

# 1977 Porsche 911 S

2dr Coupe . 6-cyl. 2687cc/175hp FI

#1 Concours condition

**\$76,000**

↗ +163%

#2 Excellent condition

**\$58,000**

↗ +203.7%

#3 Good condition

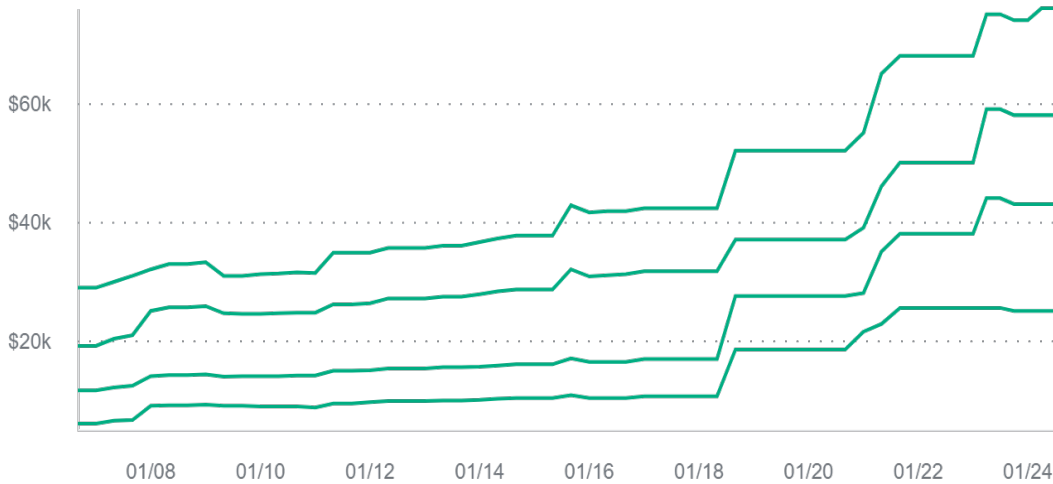
**\$43,000\***

↗ +270.7%

#4 Fair condition

**\$25,000**

↗ +316.7%



## Value adjustments

**+10%**  
for a/c.

**+10%**  
for factory sunroof.

**+10%**  
for bright greens,  
oranges, yellows  
and blues.

## Model description

The mid 1970s are sort of the forgotten years for Porsche in the U.S. (or at least the years Porsche wishes they could forget). Ever-tightening emission control laws played havoc with engine longevity from 1975 until 1977. Unbelievably, Porsche's answer to smog regs was heat. Thermal reactors burned exhaust gasses and they even removed some fan blades to raise running temperatures. Few 2.7 liter U.S. spec cars made it past 75,000 miles before the engines went kablooey.

Experienced Porsche engine builders can fix these issues today, but not if the car still has to pass smog tests. It's a bit of a moot point anyway as few 1975-77 911s seem to have survived. Other changes included the start of the so-called "short hood" cars, which included 5 mph bumpers. Porsche did a far better job integrating these than most other manufacturers. In 1974 and 1975, Porsche offered a 2.7 liter Carrera but it was nothing like the Euro cars. It was mainly fender flares, decals and a rear spoiler. They had the same 160 hp motor as the 911S. Finally, from 1976 on, all 911s got a dip in a zinc galvanizing bath prior to paint. The result was the most rust-resistant 911 yet.

## Body styles

2dr Coupe

2dr Targa

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**Engine types**

6-cyl. 2687cc/175hp FI

## 1974-1977 Porsche 911 stats

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$2,310,000</b>	<b>\$2,750</b>	<b>\$60,900</b>	<b>903</b>

## Equipment

**Additional Info**

Shipping Weight: 2315 lbs

Vehicle Length: 168.9 in

Wheelbase - Inches: 89.4 in

## Vehicle's condition classification

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.