top seals, remover rubber abrasive.			—

300 to 600 miles	Service required	then at and every ... miles	
		6 000	12 000
	Check brake fluid level in reservoir. Check brake pad wear. Check free play of master cylinder pushrod. Inspect all brake lines, hoses, and connections for damages and corrosion. Check brake system for leaks. Check foot and parking brake (road test or test run).		—
	Steering: check all connections to the steering gear and proper functioning of the track rods; check bellows for leaks (remove cover)		—
—	Check front wheels for bearing play		
—	Check clutch play and pedal travel (grease reversing roller every 12 000 miles)		—
	Check battery acid level	—	—
	Check headlight adjustment and operation of turn signals, stop and rear lights, wipers and horns		—
	Check washer nozzles, replenish water supply (anti-freeze)	—	—
—	Check tyre pressure	—	—
	Check heating system for proper operation (driver's and passenger's side)		—

Note: The recommended service intervals and work apply under normal driving conditions and do not consider all of the available optional equipment. Dusty areas require more frequent checking and possibly replacement of the air filter cartridge. Owing to the low rate of air throughput with the engines of the type 914 – 1.8 the air filter cartridge may be replaced after 18 000 miles. Tyre, clutch, and brake wear as well as the condition of the oil in the engine and gearbox in particular depend greatly on the driving habits and are adversely influenced by extreme operating conditions; this might necessitate shorter intervals for checking and replacement.