

# The Porsche Type List

When Professor Ferdinand Porsche started his business, the company established a numeric record of projects known as the Type List. As has been reported many times in the past, the list began with Type 7 so that Wanderer-Werke AG did not realize they were the company's first customer. Of course, as a result, Porsche's famous car, the 356 as defined on the Type List, was actually Porsche's 350<sup>th</sup> design project.

In reviewing the Porsche Type List enclosed on this website, you might notice several interesting aspects. First, although there is a strong chronological alignment of Type numbers, it is certainly not perfect. No official explanation exists as to why this occurs. It is possible that Type numbers were originally treated only as an informal configuration and data management tool and today's rigorous examination of Porsche history is but an aberration of 20/20 hindsight. Secondly, you might also notice that there were variations on Type List numbers that were probably made rather spontaneously. For example, consider the Type 60 with its many "K" variations to designate different body styles. Also consider how the Type 356 was initially a tube frame chassis then changed to a sheet metal chassis with the annotation 356/2 but the /2 later reused to describe different body/engine offerings. Then there were the variants on the 356 annotated as 356 SL, 356A, 356B, and 356C designations and in parallel there were the 356 T1 through 356 T7 designations. Not to mention, of course, the trademark infringement threat that caused the Type 901 to be externally re-designated as the 911.

Karl Ludvigsen, in his book *Porsche, Excellence Was Expected*, provides the following additional insight on Type numbers:

"Over the years Porsche skipped many numbers in the sequence. Sometimes the omissions were accidental, for Karl Rabe, the keeper of the numbers, was anything but methodical in their allotment. And sometimes the omissions were deliberate, as when the men of Porsche decided to begin with No. 7, so that their first customer, the Wanderer Werke, would not think that they were a bunch of novices. During the hectic war years many numbers in the 200 series were skipped. In the 400 series only six numbers were used, the last being 425; a fresh start was made at 500 when the design office moved back to Stuttgart.

From 500 onward the type number list was relatively tightly packed through the 700's and into the early 800's, the Type 804 Grand Prix car being an example. That was where the list stood when the time came to pick a number for the successor to the 356. To get it they jumped over many 800-series numbers and picked 901. Why? To symbolize a new beginning with a new model? To get an attractively well-rounded number? The real reason is much more prosaic.

In the early 1960's Porsche was more closely integrating its sales, parts and service operations with those of Volkswagen. In fact a joint VW-Porsche sports car sales

program was not too many years in the future. Porsche part numbers, therefore, needed to become compatible with those used by VW, and when a review was made of the number classes that were already in use on the Wolfsburg parts-control computers it turned out that the only category that was still free was the 900 series!

That was why the new Porsche was named the 901, at first, and why all subsequent Porsches have been numbered in the early 900's. Since that time the original Porsche practice of giving a separate type number to each drawing office project has not been followed. Instead, all the components for a given car tend to carry the same number prefix, independent of the time sequence in which they were developed. (No longer was a type 356C car fitted with a Type 616/16 engine and a Type 741A transaxle, for example. The new system was certainly simpler.)”

Several Porsche Type Lists have been previously published. All of them leave significant gaps and rarely reveal the source of the information. I believe the Type List shown on this website is the most complete and accurate copy that exists. It was originally based on a copy provided by Ghislane Kaes in the early 1980s. It has been supplemented, and in some cases corrected with additional information learned since that time. In close examination the Type list provides wonderful new insight into Porsche projects prior to 1950, and the circuitous route the company traveled before maturing into a famous sports car marque in the 1950's. In you know of any corrections or have any additions, please do not hesitate to bring that information to my attention.

[Types 007 through 287 \(Pre-Gmünd\)](#)

[Types 288 through 427 \(Gmünd\)](#)

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# The Porsche Type List

## The Pre-Gmünd Years

Type	Year	Description	Customer
7	1930	Chassis with 6 cylinder 1.7 and 1.86 liter motors	Wanderer-Werke AG, Chemnitz, Germany
8	1930	Chassis with 8 cylinder 3.25 liter motor. Convertible body built by Reutter and used by Porsche as a company car for several years..	Wanderer-Werke AG, Chemnitz
9	1930	Chassis with same engine as Type 8 but intended to have Rootes-type supercharger but this was abandoned. Streamline body by Reutter and used by Ferdinand Porsche as personal car for 4 or 5 years.	Wanderer-Werke AG, Chemnitz
10		Independent rear suspension, swing axle for 3.25 liter automobile	Horchwerke AG, Berlin-Zwickau
12	1931/1932	One-liter small car and chassis prototype using three-cylinder, water-cooled radial engine. Later prototypes were built using five-cylinder, water-cooled radial engines.	Zündapp GmbH, Nürnberg
14	December 1931	High-speed (overdrive) transmission for Type 7 starting with serial no. 14 2001	Wanderer-Werke AG, Chemnitz
15	1932	Truck improvement studies	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
16	May 1932	Engine redesign of 3.5 liter, 8 cylinder motor beginning with serial number 161001	Neue Röhr-Werke, Oberrammstatt
17	1932	Front swing axle for Type 7	Wanderer-Werke AG, Chemnitz
18	1932	Air cooled 3.5 liter, two-axle, 2.5 ton, truck	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
19	1932	Air cooled 3.5 liter, three-axle, 3.5 ton, truck	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
20	1932	Steering (arrangements) Type Stuttgart models A (2,000 kg), B (up to 3,500 kg), C, D	Porsche K.G.
21	1932/1933	Full swing axles	Alfred Teves Wanderer-Werke AG, Chemnitz
22	1932	750kg formula, 16 cylinders 4.36 liter rear-engine Grand Prix Car	Porsche K.G.
23	1932/1933	Steering	Spezial Citroen, Paris
24	1932/1933	Three-wheeled vehicle	Zündapp GmbH, Nürnberg
25	1933	Exhibition - axle for small car	Alfred Teves, Frankfurt
26	1933	Axle for 400cc small car	Zündapp GmbH, Nürnberg
27	1933	Sedan chassis	Mathis
28	1933	Four wheel vehicle chassis including diesel engine, redesign of Type 18	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
29		Six wheel vehicle chassis including diesel engine, redesign of Type 19	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
30	1933	Front swing axle independent suspension for sedan	Hanomag, AG (Germany)
31	1933	Front swing axle independent suspension for sedan, 2 liter redesign	Wanderer-Werke AG, Chemnitz
32	1933/1934	Chassis with four cylinder, flat-four, 1.45 liter air-cooled rear engine producing 28HP and torsion bar suspension.	NSU Neckarsulum, Germany

Type	Year	Description	Customer
33	1933	Front swing axle for sedan	Morris (England)
34	1933	Steering prototype	Fiat, Turin (Italy)
36	1933/1934	3.25 liter, supercharged engine and chassis	Neue Röhr-Werke, Oberrammstatt
38	1933/1934	Petrol engine for Type 32	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
39	1934	Petrol engine for six-wheeled terrain vehicle	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
40	1933/1934	One cylinder, test motor	Phänomenwerke, Gustav Hiller AG, Zittau i. Sa.
42	1934	Trilock transmission for testing	Klein-Schanzlin & Becker
45	1933/1934	Front swing axle for Type 15 CV	Citroen
46	1934	Front swing axle for sedan	Standard
47	1934	Front swing axle for sedan	Volvo
49	1934	Single cylinder, experimental (test) diesel engine	Südbremse, AG, P. Kammer
50	1934	Front swing axle for sedan	Triumph
51	1935/1936	Single cylinder test engine for Type 55	Südbremse, AG
52	1934	Large sports car based on Type 22.	Auto Union, AG
53		Reserved	
54	1934/1935	Different exhibition models for Berlin 1935	
55	1935	1,000 HP airplane engine	Südbremse, AG
56	1935	Front axle and installation	Thomson, England Era
57	1935	Studies for motorcycle engine	Zündapp GmbH, Nürnberg
59	1934	Front swing axle studies for truck	Rochet Schneider
60	1934/1941	KdF Volkswagen, originally called Deutscher Volkswagen	KdF (Kraft durch Freude)
60K1		Assumed to be Volkswagen prototype V1	
60K2		Assumed to be prototype convertible V2	
60K3		Assumed to be prototype V3 using non-metallic construction	
60K4		Assumed to be prototype V3, completely metallic construction	
60K5		W30 body	
60K6		Version of W30 in wood or fiberglass for V303	
60K7		VW 38/39 standard sedan	
60K8		VW 38/39 sun-roof sedan	
60K9		VW 38/39 convertible	
60K10	1939	Berlin-Rome Coupe	
60K11		VW (1938/39) fiberglass sedan using multiple pieces	
60K12		New VW form, fiberglass using single mold	
60K13		Study of sliding sun-roof opening for VW 38/39	
60K14		Reclining seats for VW 38/39	
60L		Sedan chassis	
60CL		Sun roof chassis	
60O		Convertible	
60LO		Pick-up truck	
61	1935	Study of smaller version of the Type 60. Also known as Type 61K with the K standing for kurz (short) or klein (small). This design was refined and became the Type 60K5.	

Type	Year	Description	Customer
62	1938	German Volkswagen for off-road purposes, a Kübelwagen prototype. Contract awarded to Porsche on January 26, 1938. First prototype completed November 3, 1938.	
63		Rear swing axle including mounting for Type 2300	Alfa Romeo
64	1938	Volkswagen based 1.1 liter sports car chassis, used body Type 60K10	
65	1939	Special installations in a Volkswagen chassis for driving school (i.e. dual controls)	
66	1938/1939	Right-hand drive Volkswagen chassis	
67	1939	Volkswagen chassis (specialty vehicle) for the handicapped	
68	1939	Volkswagen paneled model chassis, i.e. delivery van	
69	1934	Rear swing axle including mounting for Type 2900	Alfa Romeo
70	1935/1936	Radial 32 cylinder, 17.7 liter liquid-cooled airplane engine	
71	1935/1936	32 cylinder test unit	
72	1935/1936	V-16, 19.7 liter liquid-cooled airplane engine	
73	1935/1936	16 cylinder test unit	
74	1935/1936	Connecting rod test unit for Type 70	
75	1936	Front axle and steering for trucks	Austro Fiat
76	1936	Parts for internal laboratory stress tests	(internal production)
78	1937	Sleeve-valve for new airplane engine	
79	1937	Studies of front and rear truck axles	Delaunay Belleville Dir., Belgium
80	1939	Land speed record car	Daimler-Benz, AG
81	1939	Chassis VW paneled truck or boxed van	
82	1939/1940	Two-wheel drive Volkswagen for off-road use, production version of Kübelwagen based on Type 62. First two units completed December 1939.	
82		Four seat (standard version) Kübelwagen.	
821		Type number for three seat Kübelwagen	
822		Type number for Siren car	
823		Type number for dummy tank or scout car for training purposes	
825		Type number for pickup truck with sedan body	
826		Type number for box van with sedan body (tropical car)	
827		Type number for three seat command car	
828		Type number for open body made from wood	
82E	April 1943	VW Type number for Kübel chassis with sedan body, i.e. off-road Beetle. Initially designated as Porsche Type 92.	
83	1939/1941	Automatic test transmission known as the Kreis System	
84	1939/1941	Double disc clutch test transmission known as the Dr. Hering System	
85	1939	Small and light truck, project cancelled	
86	1939	Kübelwagen four-wheel drive design	
87	1939/1941	Kübelwagen four-wheel drive prototypes based on Type 82	
87		Type 87 four seat version	
871		Type number for Porsche Type 87 three seat Kübelwagen	
877		Type number for Porsche Type 87 sedan body (command car)	
88	1939	Kübelwagen delivery vehicle Model B	
89	1939/1941	Automatic test transmission known as the Beier System (BBS)	Brown Boverie & Co.
90	1938	Studies for 1938 race car	Daimler-Benz, AG
92	1940	Chassis based on Type 82 and panel truck (Kübelwagen utility vehicle). Redesignated as VW Type 82E in April 1943	
92 SS		Type 92 with weapons	

Type	Year	Description	Customer
92 LO		Type 92 open pickup truck	
93	1939	Limited slip differential	Daimler-Benz, AG
94	1937/1939	W-24 Grand Prix 1938 race car (engine)	Daimler-Benz, AG
95	1939	Suspension for busses	Daimler-Benz, AG
96	1938/1939	Hydraulic power transmission	Daimler-Benz, AG
97	1938	Bulldog (heavy-duty) truck	Daimler-Benz, AG
98	1940	Chassis (VW) Type 128 with KdF body Type CL (sun roof)	Volkswagenwerk, GmbH Fallersleben
99	1938	Trailer study	Goertz
100	1940/1941	Special vehicle I, Leopard tank prototype	OKH (Oberkommando des Heeres – Army High Command)
101	1942	Special vehicle II, Tiger tank with air cooled engine and 88 mm gun	OKH (Army High Command)
102	1942 ?	Tiger tank with air cooled engine and Nita hydraulic drive	OKH (Army High Command)
103	1942 ?	Tiger tank with electric drive and air-cooled engine with double blower	OKH (Army High Command)
104	1937/1939	One cylinder engine motor unit for Type 94	Daimler Benz AG
105		Receipt of Continental Engine (aircraft engine produced in England)	
106	1939	P.J.V. test transmission for Type 60 VW	
107	1938/1941	Exhaust turbine (turbo charger) for Type 60	
108	1938	Two stage supercharger	Daimler-Benz, AG
109	1939	Two-stroke engine study	Daimler-Benz, AG
110	November 1937	Small tractor, Model A	
111	1938	Small tractor, Model B	
112	1940/1941	Prototype small tractor Model C with larger engine, first part of a series of 600 units	
113	1941 ?	Small tractor, Model D, versions 113V (gas powered) and 113G (wood-gas generator powered)	
114	1938/1939	F (Ferdinand) -Wagen, V10 1.5 liter sports car, cancelled	
115	1939	Supercharged 1.1 liter KdF engine with overhead cams and hemispherical head, cancelled	
116	1936/1939	R-Wagen 1.5 liter sports car	
117	?	Experimental one cylinder, test engine with Type 101 first series cylinder head	
118	?	Study of clutch for Rohrbeck transmission	
119	?	Experimental one cylinder, test engine with Type 101 second series cylinder head	
120	1939/1940	Stationary KdF engine for Reichsluftfahrtministerium (Ministry for Air Transport)	
121	1939/1940	Stationary KdF engine for Heereswaffenamt (Munitions Office) with magneto Ignition	
122	1939/1940	Stationary KdF engine for Reichspost (German Post Office) with battery ignition	
123		Hahn trailer arrangement for an engine and Elin generator (Hahn and Elin were manufacturers that supplied components)	Reichsluftfahrtministerium via Volkswagenwerk, GmbH
124	1940/1941	Receipt of booty engine (booty implies that this engine was acquired from one of Germany's enemies as a result of winning a battle)	Porsche, K.G.
125	1940/1941	Study of wind turbine	Internal study
126	1940/1941	Fully synchronized transmission study	Volkswagenwerk, GmbH Fallersleben
127	1940/1941	Study of sliding valves engine	Porsche, K.G.
128	1940/1941	VW off-road type with swim capability based on Type 87, Design A - long wheel base, amphibian prototype Schwimmwagen. Contract awarded July 1, 1940.	Wehrmacht (Army)

Type	Year	Description	Customer
129	1940/1941	VW off-road type with swim capability based on Type 87, special deep-sea design, amphibian prototype Schwimmwagen.	
130	1942	Special vehicle Type 101, electric drive. Originally named the Ferdinand tank but renamed as Elefant tank by Hitler after use on Russian front	OKH (Army High Command)
131		Special vehicle Type 101, hydraulic drive.	OKH (Army High Command)
132		Container, canceled	Volkswagenwerk, GmbH Fallersleben
133	1940/1941	Self sucking carburetor	
135	1940/1941	130 Watt wind-powered generator	
136	1940/1941	736 Watt wind-powered generator	
137	1940/1941	4,500 Watt wind-powered generator	
138	1940	Schwimmwagen alternate design based on Type 87, Design B (long chassis).	
139		Schwimmwagen Type 138S without center frame	
140		Gasoline-electric car heater	Porsche, K.G.
141		Two-cylinder auxiliary motor for Type 101 and 102	
142	1942	Diesel-electric, heavy duty truck train	OKH (Army High Command)
145	1940/1941	Assessment of an eight-cylinder, Steyr 70 sedan	Steyr Werke, AG (Austria)
146		Assessment of a Type S military truck with Steyr 170 rear-axle drive	Steyr Werke, AG
147		Assessment of a Type A military truck with Steyr 270 all-wheel drive	Steyr Werke, AG
148	1940	Wood-gas generator for motor carriage/barrow	
149	1940	Rear suspension for motorcycle	
150		Assessment of "Karette" engine, new Steyr ADMK	Steyr ADMK
151	1941	Experimental VW Puls power transmission	
152	1941	Study of experimental VW Steiber power transmission	
153	1941	Roller-type suspension	MK/RK
155	1941	Snow-chain drive arrangement for Type 82 (Half-track version of Type 82 military Kübelwagen). Prototype 155-1 was named "Kettenlaufwerk."	
156	1941	Modification of Type 166 Schwimmwagen for use on railroad tracks	
157	1941	Modification of Types 82 and 87 for use on railroad tracks	
158	1941	One cylinder, experimental diesel engine with direct injection	
159		One cylinder, experimental diesel engine with pre-combustion chamber injection, Simmerring system	
160	1941	Monocoque Limousine body feasibility study for VW sedan	
162	1941	Monocoque body feasibility study for Kübelwagen (i.e., off-road use)	
164	1941	Light weight, VW, six-wheel off-road vehicle type with two VW engines. (Experimental all-terrain, three-axle Kübelwagen with dual engines)	
166	1941	Schwimmwagen Type C (short chassis), using Type 87. Built to replace motorcycle and sidecar units used by the army and SS. Improved, production version.	Waffen (Armored) - SS
168		Drive train for VK 903	OKH (Army High Command)
170	1942	Sturmboot (marine landing craft) engine Design I	OKH (Army High Command)
171	1942	Sturmboot (marine landing craft) engine Design II	OKH (Army High Command)
172		Container	Volkswagenwerk, GmbH Fallersleben
173		Receipt of Ford Pigmy	Porsche, K.G.
174	1942	Sturmboot (marine landing craft) with normal VW engine	OKH (Army High Command)
175	1942	Military tractor for east front (Ostradschlepper steel-wheeled)	OKH (Army High Command)
176		Starter auxiliary motor for Type 175 with gearing	OKH (Army High Command)

Type	Year	Description	Customer
177	1942	Five-speed transmission for Type 82 Kübelwagen, Design A	
178		Simplified version of five-speed transmission, Design B	Volkswagenwerk, GmbH Fallersleben
179	1942	Gasoline fuel injection system engine for VW	Volkswagenwerk, GmbH Fallersleben
180	1942	Special vehicle III (tank) design with electric transmission	OKH (Army High Command)
181	1942	Special vehicle III (tank) design with hydraulic transmission	OKH (Army High Command)
182		Two-wheel drive, off-road VW with monocoque body	OKH (Army High Command)
187	1942	Front-axle for Four-wheel drive for Type 182	OKH (Army High Command)
188		Schwimmwagen VW all-wheel drive	OKH (Army High Command)
190		Conversion of Type 101 to diesel engine, cancelled	OKH (Army High Command)
191		Experimental one cylinder test engine for Type 190 120/145	OKH (Army High Command)
192		Experimental one cylinder test engine for Type 180 135/160	OKH (Army High Command)
193		Experimental one cylinder test engine with (gasoline) fuel injection	OKH (Army High Command)
195		Test with torsion bars	Porsche, K.G.
197		Starter system A for T82 (Tank starter mounted on Type 82)	OKH (Army High Command)
198	1942	Starter system B for T82 production series (Tank starter mounted on Type 82)	OKH (Army High Command)
200	1942	10 liter, air-cooled diesel engine, Canceled	
203		Possibly experimental tank diesel engine	
205	(June) 1942	Special vehicle IV (189 ton Maus 'mouse' tank) with electric drive	OKH (Army High Command)
209	1942	44.5 liter, air-cooled diesel engine for use in Type 205. Manufacturer was Daimler-Benz.	
210		Air conditioning system for police car	Porsche, K.G.
212	1942	Air-cooled, diesel tank engine (150x170x16) for Type 205	OKH (Army High Command)
213		Experimental, one-cylinder test cylinder (150x170x1) for Type 212	OKH (Army High Command)
215		Experimental, one-cylinder engine for Type 205 (135x160x1), canceled	OKH (Army High Command)
220	1942/1943	General monitoring of air-cooled engine program	
222		Experimental tractor "ML"	Dr. Lafferentz
224		Receipt for Merlin (airplane engine)	OKH (Army High Command)
225	1942/1943	Experimental Brown Boverie & Co. electric power transmission	Volkswagenwerk, GmbH Fallersleben and Brown Boverie & Co.
226		Wright Cyclone engine (war booty)	OKH (Army High Command)
227	July 1943	Spare parts list for all-wheel KdF - References highly confidential letter of 7/7/43 to Porsche KG	Volkswagenwerk, GmbH Fallersleben
229		Automatic shift for electric transmission	OKH (Army High Command)
230	1942/1943	VW with wood gas generator	Porsche
231	1942	VW with acetylene generator	Porsche
232		Indigenous fuels generator with and average gas flow of approximately 50 m <sup>3</sup> per hour	Highway Department, Schwabengarage, Stuttgart
233		Indigenous fuels generator with and average gas flow of approximately 85 m <sup>3</sup> per hour	Highway Department of Württemberg Province, Schwabengarage, Stuttgart
234		Indigenous fuels generator with and average gas flow of approximately 130 m <sup>3</sup> per hour	Highway Department of Württemberg Province, Schwabengarage, Stuttgart
235	1942/1943	Electric drive for VW	OKH (Oberst Kommando Heer – Army High Command)
236	1942/1943	Grating for Indigenous fuels usage in the Imbert generator	



Type	Year	Description	Customer
237		VW aircraft motor for Cöttigen Air Force Base	Volkswagenwerk, GmbH Fallersleben
238	1942/1943	VW engine to drive cable hoist	Volkswagenwerk, GmbH Fallersleben
239	1942/1943	Charcoal gas generator for Type 82 Kübelwagen	Volkswagenwerk, GmbH Fallersleben
240	1942/1943	Bottled-gas conversion for VW and Kübelwagen engines	Volkswagenwerk, GmbH Fallersleben
241		Type 205 auxiliary unit	Alkett
243		Generator	Central Chamber of Commerce, East
244		Fabrication and assembly of grating for use in Imbert generator using low BTU coal	German Government for Mobilization and War Production, Motor Vehicle Division
245	1942	Special vehicle V (five), small (18 ton multipurpose tank)	OKH (Army High Command)
247	1943	VW-based aero engine (used on Horten H IX)	RLM
250	1942/1943	Special vehicle VI (Turretless tank with 105 mm gun)	OKH (Army High Command)
252	1943	VW PIV-system power transmission collaboration	OKH (Army High Command)
255		Special vehicle IV with mechanical drive	OKH (Army High Command)
258		Studies on drive for tracked vehicle	OKH (Army High Command)
260		Cooling system for tank model IV	OKH (Army High Command)
261	1943	Interior heater for Panther 1 G tank	OKH (Army High Command)
262		Exhaust cooling system HL 120 for tank	OKH (Army High Command)
263		Cooling system for 38 T	OKH (Army High Command)
267		Consulting for Maybach engine HL 230 by Professor Porsche	Porsche, K.G.
270		Development and fabrication of two single-horse-drawn carts	Department of Economic Development, East, Division Rü/Tru, Berlin
272		Emergency generator, 15 KVA	Porsche, K.G.
274		Spring-activated starter	Volkswagenwerk, GmbH Fallersleben
276	1943	Tow hook for Type 82 Kübelwagen	Volkswagenwerk, GmbH Fallersleben
277		Additional transmission for OM trucks	
278		Synchronized transmission for VW	
280		Project "M" for VW	
281		Belt-drive	Director Meindl
283	1943	Modified wood gas generator for Type 82 Kübelwagen	Volkswagenwerk, GmbH Fallersleben
285	1944/1945	3.5 HP water turbine	Porsche K.G.
286		Small water turbine	Porsche K.G.
287	1944	Command car based on Type 87 with upper body from Type 877	Volkswagenwerk, GmbH Fallersleben

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[Post-Gmünd \(Types 502 through 741A\)](#)

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## The Gmünd Years

Type	Year	Description	Customer
288	1944/1945	13 HP water turbine.	Porsche, K.G.
289	1944/1945	15 HP water turbine.	Porsche, K.G.
290		Project "S".	SS
291	1945	600 mm diameter, axial-flow, water turbine.	Porsche, K.G.
292	1946	300 mm diameter, axial-flow, water turbine.	Porsche, K.G.
293	1944	Track-type tractor (bulldozer).	SS
294	1944	Ski bindings.	Santner
295		Metal work hardware for barrack.	Department for Trade and Industry
296		Intermediate gearing for VW engine.	Volkswagen Werk
298	1944/1945	Development E-S-R (Radio receiver for VW).	P. Schmidt
300		Development E-RG-I (Radio receiver for VW).	P. Schmidt
301		500mm diameter axial-flow water turbine.	
302		Receipt of spare parts.	Post Office of Klagenfurt
303		Receipt of spare parts.	Other parties
305		Turbodrive for special vehicles.	SS
307	1945	Development of a carburetor for use with heavy fuel.	Volkswagen Werk
309	1945	New development of diesel engines for VW type (Interesting to note that Hitler had requested that the Volkswagen use a Diesel-powered engine as earlier as 1934.)	Volkswagen Werk
310		Small water turbine.	
312	1945	Gasoline-engine tractor.	Porsche, K.G.
313	1945	Diesel-engine tractor.	Porsche, K.G.
315	1945	Ski lift (tow rope) powered by VW engine power.	Santner Jr., Spittal/Drau
317		Small turbine.	Dr. von Höfer, Millstatt
320		Receipt of machine "Berta".	County Commissioner, Kärnten
321		Receipt of machine "Berta," improved version.	County Commissioner, Kärnten
323	1946	Small farm machine (11 bhp diesel tractor).	Porsche, K.G.
323.1		Tractor design included in Cisitalia contract of Feb. 3, 1947	Cisitalia
324		8 HP stationary motor.	Porsche, K.G.
325		15 HP stationary motor.	Porsche, K.G.
326		30 HP stationary motor.	Porsche, K.G.
328	1946	28 HP tractor	Porsche, K.G.
330		VW with charcoal-gas generator.	Volkswagen Werk, Fallersleben
331		VW with indigenous fuels generator.	Volkswagenwerk, GmbH, Wolfsburg
332		VW with anthracite-coal generator.	Volkswagenwerk, GmbH, Wolfsburg

335	1946	Drum winch project. A 1948 Gmünd data/sales sheet refers to this item as "Bergbauern-Seilwinde Typ 335." It is rope winch to help farmers working on hillsides to help haul hay or equipment up steep hills in the Austrian mountains.	Province of Kärnten
336	1946	Spill or capstan winch.	Agricultural Department of Klagenfurt
337		Handcart for winch Type 335.	Province of Kärnten
338		Drive for winch.	Agricultural Department of Klagenfurt
339	1946	Conveyor system.	Gschiel according to Herr Rabe
340		Two-wheel hand cart.	Hofer Company, Klagenfurt
343		Two-wheel hand cart.	Hofer Company, Klagenfurt
344		Two-wheel hand cart.	Porsche, K.G.
345		Sicklebar finger.	Province of Kärnten
348		Machine for fabrication of peat moss briquettes.	Province of Kärnten
350		Business plan for Porsche KG.	Porsche, K.G.
352	1947	Car study. Project probably initiate in July as a result of a letter from von Senger dated June 25, 1946. The study requirements were for a four-seat touring car with fuel injection, 1.5 to 2 liter displacement, 4-cylinders producing 60 to 70 HP. The target price was 7,500 Swiss francs (\$1,750).	von Senger
354		Trailer, reported to be special trailer von Senger requested Porsche to build to haul 356-001 (and probably 356/2) around to special events.	R. G. de Senger, S.A.
355	1947	Delivery van bodies on VW chassis.	Porsche, K.G.
356	1947 1950	Generic type number for first Porsche sports car. Also used to designate first two-seater sports car based on VW, i.e. first Roadster 356-001. The Porsche June 15, 1948 internal progress report identifies this design as "VW-Sport." After Porsche returned to Stuttgart, this designation referred to a Coupe with an 1100cc engine.	Porsche, K.G.
356/1	1950	After Porsche returned to Stuttgart, this designation referred to a Coupe with a 44 DIN hp 1300cc engine.	
356/2	1947 1950	The designation 356/2-XXX was used on the chassis of the aluminum 356. After Porsche returned to Stuttgart, this designation referred to a Convertible with an 40 DIN hp 1100cc engine. This designation only seems to be used in association with sales literature.	Porsche, K.G.
356/3		After Porsche returned to Stuttgart, this designation referred to a Convertible with a 40 DIN hp 1300cc engine. This designation only seems to be used in association with sales literature.	
356/4		After Porsche returned to Stuttgart, this designation referred to a Coupe with a 60 DIN hp 1500cc engine. This designation only seems to be used in association with sales literature.	
356/5		After Porsche returned to Stuttgart, this designation referred to a Convertible with a 60 DIN hp 1500cc engine. This designation only seems to be used in association with sales literature.	
356/6	1952	After Porsche returned to Stuttgart, this designation referred to a Coupe with an 1100cc engine. This designation only seems to be used in association with sales literature.	
356/7	1952	After Porsche returned to Stuttgart, this designation referred to a Convertible with an 1100cc engine. This designation only seems to be used in association with sales literature.	
356/8	1952	After Porsche returned to Stuttgart, this designation referred to a Coupe with a 1300S engine. This designation only seems to be used in association with sales literature.	
356/9	1952	After Porsche returned to Stuttgart, this designation referred to a Convertible with an 1300S engine. This designation only seems to be used in association with sales literature.	
356/10	1952	After Porsche returned to Stuttgart, this designation referred to a Coupe with a 1500S engine. This designation only seems to be used in association with sales literature.	
356/11	1952	After Porsche returned to Stuttgart, this designation referred to a Convertible with an 1500S engine. This designation only seems to be used in association with sales literature.	

356 SL	1951	Racing version of Gmünd coupe. The SL stood for Superleicht (or super light). Internally the 356 SL was also given the designation Type 514.	Porsche, K.G.
358		BMW motorcycle redesign.	Abarth
359		Studies of activating two valve steering.	Cisitalia, Turin
360	1946/1951	1.5 liter Grand Prix car. Contract signed Feb. 3, 1947	Cisitalia, Turin
361	1947	Experimental one cylinder test engine for Type 360.	Cisitalia, Turin
362	1948	Two liter, non-supercharged Grand Prix engine.	Cisitalia, Turin
366		VW super sport engine, Design A. VW engine with twin carburetors.	Porsche, K.G.
367	June 1949	VW super sport engine with V heads and horizontal cooling fan, Design B. Reference drawing 367.10.403 dated June 22, 1949. Based on Typ 115 engine of 1939, which used Kompressor and OHC.	Porsche, K.G.
368		Agricultural trailer, 2.5 ton capacity.	Porsche, K.G.
369	Aug 1949	VW sport engine with V type valve arrangement, Design C (1.1 liter engine for Type 356/2). Reference drawings 369.10.001, .002 and .003 dated August 1949.	Porsche, K.G.
370	1947	1.5 liter sports touring car (4 seats, air-cooled, rear-mounted six cylinder engine). The Porsche June 15, 1948 internal progress report identifies this design as being expanded to include a 2 liter design.	Cisitalia, Turin
372	1947	2.0 liter sedan with four to six seats (air-cooled 100HP V8 engine and five speed transmission).	Cisitalia, Turin
375		Monoposta solid axle studies.	Cisitalia, Turin Autocar
378		Preliminary studies of different Porsche-Schmid transmission.	Porsche, K.G.
380		Porsche-Schmid transmission for Fiat 508c. Design included in Cisitalia contract of Feb. 3, 1947.	Porsche, K.G.
383	1948	Experimental Porsche-Schmid synchromesh system for VW gearbox, Design A.	Porsche, K.G.
384	1948	Alternate Porsche-Schmid synchromesh system for VW gearbox, Design B.	Porsche, K.G.
385	1947	Small water turbine for Cisitalia (unconfirmed)	Cisitalia
390		Activities on Fichtel & Sachs engine.	H. Riedl, Vienna
392		Studies using cross-mounted rear motor and hydraulics.	Porsche, K.G.
394		VW study using front bench seat.	Col. Dixon, Vienna
398		Tools, dies and fixtures for internal fabrication work.	Porsche, K.G.
399		Tools, dies and fixtures for customer orders.	Porsche, K.G.
401		Investigations of front axle for Type 29 VW.	Volkswagenwerk, GmbH, Wolfsburg
402	1949	General vehicle studies for Type 1951 VW. Shorter wheelbase, variable length with self-supporting body.	Volkswagenwerk, GmbH, Wolfsburg
403		VW police car.	
405		Sedan with rear, 1.1 liter engine.	
406		Sedan with rear, 2.2 liter engine.	
410		Trolleybus.	SSW, Vienna
425	1948	20HP diesel tractor.	Porsche, K.G.
427		30HP tractor.	

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[Post-Gmünd \(Types 502 through 741A\)](#)

[Type 9XX](#)

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## The Post-Gmünd Years

Type	Year	Description	Customer
502	1950/1951	1.5 liter engine for Type 356	Porsche, K.G.
506/0	1950/1951	1,286-cc engine for Type 356	Porsche, K.G.
506/1	1950/1951	1,290-cc engine (for Type 356)	Porsche, K.G.
506/2	1950/1951	1,290-cc engine using three-piece crankcase (for Type 356)	Porsche, K.G.
509	1951	1.3 liter prototype engine	Porsche, K.G.
514	1951	1951 Le Mans race car (aka Type 356 SL)	Porsche, K.G.
519	1951/1952	Synchromesh gearbox for Type 356	Porsche, K.G.
522	1952	VW design proposal for strut-type front suspension	Volkswagenwerk, GmbH, Wolfsburg
524	1951	Mechanical fuel injection project with Bosch for the Type 356 car. Production was deferred due to cost constraints.	
527	1951/1952	1.5 liter "normal" engine for Type 356	Porsche, K.G.
528	1952/1953	1.5 liter "super" engine for Type 356	Porsche, K.G.
528/2	1952/1953	1.5 liter "super" engine using three-piece crankcase (for Type 356)	Porsche, K.G.
530	1951/1952	Four-seat Type 356 sports car	Porsche, K.G.
531	1952	1.3 liter engine with revised camshaft	Porsche, K.G.
532	1952	Single carburetor for Type 369 engine	Porsche, K.G.
533	1952	1.1 liter race engine	Porsche, K.G.
534	1952/1953	Porsche/VW small sports car prototype. Shorter wheelbase and self-supporting body.	Volkswagenwerk, GmbH, Wolfsburg
535	1952	Porsche-Allgaier coffee plantation tractor Type P312/116 with 24.2 HP engine	Allgaier
536	1953	Twin-cylinder version developing 22 HP. Sold by Allgaier as the model A122, developed into the AP22 and later sold by Porsche-Diesel as the P122	Allgaier
537	1953	Three-cylinder version developing 33 HP. Sold by Allgaier as the model A133 and later sold by Porsche-Diesel as the P133	Allgaier
538	1953	Four-cylinder version developing 44 HP. Sold by Allgaier as the model A144 and later sold by Porsche-Diesel as the P144	Allgaier
539	1953	1.5 liter engine for Type 356	Porsche, K.G.
540	1952	Porsche Sports Roadster (aka Porsche Competition Roadster and America Roadster). Later used for Speedster design	Porsche, K.G.
541	1952	Special sports version of Type 356	Porsche, K.G.
542	1952/1953	Studebaker V6 sedan	Studebaker
543	1952	1.5 liter industrial engine	
544	1952	1.5 liter industrial engine	
546	1952/1953	Plain bearing version of Type 527	Porsche, K.G.
546/2	1954/1955	Type 546 engine using three-piece crankcase	Porsche, K.G.
547	1952/1953	1.5 liter, four cam race engine	Porsche, K.G.
547/1	1955	Series built 1.5 liter Type 547 engine	
547/3		1.5 liter race engine for car Type 718 and 718/2	
547/4		1.6 liter (1587cc) race engine for car Type 718	
547/5	1957	1.7 liter (1679cc) race engine for car Type 718	
547/6	1957	1.76 liter race engine for car Type 718	
549		Truck Transmission	
550	1953	Mid-engine, two-seat race car	Porsche, K.G.

550/1500RS	1953	Terminology applied by Porsche for the "customer" Spyderys beginning with chassis 550-0015	Porsche, K.G.
550A	1956	Redesigned Type 550 with tubular space frame	Porsche, K.G.
551		Three speed gear box	
555	1956	Volkswagen Prototype	Volkswagen
557		1.5 liter engine for U.S.	Volkswagen
559		Power transmission study	Volkswagen
568		Exhaust-induced cooling	Fletcher
574		Electrical clutch for Type 356	
575		Support bracket	
577		Disc brakes for Type 356	
587/1	1961/1962	2.0 liter Carrera GS motor	
587/2	1963	2.0 liter Carrera GT motor	
587/3	1963/1964	2.0 liter GTR 904 motor	
587		Two-liter version of Type 547	
588		Power transmission for Type 587	
589		1.3-liter S engine for Type 356 with two-piece crankcase	
589/2	1955	1.3 super vehicle motor with three-piece crankcase	
592		2-liter engine	
592		2-liter engine	
593		Four-speed gearbox	
596		Two-cylinder industrial engine	
597		1.5-liter Jagdwagen (hunting car) with four-wheel drive	
606		1.5-liter underfloor engine	Volkswagen
616/1	1955/1956	1.6 liter vehicle motor	
616/2	1955/1956	1.6 liter super vehicle motor	
616/3	1956	1.6 liter industrial motor	
616/3R		1.6 liter industrial rear-mounted motor	
616/4		1.6 liter police vehicle motor	
616/5		1.6 liter industrial motor for refueling vehicle	
616/6		1.6 liter motor for multiple applications	
616/7	1960	1.6 liter super 90 vehicle motor	
616/8		1.6 liter industrial motor	
616/11		1.6 liter special motor	
616/12	1961/1962	1.6 liter super vehicle motor	
616/13		1.6 liter industrial motor (further development of 616/3)	
616/13R		1.6 liter industrial rear-mounted motor	
616/14		1.6 liter super 90 police vehicle motor	
616/15	1963/1964	1.6 liter S75 vehicle motor	
616/16	1963/1964	1.6 liter S90 police vehicle motor	
616/18		1.6 liter industrial motor (further development of 616/8)	
616/20		1.5 liter motor for multiple applications	
616/21		1.6 liter industrial motor for Contraves	
616/23		1.6 liter 50HP industrial motor	
616/24		1.6 liter super police vehicle motor	
616/26		1.6 liter S90 police vehicle motor	
616/27		1.6 liter S90 police vehicle motor	
616/33		1.7 liter industrial motor	
616/33-1		1.7 liter industrial motor	
616/36	1965	1.6 liter S90 vehicle motor	

616/37		1.6 liter S90 police vehicle motor	
616/39	1967/1968	Type 616/36 revised for US emission control in 912	
619	-	Small diesel engine	Volkswagen
621		Single-cylinder tractor	Allgaier
622		Two-cylinder tractor	
623		Three-cylinder tractor	
624		Four-cylinder tractor	
627		Swing axle with strut position on frame	Volkswagen
628		Fresh-air heating	Volkswagen
631		Diesel engine studies	
632		Type 356 development studies	
633		Saloon four passenger car	Studebaker
638		1.2 and 1.6-liter V6 engine studies	Volkswagen
643		Four-speed gearbox for Type 356	Volkswagen
644		Transmission for Type 356A	
645	1956	Experimental sports racing car ("Mickey Mouse")	
654		Motor boat studies	Volkswagen
655		50-cc moped engine	Volkswagen
669	1958	Five speed gearbox for Type 550A Spyder	Volkswagen
672	1955	Small car with under-floor V6 engine between 1.2 and 1.5 liter	Volkswagen GmbH
673	-	Small car with under-floor air-cooled flat 6 engine between 1.2 and 1.5 liter	Volkswagen GmbH
675	1959	Small car with under-floor engine. Car 1 with three-inline-cylinder, air-cooled rear engine. Car 2 with flat four rear engine.	Volkswagen GmbH
678	1959	1.6 liter aircraft engine	
678/1	1959	65 HP aircraft engine with reduction gear	
678/3	1959	52 HP aircraft engine with direct drive	
678/3A		Improved Type 678/3 1.6 liter front mounted aircraft motor	
678/4		75 HP 1.6 liter rear mounted aircraft motor	
690	1958	Five speed split-case gearbox for Types 550A (through 550A-0103). Similar tunnel-case transmission may also have used this Type number.	
692	1958	Improved 4 cam engine for Carrera	
692/0	1958	1.5 liter Type 692 with roller-bearing crankshaft	
692/1	1958	1.5 liter Type 692 with plain-bearing crankshaft	
692/2	1958/1959	1.6 liter Type 692 with plain-bearing crankshaft	
692/3	1959	GT racing version of Type 692	
692/3A	1961	Improved GT racing version of Type 692	
693		Three-cylinder tractor	
694		Cross-country version study for Type 597	
695		T7 design study for new sports car (356 successor). This number is used for the annular disc brakes, and many T-6 and C parts. Also, the Abarth Carreras were called "695GS" at LM in 1961 & 62	
700		Large capacity car study	
702		One-man helicopter with 678/3 engine	
702/3		1.6 liter helicopter motor	
702/4		1.6 liter helicopter motor	
703		1.3-liter engine experiment	
704		Diesel engine studies	
709		Gearbox studies	
710		Gearbox for Type 356 with improved synchromesh	
715		Testbed gearbox	
716	1959	4 speed transmission for Type 356 with improved synchromesh	
718	1957	Mid-engine sports race car	

718/2	1959	1.5 liter, single seat sports race car	
719		Excellence Was Expected says that this number was for a fuel injected 1.5 L racing engine. Many engine parts in the RS60 book carry 719 prefixes: valves, valve spring retainers, cam lobes, pistons and rings, for example.	
719/0		Per Porsche document, 1.5-liter, 155 hp @ 7200 fuel injection in cylinder, injector cooling, use: "Versuchsmotor"	
719/1		Per Porsche document: 1.5 liter, 162 hp @ 7800, Weber 46IDM, use: Werks-spyder 1958	
719/2		Per Porsche document: 1.5 liter, Weber 46 IDM, use Werks-spyder 1959	
719/3		Per Porsche document: 1.6 liter, 160 hp @ 8000, Weber 46 IDM, use: Werks-Spyder 1960	
719/4		Per Porsche document: 1.7 liter, 170 hp @ 8000, Weber 46 IDM, use: Werks- Spyder 1960	
722		Flat-type engine for under floor mounting	
724	-	Under-floor, air-cooled, flat-four engine	
726/1	1958	Small car (fastback configuration) with Type 724 engine	Volkswagen GmbH
726/2	1958	Small car (notchback configuration) with Type 724 engine	Volkswagen GmbH
728	1958	Short wheelbase small car with Type 724 engine	Volkswagen GmbH
729	1958	Marine engine series	
729/1		1.6 liter inboard boat motor	
729/2		1.6 liter inboard boat motor	
737		Outboard motor	
741		Transmission with single front mount and fore-aft adjustment	
741A		Transmission with a cast-in insert in the case, to support the rear shaft bearings, 5mm longer interior, for the 2+mm wider 1st gear, larger diameter, nitrided differential case, modified main shaft to clear the differential and, a cast iron intermediate plate for Type 741/20A	
745		2-liter experimental engine, prototype in Porsche museum	
751		Gearbox with automatic clutch	Volkswagen
752		1.0-liter flat-type engine	Volkswagen
753		1.5 liter (1,494 cc) flat-eight race engine for Formula 1	
754		New sports car, T7 is first drivable prototype (356 successor)	
756		Body and chassis for Abarth Carrera GTL	
759		"inverted-drive" four-speed gearbox	
763		Design for new series production seat	
764		Six-seat saloon	Volkswagen
768		1.6-liter, fuel-injection engine	
769		New differential	
771		2 liter (1,982 cc) flat eight race engine	
775		Six-speed gearbox for diesel	
787		Formula 1 chassis	
792		Onboard boat motor	
798		Chassis and transmission for Le Man GT (2000 GS/GT)	
801		1.6 to 1.8-liter opposed, four-cylinder engine	
802		Four-cylinder fuel injection engine	
804		Final version of Type 753 engine for Formula 1	
806		Leopard tank	
814		Leopard tank	
820		Gearbox with Porsche synchromesh	Volkswagen
821		Engine for Type 901 (model 911)	
822		Gearbox for Type 771 engine	



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## Types 9XX

Type	Year	Description	Customer
901	1963	Six-cylinder Sportwagen - often referred to as first production group for Model(Type) 911	
901/0	1964/1965	Five-speed transmission for Model 911	
901/01	1964/1965	130 hp, 2.0 liter six-cylinder boxer motor for Model 911	
901/02	1966/1967	160 hp, 2.0 liter six-cylinder boxer motor for Model 911S	
901/03	1967/1968	110 hp, 2.0 liter six-cylinder boxer motor for Model 911T	
901/05	1966	Type 901/01 with Weber carburetors	
901/06	1966/1967	Type 901/05 with revised valve timing	
901/07	1967/1968	Type 901/06 equipped with Sportomatic transmission	
901/08	1967/1968	Type 901/02 equipped with Sportomatic transmission	
901/09	1968/1969	Fuel injected engine for Model 911E	
901/10	1968/1969	Fuel injected engine for Model 911S	
901/13	1967/1968	Type 901/03 equipped with Sportomatic transmission	
901/14	1967/1968	Type 901/06 with US emission controls	
901/17	1967/1968	Type 901/14 equipped with Sportomatic transmission	
901/20	1966	210 hp engine for Type 906 Carrera 6	
901/21	1966/1967	Fuel injected Type 901/20 for Type 906E and Type 910/6	
901/22	1967	210 hp engine for Model 911R	
901/30	1968	150 hp Rally Kit for Model 911L	
902/0	1965/1966	Four-speed transmission for Type 911 and 912	
902/01	1967/1968	Four-speed transmission for Type 912	
902/02	1967/1968	Five-speed transmission for Type 912	
902/1	1965/1966	Five-speed transmission for Type 911 and 912	
904	1963/1964	Mid-engine GT competition coupe	
904/6	1964	Type 904 with six-cylinder engine	
904/8	1964	Type 904 with eight-cylinder engine	
905/00	1967/1968	Four-speed Sportomatic transmission	
905/01	1967/1968	Four-speed Sportomatic transmission and alternative gear ratios	
905/13	1968/1969	Four-speed Sportomatic transmission	
905/20	1969/1970	Four-speed Sportomatic transmission	
905/21	1970/1971	Four-speed Sportomatic transmission	
906	1966	Space-frame competition coupe	
906/8	1966	Type 906 with eight-cylinder engine	
906E	1966/1967	Type 906 with fuel injection and modified body	
907	1968	RHD sports-racing coupe with short tail	
907L	1967/1968	Type 907 long tail configuration	
908	1968	3.0 liter, eight-cylinder sports-racing car	
908/01	1969	Type 908 long tail configuration	
908/02	1969	Type 908 with Spyder body	
908/03	1970	Type 908, 3-liter Spyder with forward engine and driver configuration	

908K	1968	Type 908, short tail coupe configuration	
908L	1968	Type 908, long tail coupe configuration	
909	1968	2.0 liter Spyder for hillclimb competition	
910	1966/1967	Sports-racing, semi-coupe with 13" wheels	
910/6	1967	Type 910 with 2.0 liter six-cylinder engine	
910/8	1967	Type 910 with 2.2 liter eight-cylinder engine	
910/8B	1967/1968	Lightened Type 908 for hillclimb competition	
911	1964/1965	Production sports car Model 911	
911/00	1969/1970	Four-speed transmission for Type 911T	
911/01	1969/1970	2.2 liter engine and five-speed transmission for Type 911E	
911/02	1969/1970	2.2 liter, 180 hp engine for Type 911S	
911/03	1969/1970	2.2 liter engine for European for Type 911T with manual transmission	
911/04	1969/1970	Type 911/01 equipped with Sportomatic transmission	
911/06	1969/1970	Type 911/03 equipped with Sportomatic transmission	
911/07	1969/1970	2.2 liter engine for American Type 911T equipped with manual transmission	
911/08	1969/1970	2.2 liter engine for American Type 911T equipped with Sportomatic transmission	
911/20	1970	2.2 liter engine for competition 911S	
911/21	1971	2.4 liter engine for competition 911S	
911/22	1970	Type 911/20 with carburetors (versus fuel injection)	
911/41	1974/1975	2.7 liter engine for Type 911	
911/42	1974/1975	2.7 liter engine for Type 911S	
911/43	1974/1975	2.7 liter engine for US Federal (49-state) Type 911	
911/44	1974/1975	2.7 liter engine for California Type 911	
911/46	1974/1975	Type 911/41 with Sportomatic transmission	
911/47	1974/1975	Type 911/42 with Sportomatic transmission	
911/48	1974/1975	Type 911/43 with Sportomatic transmission	
911/49	1974/1975	Type 911/44 with Sportomatic transmission	
911/51	1971/1972	2.4 liter engine for America Type 911T	
911/52	1971/1972	2.4 liter engine for Type 911E	
911/53	1971/1972	2.4 liter engine for Type 911S	
911/57	1971/1972	2.4 liter engine for European Type 911T	
911/61	1971/1972	Type 911T/51 with Sportomatic transmission	
911/62	1971/1972	Type 911T/52 with Sportomatic transmission	
911/63	1971/1972	Type 911T/53 with Sportomatic transmission	
911/67	1971/1972	Type 911T/57 with Sportomatic transmission	
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