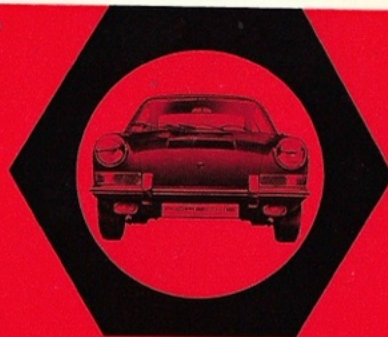




PORSCHE

DRIVER'S MANUAL

911





PORSCHE

BETRIEBSANLEITUNG

911

PORSCHE



The Renowned Car Builders Present a New European-Elite-Coupe



RESNIK MOTORS, INC.
557 SECOND ST., TEL. 625-8908
MANCHESTER, N. H. 03102

PORSCHE CAR IMPORT INC
1550 FRONTAGE ROAD
NORTHBROOK, ILLINOIS

PORSCHE

911



911

Innenausstattung · Interior
Intérieur · Tappezzeria interna

Leder Leather Cuir Pelle	A	Rot · red · rouge · rosso	(Sonderwunsch gegen Mehrpreis für 911 u. 912) (Optional at extra cost for 911 and 912) (Sur demande contre supplément de prix pour 911 et 912) (A richiesta contro aumento del prezzo per 911 e 912)
	B	Schwarz · black · noir · nero	
	C	Braun · brown · brun · marrone	
	D	Beige · beige · beige · beige	

Skai-Flor Leatherette Simili-cuir Finta pelle „Skai“	A	Rot · red · rouge · rosso
	B	Schwarz · black · noir · nero
	C	Braun · brown · brun · marrone
	D	Beige · beige · beige · beige

Sitze-Mittelstreifen Seat inlay Sieges, bande centrale Parte centrale del sedili	Skai-Flor Flechtnarbenprägung	A	Rot · red · rouge · rosso
	basket weave grained leatherette	B	Schwarz · black · noir · nero
	simili-cuir à dessin nattes	C	Braun · brown · brun · marrone
	finta pelle "Skai" con impressione intrecciata	D	Beige · beige · beige · beige

Polsterstoff „Pepita“ dogtooth check fabric revêtement «pied-de-poule» tessuto "pied-de-poule"	A/P1	Schwarz-Rot-Weiß · black-red-white noir-rouge-blanc · nero-rosso-bianco
	B/P2	Schwarz-Weiß · black-white noir-blanc · nero-bianco
	C/P3	Schwarz-Braun-Weiß · black-brown-white noir-brun-blanc · nero-marrone-bianco

Teppich / Carpet Tapis / Tappeto	„Velours“ schwarz · black “velours” · “velours” noir · „velluto“ nero
---	---

912

Innenausstattung · Interior
Intérieur · Tappezzeria interna

Skai-Flor Leatherette Simili-cuir Finta pelle „Skai“	A	Rot · red · rouge · rosso
	B	Schwarz · black · noir · nero
	C	Braun · brown · brun · marrone
	D	Beige · beige · beige · beige

Sitze-Mittelstreifen Seat inlay Sieges, bande centrale Parte centrale del sedili	Kordsamt	A/C1	Rot · red rouge · rosso
	Corduroy	B/C2	Schwarz · black noir · nero
	velours côtelé	C/C3	Cognac · cognac cognac · cognac
	velluto	D/C4	Stein · stone-gray gris-pierre · pietra

Teppich Carpet Tapis Tappeto	„Bouclé“ schwarz
	black “bouclé”
	„bouclé“ noir
	„bouclé“ nero

Sitze-Mittelstreifen	Skai-Flor Flechtnarbenprägung · basket weave
Seat inlay	grained leatherette · simili-cuir à dessin nattes
Sieges,	finta pelle "Skai" con impressione intrecciata
bande centrale	A Rot · red · rouge · rosso
Parte centrale	B Schwarz · black · noir · nero
del sedili	C Braun · brown · brun · marrone
	D Beige · beige · beige · beige

W 25 Dr. Ing. h.c. F. Porsche KG, Stuttgart-Zuffenhausen
Änderungen vorbehalten · Printed in Germany
5. 65 McCorquodale, Göttingen



FARBKARTE · COLOR CHART · CARTE DE NUANCES · TAVOLA COLORI



6601
Schiefergrau
slate gray
gris ardoise
grigio ardesia



6602
Polorot
polo red
rouge polo
rosso polo



6603
Golfblau
golf blue
bleu golf
blu golf



6604
Hell Elfenbein
light-ivory
ivoire clair
avorio



6605
Bahamagelb
Bahama yellow
jaune Bahama
giallo Bahama



6606
Irischgrün
Irish green
vert Irlande
verde Irlanda



6607
Sandbeige
sand
beige sable
beige sabbia



6608
Agablau
Aga blue
bleu Aga
blu Aga



6609
Schwarz
black
noir
nero



PORSCHE 911

The new 6-cyl model has many innovations but it is still unmistakably Porsche

BY HANSJÖRG BENDEL



IF WE EXCLUDE the special racing models, the new Porsche 911, née 901, is the first entirely new Porsche in 16 years. All previous models were developments of the Type 356 that first saw daylight in 1948. The 911 is also the first production Porsche designed as a model on its own, i.e., without direct Volkswagen ancestry. The original Porsche, you'll remember, was really nothing more than a tuned Beetle with special chassis platform and a 2-seater body.

When this car was first shown at Frankfurt in 1963, it was christened Type 901 because it happened to be the design identified by this number. Since then, because Peugeot has some sort of registered priority on type designations with three figures and a zero in the middle, the 901 became the 911.

The body of the 911 is completely new, with more glass, crisper lines and functional styling. At the same time, it remains unmistakably Porsche. In front, the luggage compartment lid is almost flat and plunges down sharply in the interest of forward visibility. The elimination of the VW-type torsion bar cross-structure made it possible to deepen the

luggage compartment considerably and one of our fattest, most awkwardly shaped test cases was swallowed without protest.

The height of the new car is practically unchanged, wheelbase has grown by 4 inches, length by 6 inches and, significantly, width has been reduced by 2.3 in. All this makes the car look lower, although in fact it isn't. Usable inside width has increased, however, and each of the front seats is an inch wider than in the 356. Porsche seats have always been good and those on the 911 are fortunately unchanged in this respect. Lengthwise adjustment is adequate for the tall and the short, and the seat backs can be folded down completely so that sleeping in the car becomes a slightly cramped possibility. Rear seats are pretty much as before—with backrests folded forward they provide additional luggage space and, if necessary, they can accommodate two children. For grown-ups, they definitely remain a short-distance proposition.

Inside the car, the theme "completely new yet unmistakably Porsche" is played in many variations. The overall impression is that this car was built by men who know something about fast motoring and that it is destined for owners who feel the same. There is a full set of instruments, including gauges for fuel and oil tank (the engine has dry sump lubrication; there is no dipstick so you check the tank gauge after about half a minute of idling with the engine fully warmed up), for oil pressure and temperature and for speed and mileage. There is also a clock, plus, of course, a large-dial tachometer in the middle of the curved instrument panel. The red sector starts at 6800 rpm and Porsche says to never, never exceed this engine speed.

tancy. Fuel consumption is on the high side (14-19 mpg), although most owners will gladly accept this as the price to pay for the very high performance, and results in a driving range of just over 250 mi. When fuel stations are far apart this is a definite nuisance on a GT car that otherwise would be ideal for long, high-speed, non-stop runs.

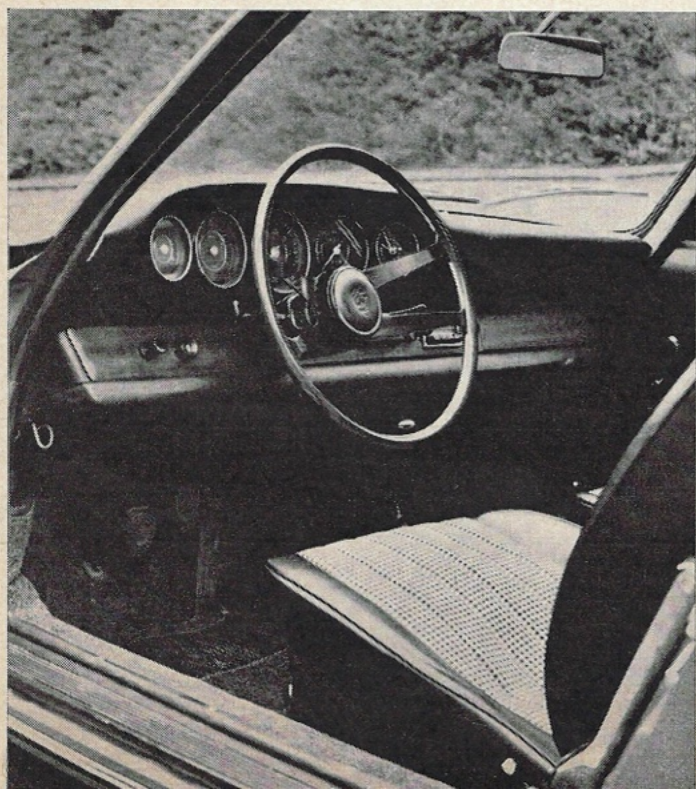
On the whole, the engine must be given very high marks, and that includes a flexibility that is better than a torque maximum at 4200 rpm would suggest. We found it possible to accelerate, even in the long-legged 5th gear, from an engine speed just below 2000. This enables the car to be driven, if the fancy takes you, just like an ordinary, smooth sedan—no fuss, no bother, just a nice dual personality.

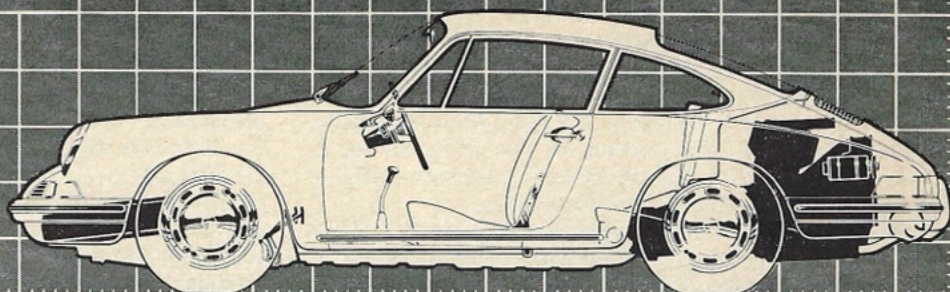
Naturally, all this high performance not only needs a good engine but also requires very good suspension fitted to a solid, rigid body structure. The 911 meets this requirement. In front, a single wide-based wishbone at the bottom works on a longitudinal torsion bar and a telescopic shock absorber provides complementary location for what is, geometrically, a MacPherson strut arrangement. In the rear, a triangulated trailing link with transverse torsion bar replaces the swing axle used hitherto. To divorce the driveshaft from location duties, the inside universal joint has a shackle instead of a solid center, which enables driveshaft length variations to be

absorbed without the penalty of difficult-to-lubricate, easily-binding splines.

On all swing-axle Porsches, in spite of a very high degree of taming, the "animal oversteer" could still be sensed. On the 911, the beast is out, and the car is neutral in behavior and perfectly controllable throughout the whole speed range and even on atrocious road surfaces. True, the suspension is on the firm (not to say harsh) side, but for a high-performance car like this, it appears a small price to pay for the ability to drive the car with an abandon and enjoyment that many other top-class cars would not accept from any but the most wary, experienced pilots. In side winds, the 911 remains stable, a quality difficult to attain on any car with a low-drag body, and particularly so when the engine is located at the rear. It is, however, an essential prerequisite for high speed, long distance operation, which is the kind of driving for which the Porsche 911 is clearly intended.

We tested the car very early in its career and we found some imperfections which undoubtedly will be eliminated as production gets under way and experience is accumulated. With its 6-cyl engine and with solid, high-quality construction, the 911 will always be a comparatively expensive car. But because the basic qualities are far above average, it undoubtedly rates in the top class among modern GT cars.





SCALE: 10" DIVISIONS

PRICE

 List price.....\$6500
 Price as tested.....\$6500

ENGINE

 No. cylinders & type...flat 6, sohc
 Bore x stroke, in....3.15 x 2.60
 Displacement, cc.....1991
 Equivalent cu in.....121.5
 Compression ratio.....9.0:1
 Bhp @ rpm.....145 @ 6100
 Equivalent mph.....125
 Torque @ rpm, lb.-ft. 143 @ 4200
 Equivalent mph.....86
 Carburetors, no. & make...2 Solex
 No. barrels & dia.....3-40 mm
 Type fuel required.....premium

DRIVE TRAIN

 Clutch type.....single-plate, dry
 Diameter, in.....8.6
 Gear ratios, 5th (0.822).....3.64:1
 4th (0.962).....4.26:1
 3rd (1.218).....5.39:1
 2nd (1.778).....7.87:1
 1st (2.835).....12.57:1
 Synchromesh.....on all 5
 Differential type.....spiral
 Ratio.....4.428:1

CHASSIS & SUSPENSION

 Frame type.....unit with chassis
 Brake type.....disc
 Swept area, sq in.....358
 Tire size.....Dunlop 165-15
 Steering type.....rack & pinion
 Turns, lock to lock.....2.8
 Turning circle, ft.....34.5
 Front suspension: independent
 with single lower A-arms, torsion
 bars, strut-type tube shocks.
 Rear suspension: independent with
 triangulated trailing links, tor-
 sion bars, tube shocks.

ACCOMMODATION

 Normal capacity, persons.....2
 Occasional capacity.....4
 Seat width, front, in.....2 x 22
 Rear.....2 x 20
 Head room, front/rear...36.6/32.3
 Seat back adjustment, deg.....60
 Entrance height, in.....47.3
 Step-over height.....15
 Door width.....46
 Driver comfort rating:
 For driver 69-in. tall.....90
 For driver 72-in. tall.....90
 For driver 75-in. tall.....85
 (85-100, good; 70-85, fair;
 under 70, poor)

GENERAL

 Curb weight, lb.....2360
 Test weight.....2750
 Weight distribution (with
 driver), front/rear, %...43/57
 Wheelbase, in.....87.0
 Track, front/rear.....54.1/51.8
 Overall length, in.....164.5
 Width.....63.6
 Height.....52.0
 Frontal area, sq ft.....18.4
 Ground clearance, in.....6.0
 Overhang, front/rear...37.0/40.1
 Departure angle (no load), deg. 20
 Usable trunk space, cu ft.....5.0
 Fuel tank capacity, gal.....16.4

INSTRUMENTATION

 Instruments: 155-mph speedom-
 eter, 8000-rpm tachometer, oil
 quantity, oil pressure, oil temp,
 fuel, clock.
 Warning lights: high beam, park-
 ing lights, turn signals, fuel
 tank reserve, ignition, hand
 brake, gasoline heater, fog
 lamps.

MISCELLANEOUS

 Body styles available: coupe as
 tested.

ACCESSORIES

 Included in list price: leatherette
 upholstery, full instrumentation,
 heater.
 Available at extra cost: sliding
 (electric) roof, seat belts, leather
 upholstery.

CALCULATED DATA

 Lb/hp (test weight).....19.0
 Cu ft/ton mi.....72.4
 Mph/1000 rpm (high gear)....20.5
 Engine revs/mi.....2930
 Piston travel, ft/mi.....1270
 Rpm @ 2500 ft/min.....5770
 Equivalent mph.....118
 R&T wear index.....37.2

MAINTENANCE

 Crankcase capacity, qt.....9.5
 Change interval, mi.....3000
 Oil filter type.....paper
 Change interval, mi.....3000
 Chassis lube interval, mi.....none
 Tire pressure, front/rear, psi.26/29

ROAD TEST RESULTS
ACCELERATION

 0-30 mph, sec.....3.6
 0-40 mph.....5.3
 0-50 mph.....6.9
 0-60 mph.....9.0
 0-70 mph.....11.7
 0-80 mph.....14.5
 0-100 mph.....23.7
 Passing test, 50-70 mph.....4.8
 Standing ¼ mi.....16.5
 Speed at end, mph.....86

TOP SPEEDS

 High gear (6400), mph.....132
 4th (6800).....119
 3rd (6800).....94
 2nd (6800).....64
 1st (6800).....40

GRADE CLIMBING

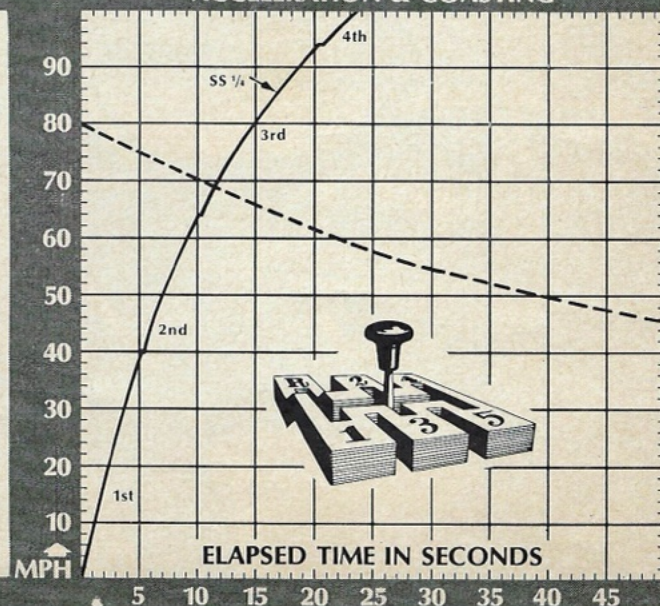
 (Tapley data)
 5th gear, max gradient, %.....9
 4th.....10
 3rd.....19
 2nd.....28
 1st.....38
 Total drag at 60 mph, lb.....102

SPEEDOMETER ERROR

 30 mph indicated.....actual 28.0
 40 mph.....38.0
 60 mph.....57.7
 80 mph.....77.1
 100 mph.....96.2

FUEL CONSUMPTION

 Normal driving, mpg.....14-19
 Cruising range, mi.....250-300

ACCELERATION & COASTING


Qualität durch Erfahrung — das war bei der Entwicklung des Typs 911 der Grundsatz der Porsche-Konstrukteure.

Ein exklusiver in allen Geschwindigkeitsbereichen ideal abgestufter Reisewagen verwandelt sich, zügig gefahren, in ein sportliches Coupé europäischer Elite.

Nicht Transport oder Repräsentation, sondern das beglückende Gefühl — Fahren um des Fahrens willen — begründet die alte Porsche-Formel „Fahren in seiner schönsten Form“.

Excellence through experience — the maxim guiding Porsche designers in their work on Type 911.

An exclusive touring car, with its perfectly graduated speed ranges, it converts into a sporting coupe of the European elite.

The traditional Porsche slogan "Driving at its finest" expresses not simply the quality of movement or mechanism, but the joy of driving for its own sake.

La qualité grâce à l'expérience — tel fut le principe fondamental des usines Porsche lors de l'étude du type 911.

Une voiture de tourisme exceptionnelle, idéale et bien adaptée à tous les régimes, se transformant, lorsqu'elle est conduite rapidement, en un coupé sportif de standing européen.

Ce n'est pas son côté utilitaire ni son bel aspect, mais la sensation merveilleuse éprouvée à « conduire pour la joie de conduire » qui a créé le vieux slogan de Porsche: « Joie de conduire dans sa plus belle expression ».

PORSCHE
911





CPR Classic Sales

Specializing in Porsche Restoration

ABOUT US

CRAFTSMANSHIP
PORTFOLIO
SHOWROOMS
WORKSHOPS
POLICIES
CONTACT

RESTORATION

PARTS
COLLISION & RUST REPAIR
PRE-PURCHASE INSPECTION
SHIPPING

356 (1950 - 1965)

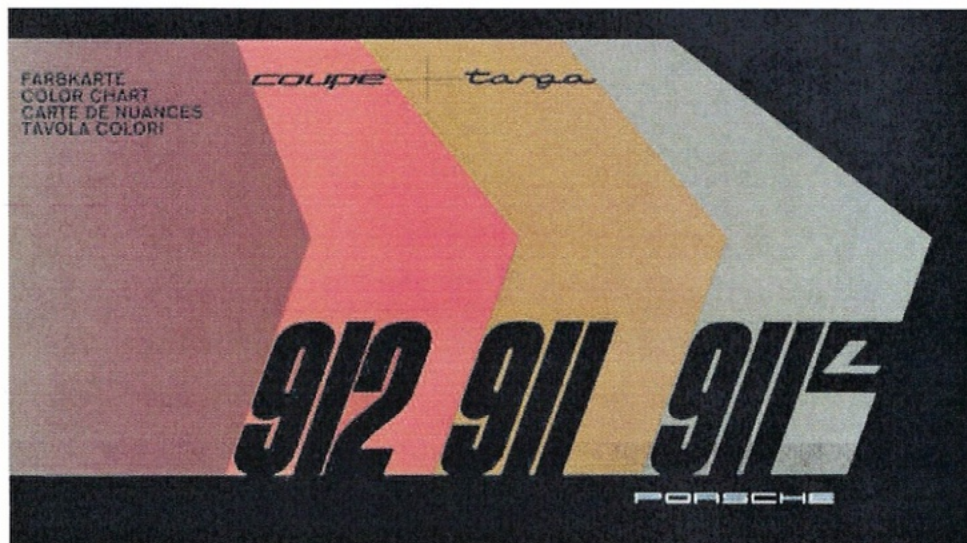
FUCHS ALLOYS
SPORT SEATS
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PROMOTIONS & DISCOUNTS

FEATURE PRESENTATIONS



1965 - 1973 Standard Paint Colors

1964/1965 Color	Code	1966/1967 Color	Code	1968/1969 Color	Code	1970/1971 Color	Code	Targa Code	Coupe Code	1972/1973 Color	Code	1972 Code	1973 Code
Slate Grey	6401	Slate Grey	6601	Slate Grey	6801	Albert Blue	1810	1818	Albert Blue	325	---		
Ruby Red	6402	Polo Red	6602	Polo Red	6802	Bahia Red	1310	1313	Bahia Red	022	022		
Sky Blue	6403	Gulf Blue	6603	Ossi Blue	6803	Pastel Blue	2010	2020	Sepia Brown	415	415		
Light Ivory	6404	Light Ivory	6604	Light Ivory	6804	Light Ivory	1110	1111	Light Ivory	131	131		
Champagne Yellow	6405	Bahama Yellow	6605	Bahama Yellow	6805	Conda Green	2610	2626	Light Yellow	117	117		
Irish Green	6406	Irish Green	6606	Irish Green	6806	Irish Green	1510	1515	Viper Green	225	225		
Signal Red	6407	Sand	6607	Sand	6807	Signal Orange	1410	1414	Signal Yellow	114	114		
		Aga Blue	6608	Burgundy Red	6808	Burgundy Red	2410	2424	Aubergine	025	025		
		Black	6609	Tangerine	6809	Tangerine	2310	2323	Tangerine	018	018		

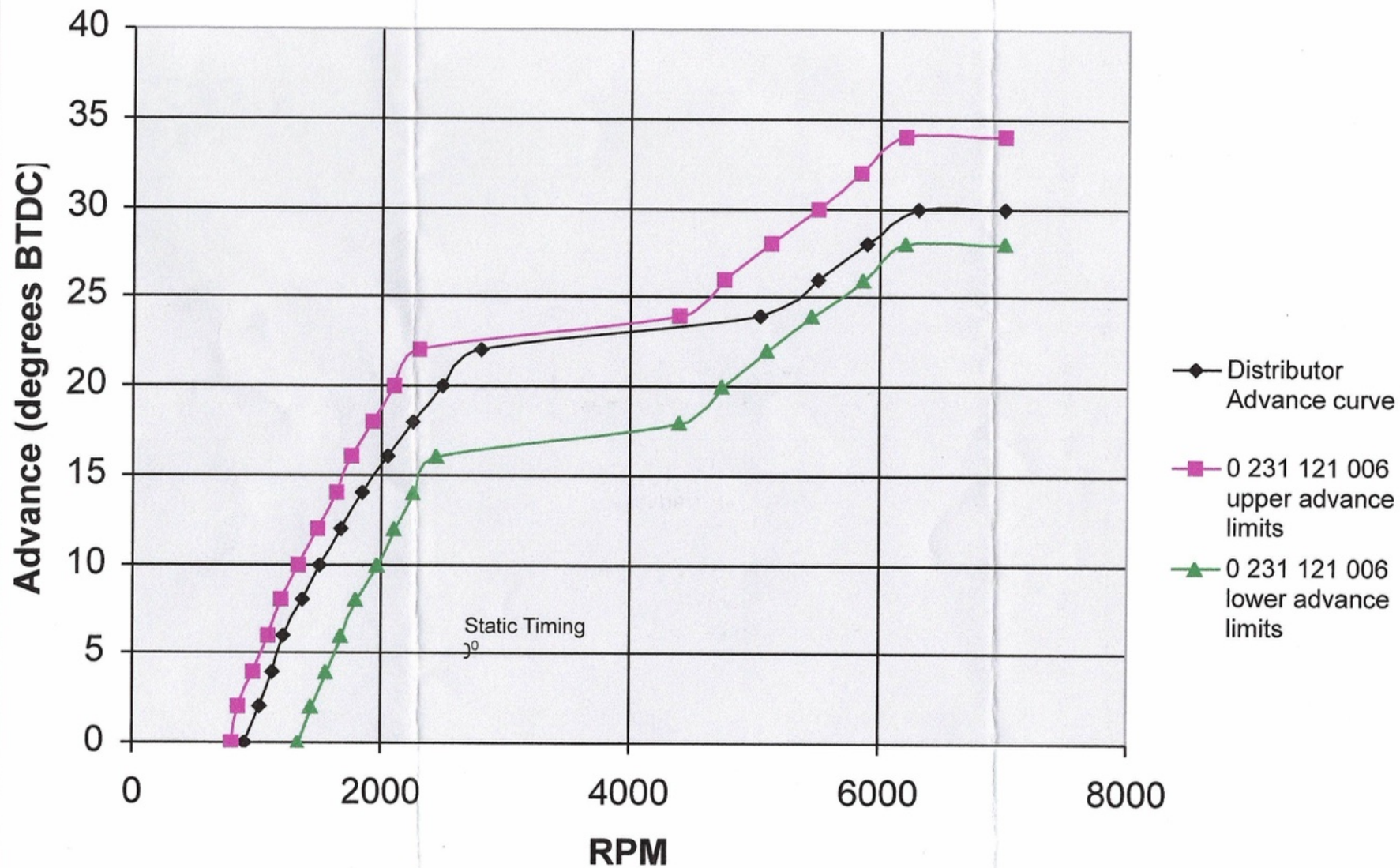
1965 - 1973 Special Paint Colors (Non-Metallic)

1964/1965 Color	Code	1966/1967 Color	Code	1968/1969 Color	Code	1970/1971 Color	Code	Targa Code	Coupe Code	1972/1973 Color	Code	1972 Code	1973 Code
Dolphin Grey	6410	Ivory	17657	Ivory	6821	Ivory	4610	4646	Ivory	132	132		
Togo Brown	6411	Burgundy Red	30868	Burgundy Red	STD	Burgundy Red	STD	STD	Gulf Orange	019	019		
Bali Blue	6412	Champagne Yellow	16153	Champagne Yellow	6822	Light Yellow	6210	6262	Light Yellow	STD	STD		
Black	6413	Signal Yellow	R1007	Signal Yellow	6823	Signal Yellow	7210	7272	Signal Yellow	STD	STD		
		Canary Yellow	R1012	Canary Yellow	6824				Signal Orange	116	116		
		Ossi Blue	R5009	Ossi Blue	STD	Glacier Blue	6610	6666	Glacier Blue	326	326		
		Crystal Blue	52254	Crystal Blue	6825	Crystal Blue	7310	7373	Adriatic Blue	327	327		
		Pastel Blue	R5012	Pastel Blue	6826	Pastel Blue	STD	STD	Gulf Blue	328	328		
		Ultra Blue	R5013	Ultra Blue	6827	Turquoise	6410	6464	Oxford Blue	329	329		
		Signal Green	R6001	Signal Green	6829	Signal Green	7810	7878	Royal Purple	341	341		
		Leaf Green	62163	Leaf Green	6830	Leaf Green	7710	7777	Irish Green	213	213		
		Sea Green	62164			Willow Green	223		Leaf Green	218	218		
		Gold Green	62165	Gold Green	6828				Lime Green	226	226		
		Turquoise Green	R6016	Turquoise Green	6831	Turquoise Green	6510	6565	Jade Green	227	227		
		Stone Grey	75741										
		Grey White	75742	Grey White	6832	Grey White	7610	7676					
		Cloudy Grey	R7030	Cloudy Grey	6833								
		Beige Grey	70192	Beige Grey	6834	Beige Grey	7510	7575	Beige Grey	622	622		
		Olive	62166	Olive	6835	Olive	3910	3939	Olive	414	414		
		Sepia Brown	R8007	Sepia Brown	6836	Sepia Brown	7410	7474	Sepia Brown	STD	STD		
		Coffee Brown	80342	Coffee Brown	6837	Light Red	7910	7979	Rose Red	024	024		
		Kastanien Brown	30736	Black	95043	Black	1010	1010	Black	007	007		
									Grand Prix White	---	908		

1965 - 1973 Special Paint Colors (Metallic)

1964/1965 Color	Code	1966/1967 Color	Code	1968/1969 Color	Code	1970/1971 Color	Code	Targa Code	Coupe Code	1972/1973 Color	Code	1972 Code	1973 Code
		Silver Met	90024	Silver Met	6851	Silver Met	8010	8080	Silver Met	925	936		
		Dark Red Met	30847	Dark Red Met	6854	Dark Red Met	8110	8181	Colorado Met	043	043		
		Dark Green Met	62109	Dark Green Met	6852	Green Met	8310	8383	Green Met	224	224		
		Blue Met	52300	Blue Met	6853	Blue Met	8410	8484	Blue Met	324	324		
						Gemini Met	8610	8686	Gemini Met	330	330		
						Gold Met	8810	8888	Gold Met	133	133		

Bosch 0 231 121 006--to date code 609



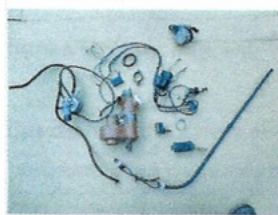
Curve Information for Bosch 0 231 121 006 to date code 609

Customer: Bob Ebert		Date Stamp: Unk		Date: 1/27/08					
Distributor Advance* (°BTDC)	Crankshaft Advance (°BTDC)	Distributor RPM* Advance	Crankshaft RPM Advance	Distributor RPM* Retard	Crankshaft RPM Retard	Factory Advance (°BTDC)	RPM	Factory Advance (°BTDC)	RPM
0	0	450	900		0	0	800	0	1340
1	2	510	1020		0	2	860	2	1440
2	4	560	1120		0	4	980	4	1560
3	6	610	1220		0	6	1100	6	1680
4	8	680	1360		0	8	1200	8	1800
5	10	750	1500		0	10	1340	10	1960
6	12	840	1680		0	12	1480	12	2100
7	14	920	1840		0	14	1640	14	2260
8	16	1025	2050		0	16	1760	16	2440
9	18	1125	2250		0	18	1940	18	4400
10	20	1250	2500		0	20	2100	20	4740
11	22	1400	2800		0	22	2300	22	5100
12	24	2525	5050		0	24	4400	24	5460
13	26	2750	5500		0	26	4760	26	5860
14	28	2950	5900		0	28	5120	28	6200
15	30	3150	6300		0	30	5500	28	7000
15	30	3500	7000		0	32	5840		
			0		0	34	6200		
	0								
Dwell: 37°									
*Raw data from distributor test machine									



eBay Motors > Parts & Accessories > Car & Truck Parts > Air Conditioning & Heat > Heater Parts

Item: 181272650127



Porsche 911 901 Webasto gas heater complete with all rare details

rwiggin951 (292 ★)

Item condition: **Used**

Compatibility: This information is not available.

Sale Date: Dec 10, 2013 16:51:52 PST

Bid history: 2 bids

Winning bid: **US \$995.00**

Have one to sell? Sell it yourself

[Learn more](#)

Shipping and handling

Item location: Berea, Ohio, United States

Shipping to: Worldwide

Shipping and handling	To	Service	Estimated delivery*
US \$25.00	United States	Standard Shipping (UPS Ground)	Within 4 business days

* Estimated delivery dates include seller's handling time, and will depend on shipping service selected and receipt of cleared payment. Delivery times may vary, especially during peak periods.

Domestic handling time

Will usually ship within 2 business days of receiving cleared payment.

Return policy

Return policy details

No returns or exchanges, contact seller with questions.

Payment details

Payment method Preferred / Accepted



PayPal Preferred



Accepted

Item specifics

Brand: Webasto

Seller's description

Up for auction is the rare optional Webasto gasoline heater for an early Porsche 911. I purchased this several years ago for a long hood 911 I intended to drive through Cleveland weathers. This idea seems pretty foolish given values now. Nonetheless, my project has changed and I no longer need the heater. The person I purchased this from removed it from a decent car and he intended to reinstall the system so he collected all the rare and special pieces that are involved with the system. The exhaust is rusty, but is complete enough to perhaps repair or to model a fabricated replacement off of. The original harness is in very good

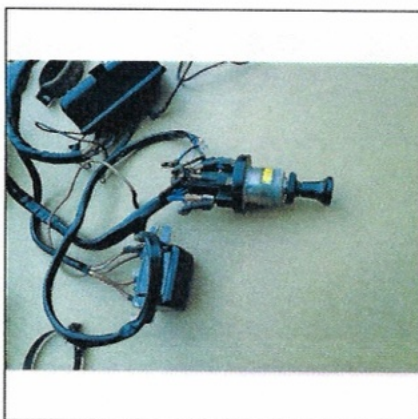
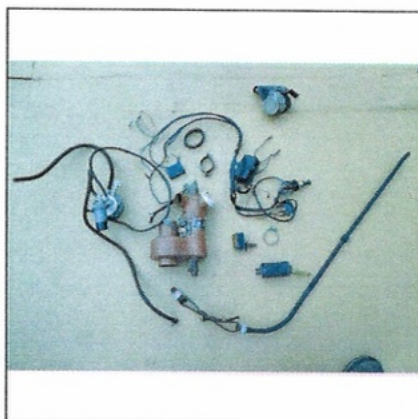
shape. One or two connectors look to have been replaced, and there are a couple of wires that looked to have gotten hot. These repairs could be easily made without disturbing the original appearance. The pump and regulator look to be in good shape. There is a slight dent on the rear side of the regulator where it looks as though someone perhaps pried against it during removal. The hoses are intact and in surprisingly good shape. The relays, resistor, and control box are here along with the original switch and even the small plastic fuse cover.

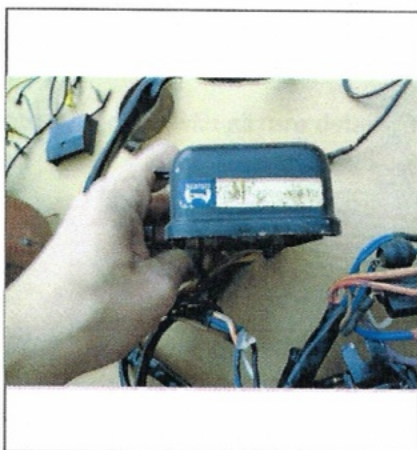
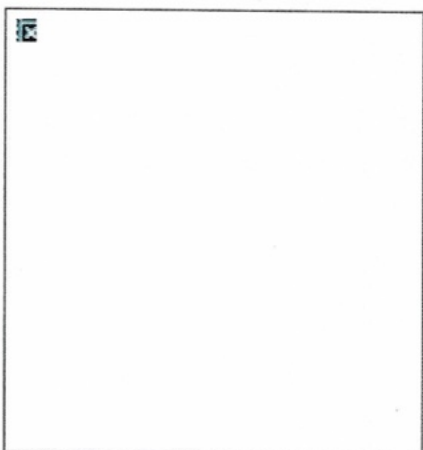
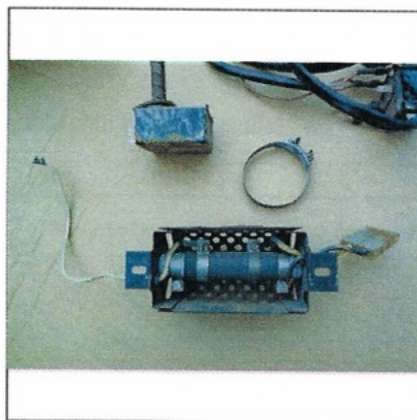
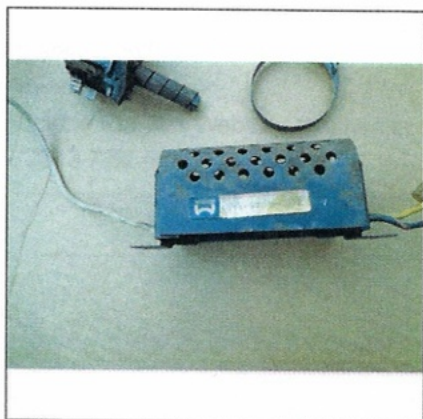
Thanks for your interest.

Questions and answers about this item

No questions or answers have been posted about this item.

Listing images





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Typ 911, ABE Nr. 4636**Motor Typ 901/01**

Daten	Coupé	Targa	4-Gang
Leistung in kW, bei 1/min.	96/6.100	96/6.100	
Hubraum in cm ³ (Steuer)	1.977	1.977	
Hubraum in cm ³ (tatsächlich)	1.991	1.991	
v max.	210 km/h	210 km/h	
Fzg. Länge in mm	4.163	4.163	
Fzg. Breite in mm	1.610	1.610	
Fzg. Höhe in mm	1.320	1.320	
Radstand	2.268	2.268	
Überhang hinten in mm	995	995	
Leergewicht DIN	1.080 kg	1.080 kg	
Leergewicht plus 70 kg	1.150 kg	1.150 kg	
zul. Gesamtgewicht	1.400 kg	1.400 kg	
Achslast vorn	600 kg	600 kg	
Achslast hinten	840 kg	840 kg	
Getriebeübersetzung 1.Gang	2,83	2,83	3,09
2. Gang	1,78	1,78	1,68
3. Gang	1,22	1,22	1,13
4. Gang	0,96	0,96	0,86
5. Gang	0,82	0,82	
6. Gang			
RW. Gang	2,69	2,69	3,13
Achsübersetzung	4,43	4,43	4,43-
Standgeräusch	84 dB (A)	84 dB (A)	
Fahrgeräusch	82 dB (A)	82 dB (A)	
Reifen vorn	165 HR 15	165 HR 15	
Reifen hinten	165 HR 15	165 HR 15	
Räder vorn	4 ½ J x 15	4 ½ J x 15	
Räder hinten	4 ½ J x 15	4 ½ J x 15	