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~~Bruce Canepa \u0026 Porsche 917K
Engine PORSCHE 917 ENGINE
ANIMATION 917 engine starting - 1st
time in 30 years ~~Engine Installation~~
~~917-017~~ **PORSCHE 917 CANAM**~~

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SPYDER 917 Engine Display Porsche Museum Porsche 917K racing at high speeds! (brutal flat-12 sound) **Starting the Engine of 917 017** The Only 10 Flat-12 Engines Ever 1970 Porsche 917K: Warm Up, Demonic Downshifts
\u0026 RAW Flat-12 Sound! 1970 Porsche 917 Explained *1200BHP*

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*1973 Porsche 917/30 REVVING
HARD (Flame Spitting)*

Roxster didn't survive it's first track day
- Porsche 986 Boxster track car build 3
Porsche driver drives his girlfriend in a
991 gt3 Cup car

1966 Ford GT40 Amazing Sound HD
EPIC V8 BRUTAL Sound **Porsche 917**

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**driving on the roads of the French
Riviera Mark Donohue Talladega
Speed Record - Porsche 917-30** Top
10 Porsche' Engine Swaps Ideas for
Shell Restorations or Barn finds!
(Cheaper than original OE) *Kremer 934*
start up Lap around Nordschleife
Porsche 917 K in Assetto Corsa

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**1500+ hp Porsche 917/30 -- /GOING
RACING WITH ADAM CAROLLA 8**

*Greatest Sounding 16-cylinder
Engines First Porsche 917 Restoration
Porsche 917 engine ran on stand open
header Porsche 917/10-001 flat-12
engine (1972) Exclusive: Porsche to
run sixteen cylinder engine at*

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~~Goodwood Porsche 917K Flat 12 Pure
Engine Sound - In Action on Track~~

**Porsche 917K racing at Spa 2019
(incl. revving) 50 years of Porsche
917. Triple test: Porsche 917, Ferrari
512S and Lola T70 917 Porsche
Engine**

The 917 gave Porsche its first overall

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wins at the 24 Hours of Le Mans in 1970 and 1971. Powered by the Type 912 flat-12 engine of 4.5, 4.9, or 5 litres, the 917/30 Can-Am variant was capable of a 0-62 mph (100 km/h) time of 2.3 seconds, 0-124 mph (200 km/h) in 5.3 seconds.

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Porsche 917 - Wikipedia

Mezger developed a flat-16 cylinder engine with a displacement of 6.6 litres and 750 bhp in order to give the Porsche 917 enough power to take the fight to the V8 powered Can-Am cars racing in North America.

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The Mezger 16 by INK - Porsche's
Unraced 917 Prototype ...

Powered by an all-new 5.0-litre twin-turbo eight-cylinder “boxer” engine capable of almost 1,000bhp, the 917 “homage” was the work of Porsche’s then advanced design studio boss, Mitja Borkert, who...

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Here is the 21st-century Porsche 917
Le Mans racer that ...

In 1972 the approximately 1,000-hp
917/10 TC Spyder (TC stands for
turbocharged; Spyder refers to the
now-open cockpit) won six Can-Am
races and the title. As competitors got

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their vehicles ready...

This Is the Turbocharged Porsche
917/30 Flat-12 That ...

The 917 engine initially had 520
horsepower, could do the zero to 60
miles per hour (96.6 kilometers per
hour) dash in 2.5 seconds and had a

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top speed of close to 250 miles per hour (402.3 kilometers per hour) [source: Read]. The engine was capable of far more than that.

How the Porsche 917 Works |
HowStuffWorks

Image 10: The completed Porsche

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917/30 engine. This is the spare engine for the 1973 Can-Am Championship Porsche 917/30-003, driven by Mark Donohue. You can see the mechanical fuel injection pump installed on the top right with 12 fuel lines protruding from it. The top right camshaft drives the mechanical fuel

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injection pump.

Porsche 917/30 Engine Build Up |
Canepa

Published on Aug 7, 2009 Animated
3D model of the internal workings of a
Porsche 917 engine. Model was
created in Solidworks. 180 individual

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frames, representing 2 full engine revolutions, were...

PORSCHE 917 ENGINE ANIMATION
- YouTube

This engine is an engineering marvel.
As captured in Steve McQueen's
fantastic film *Le Mans*, the Porsche

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917 is one of the great race cars of the 1970s. While the exterior is a beautiful example of...

Watch A Porsche 917 Flat-12 Engine
Rebuilt In 3 Minutes

Share with us the awesome
experience of hearing a Porsche 917

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engine!

917 engine starting - 1st time in 30
years - YouTube

Porsche 917. 917/30: Type 912 180°
V12. 917/16 Spyder: V16. 1969 4.5 L
(4,494 cc) 383 kW (521 PS; 514 bhp)
460 N·m (339 lbf·ft) Type 912 air-

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cooled, four-stroke 180° V12 (917
Langheck, 917 Kurzheck) 1970 5.0 L
(4,999 cc) 442 kW (601 PS; 593 bhp)
549 N·m (405 lbf·ft) Type 912 air-
cooled, four-stroke 180° V12 (917
Langheck, 917 Kurzheck, 917 Spyder,
917/20) 1971 5.0 L (4,999 cc) 463 ...

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List of Porsche engines - Wikipedia
The 917 was given an unusual 4.5-litre, flat 12-cylinder engine, good for about 520bhp, 0-60 in around 2.5 seconds and a top speed approaching 250mph.

Speed Week 2020: nine reasons you

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need a baby Porsche 917 ...

The engine was Porsche's first 12 cylinder, its chassis a lightweight lattice that used titanium, magnesium and other expensive alloys. Intense weight-saving led to solutions such as using birch...

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Porsche 917: Le Mans' true superstar turns 50 | British GQ

Dominic Tobin Hans Mezger, who led the development of the Le Mans-winning Porsche 917 and its engine, has died at the age of 90. Also responsible for the 911's boxer engine, and McLaren's triple world

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championship-winning TAG V6 turbo, the German engineer was a key figure in forging Porsche's reputation at the forefront of motor racing.

Porsche 917 engineer Hans Mezger dies aged 90 - Motor ...
Icon Engineering's 917 replica starts at

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a very reasonable 200,000 British pounds (approximately \$241,200) for cars equipped with air-cooled 3.6-liter flat-6 engines originally designed for the...

Icon Engineering's stunning Porsche 917 replica ready for sale

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Over time, the 917 would be offered with a 4.5 liter, 4.9 liter, and eventually a 5.0-liter engine, some of which good for as much as 1,100 horsepower (820 kilowatts). This car in particular is an...

Now is your chance to own a real
Porsche 917

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The Porsche 917 was the result. Based on the 1968 Porsche 908 Group 6 racer, the 917 featured an incredibly light space frame chassis, a 4.5-litre air-cooled flat-12 engine and a removable tail...

Historic Porsche 917 Le Mans racer

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honoured with new ...

True-to-original construction of a
Porsche 3.0 RS. Built on body shell, all
points have been reinforced. Engine:
3.0 L Twin igniter 300 PS 917 brake
Short steel swingarm 101 L Tank
5-speed gearbox ...

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Car And Classic

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database of thousands of luxury and
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Porsche 917, read specifications and
descriptions and see Porsche 917

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JamesEdition

The new Porsche 917 has a larger 4.5-litre 12-cylinder engine with horizontal cylinders. Unlike the 908's boxer crankshaft, the 917's engine uses a shorter crank similar to those in "V" engines to reduce the motor's footprint. 1969 April 22.

Download File PDF 917 Porsche Engine

After knocking on the door for decades, Germany's Porsche finally stepped into the big time of international auto racing with its Type 917 in 1969. Its phenomenal air-

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cooled flat-12 engine powered the 917 to 15 wins in world sports-car championship races from 1969 to 1971, after which it was outlawed by a rules change. Included were two wins at Le Mans in 1970 and '71. First built in a series of 25 coupes that Volkswagen chief Ferdinand Piech

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called the biggest risk he's ever taken in business, the 917 was raced in both short- and long-tailed forms, pumping out 630 bhp by 1971. It went on to even greater glory in turbocharged roadster form in Can-Am racing as the 917/10, series champion in 1972. In '73 the incredible 1,000-horsepower

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917/30 Porsche dominated the Can-Am series in the hands of Mark Donohue, who called it "the perfect racing car". The 917 stands proud in Porsche's history as the costly and daring machine that decisively ended the company's underdog status in international motor sport.

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This 108 page book tells the story of the Porsche 917, 956 and 962 racing cars that were so successful at Le Mans. Great technical information on the Porsche 917's engine and detailed

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race records for the cars are also included.

This 70 page book describes the development and successes of the Porsche 917 sports car, including Le

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Mans, and the Spa and Austrian 1000KMS. Also included are cutaway drawings of the 917 and engine details.

The story of the Porsche's development of the 917 is a rich account of how a small but dedicated

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band of engineers undertook to produce a race car that went on to set records that to this day have not been bettered. Designed to win the world-famous Le Mans 24 Hours race, Porsche finally stepped into the big time of international auto racing with its Type 917 in 1969. Its phenomenal

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air-cooled flat-12 engine powered the 917 to 15 wins in world sports-car championship races from 1969 to 1971 including two wins at Le Mans in 1970 and 71, after which it was outlawed by a rules change. First built in a series of 25 coupes that Volkswagen chief Ferdinand Piech

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called the biggest risk he's ever taken in business, the 917 was raced in both short- and long-tailed forms. Today the Porsche 917 is recognized as the car that ended Porsche's underdog status in international motor sport.

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Porsche Turbo: The Inside Story of Stuttgart's Turbocharged Road and Race Cars celebrates Porsche's five decades of turbocharged supercar performance, both on the track and on the street. Don't let this one fly past you!

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Data for the Porsche 912 Series engine. Includes compression ratios, torque settings, camshaft settings, firing order and lubrication diagrams for the Porsche 917 race car.

During the mid-1960s Porsche

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decided that if it was to enjoy outright success at Le Mans (rather than class wins) it would need a car somewhat larger and more powerful than those it already had. It was time for something completely different. It was time for the Type 917. Mid-engined like so many earlier Porsches, it had a 12-cylinder

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air-cooled boxer engine that produced 580 bhp from 4.5 liters when first announced in 1969. After a period of "development" in 1970, the 917 became almost unbeatable, winning at Le Mans and virtually every other circuit. By 1972 the 917 was enjoying success in the hugely popular Can-Am

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series in America with a turbocharged 5.0 liter engine of 950 bhp and later a 5.4 liter unit that produced over 1,000 bhp! The hero driver was usually the late Mark Donohue. Later came the 935, 956, and the evergreen 962 that enjoyed a race-winning life of many years, way beyond the normal two or

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three years.

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