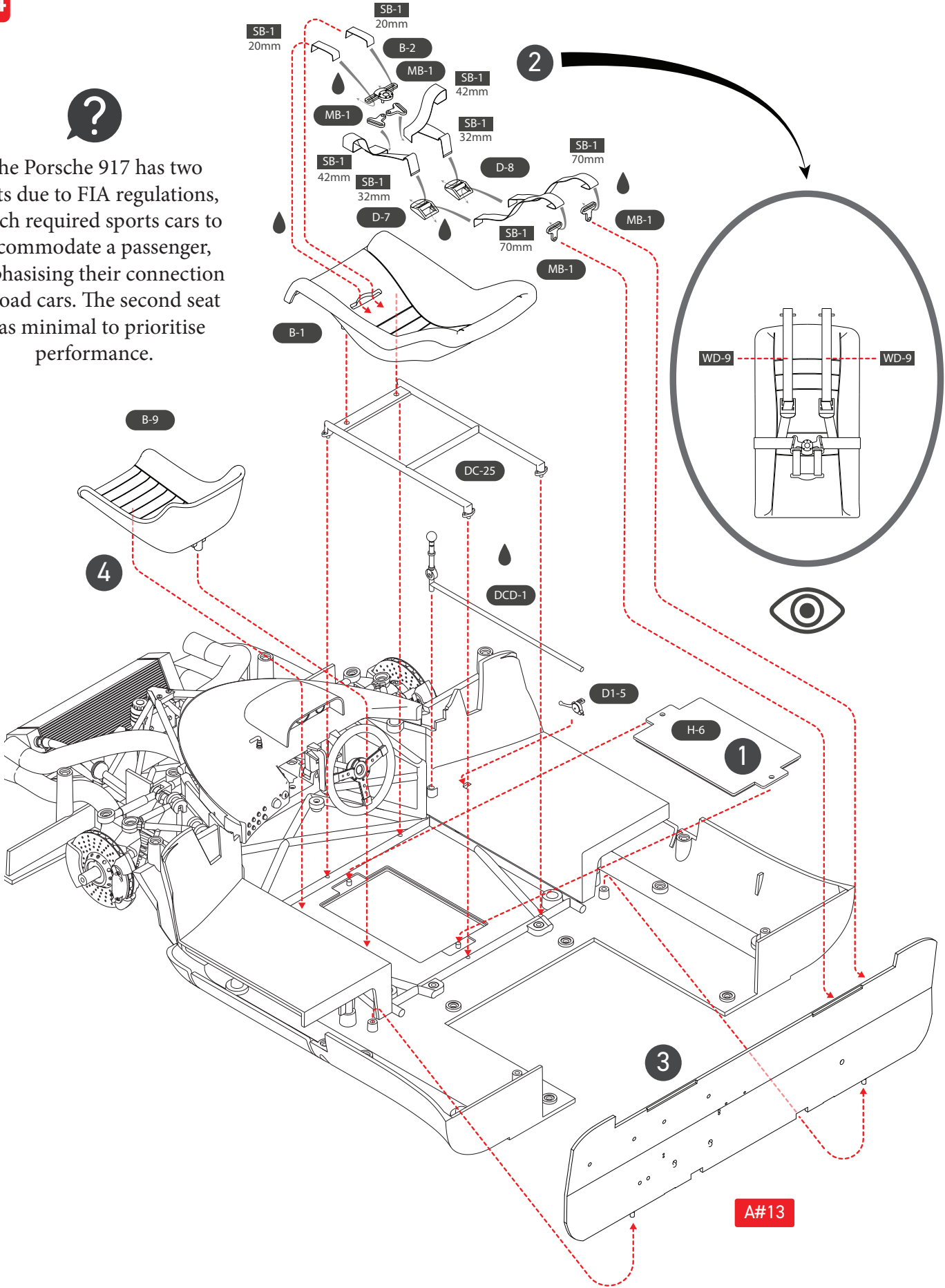


14

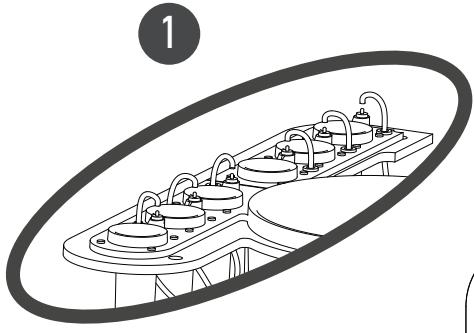


The Porsche 917 has two seats due to FIA regulations, which required sports cars to accommodate a passenger, emphasising their connection to road cars. The second seat was minimal to prioritise performance.

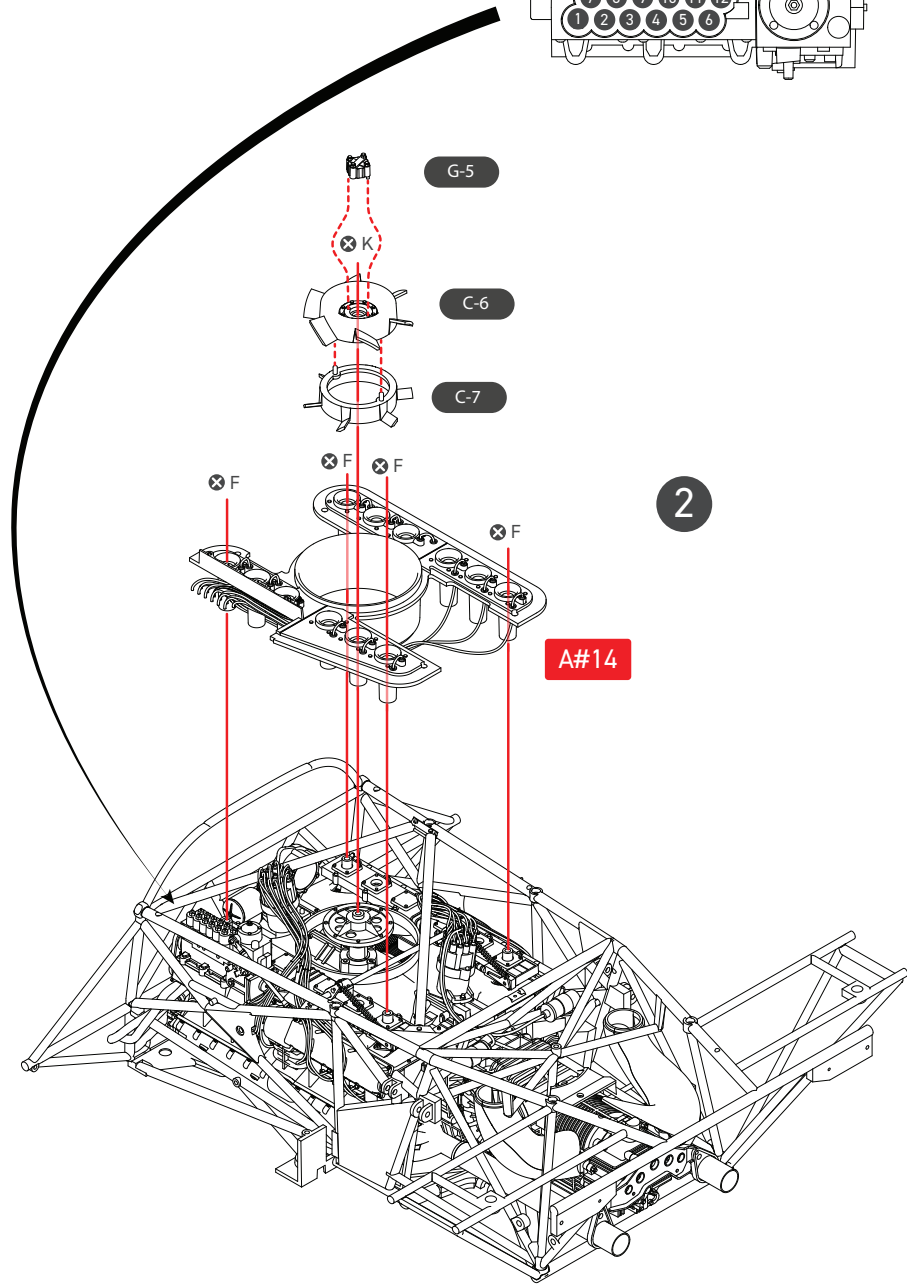
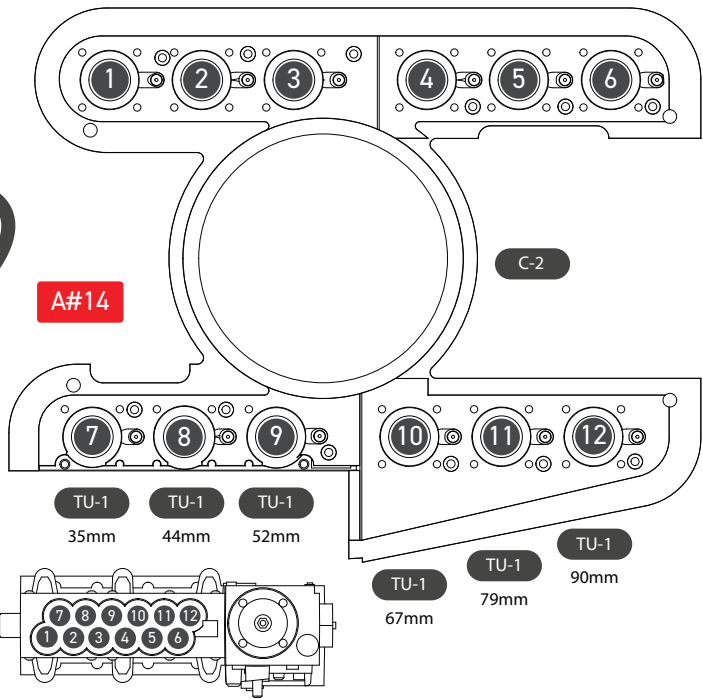




TU-1 100mm TU-1 100mm TU-1 110mm TU-1 138mm TU-1 139mm TU-1 145mm



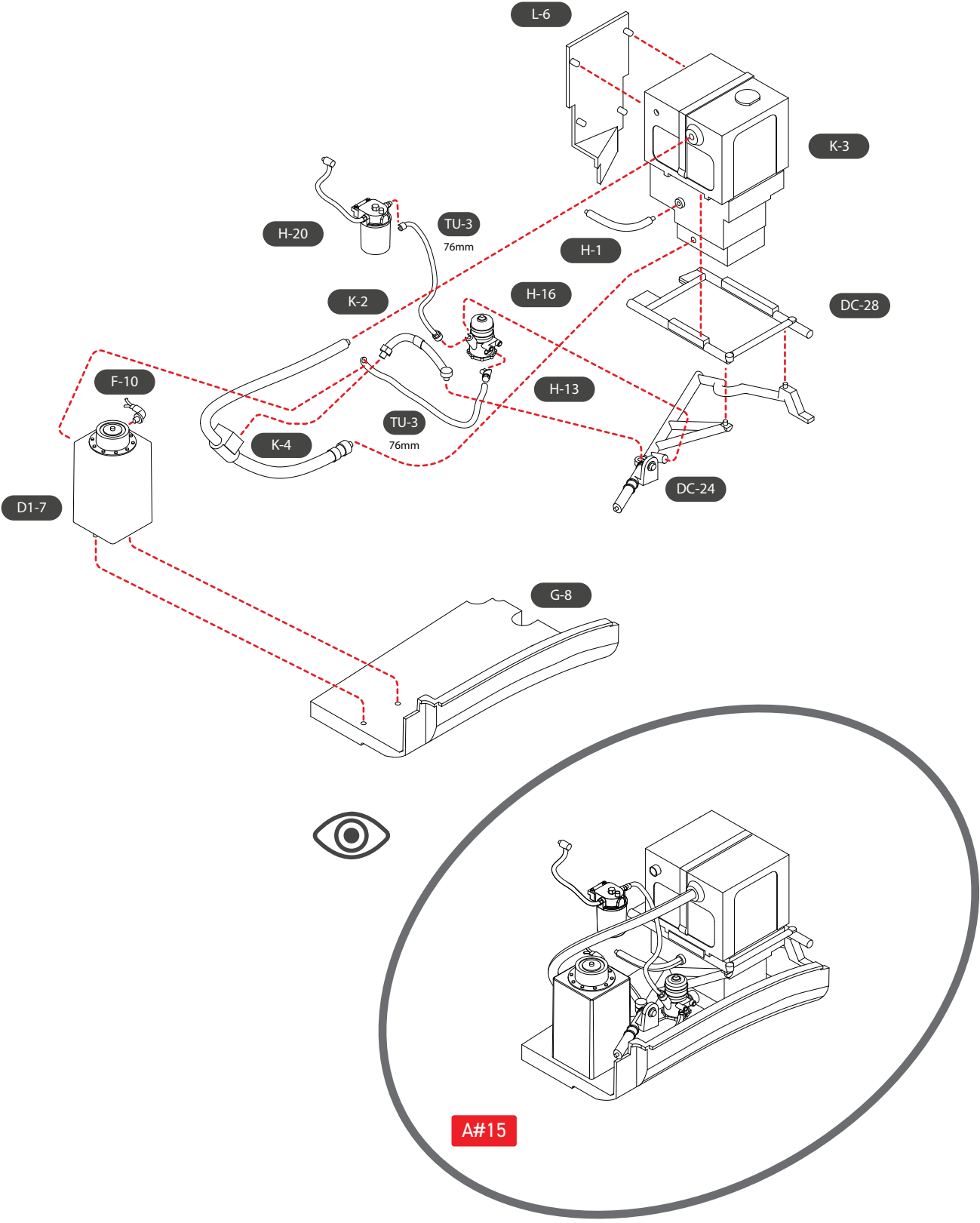
1

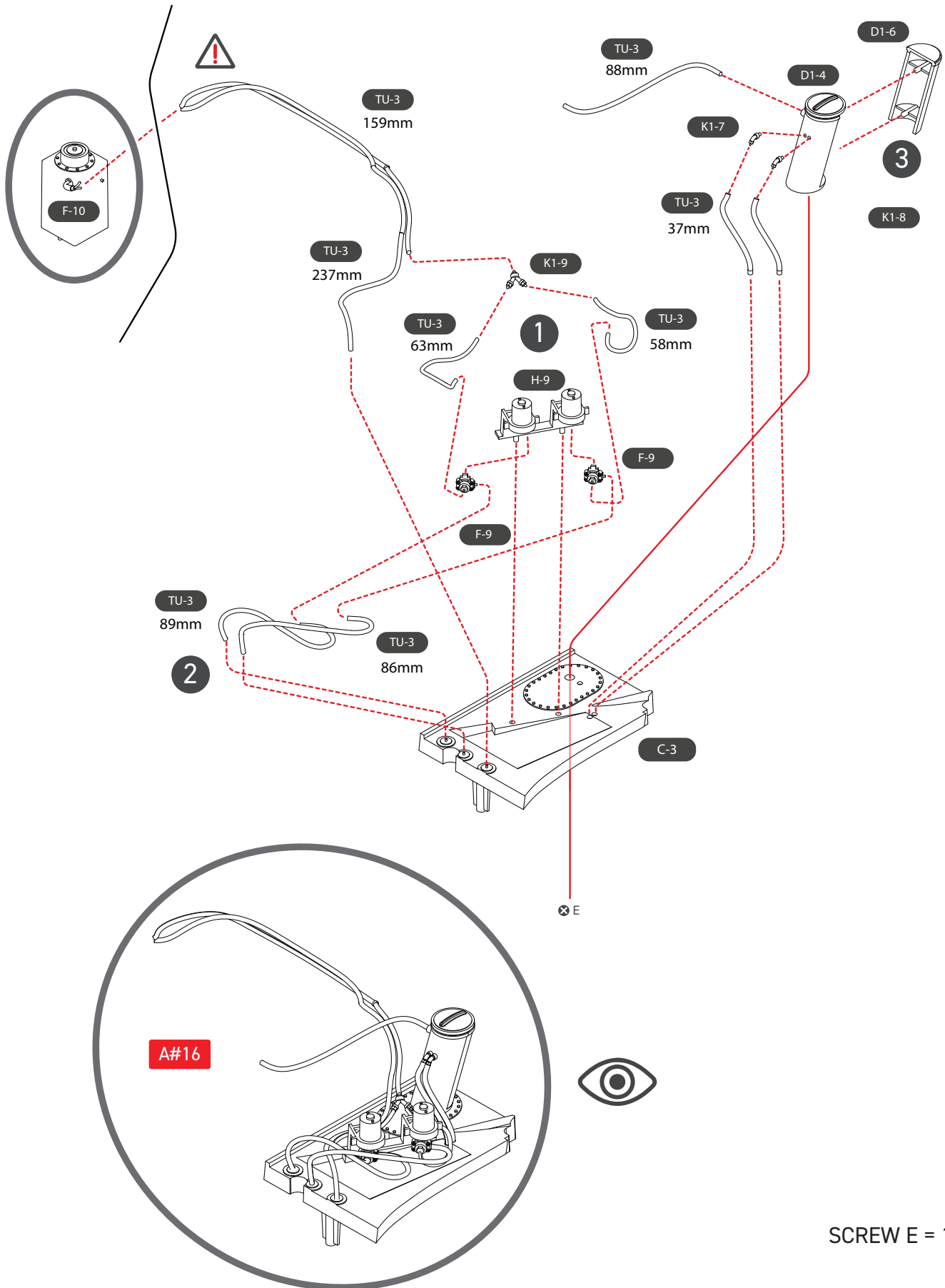


2

SCREW F = 4
SCREW K = 1

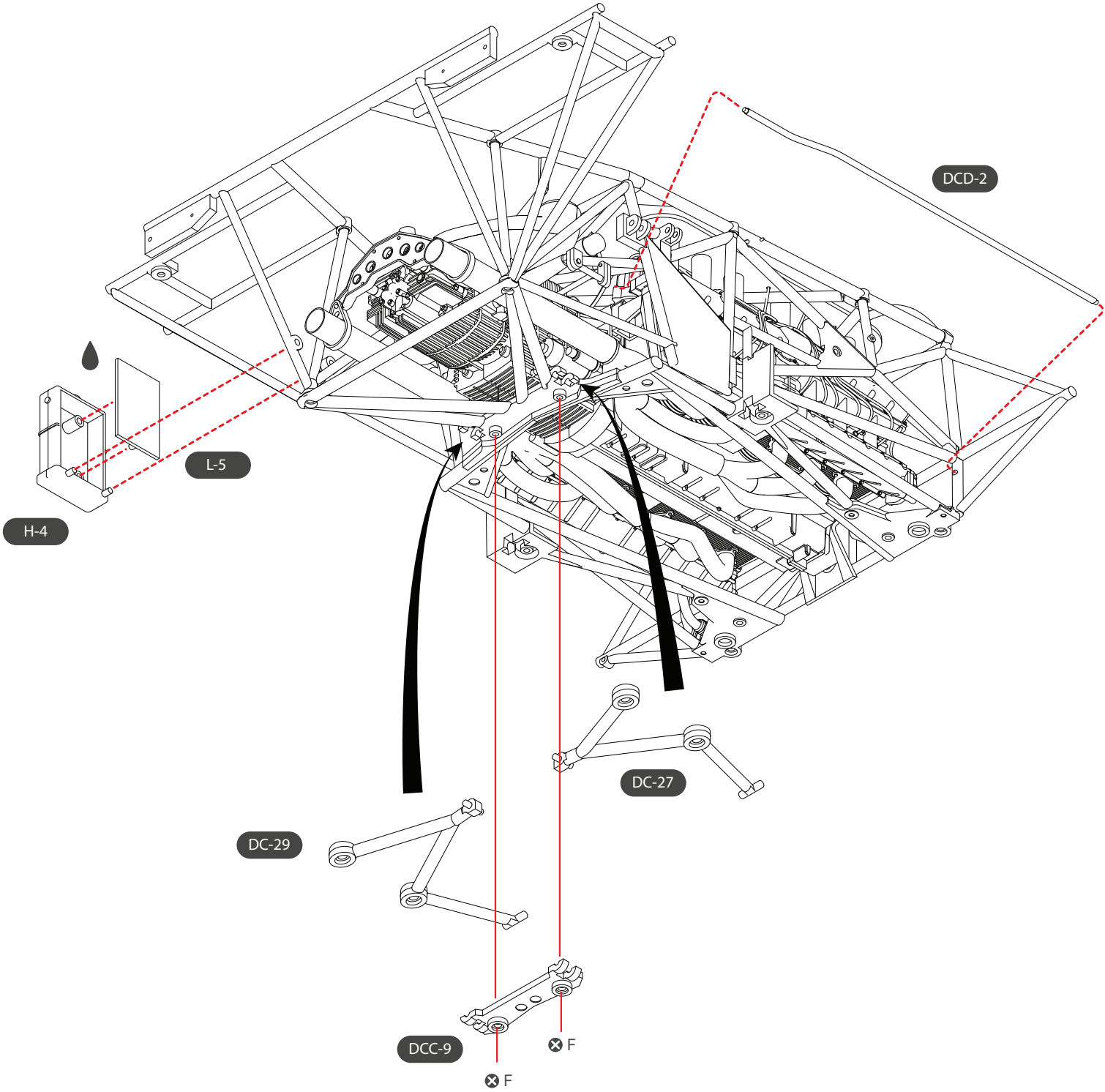
16



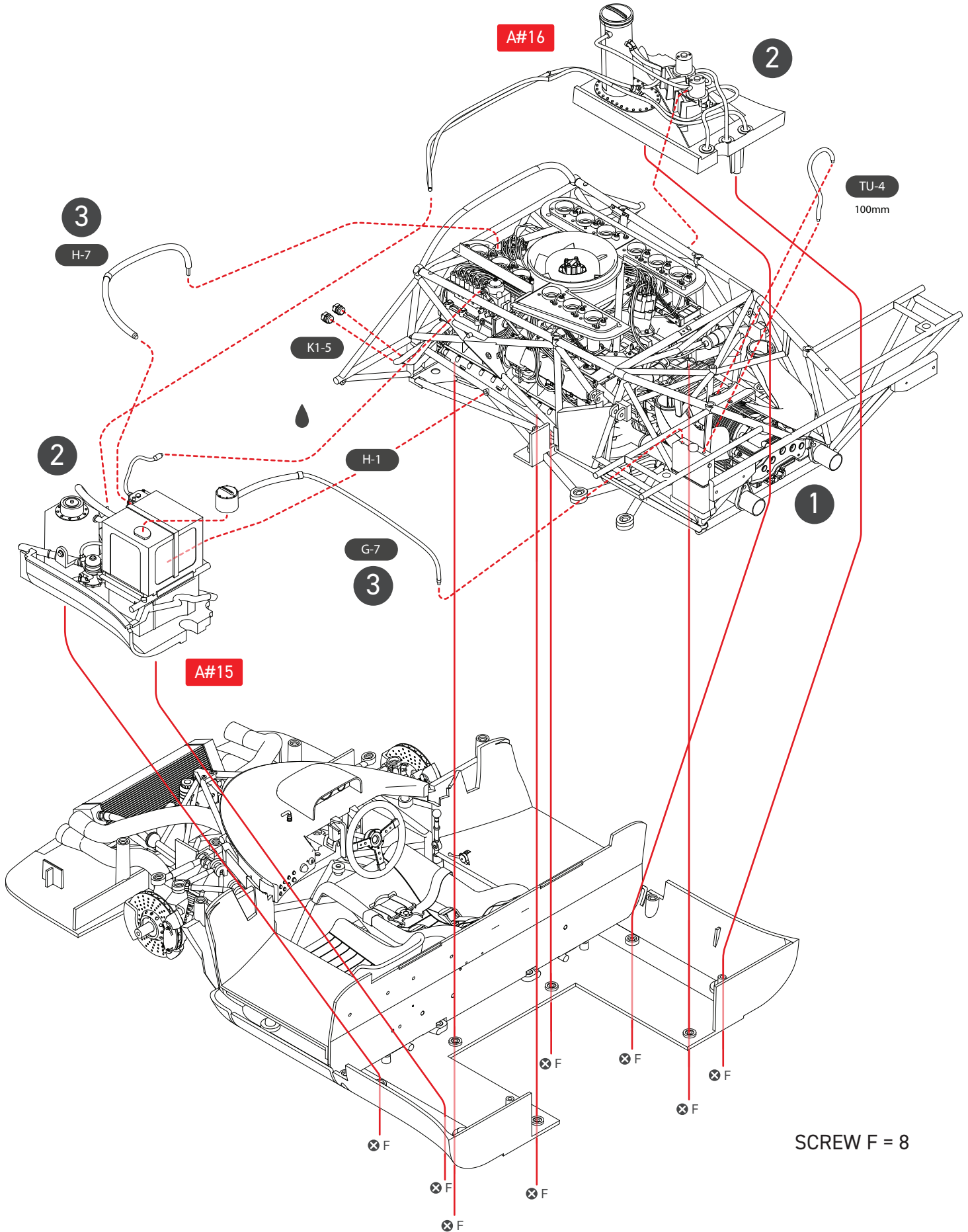


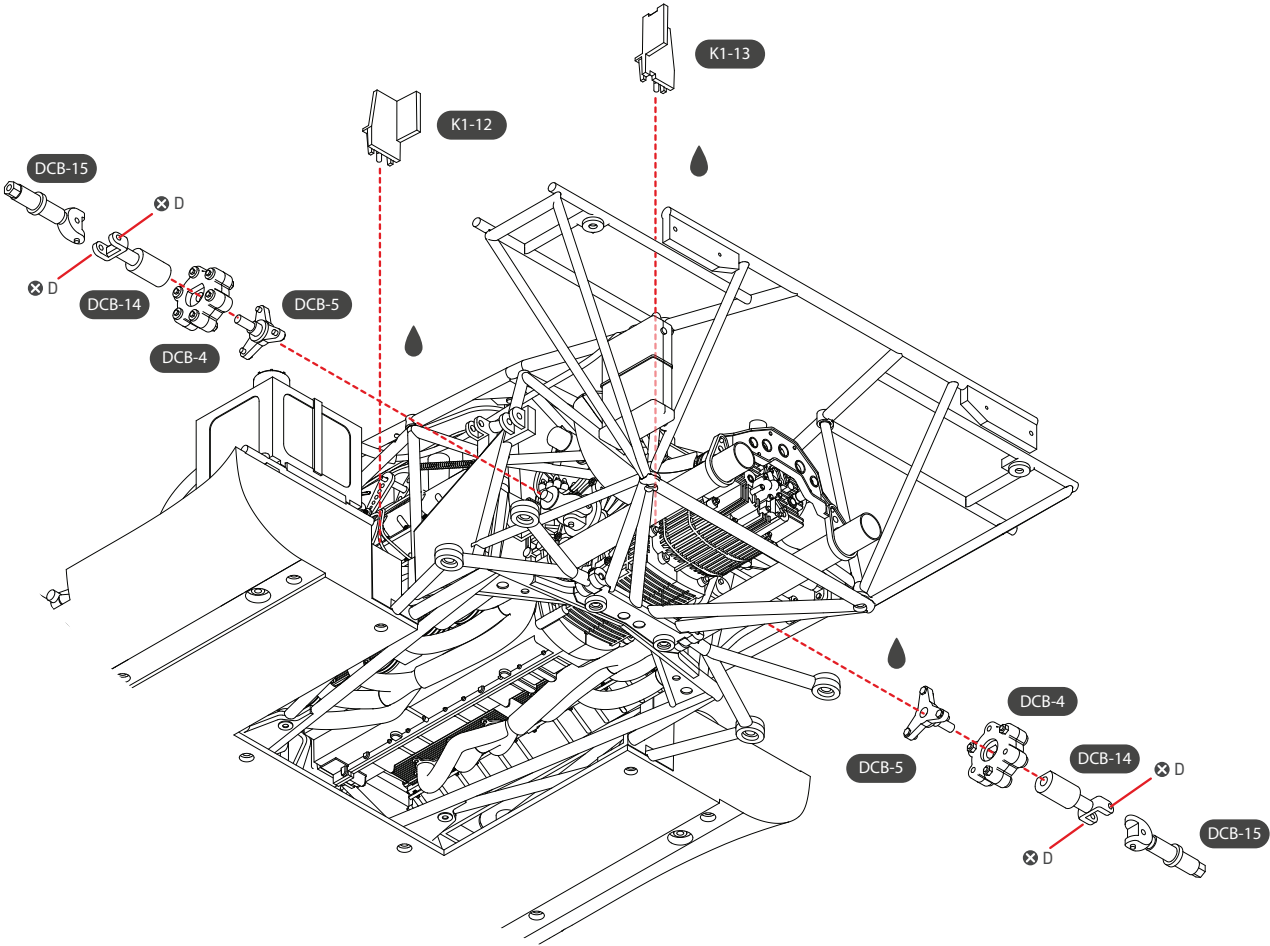
SCREW E = 1

18



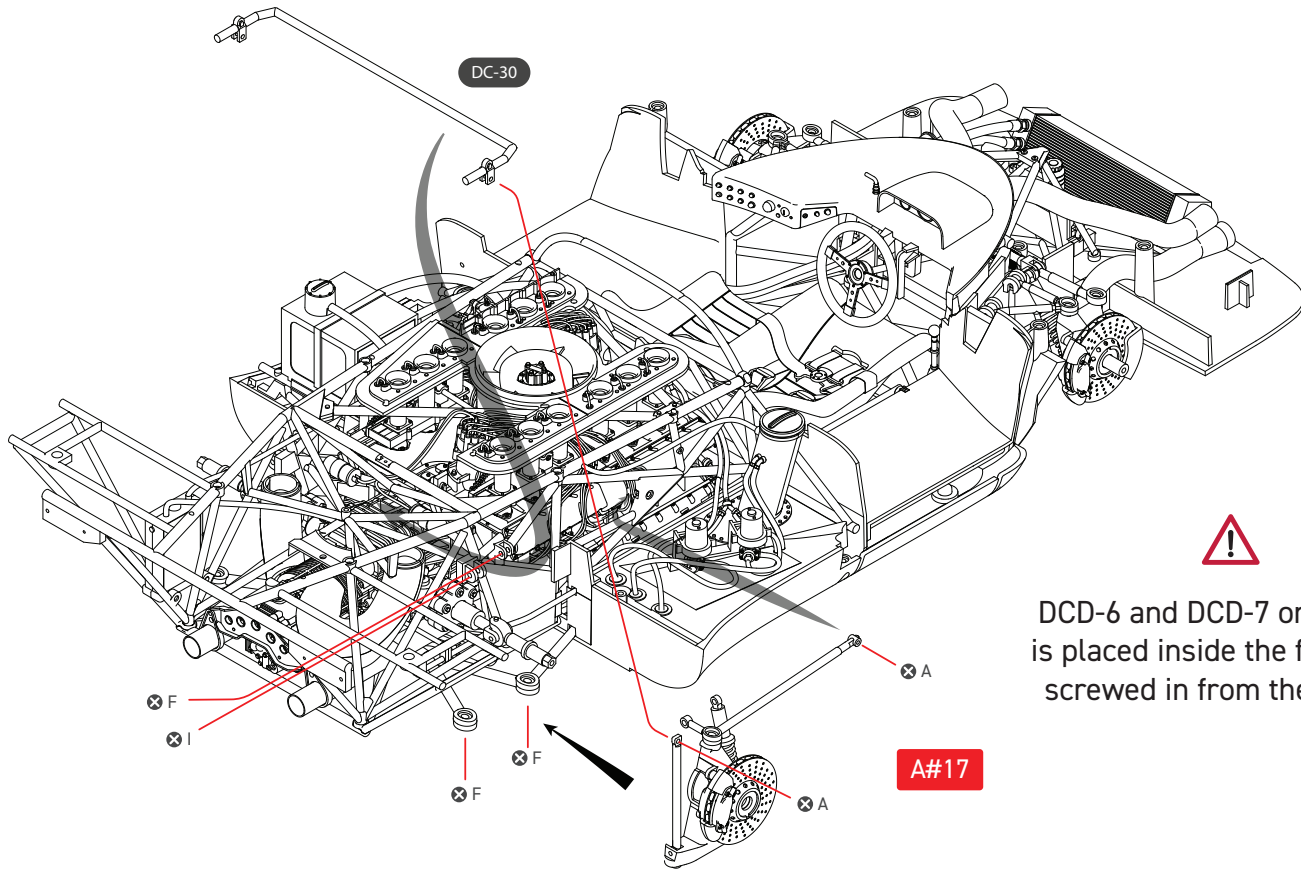
SCREW F = 2



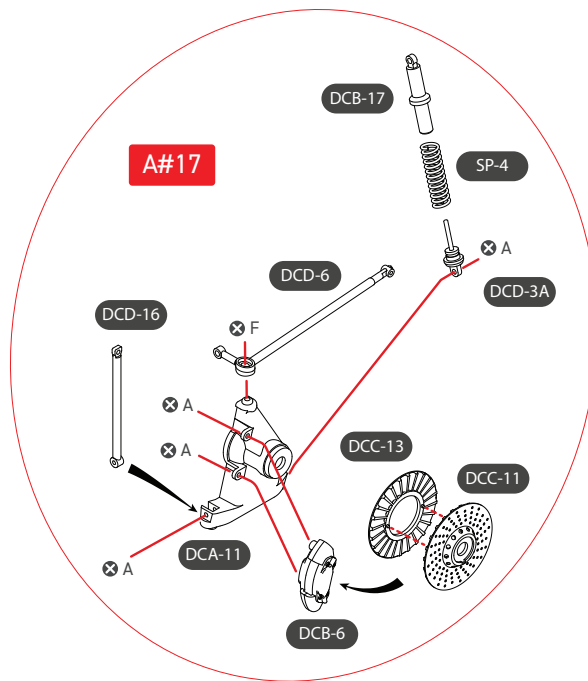


The use of a magnesium frame came with considerable drawbacks, including its delicate nature and susceptibility to combustion. To ensure reliability, the frame was gas-pressurised, with a pressure gauge enabling real-time monitoring by drivers and engineers during races.

SCREW D = 4

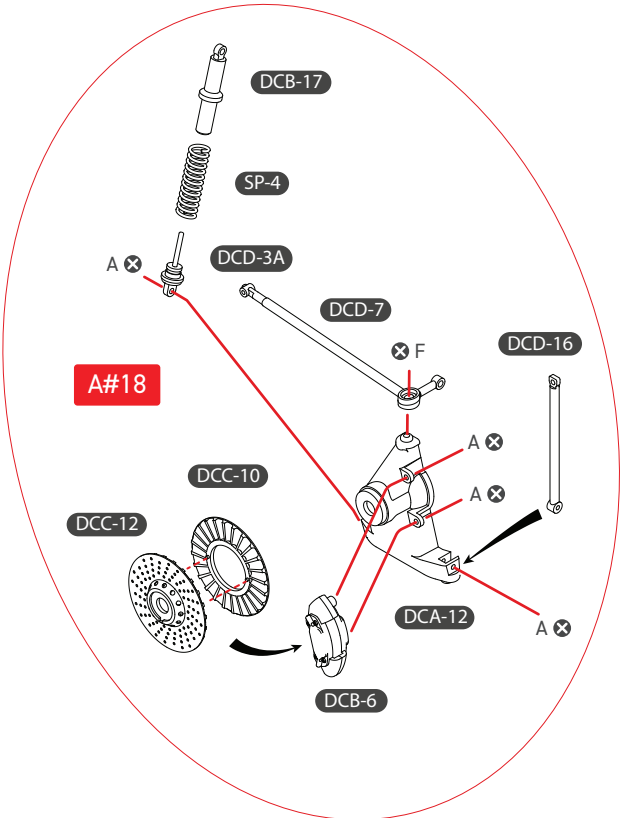
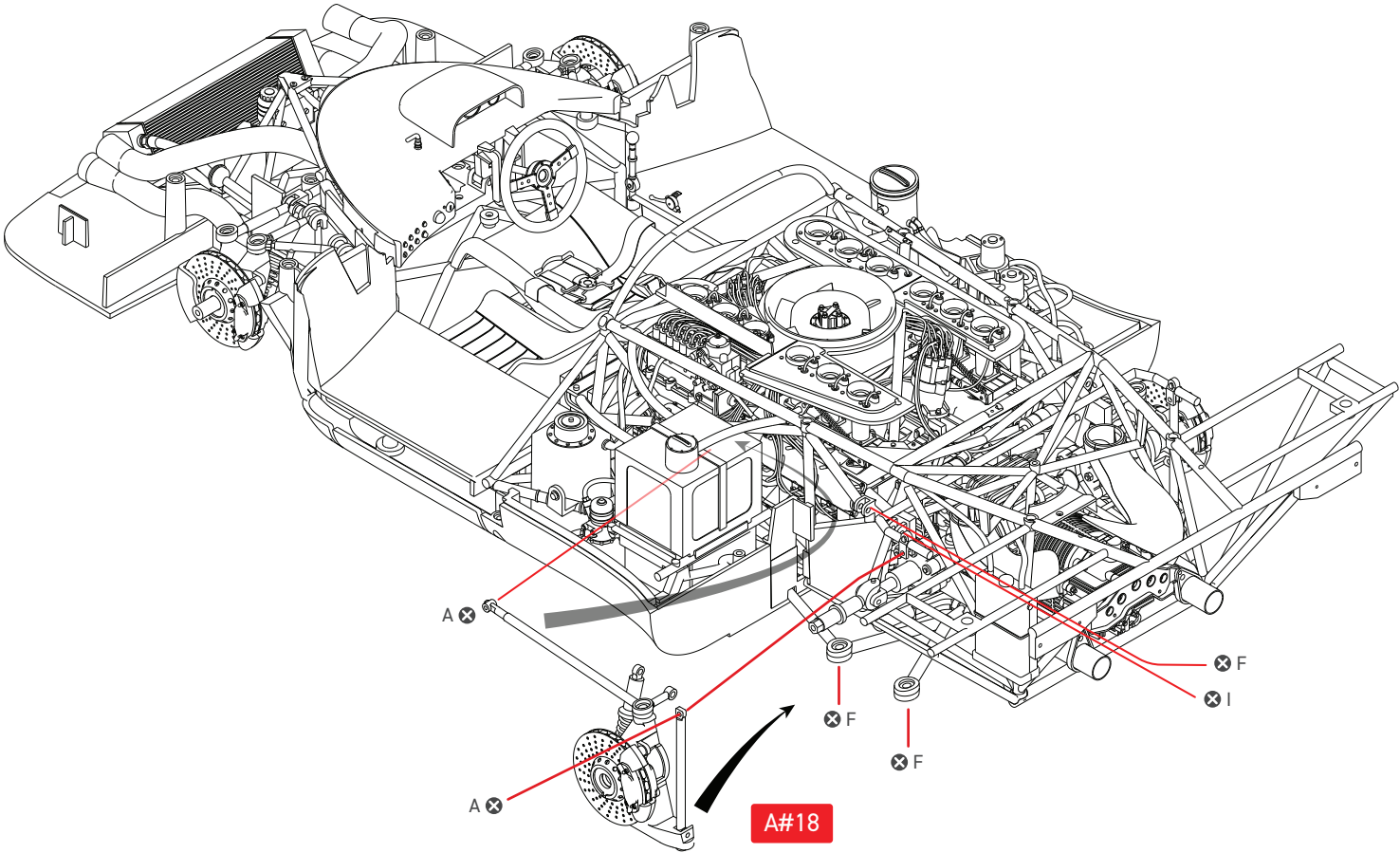


DCD-6 and DCD-7 on page 29 is placed inside the frame and screwed in from the outside



SCREW A = 6
SCREW F = 4
SCREW I = 1

22

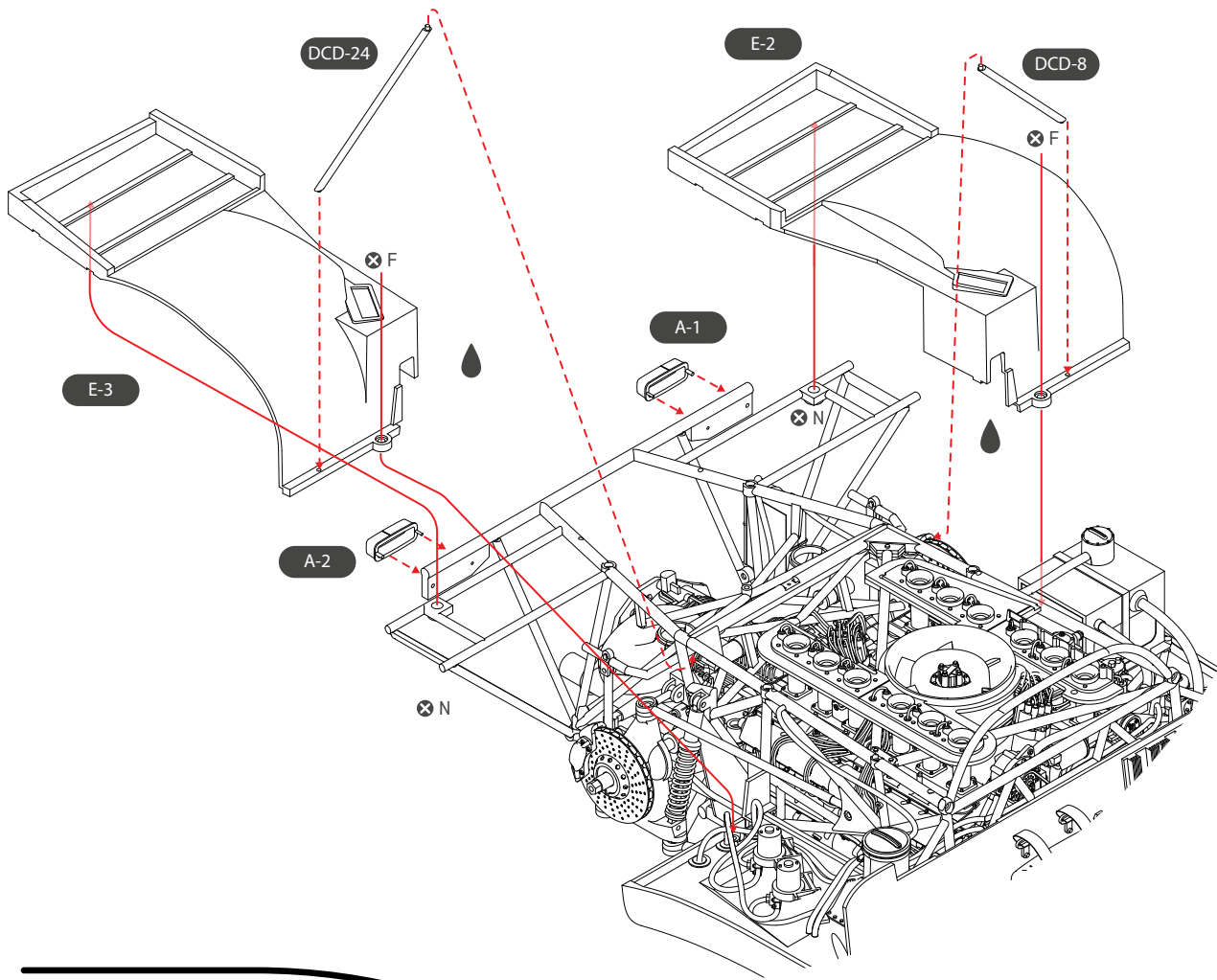


For difficult to reach fixing locations
consider pre-threading them with
screws and test fitting

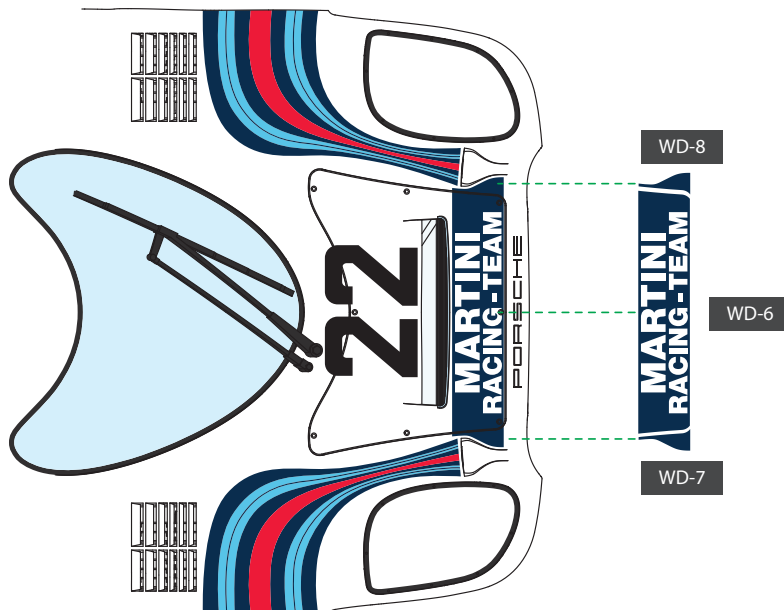
SCREW A = 6
SCREW F = 4
SCREW I = 1



23



24



SCREW F = 2
SCREW N = 2

