

# 1969 Porsche 911 E

2dr Coupe . 6-cyl. 2195cc/155hp FI

#1 Concours condition

**\$160,000**

0%

#2 Excellent condition

**\$119,000**

0%

#3 Good condition

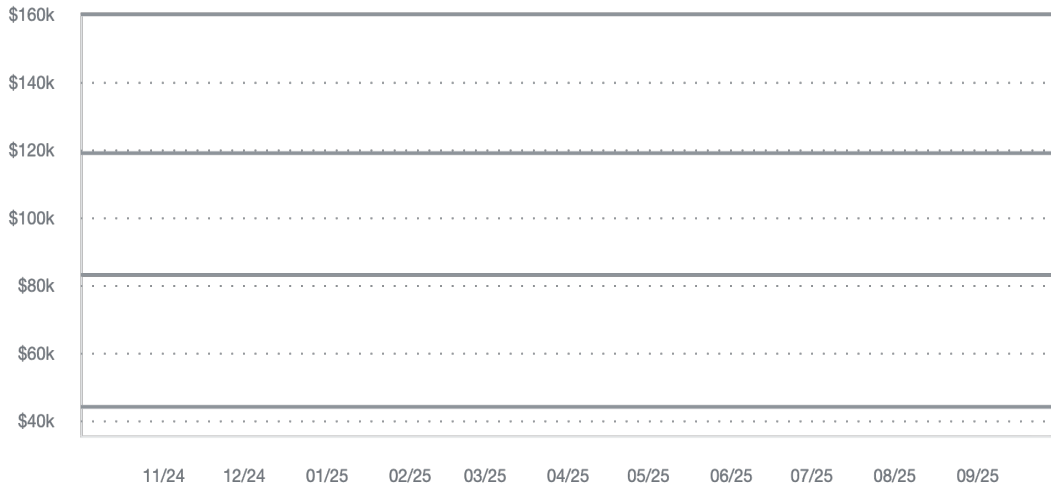
**\$83,000\***

0%

#4 Fair condition

**\$44,000**

0%



NOTE: The chart displays price changes for the last year.

## Value adjustments

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

**+10%**  
for 5-speed.

**+10%**  
for factory sunroof  
on coupe.

**-15%**  
for Sportomatic.

**-10%**  
for glass rear  
window on Targa.

## Model description

1969 brought the first substantive changes to the Porsche 911 lineup, which now consisted of three models: the 911T, 911E and 911S. All of these were available in coupe and Targa body styles. The T was carbureted until 1972, while the E and S were mechanically fuel injected. For 1969, Porsche stretched the wheelbase and flared the wheel arches, allowing wider tires to be fitted. Unlike most performance cars of the era, horsepower kept climbing through the use of fuel injection and a series of 200 cc displacement increases culminating in the 1972 2.4-liter cars.

The T was the base model with the lowest horsepower. It was tractable and quite adequate for street use. The E had a bit more horsepower and more luxury features, while the 200 hp S was the car for weekend racers. Rust continued to be an issue, although by this time Porsche was at least paying more attention to the car's vulnerable floor pans. A mid-year change to Bosch K-Jetronic (CIS) injection for the 1973 1/2 911T produced what many believed to be the sweetest running 911 yet.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

