

1985 Porsche 944

2dr Coupe . 4-cyl. 2479cc/143hp Bosch DME FI

#1 Concours condition

\$36,000

0%

#2 Excellent condition

\$24,500

0%

#3 Good condition

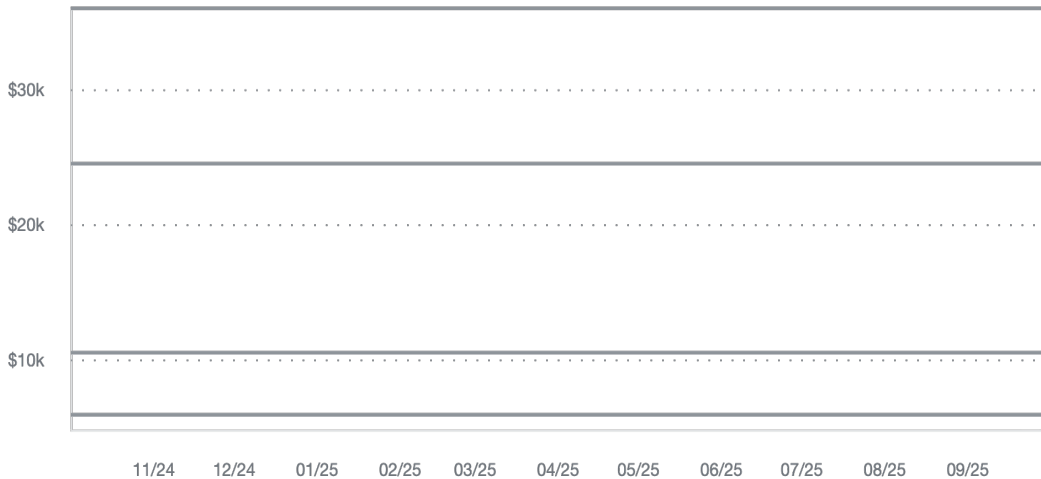
\$10,500*

0%

#4 Fair condition

\$5,900

0%



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

Model description

After three decades of producing rear-engined, air-cooled cars, Porsche began experimenting with more mainstream configurations in the late 1970s with an eye towards mass appeal. The Stuttgart company released a series of front-engine, water-cooled cars, first with the 924 in 1976, then with the 928 in 1978. The Porsche 944 appeared in 1982 as a more performance-oriented take on what the 924 initiated.

While the 924 was most often criticized for uncharacteristic performance courtesy of its Audi four-cylinder, Porsche equipped the 944 with a more powerful alloy 2.5-liter four-cylinder engine. To counter some of the vibration that was associated with the 924, Porsche installed a Mitsubishi-patented Lanchester balance shaft. The overall unit was descended from the 928 and was good for 143 hp and a 0-60 time of 8.3 seconds.

Better than its speed or power was the 944's handling. In 1984, Car and Driver named the 944 the "Best Handling Production Car in America." A four-wheel disc brake setup and wide 215/60-15 tires complemented its balanced chassis, and wide fender flares reminiscent of Audi's Ur-Quattro helped the car look the part. All the same, dyed-in-the-wool Porschephiles tended to shun the model as a mainstream compromise.

Halfway through the 1985 model year, Porsche revamped the car's interior to match the 911 and 928. A redesigned dash improved ventilation, better seats were installed, as were a new steering wheel and an antenna in the windshield. The traditional Fuchs wheels were replaced with "phone dial" mags.

Several mechanical upgrades also accompanied the mid-year make-over. The engine was significantly modified, with the valves, pistons and combustion chambers revised to the tune of an extra 15 hp. The oil pump was redesigned and oil capacity was increased to six quarts. The radiator was improved and suspension pieces were lightened and strengthened. Antilock brakes became optional in 1987, and 1988's standard dual airbags were cutting edge.

From 1986 through 1991, 944s came in a vast array of configurations, including Turbo, S, Turbo S and S2 models, and a Cabriolet. Depending on the trim, up to 250 hp was available out of the four-banger. Prices climbed even faster than horsepower, though, with the Turbo costing \$29,000 in 1986 and the Turbo S skyrocketing to \$45,275 in 1988. By way of comparison, a Chevrolet Camaro IROC-Z cost just \$13,490.

*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)® 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.

In addition to unfavorable exchange rates, competition from the Nissan 300ZX Turbo (MSRP \$33,500) and Toyota Supra Turbo (MSRP \$23,760) hurt sales. The 944 departed quietly in 1991, followed by the similar, slow-selling 968, in 1993.

Porsche later went on to build water-cooled 911s and front-engine SUVs, so period objections to the 944's "purity" don't really resonate in hindsight—nonetheless, the market and values haven't really warmed up. As such, the 944 represents an affordable and entertaining entry point to Porsche ownership. Second generation cars have held up particularly well, as performance was better than earlier models. Check for oil leaks and service history, and make sure the timing belt is recent, as replacing one costs more than \$1,000. The Turbo's superior performance warrants its premium over the S, but finding one that has been well maintained can be difficult. An easier option is to find a non-turbo, four-valve S model instead.

Body styles

2dr Coupe

Engine types

4-cyl. 2479cc/143hp Bosch DME FI

Equipment

Standard Equipment

- 5 Speed Manual
- Active (Manual) Belts
- Air Conditioning
- Other
- Power Steering
- Power Windows

Optional Equipment

- 3 Speed Automatic
- AM/FM CASS
- Power Sun/Moon Roof

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 31
- Front Tire Size: 15R215
- Manufacturer Code: C168
- Manufacturer MSRP: 21440
- Market Segmentation: Luxury Sport
- Shipping Weight: 2778
- Wheel Base Longest - Inches: 94.5
- Wheel Base Shortest - Inches: 94.5

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.