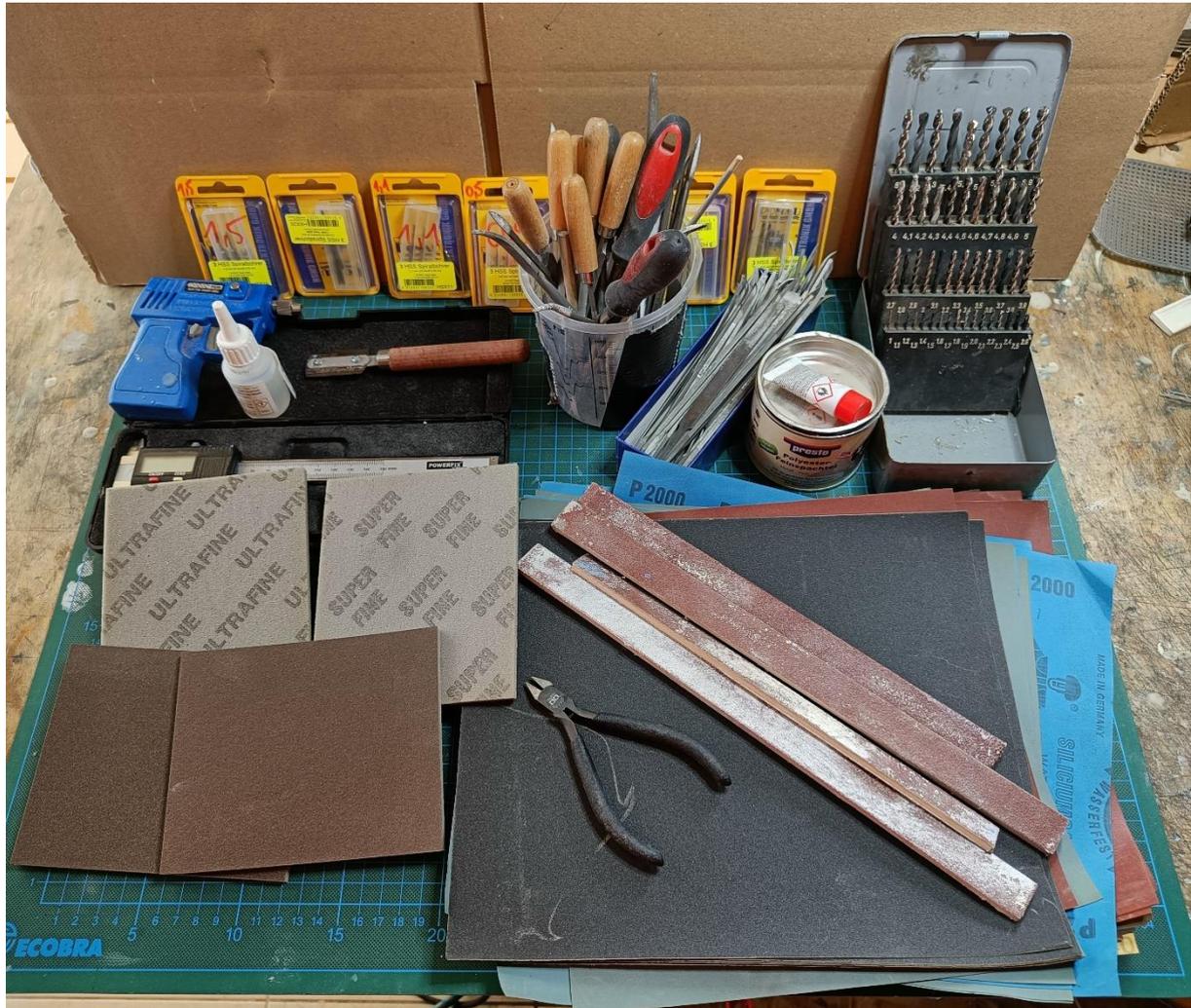


Instructions assembly Porsche 917k

Here is a brief overview of how to assign the individual components of the Porsche 917k

First an overview of the most important tools you should have to edit the printed resin.



Here you can see various drills graded in 0.1mm increments.

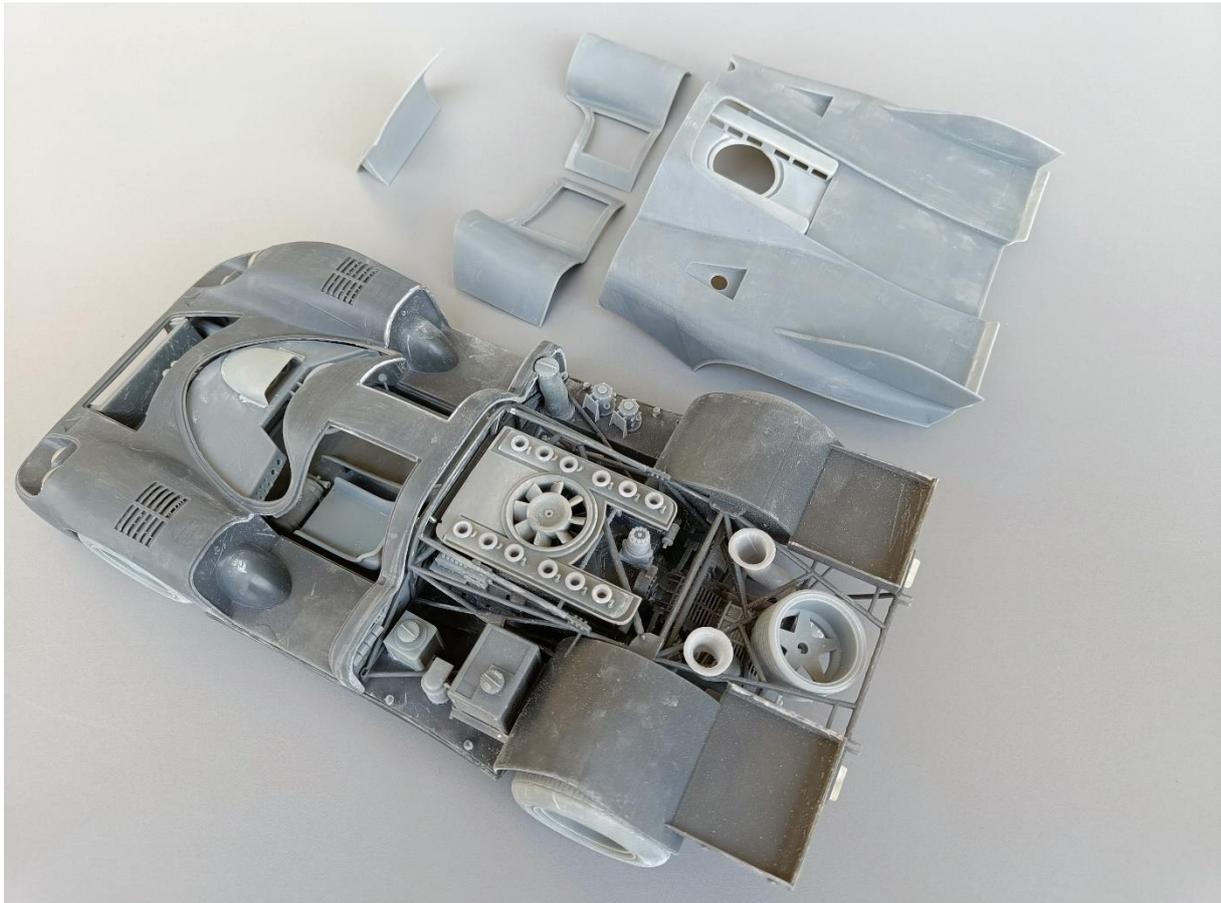
In addition sanding strips, water sandpaper and sanding sponges from 3M.

A good side cutter from Tamiya, various small corrugated files and of course 2k spatula for the rough stuff! And of course super glue.

It is very important to sand down all components before assembly. Each base area should be sanded straight with the sanding strips in order to achieve the best possible result. The adhesive surfaces should be straight to each other.

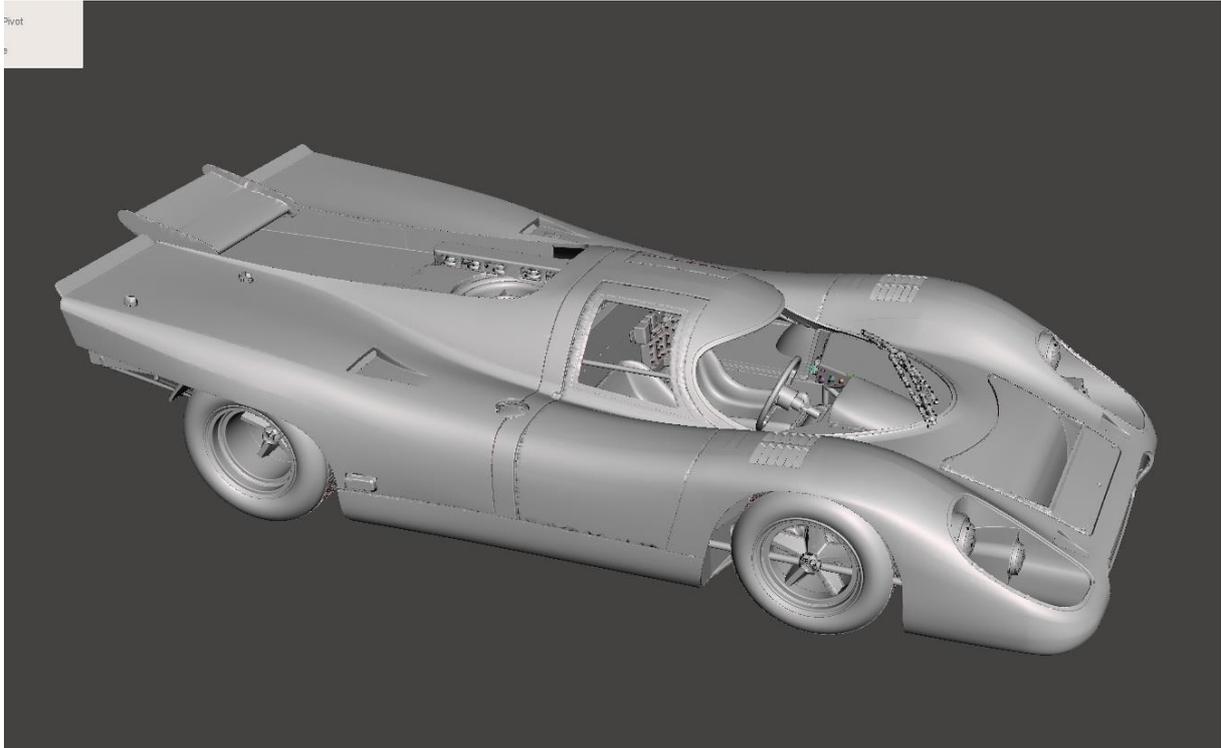
All holes should be carefully hand drilled to the desired size prior to assembly. Attention the resin is very brittle when drilling. It is best to drill out in 0.1mm steps!

It is also important that you test the individual parts before gluing how they can be put together.

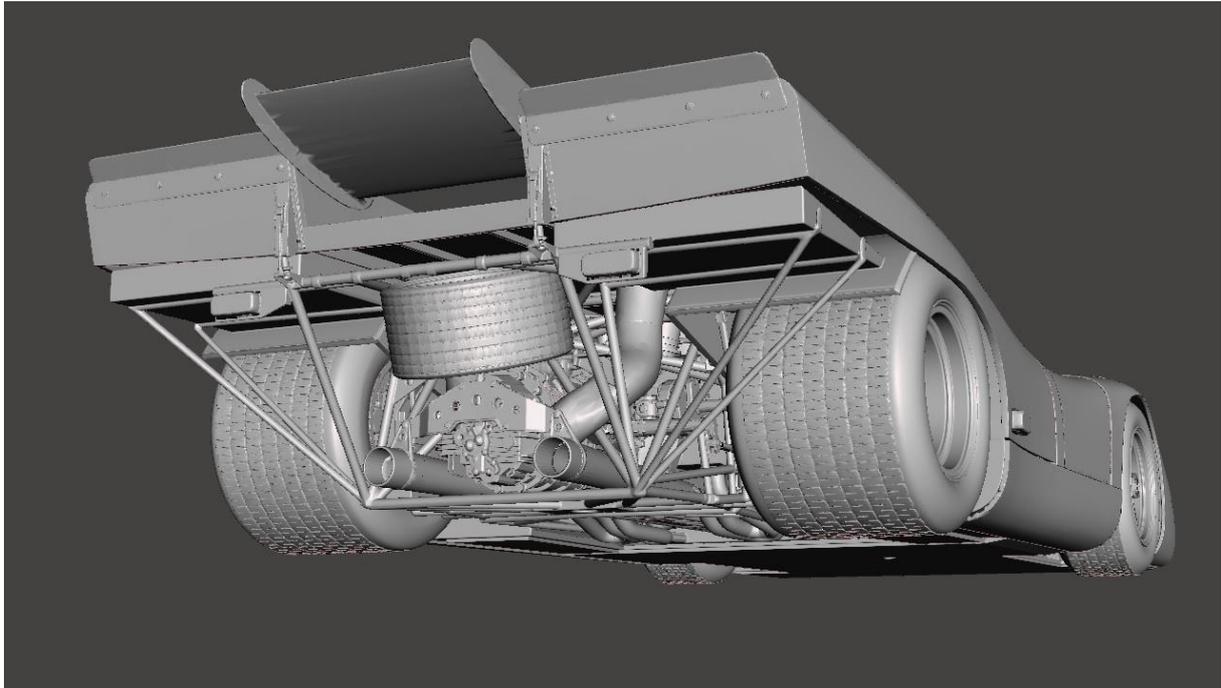


Now have fun building the model!

Here is an overview of the positions of the individual components and a rough assembly order

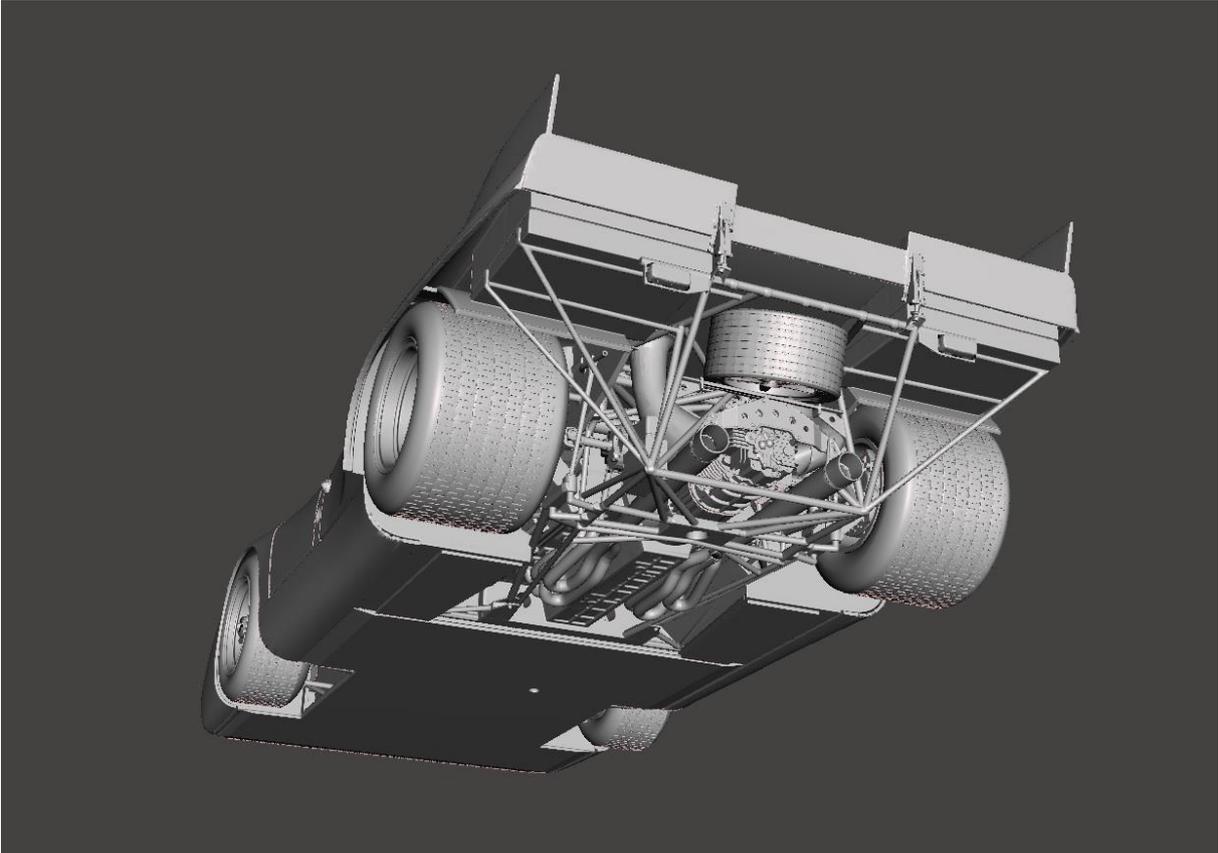
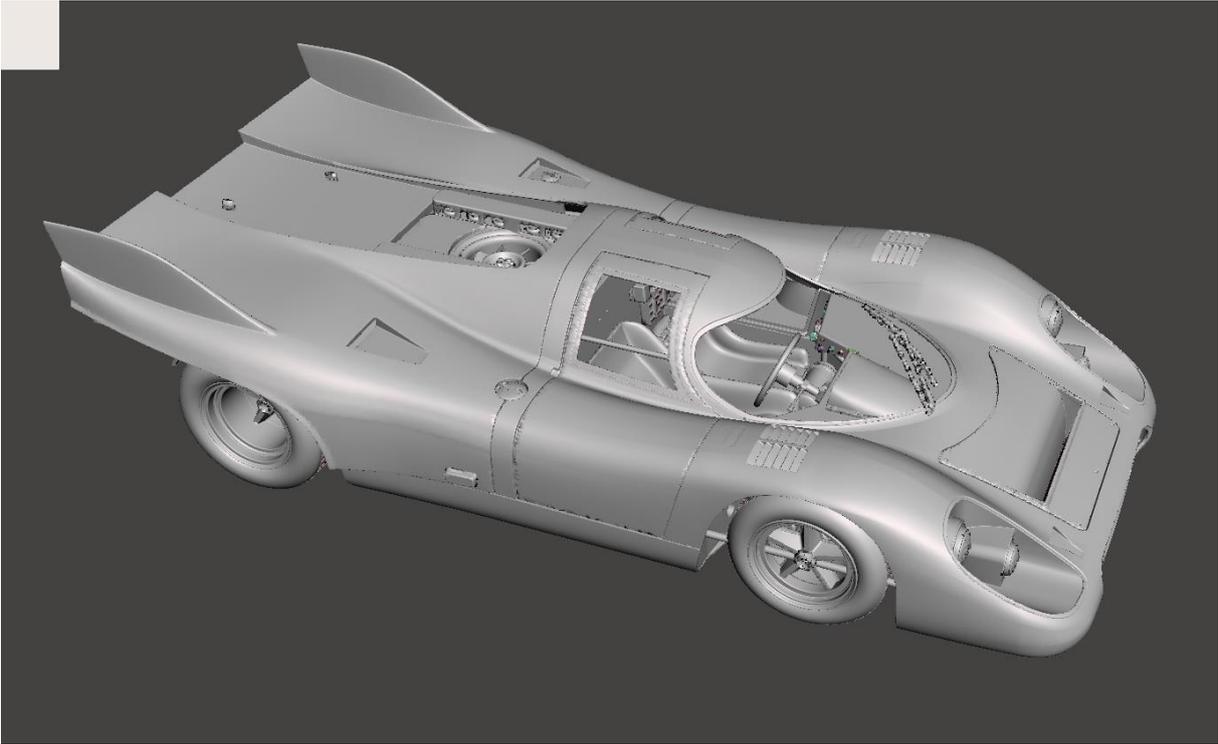


Here is the view of the 1970 Porsche 917k

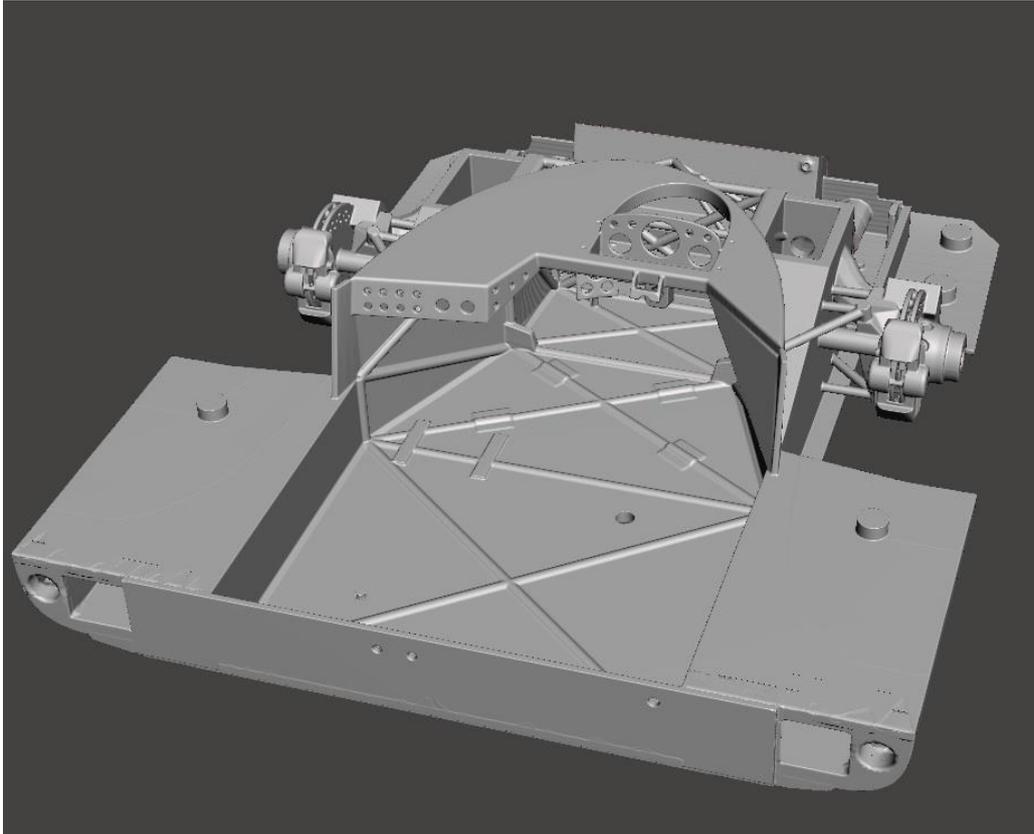


Rear view of the vehicle

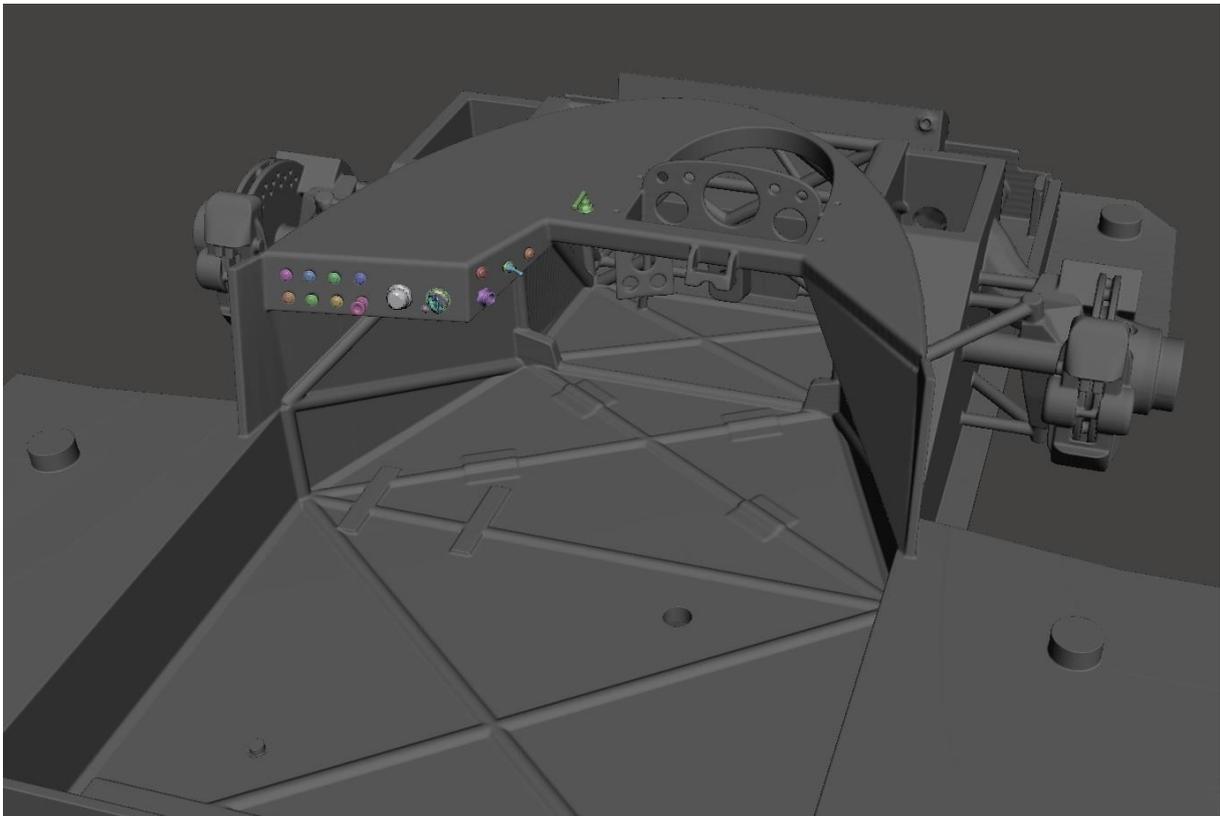
Here is the 1971 version with the fins on the hood

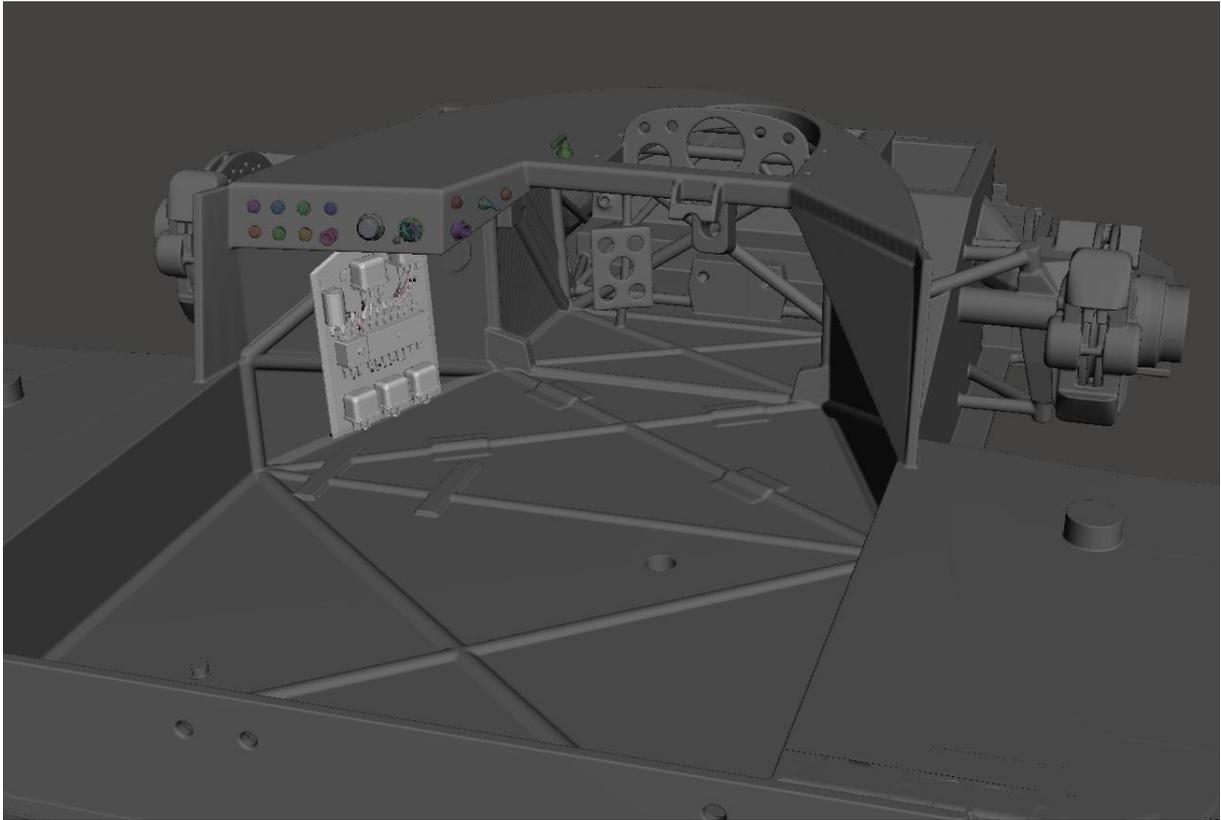


Let's start with the front chassis. First I would only test all parts and not glue them yet!

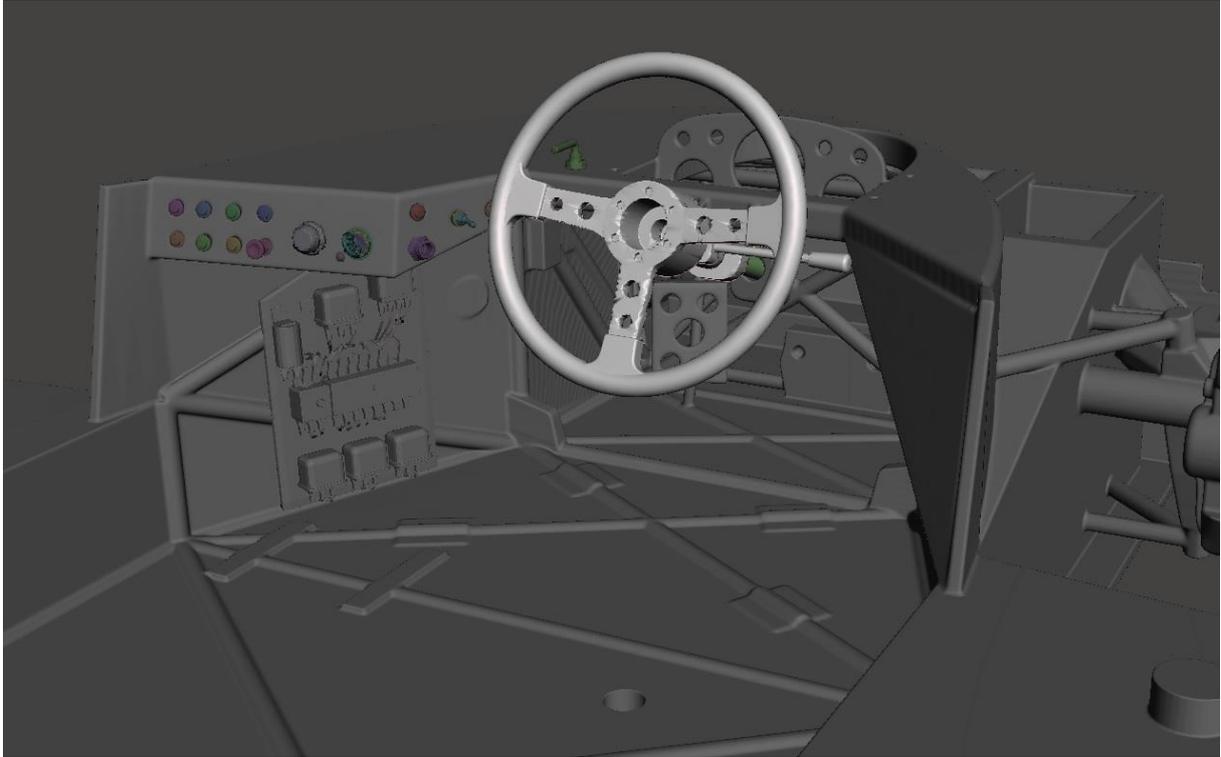


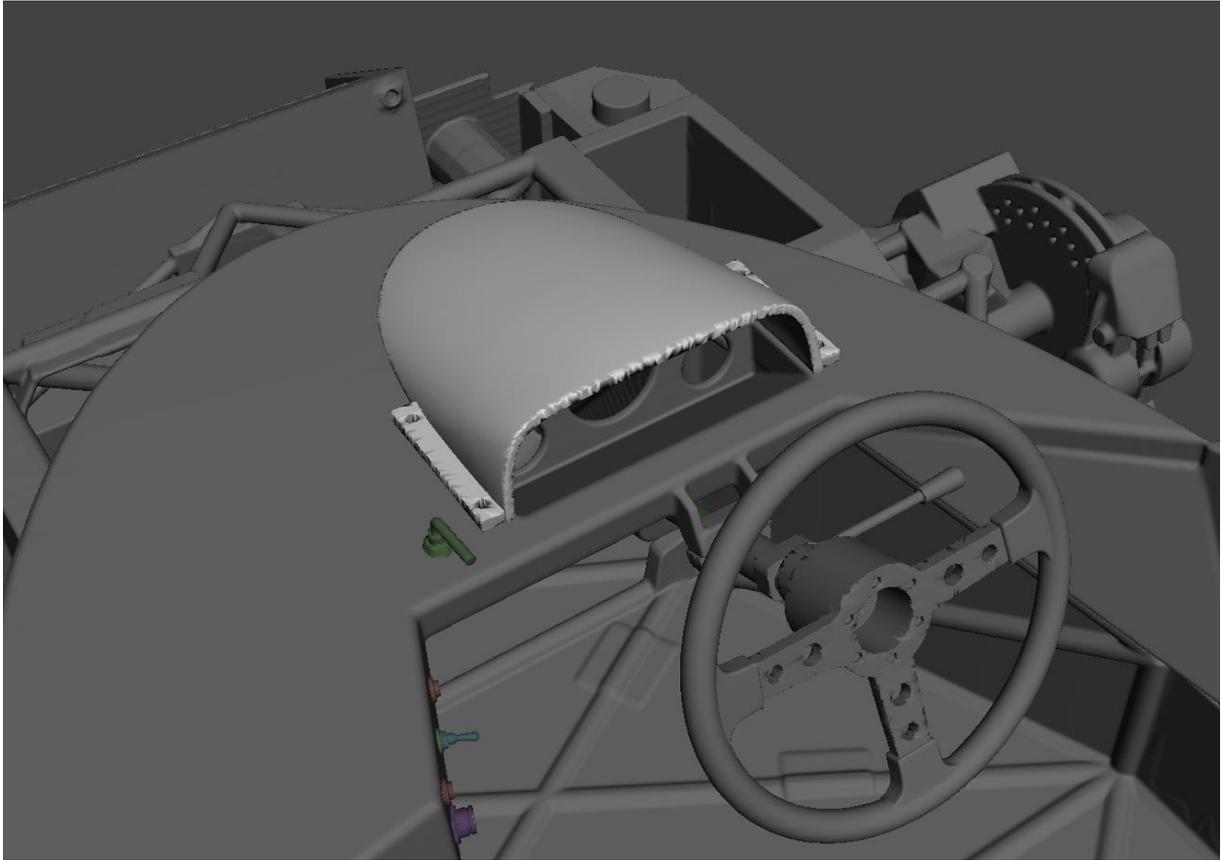
The holes in which the switches will come later should now be drilled out to the right size



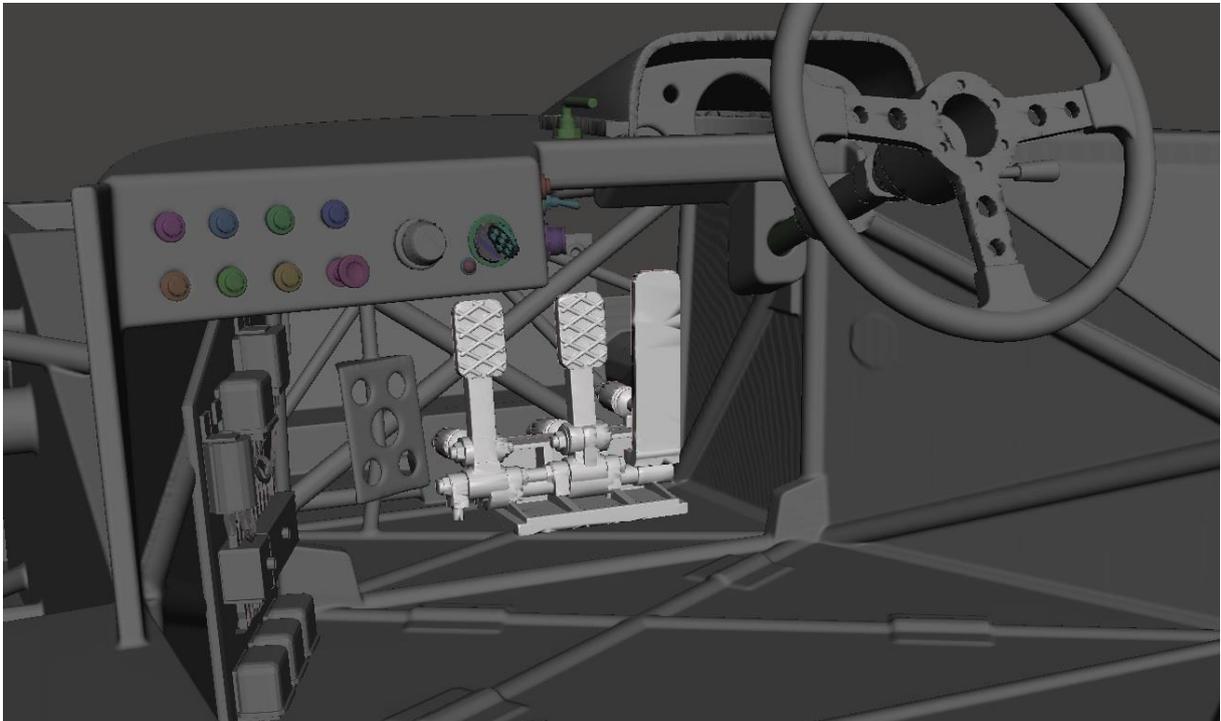


The board with the fuses

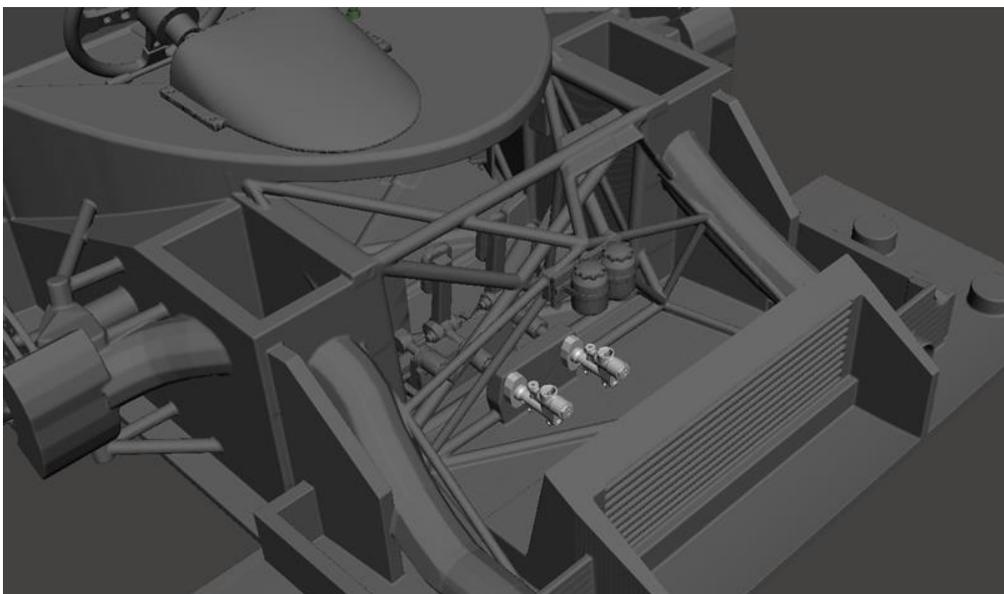
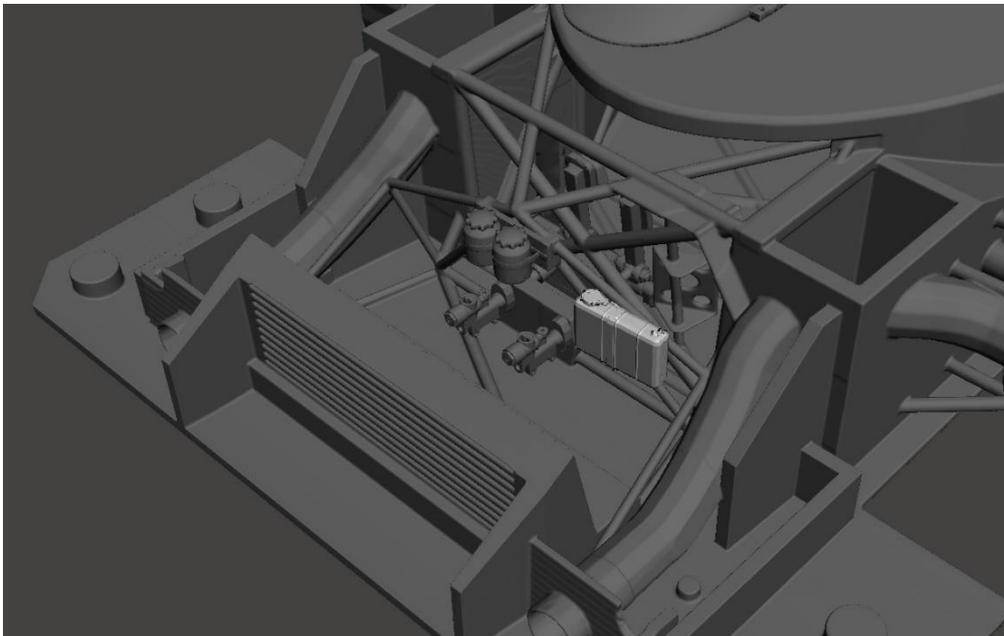
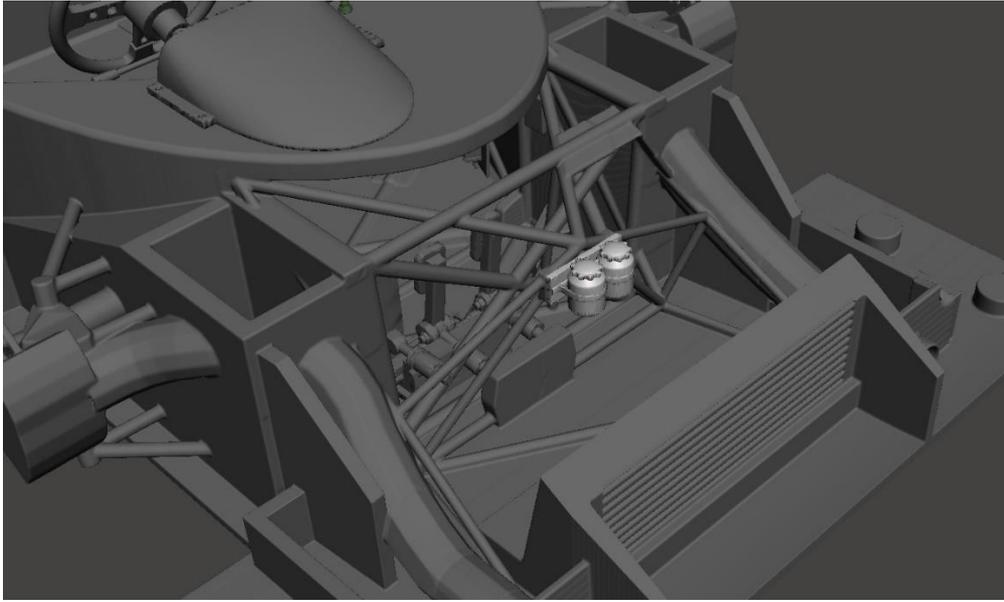




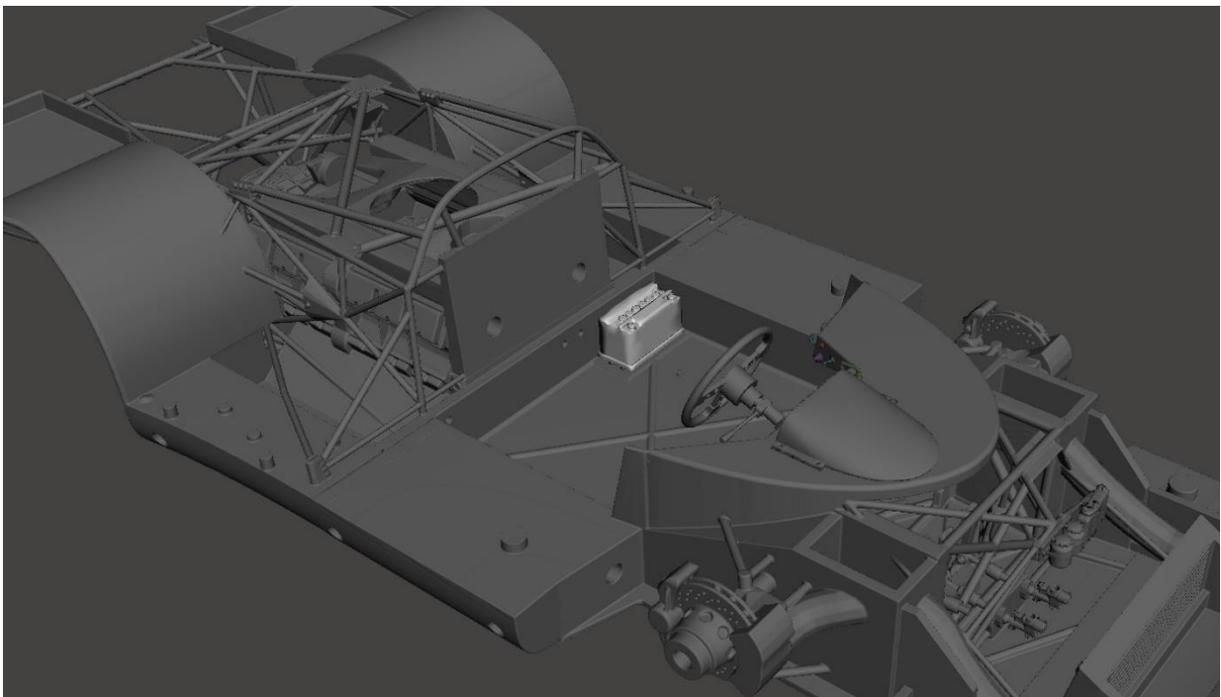
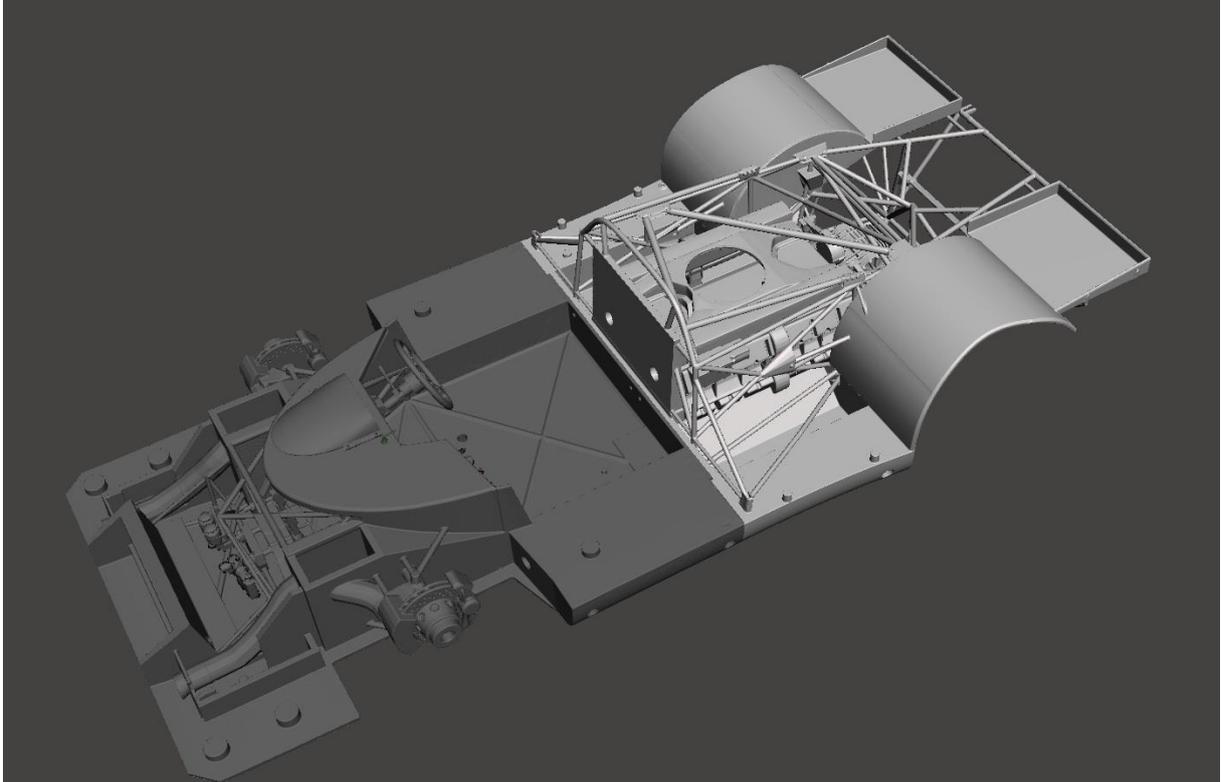
Again, drill out the holes beforehand and then insert imitation screws

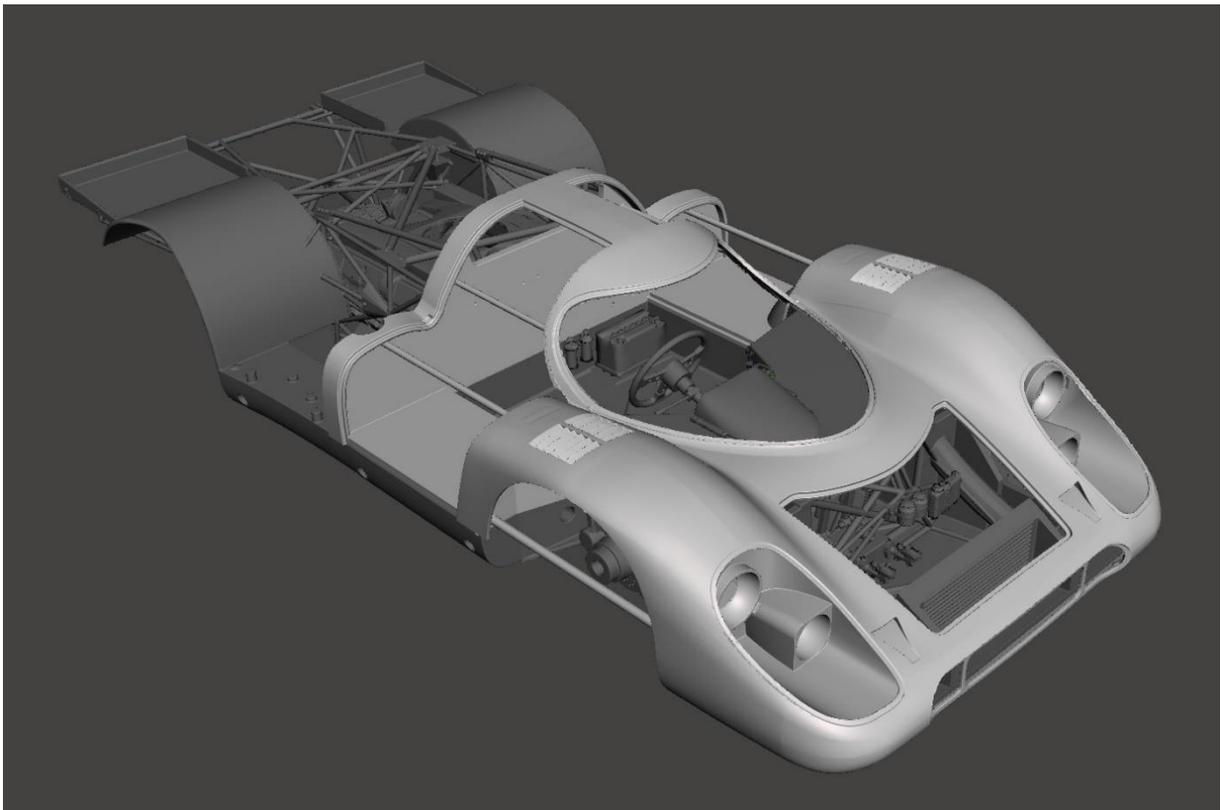
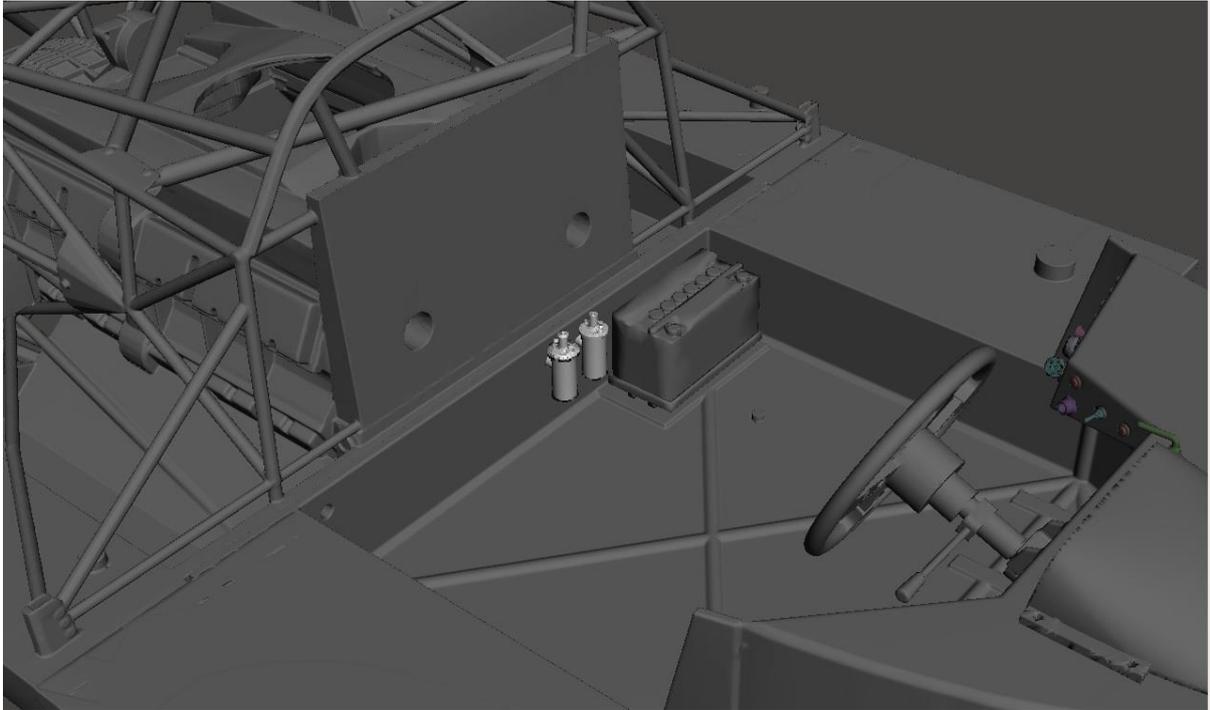


Pedals should fit in the two holes at the front



Here is another important step. First both should
Chassis halves are adjusted so that there is no large gap.
Then it can be glued.

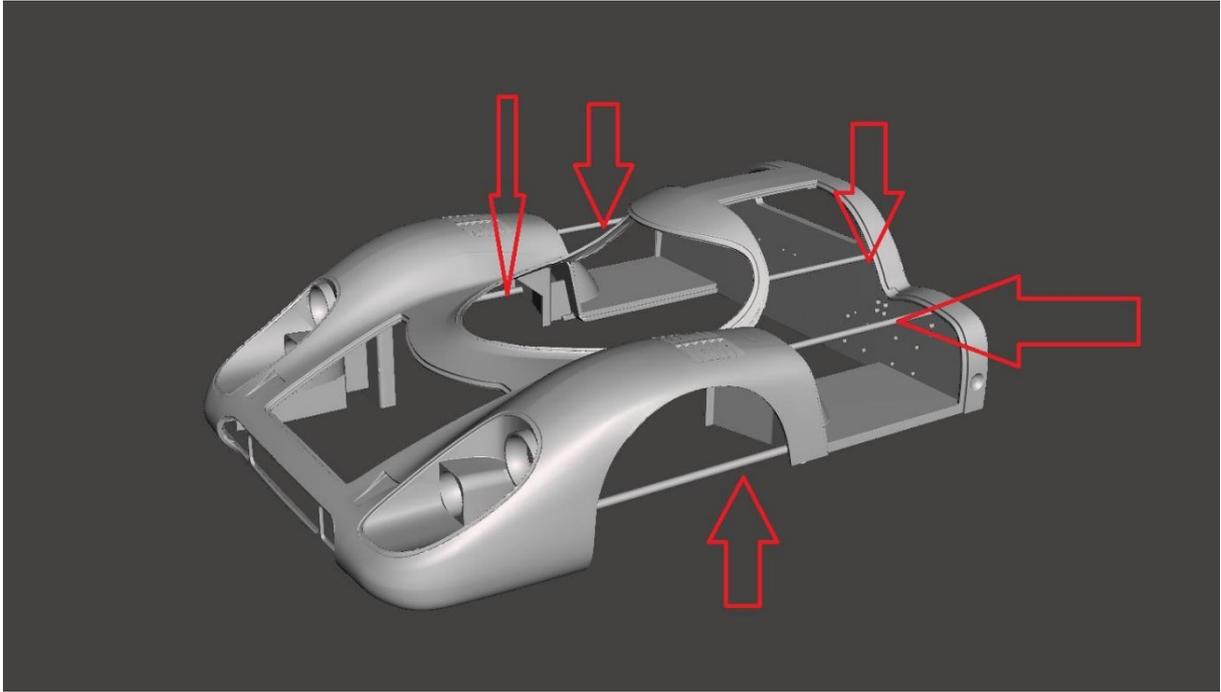




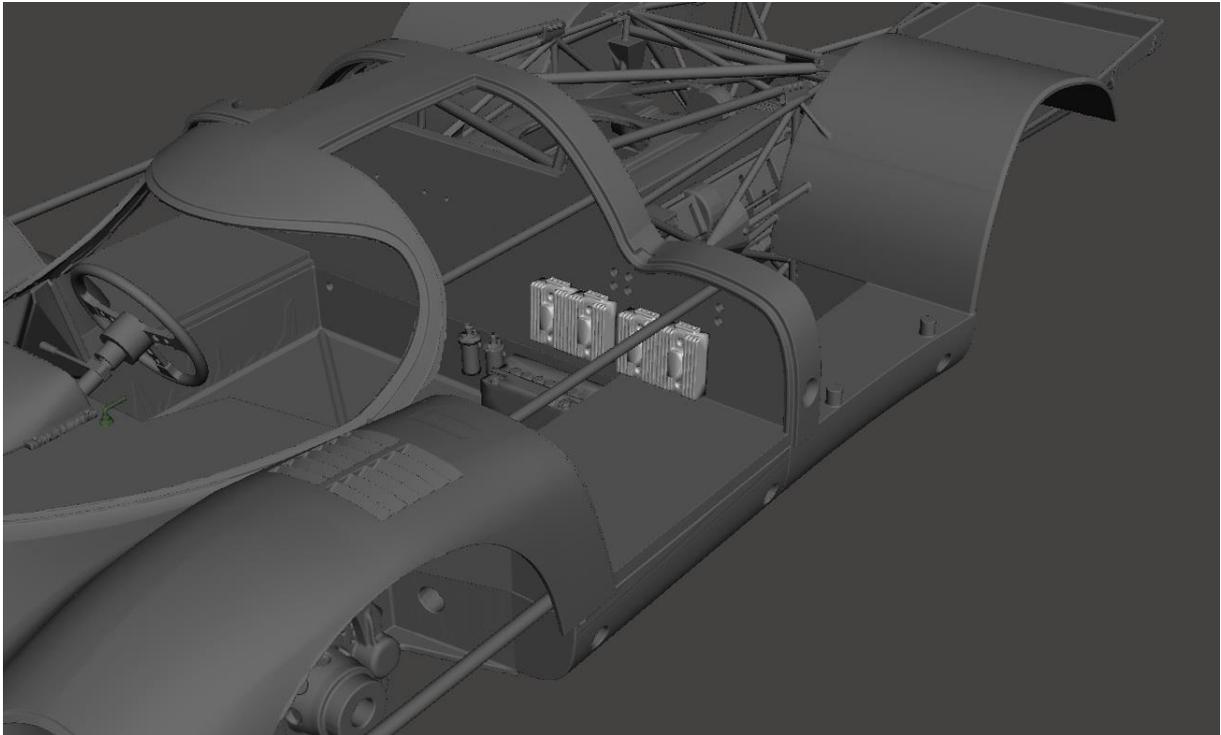
Be sure to check the fit of the body beforehand.

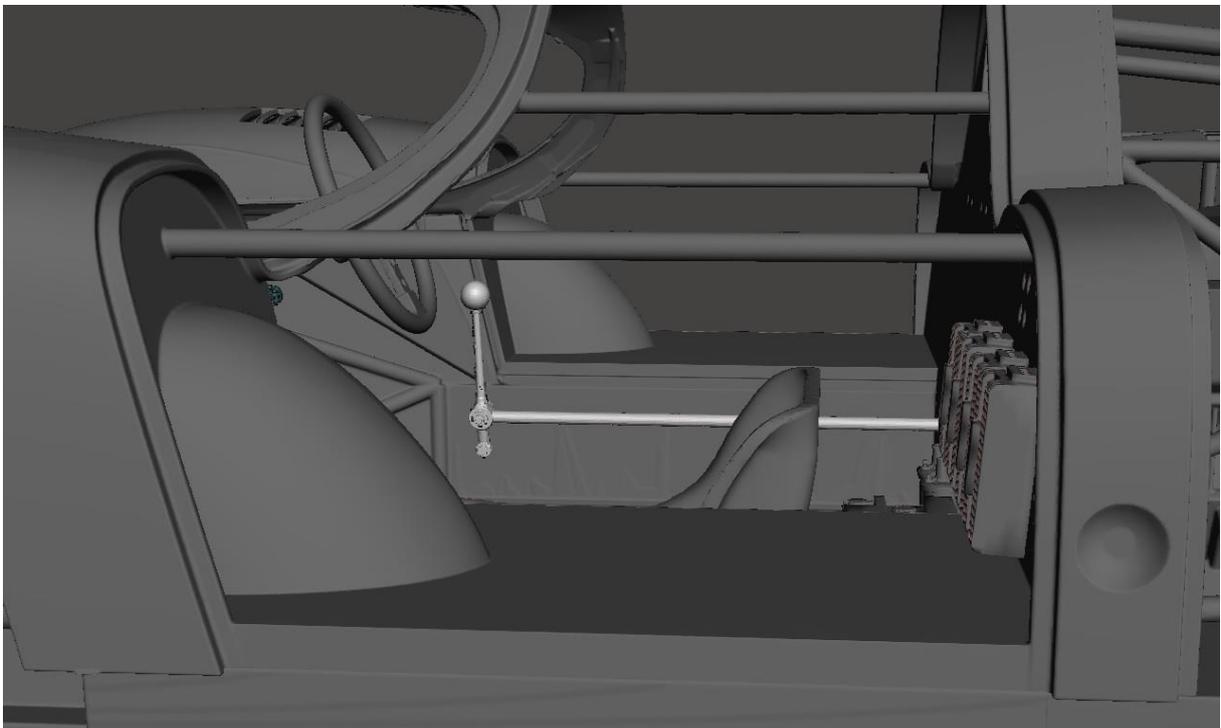
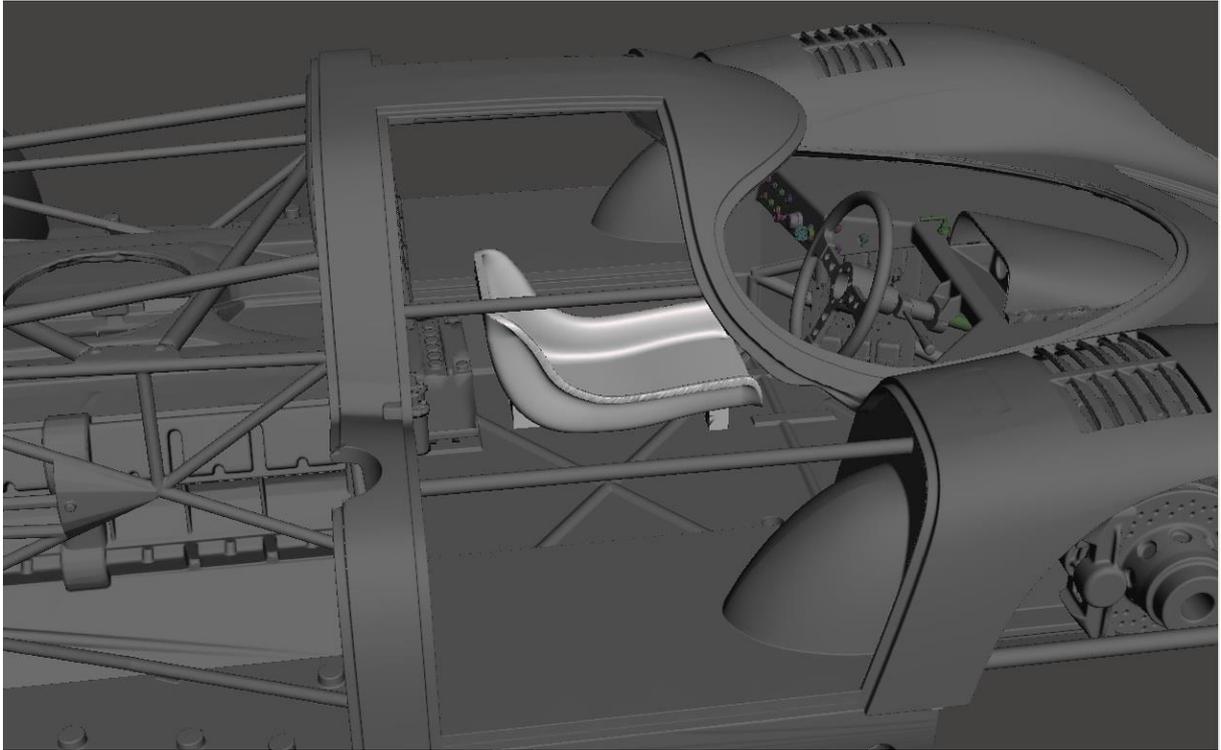
Very important!

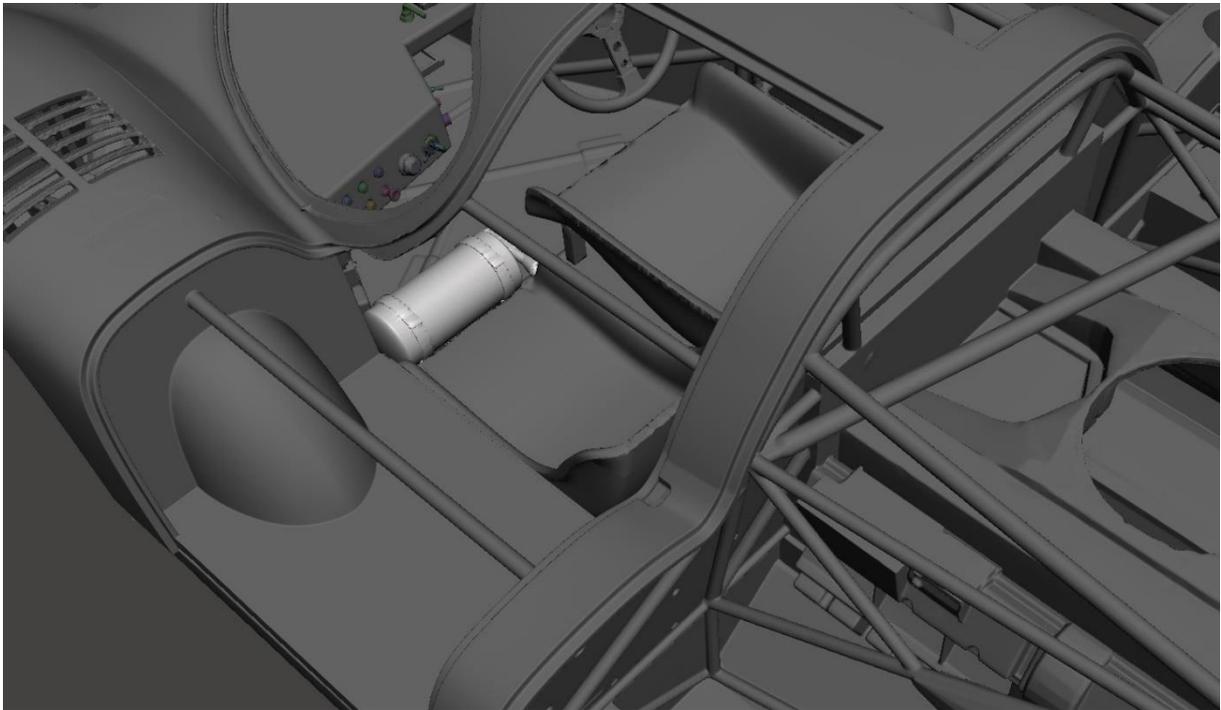
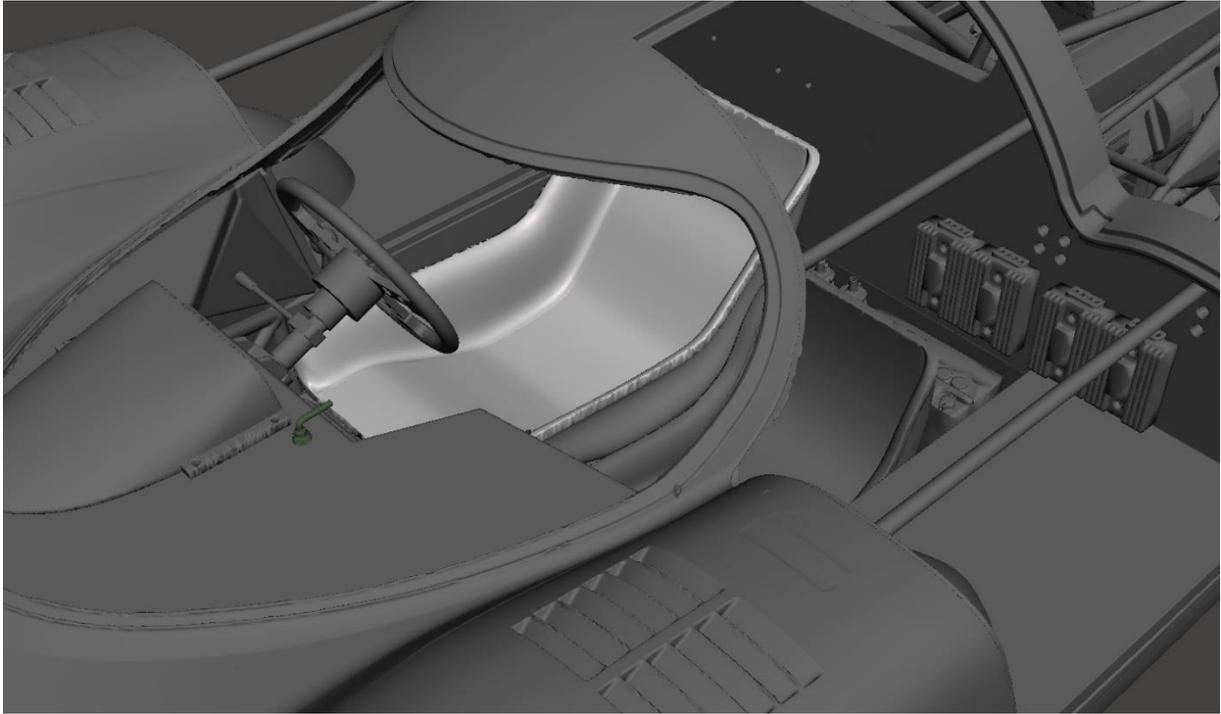
Remove the stability struts after gluing!



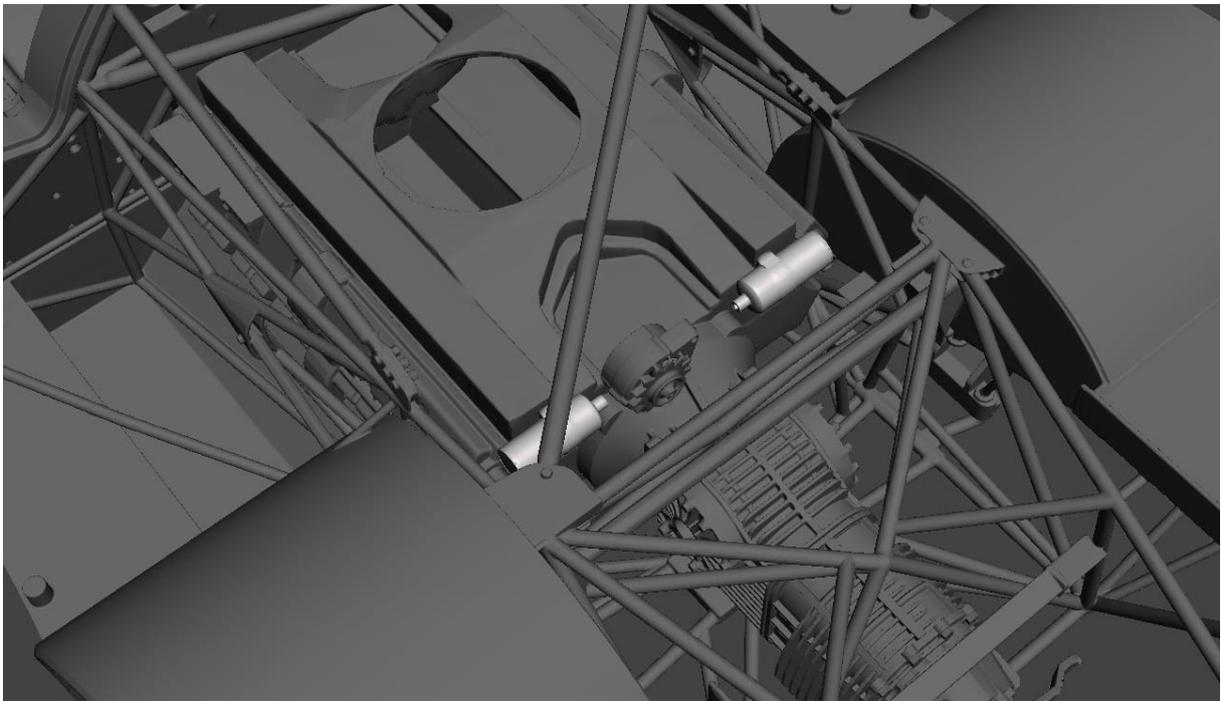
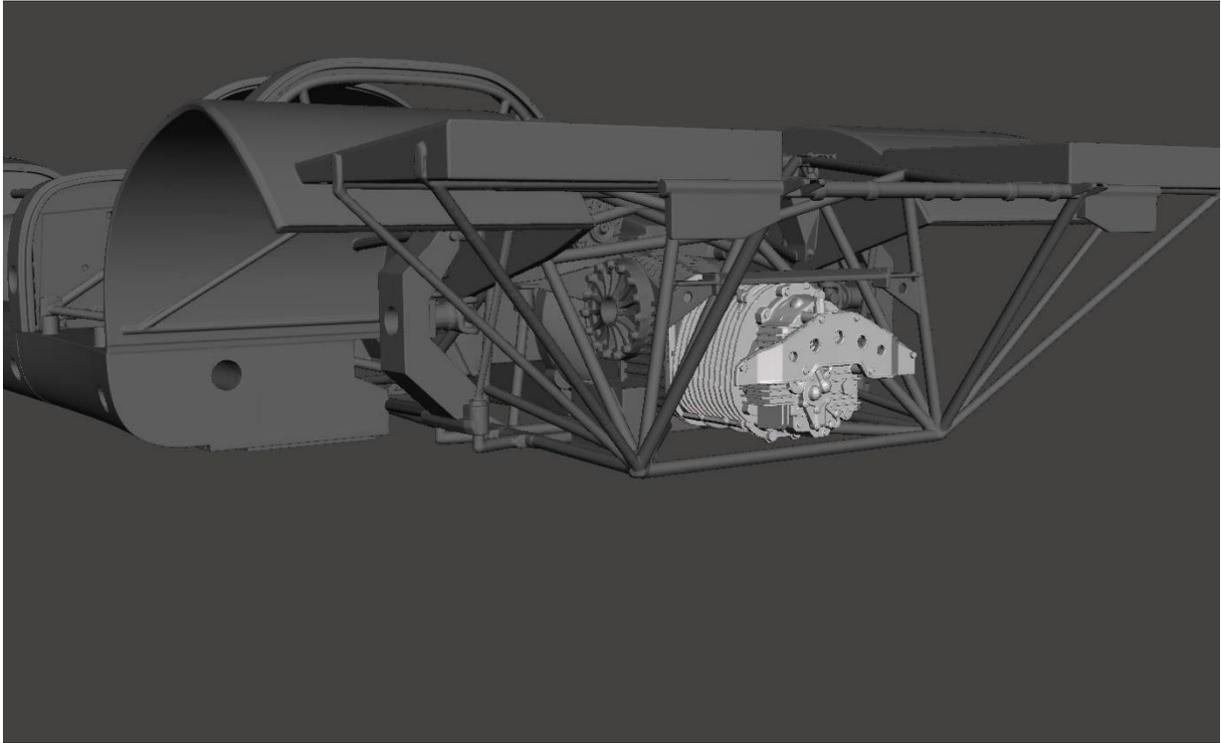
Remove these 6 struts just after gluing!

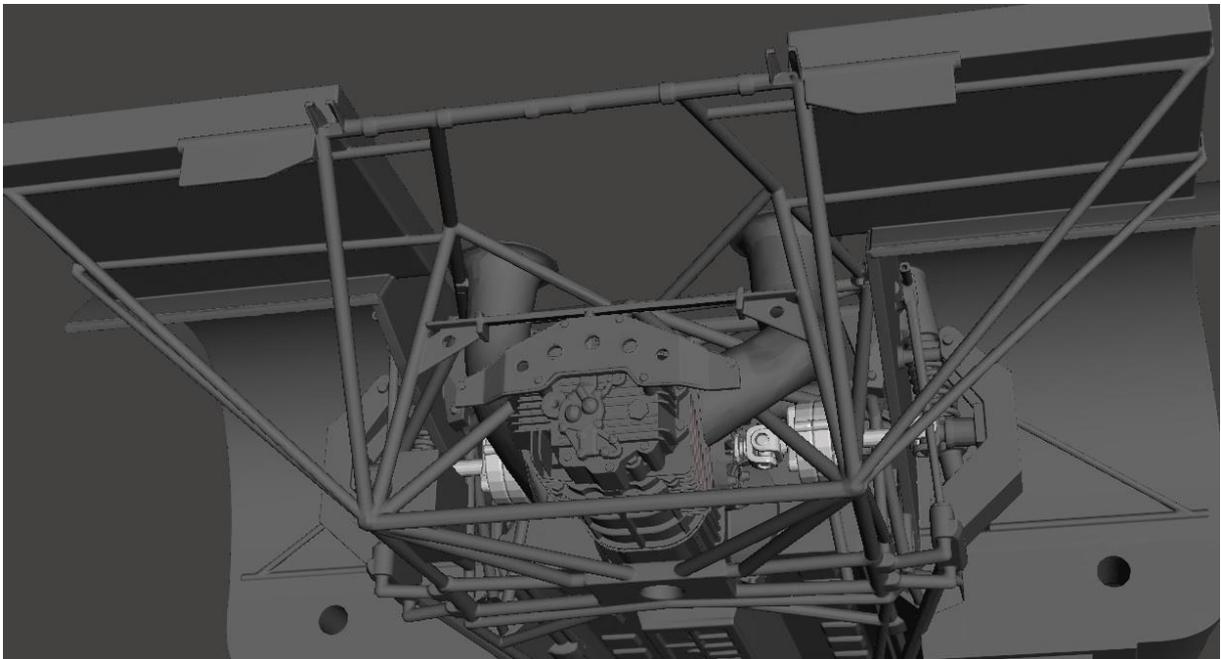
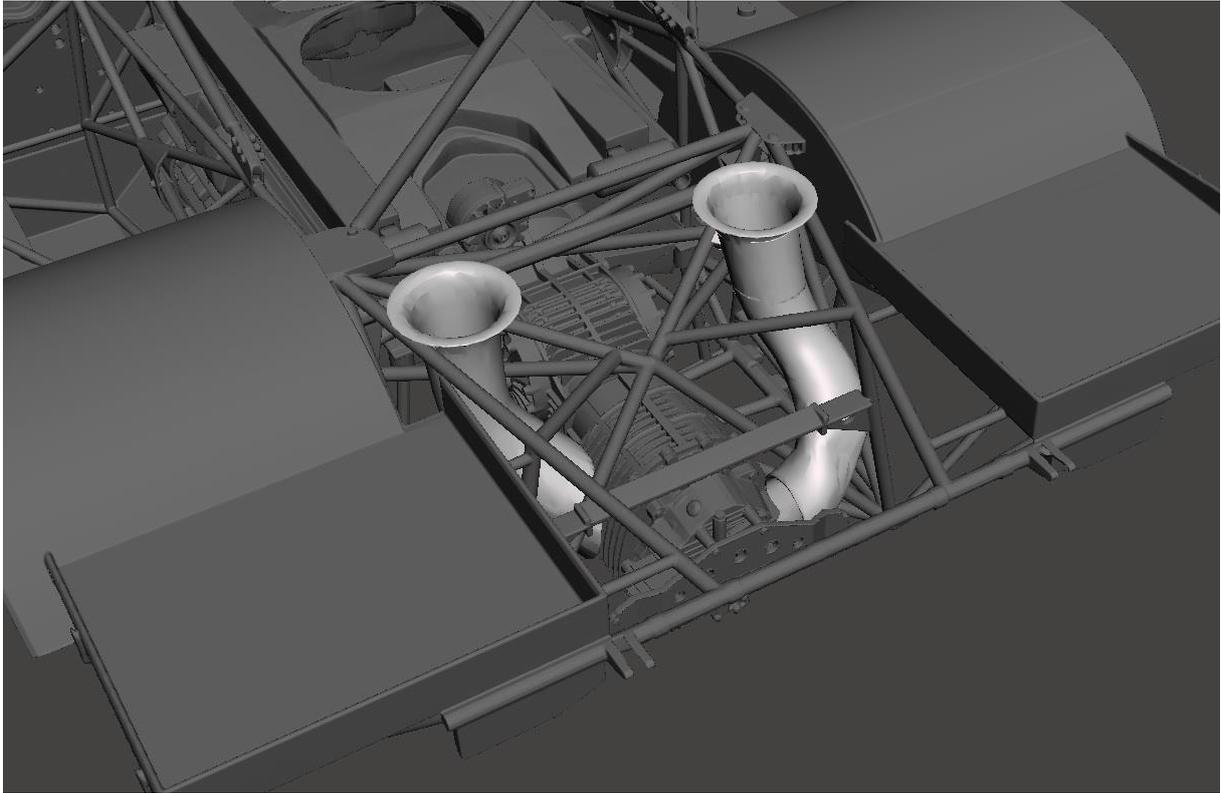




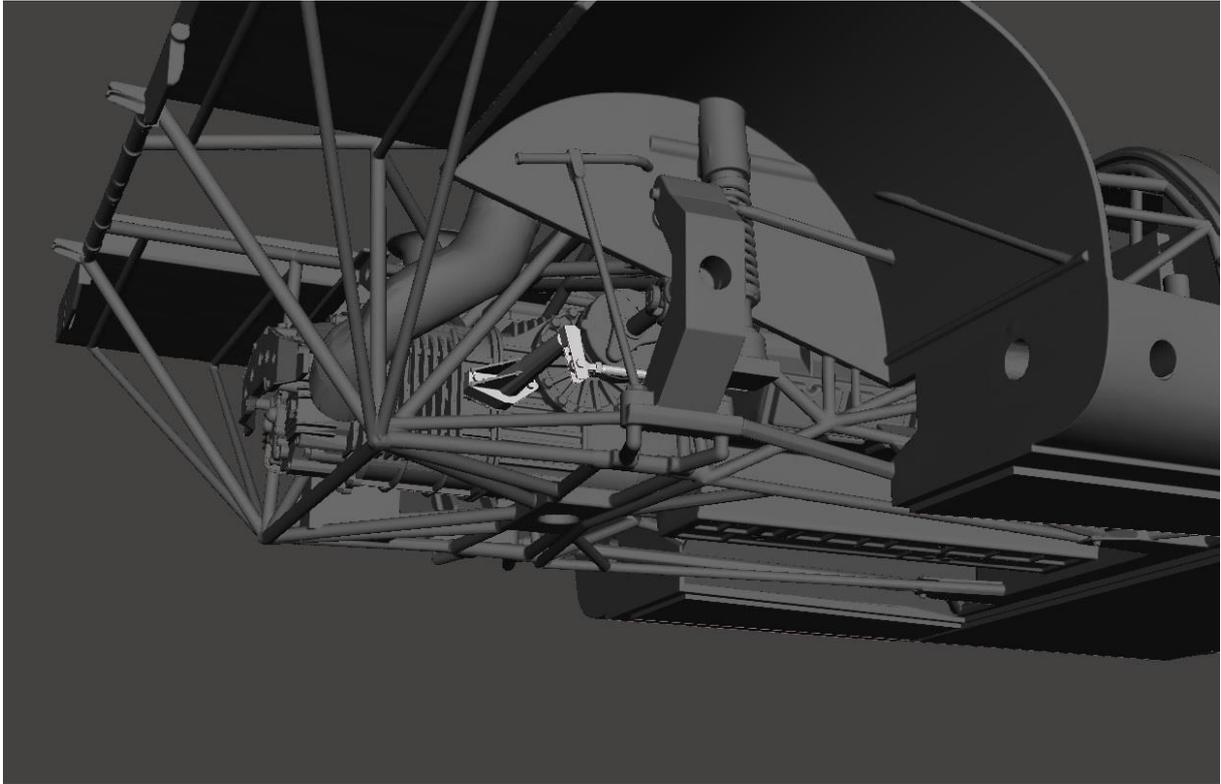


Now let's continue at the rear

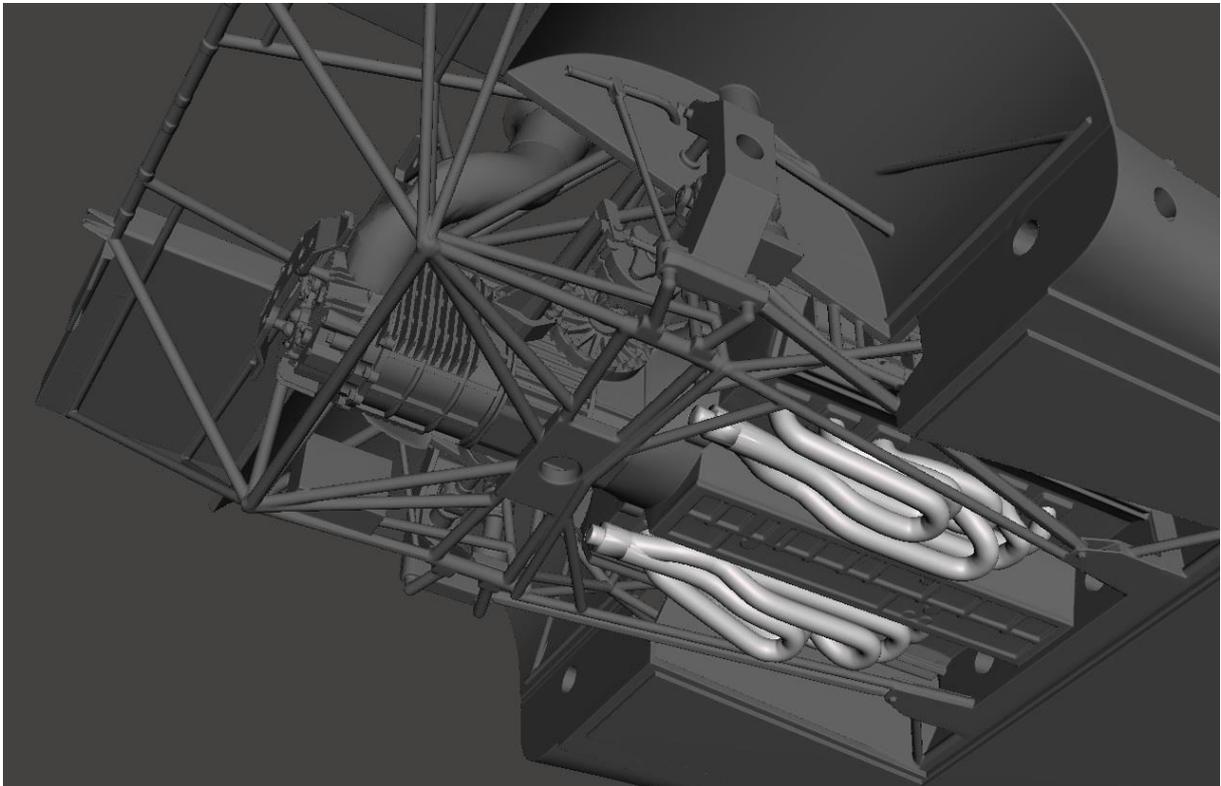




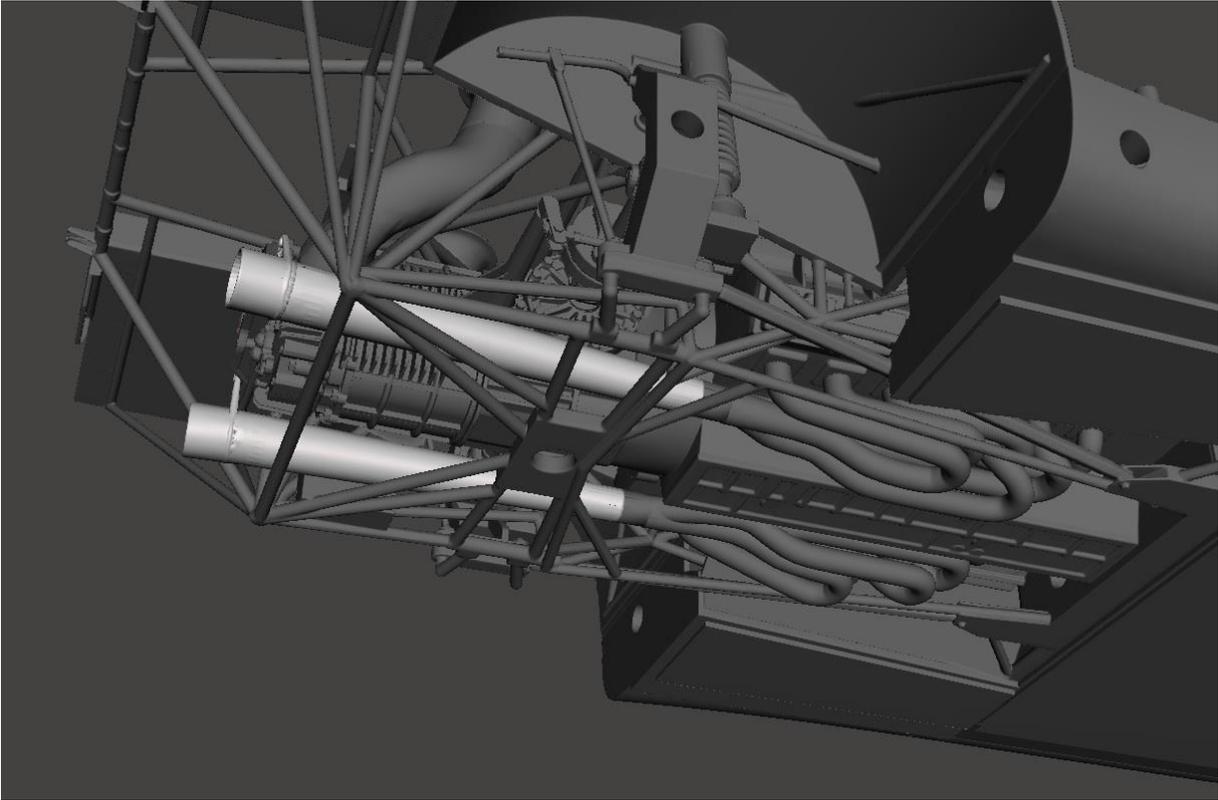
On the inner side you should remove the small bolt



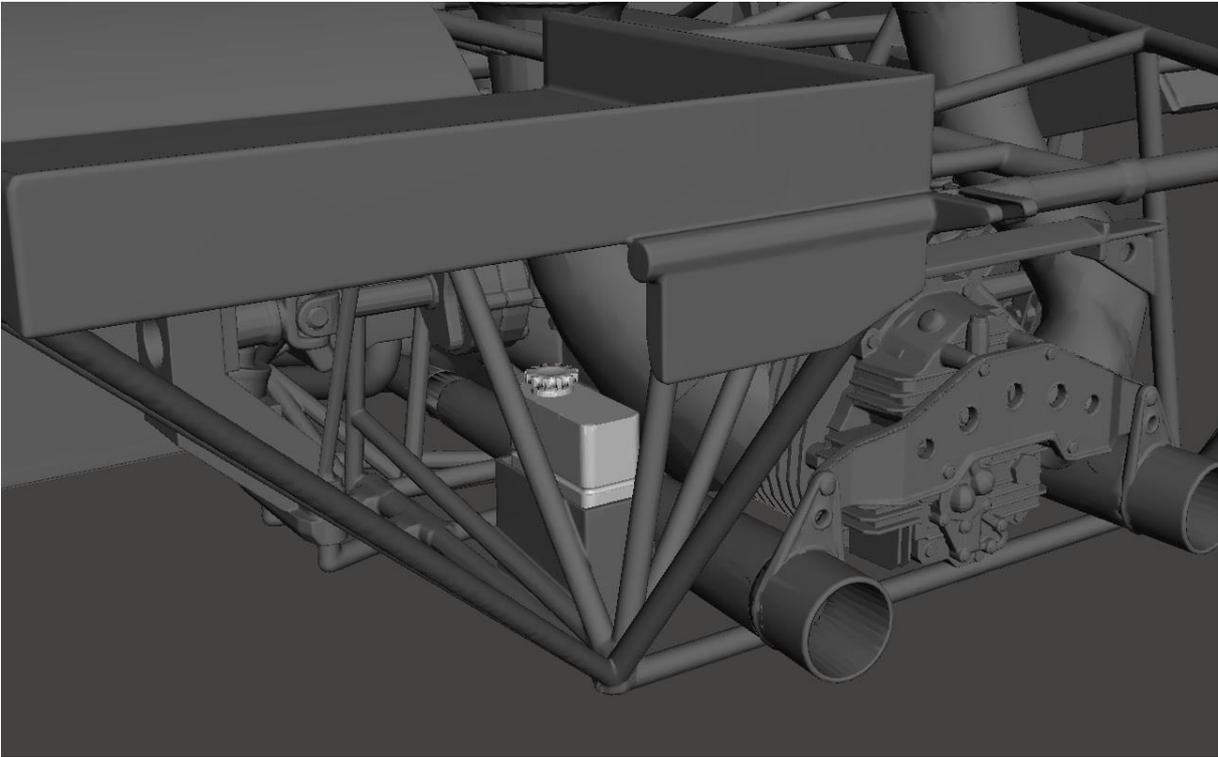
As an extension, you can still use an aluminum tube up to the circuit

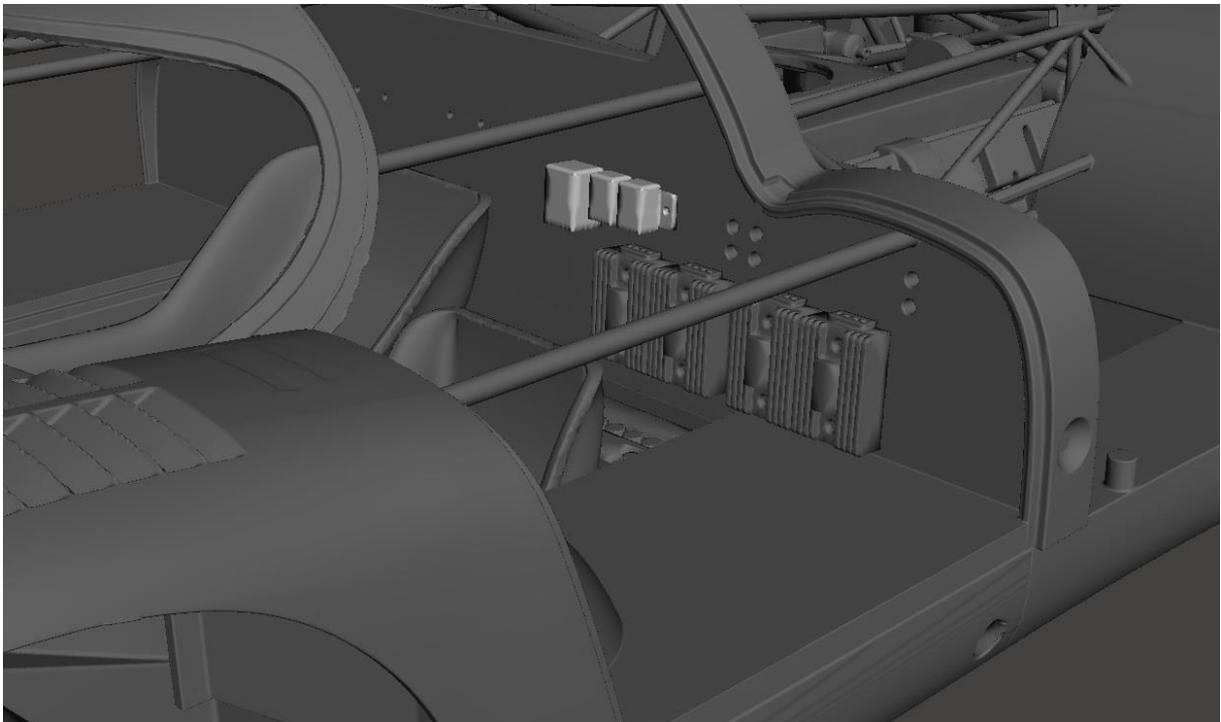
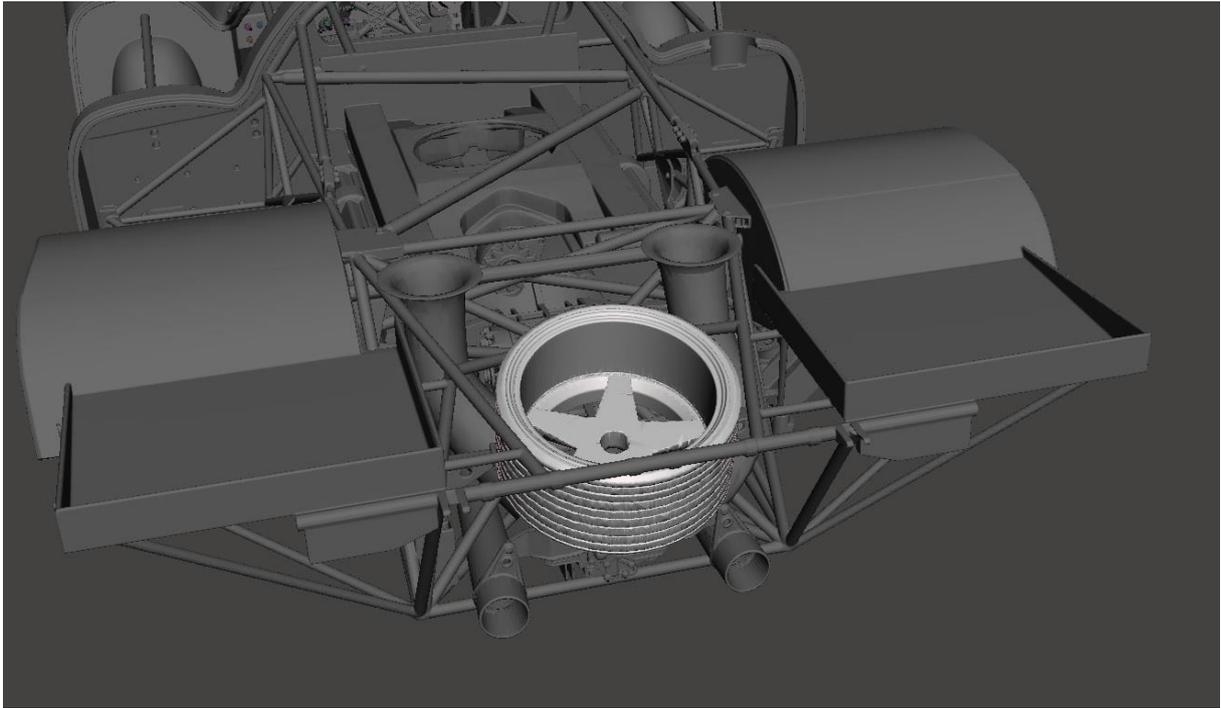


Matching the headers along with the exhaust tips is very important

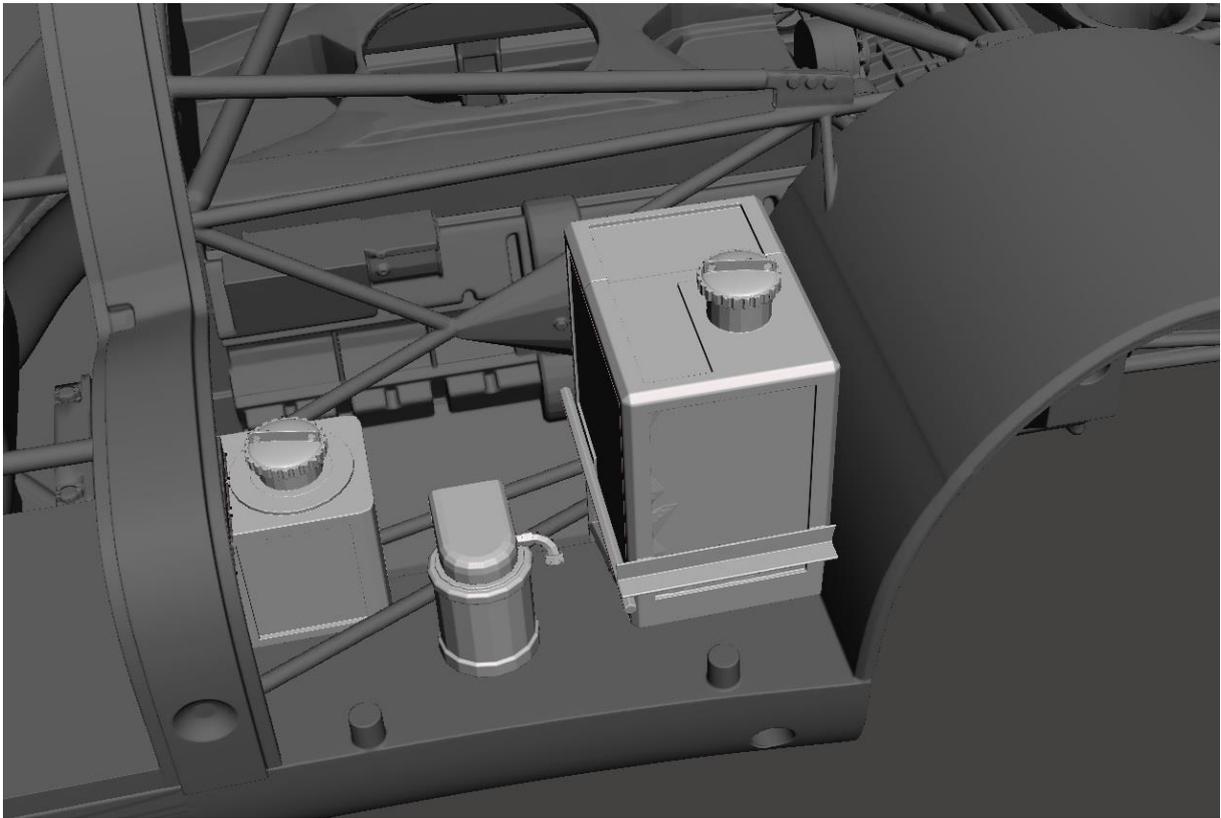
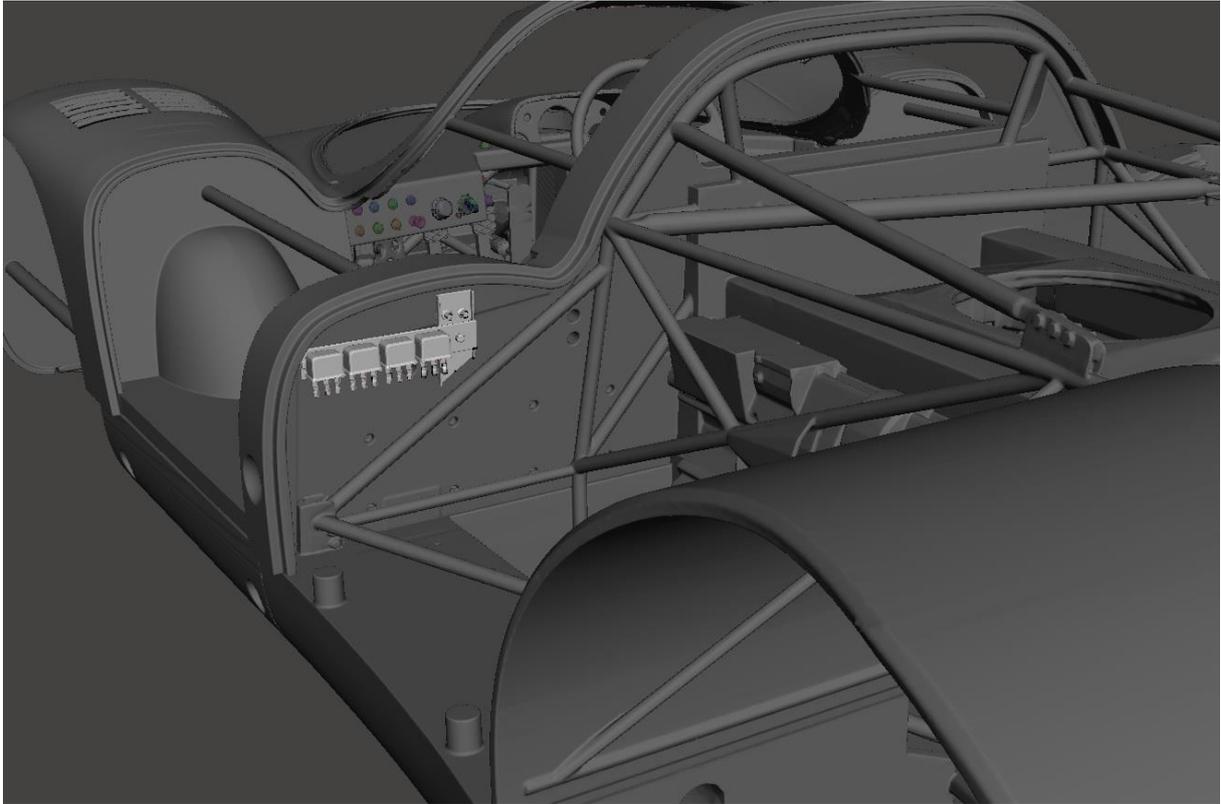


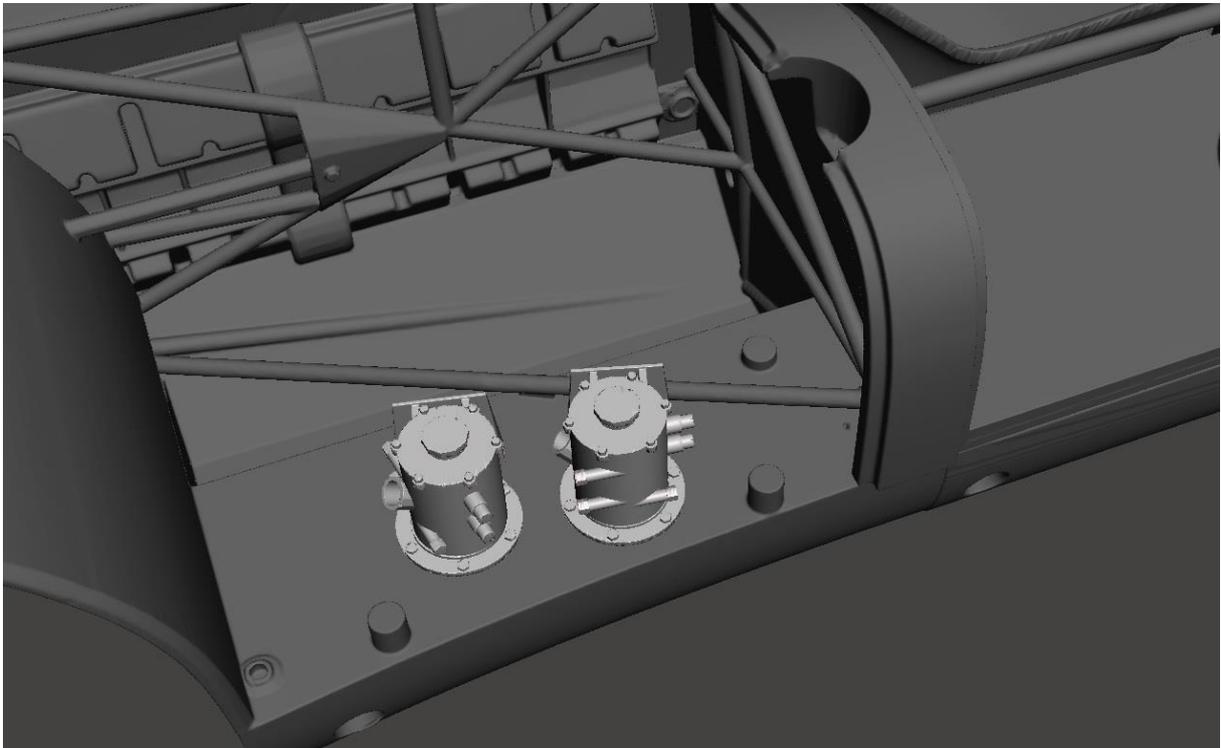
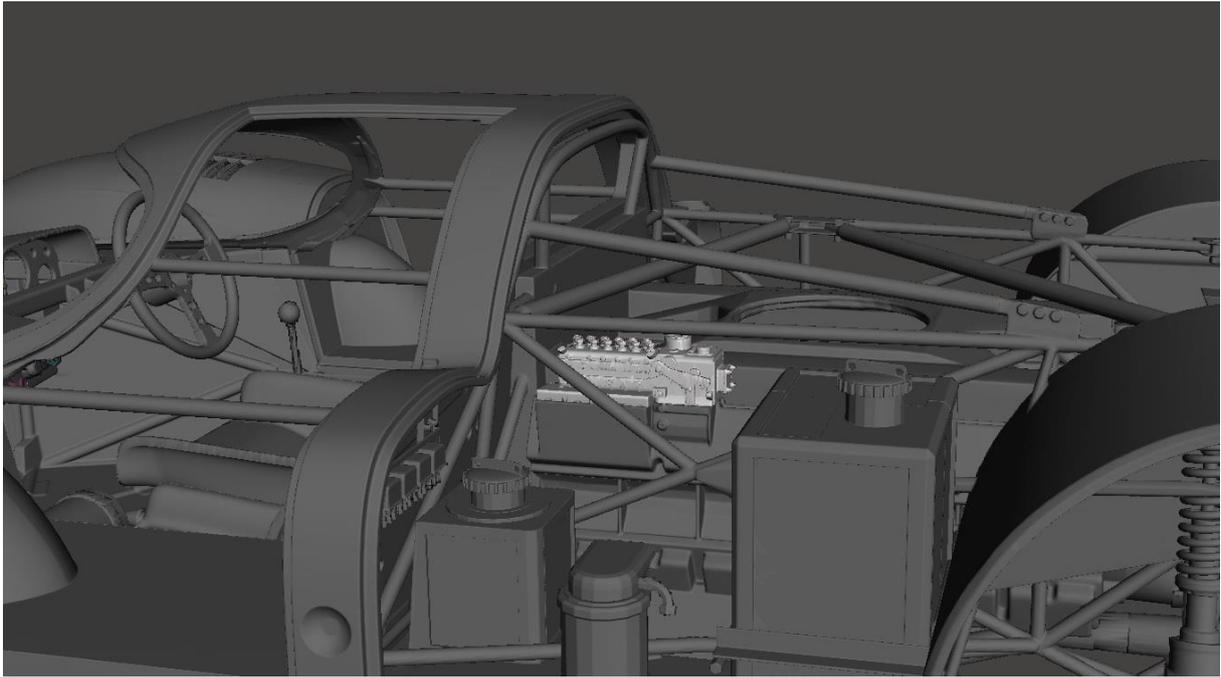
This is how it should look like

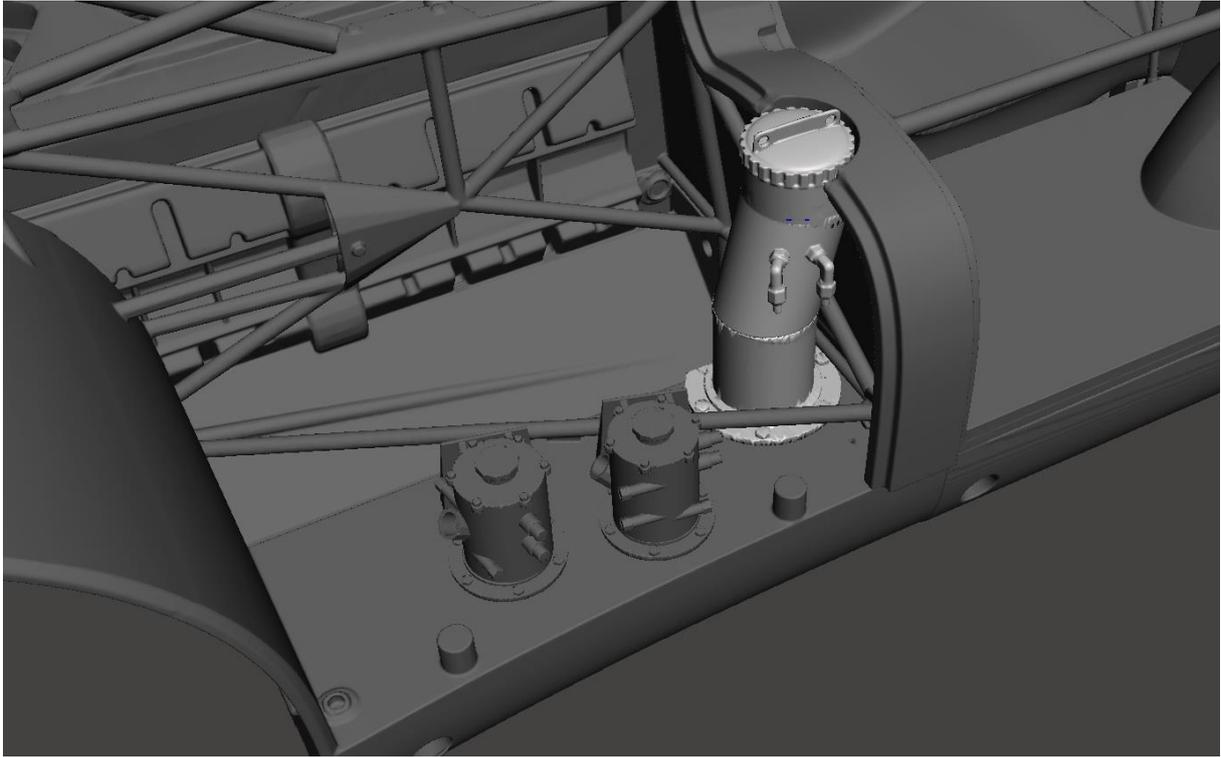




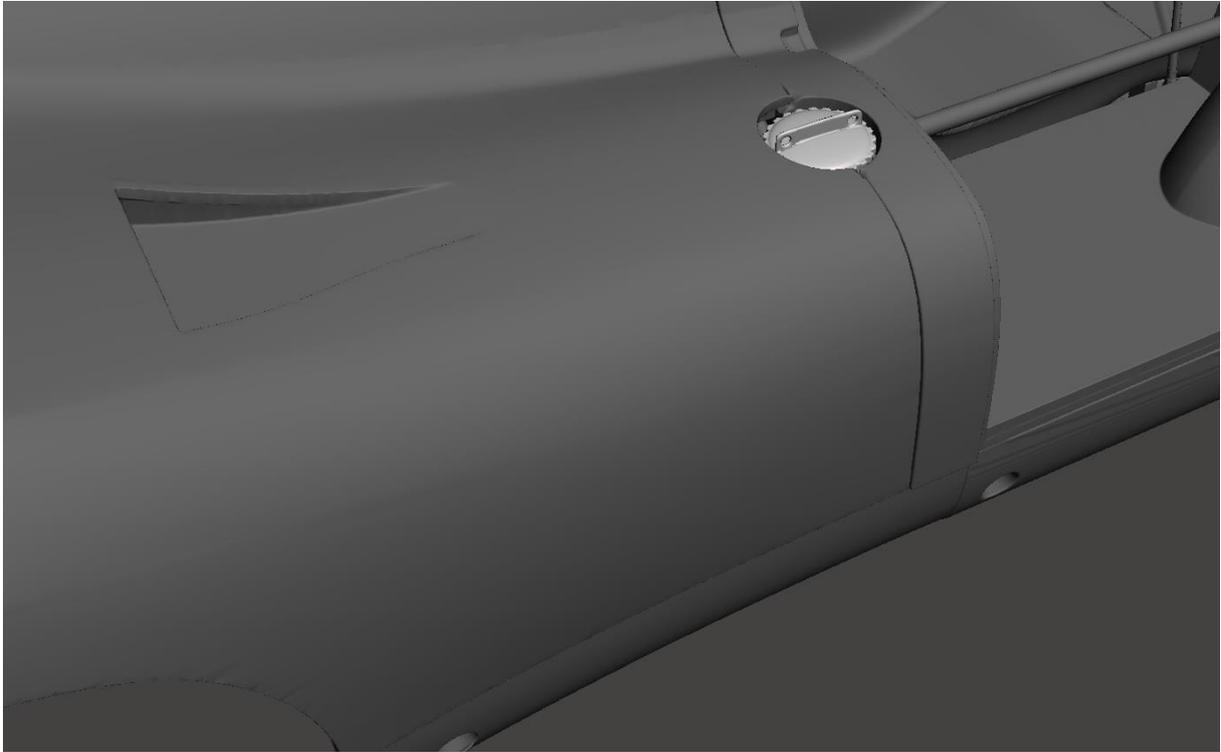
Forgot something in the cockpit!

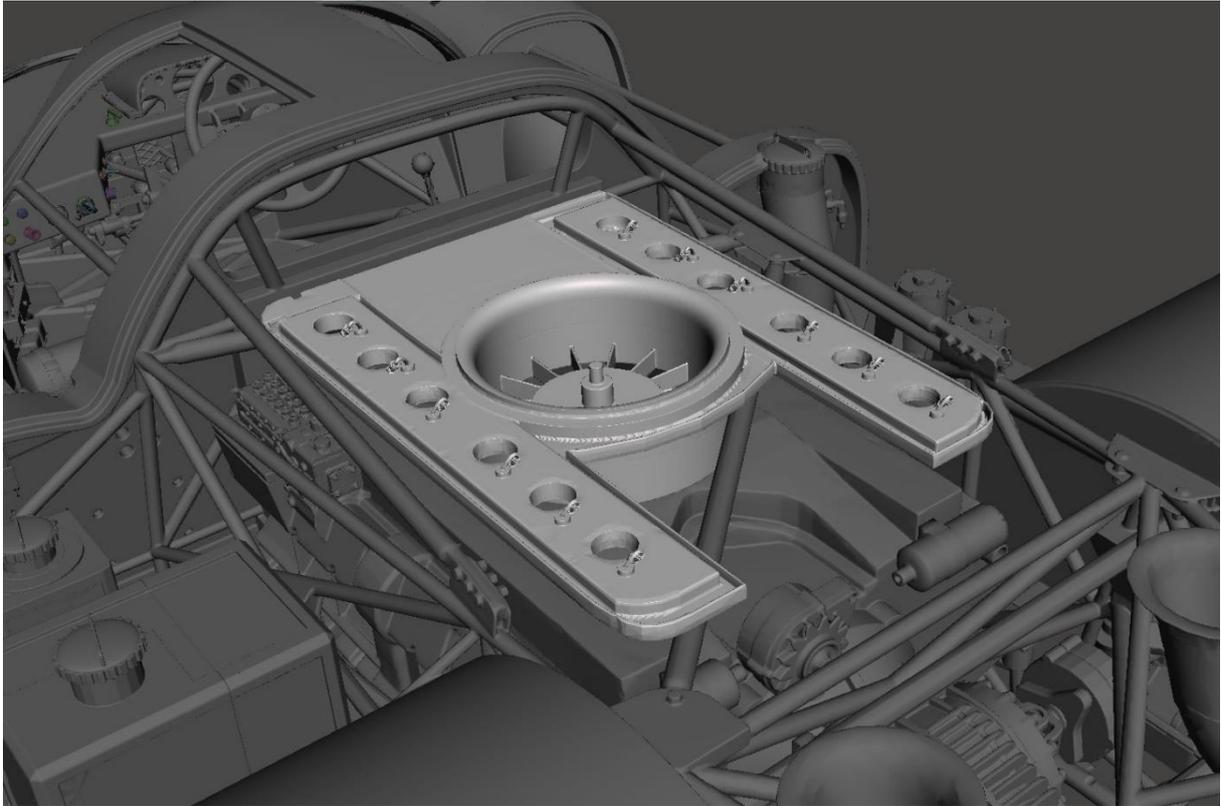




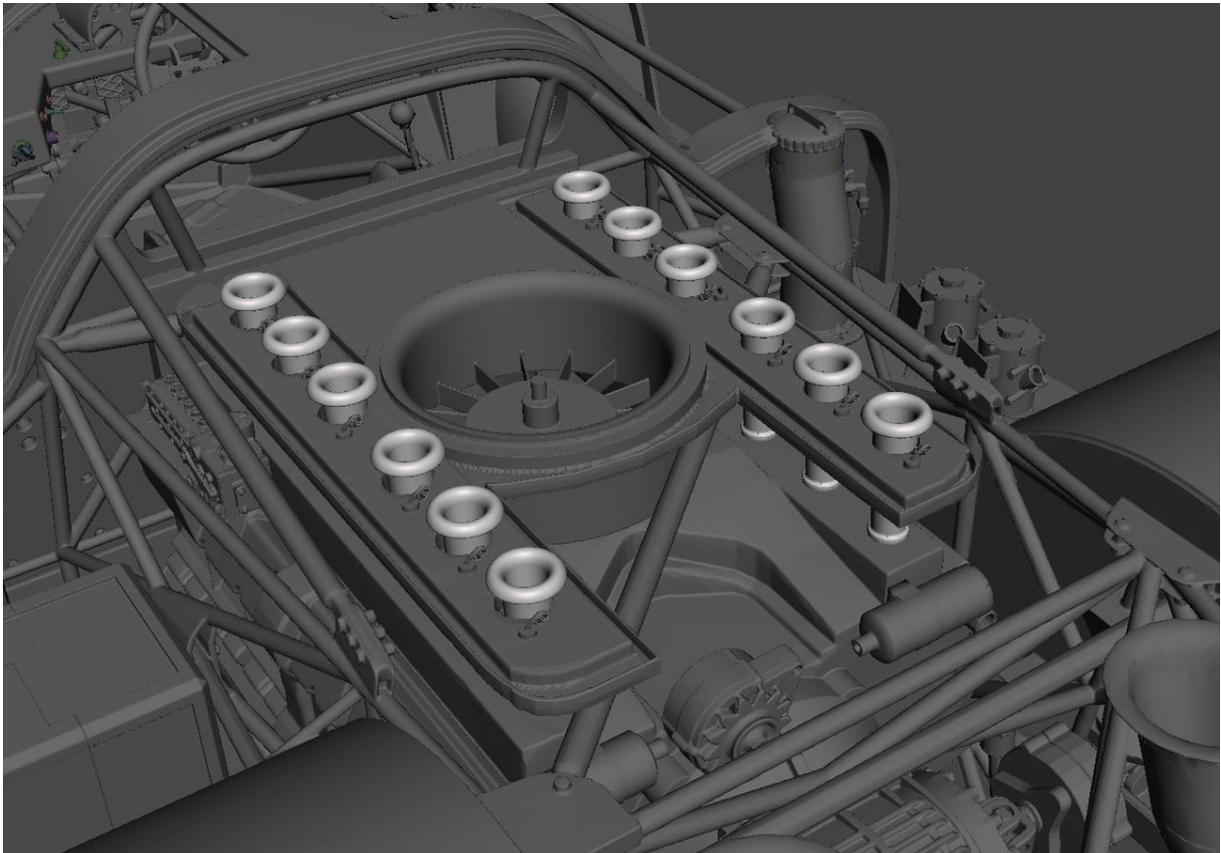


The filler neck should definitely be fitted together with the tailgate to see how and where it should sit

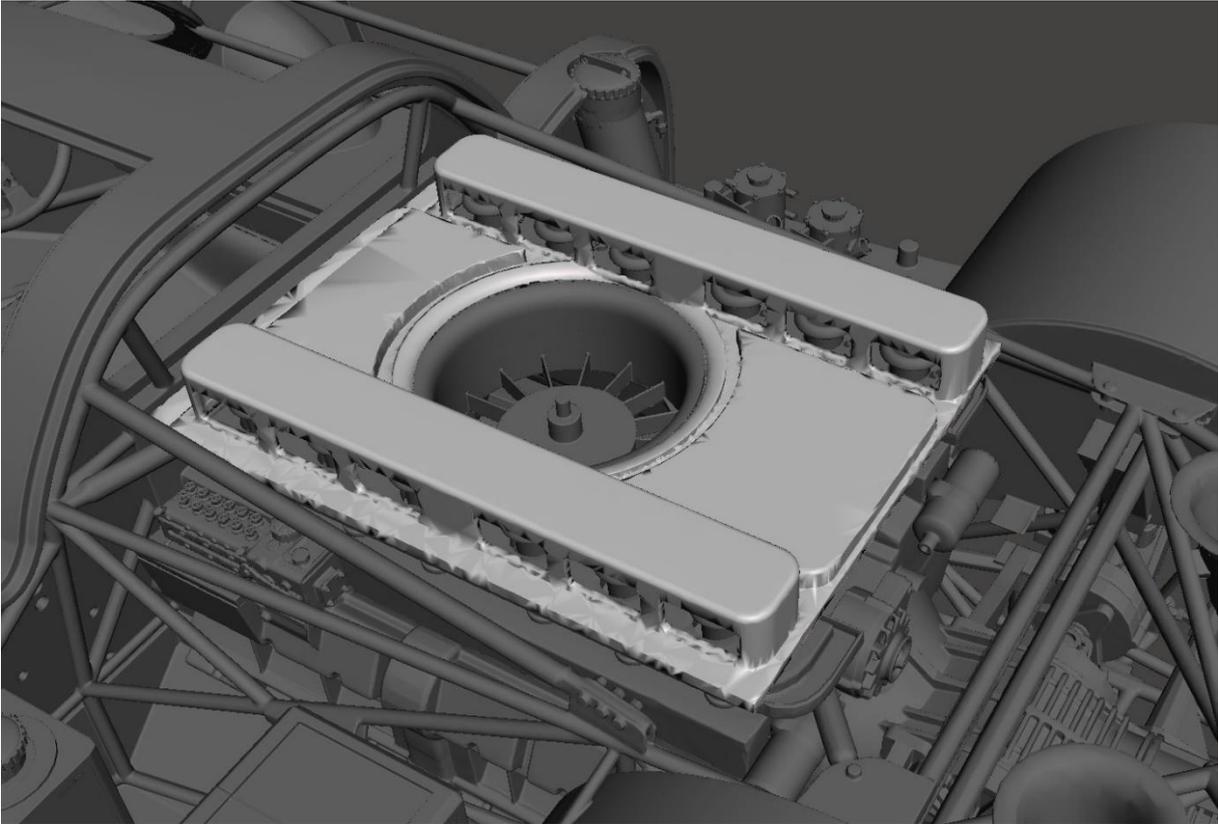




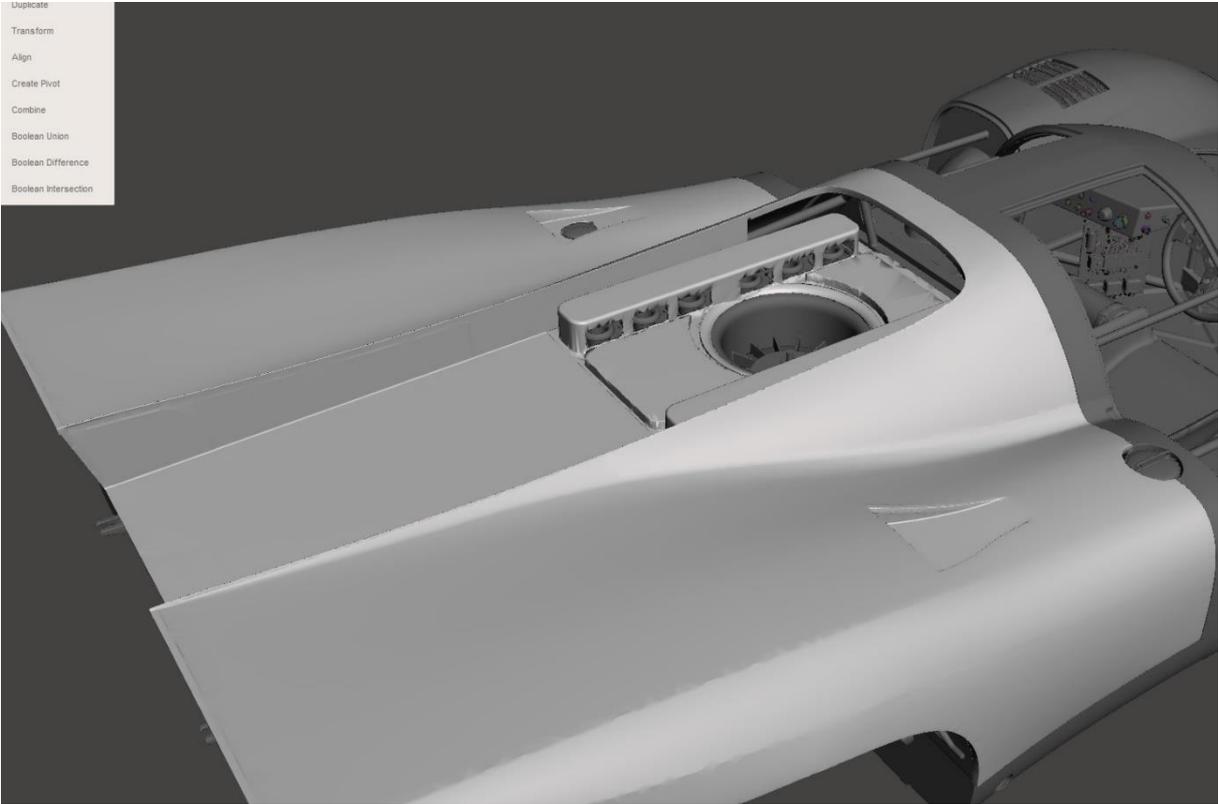
This step should be done in conjunction with the following parts to achieve the best possible fit



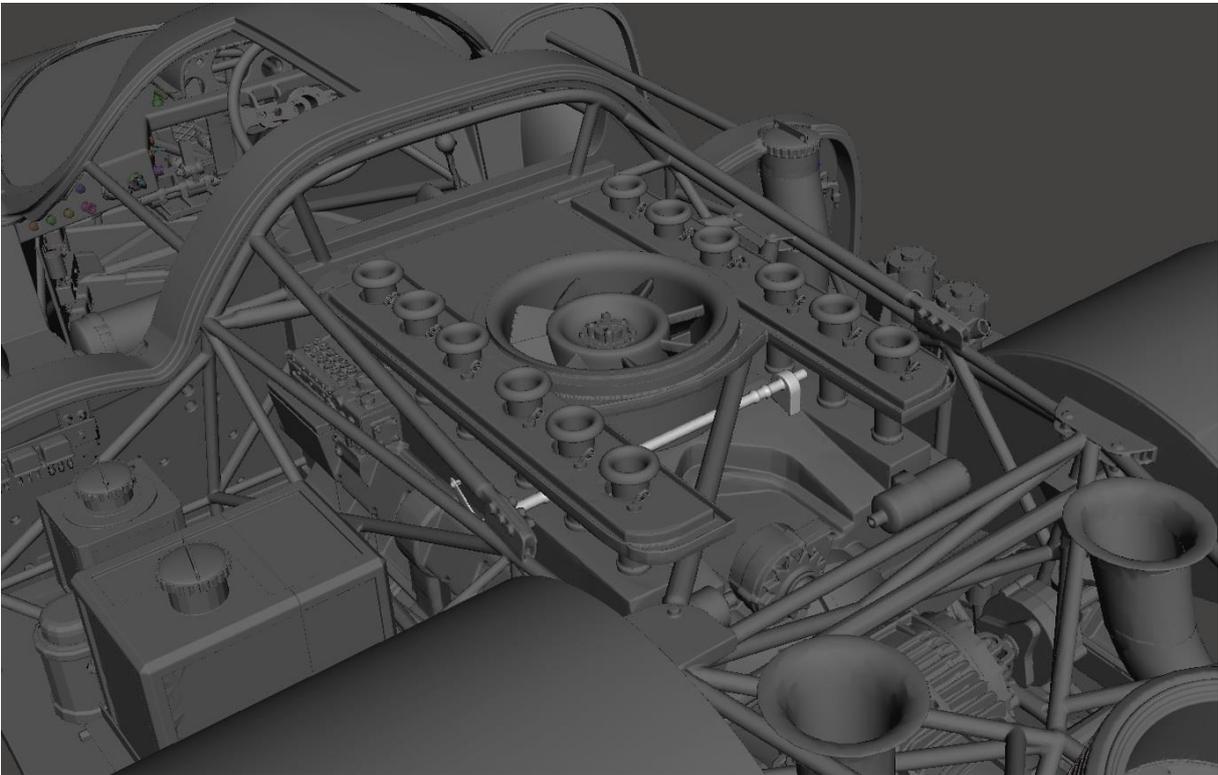
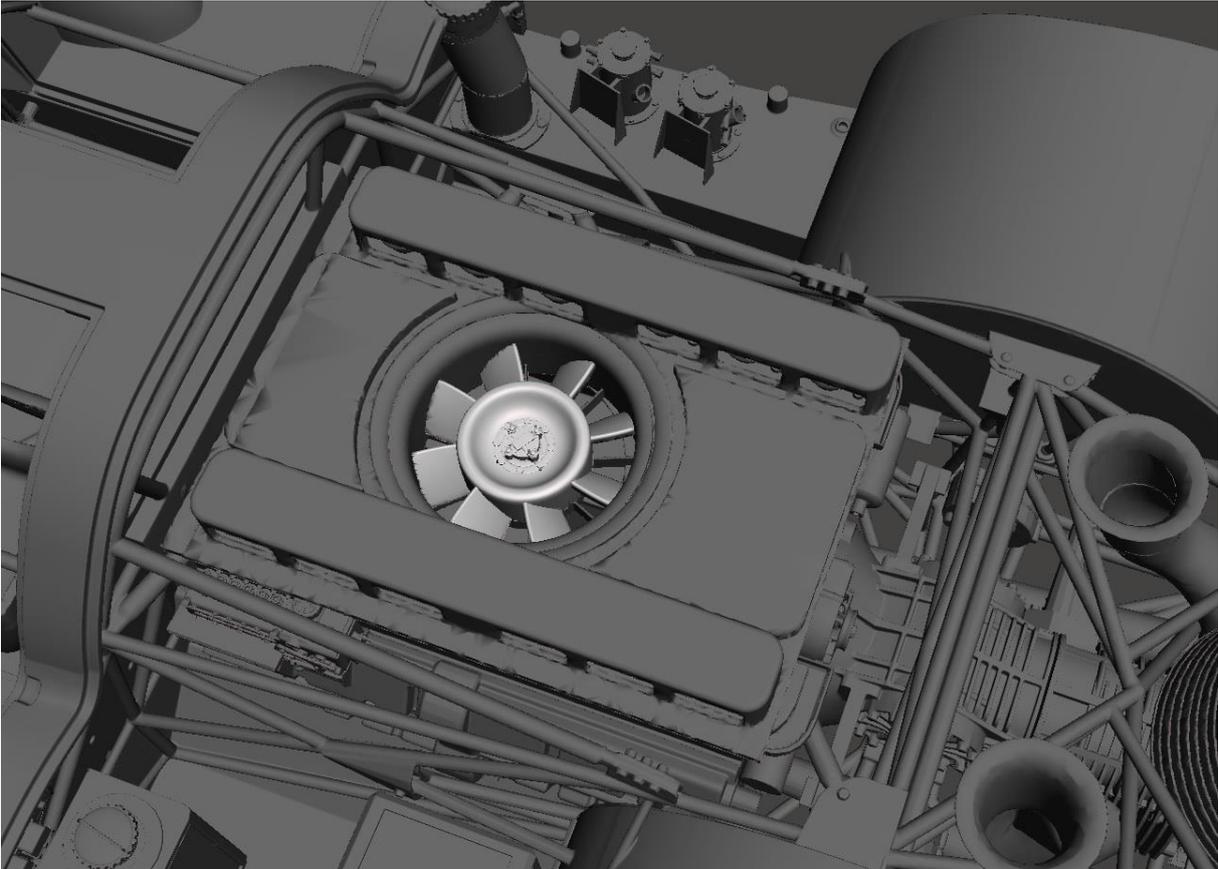
Before doing this, drill out the holes in the plate large enough

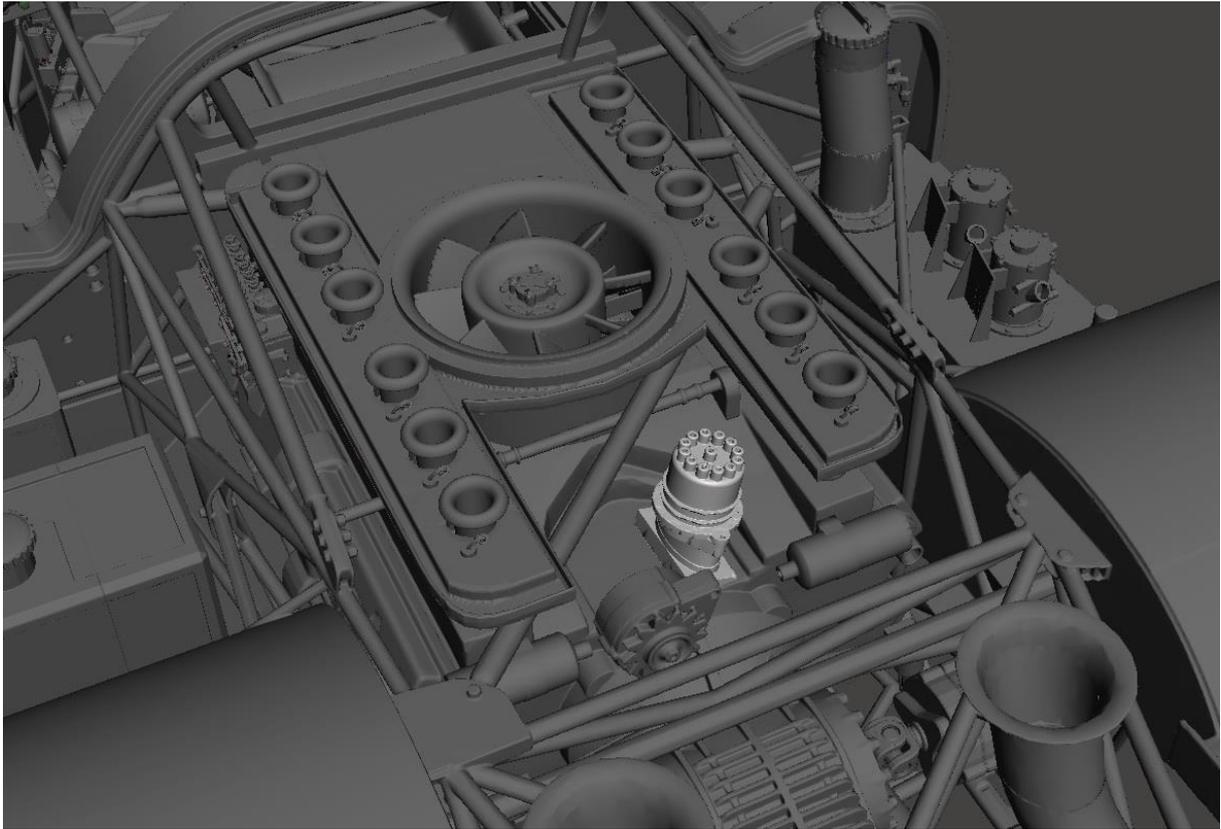


Position Check and determine the correct position together with the bonnet

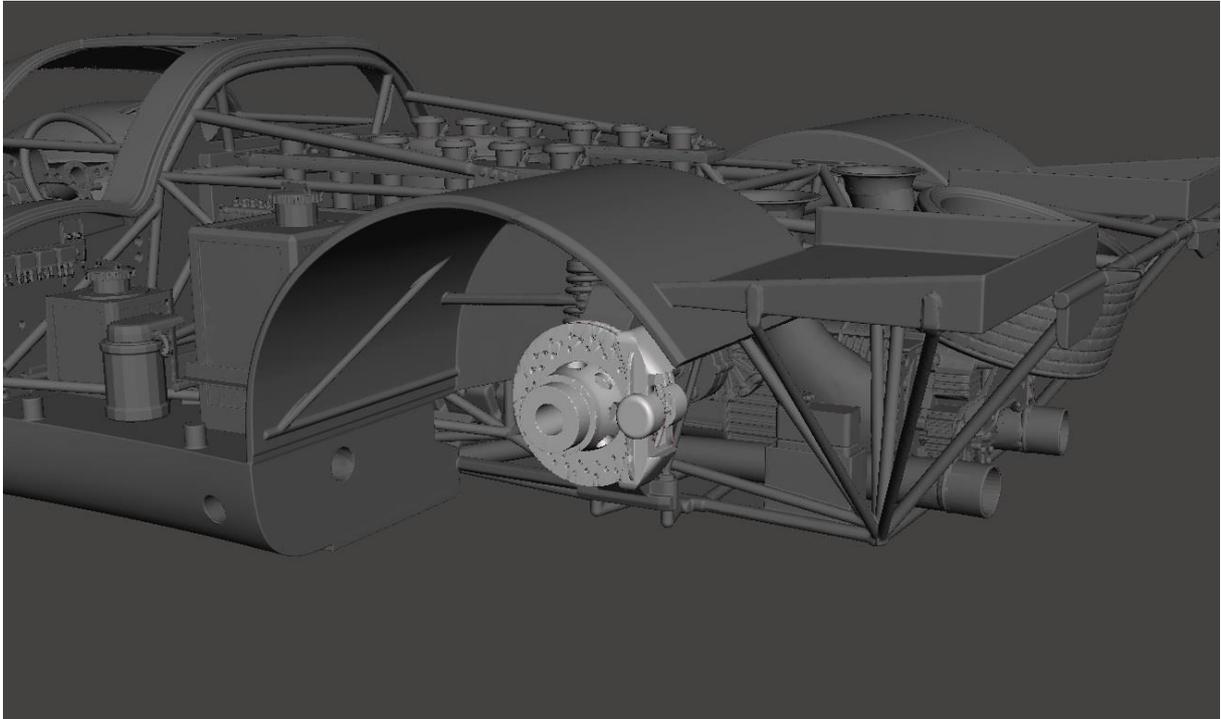


Now the cover can be glued to the hood

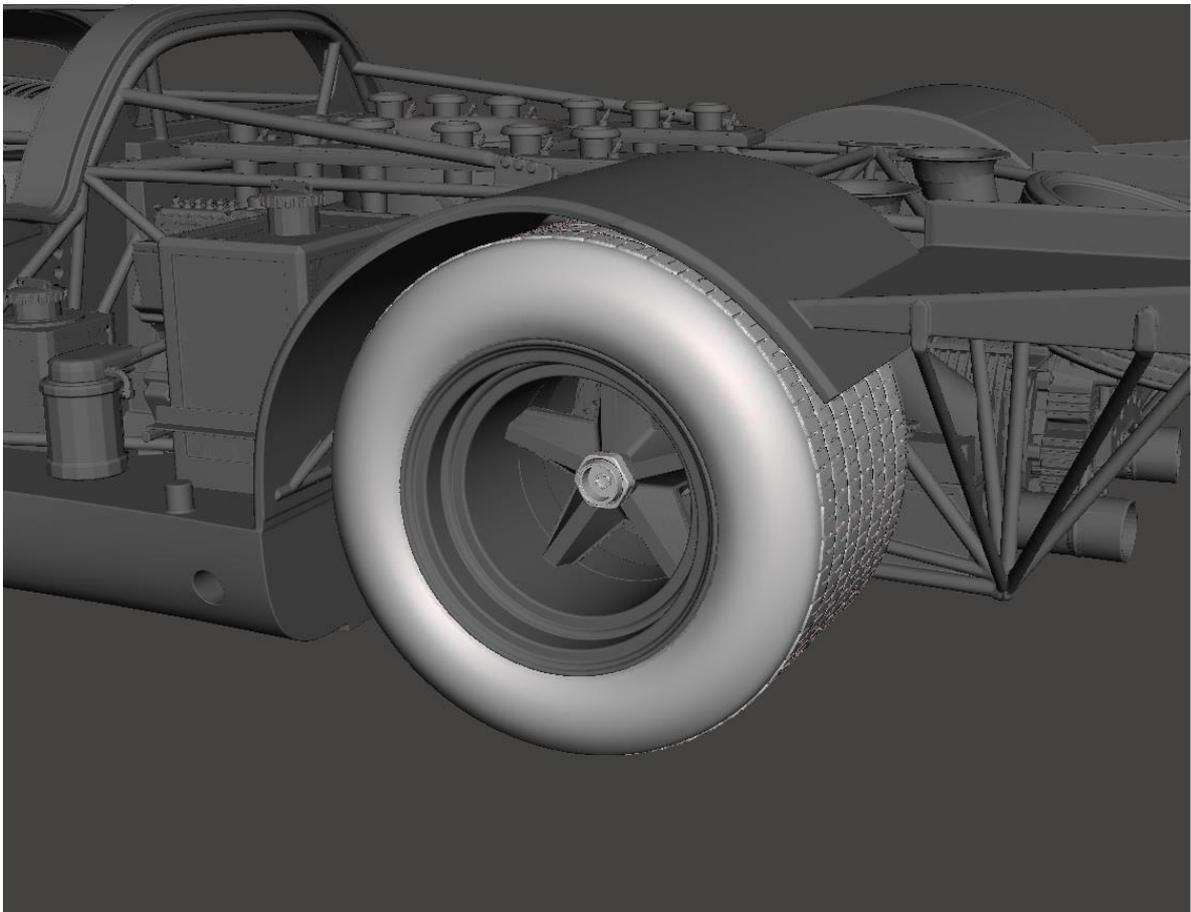
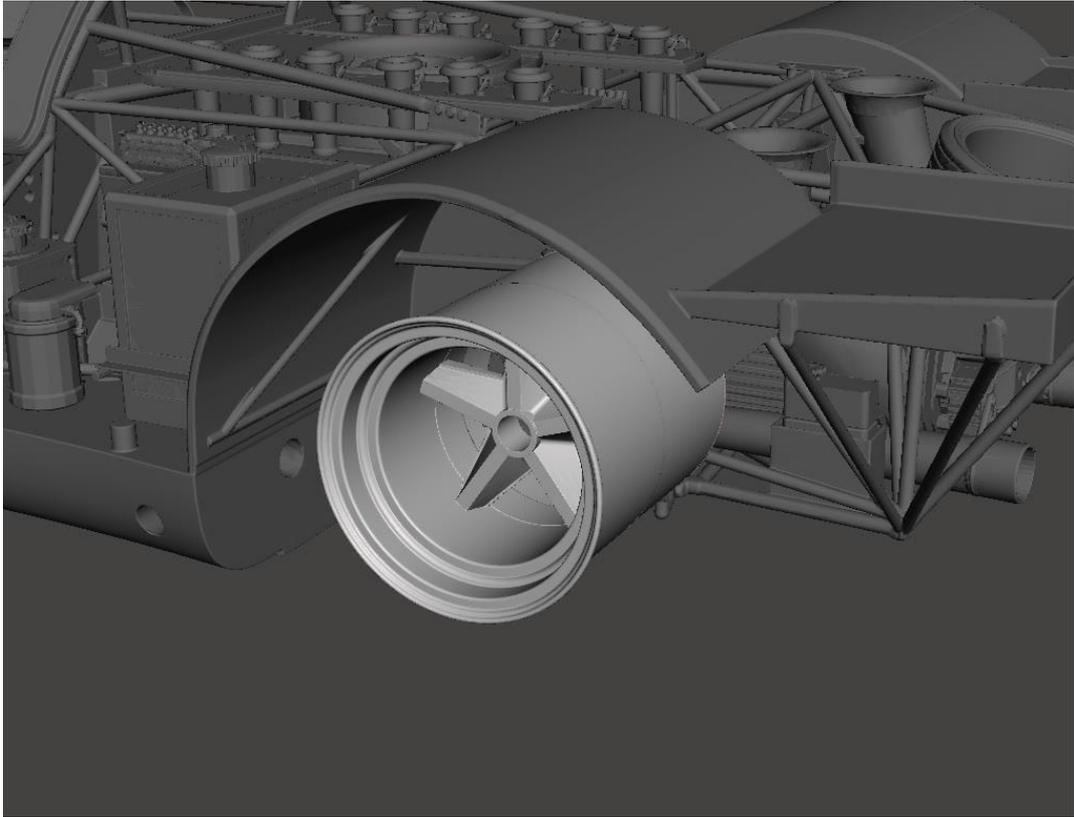


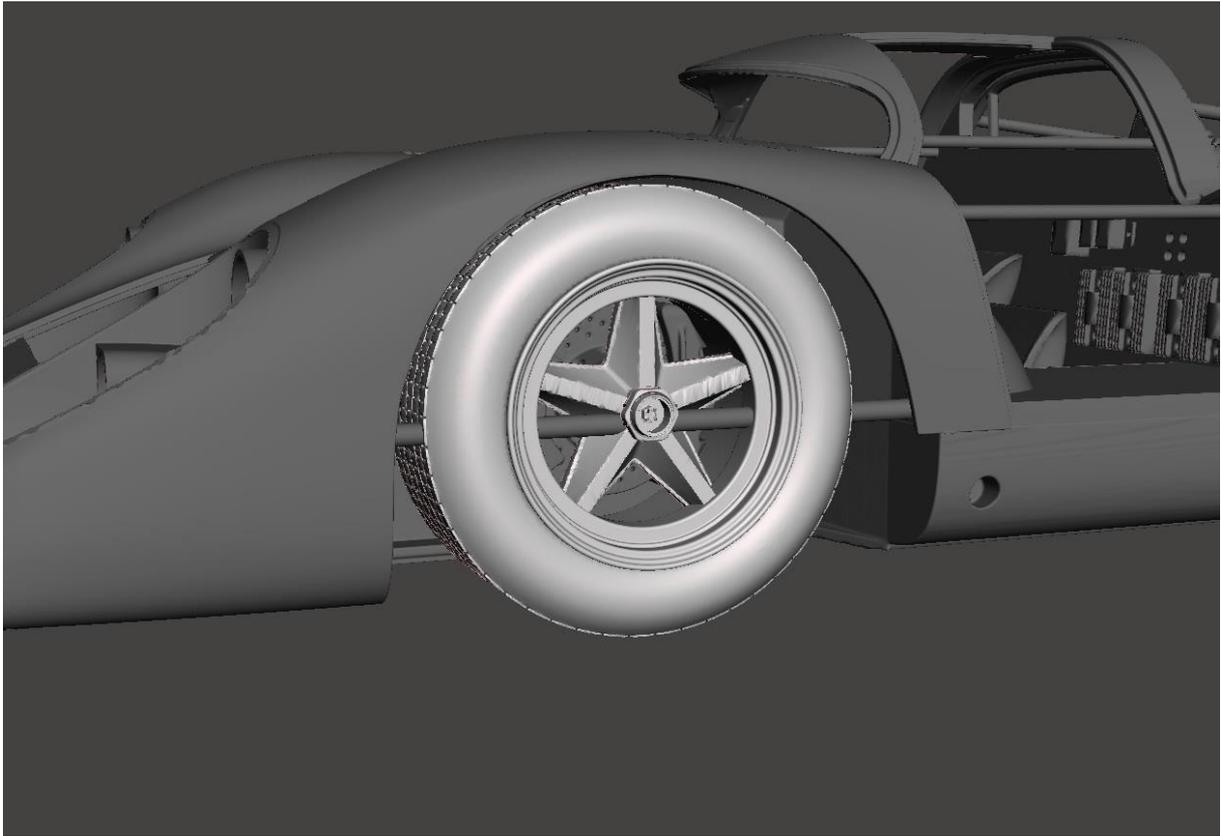


The engine is now complete!

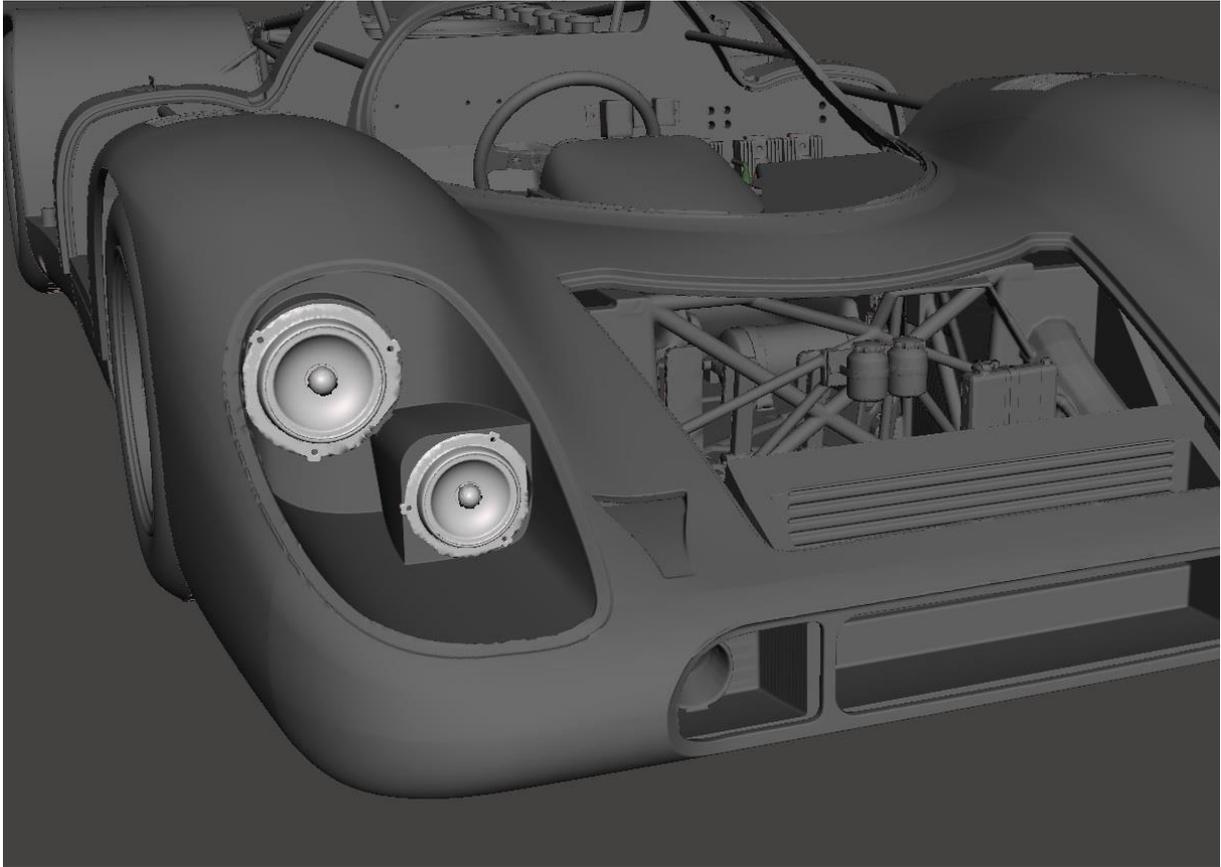


assembly of the wheels. Then mirror image on the other side

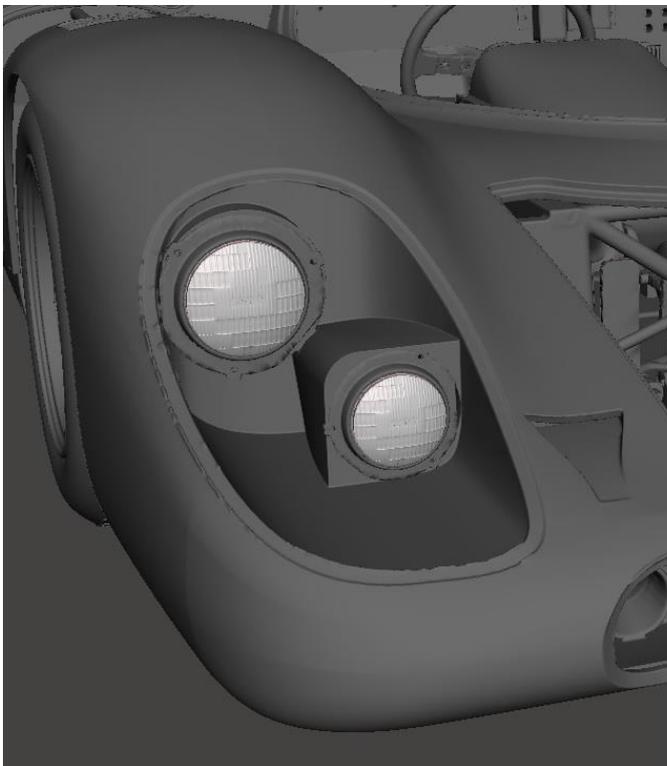


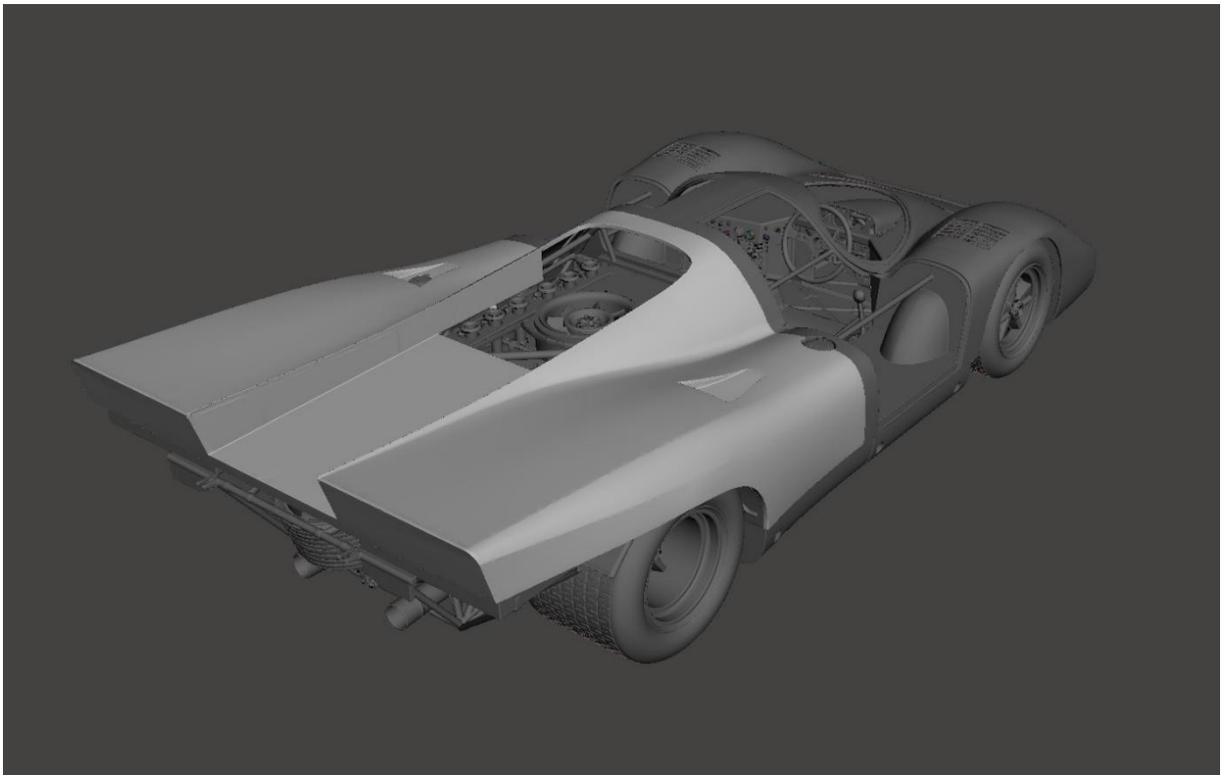
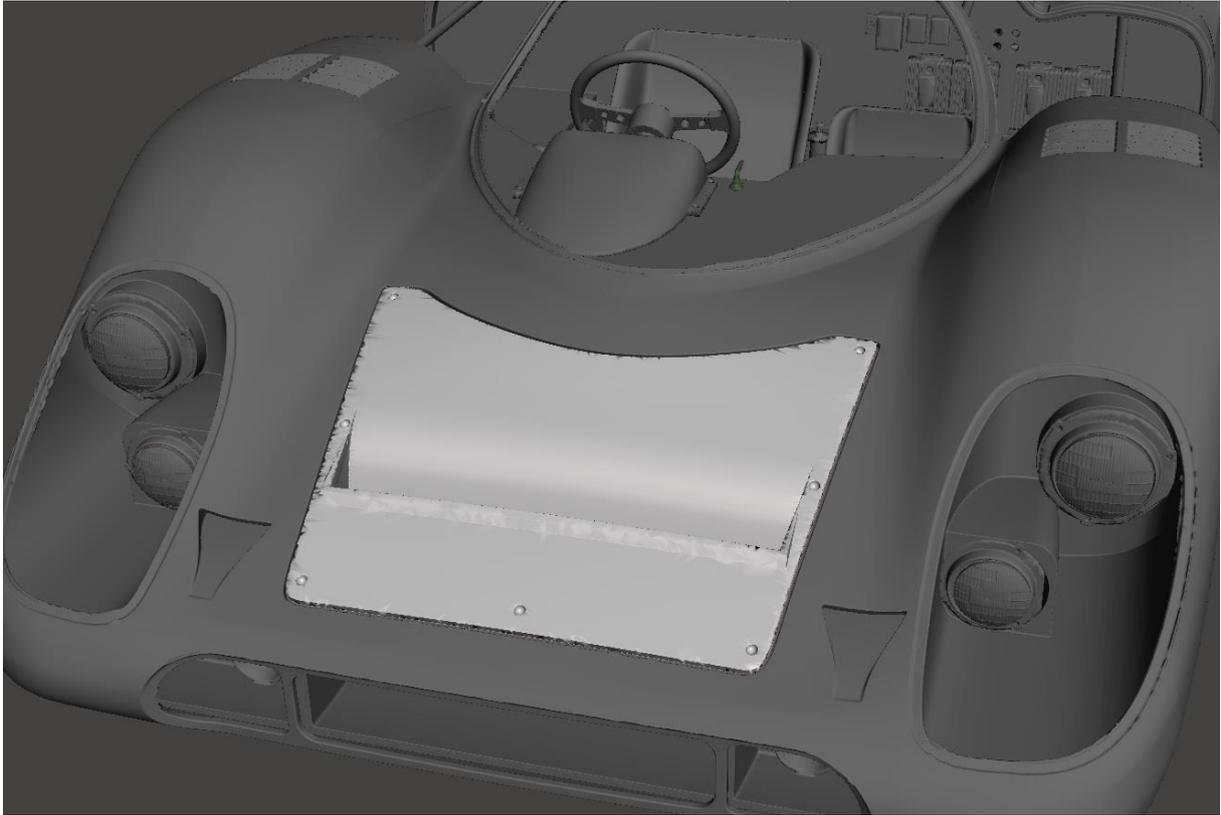


The resin rod was of course removed by you before this step!



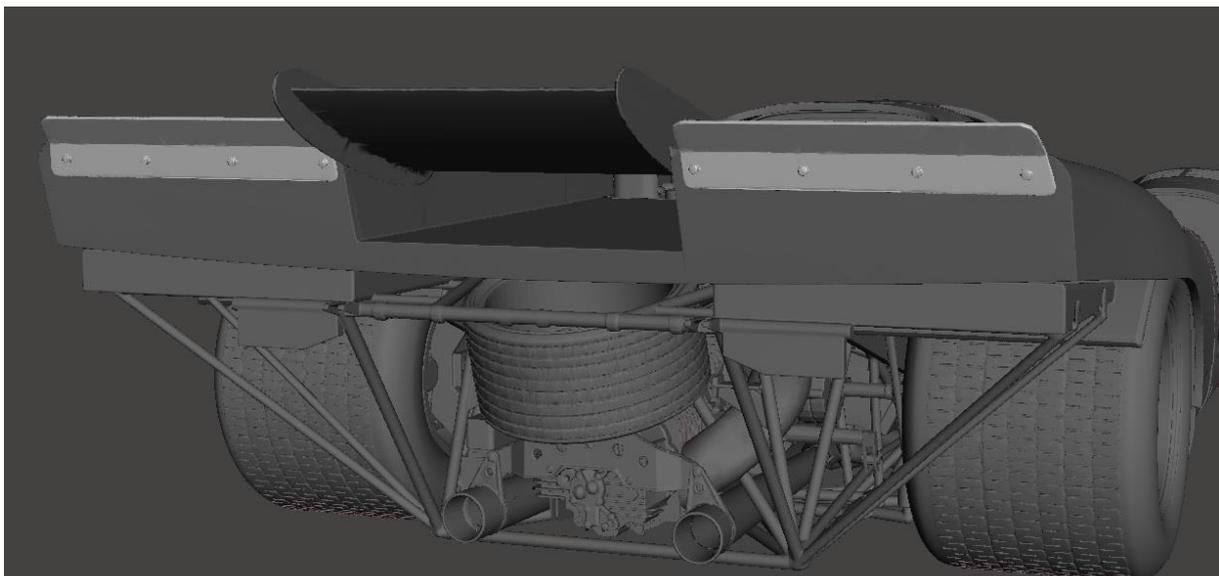
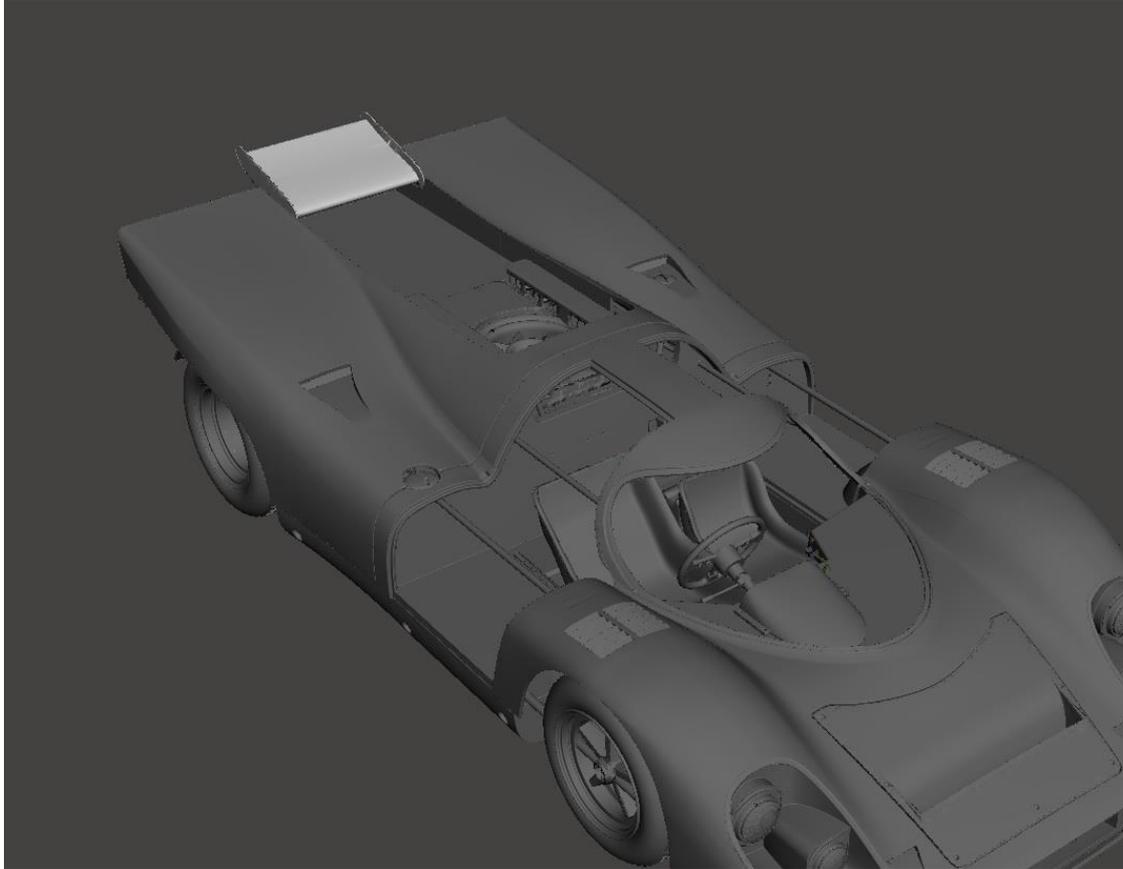
Watch out for the edges. There's a left and right version of each!

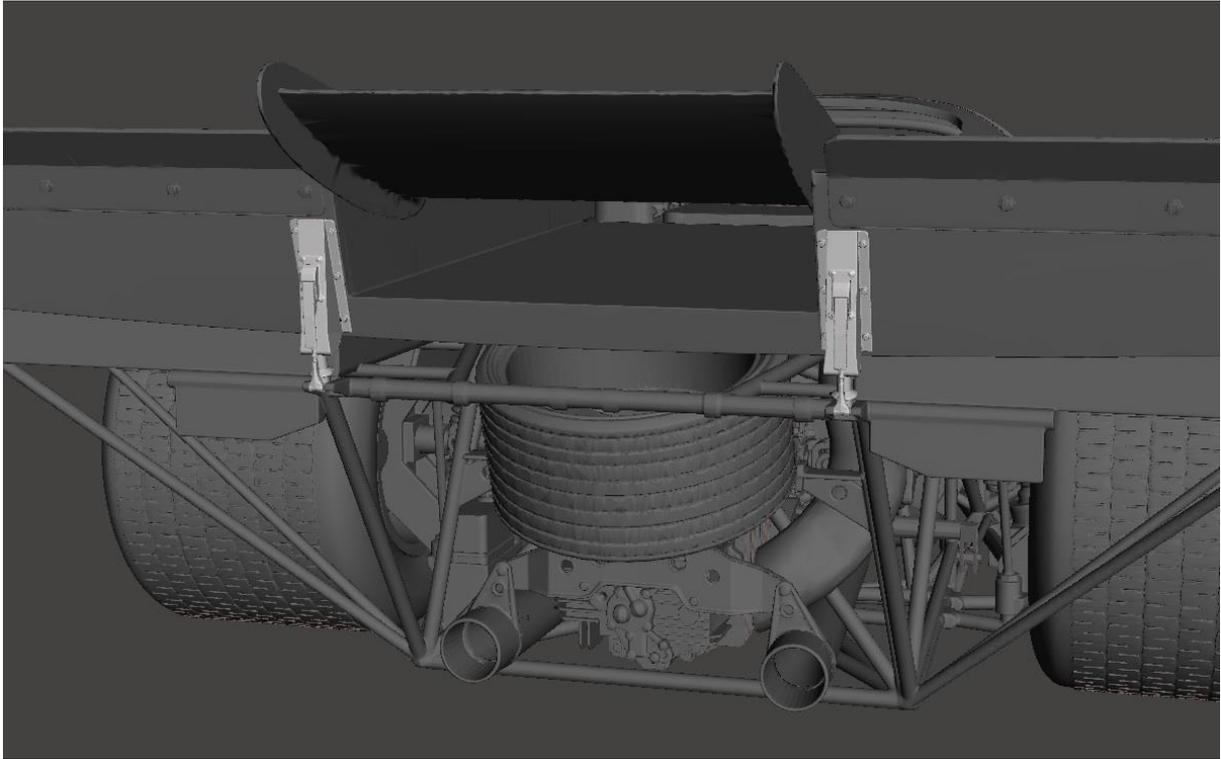




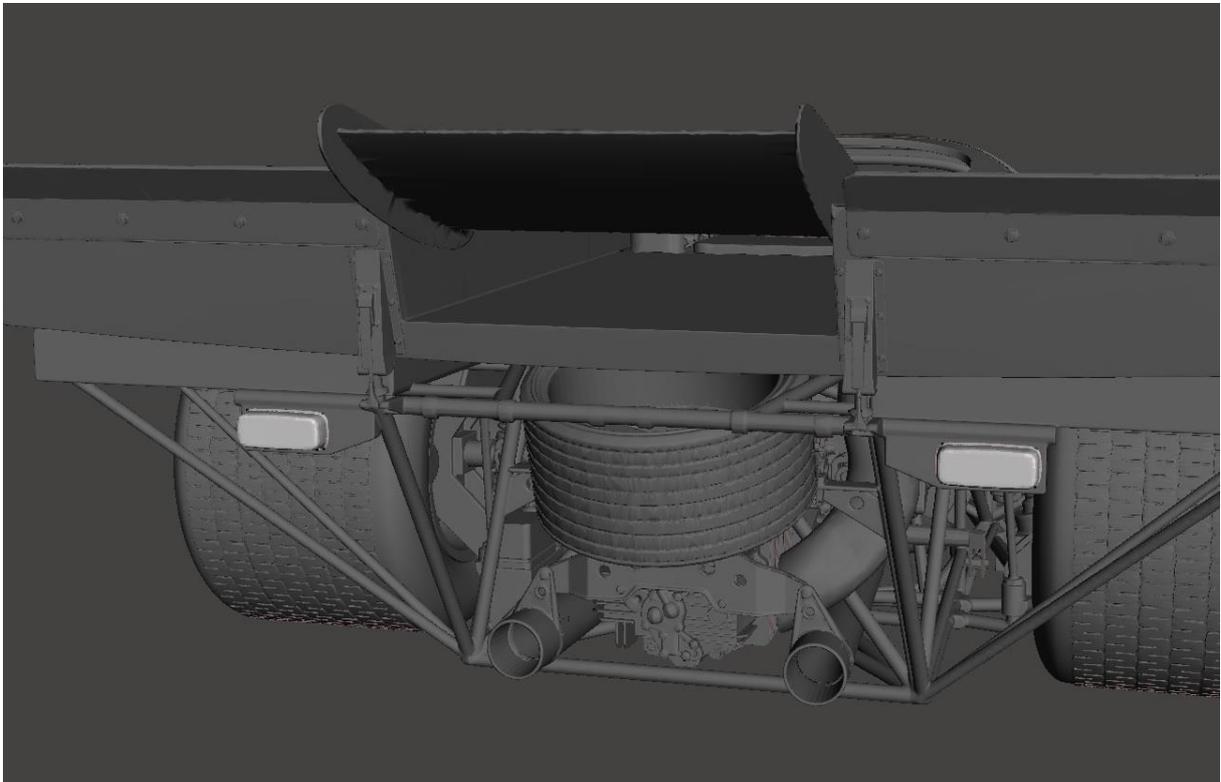
Now comes the assembly of the hood. It doesn't matter whether it's the 1970 or the 1971 version. The hood should be adjusted as best as possible. Possibly grind off some of the thin edge.

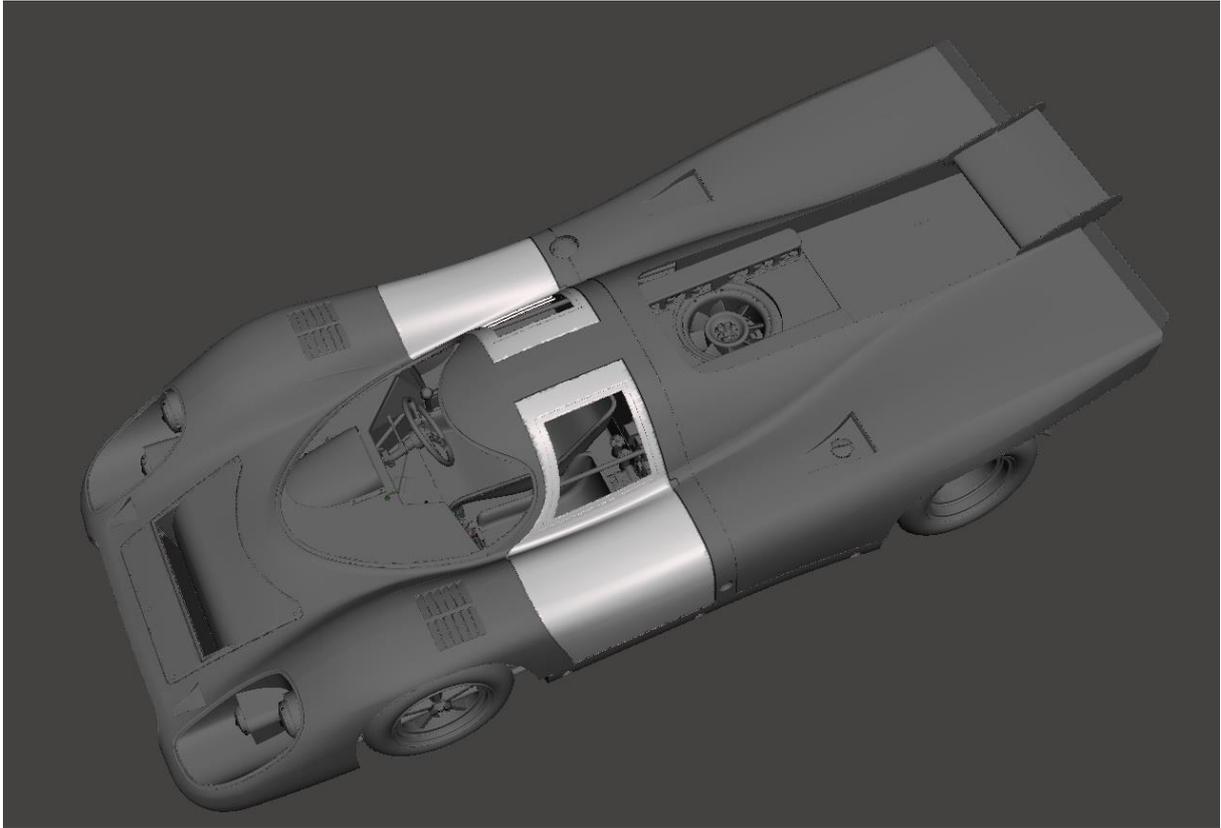
You can also use small NeoDym magnets to show the hood opening.



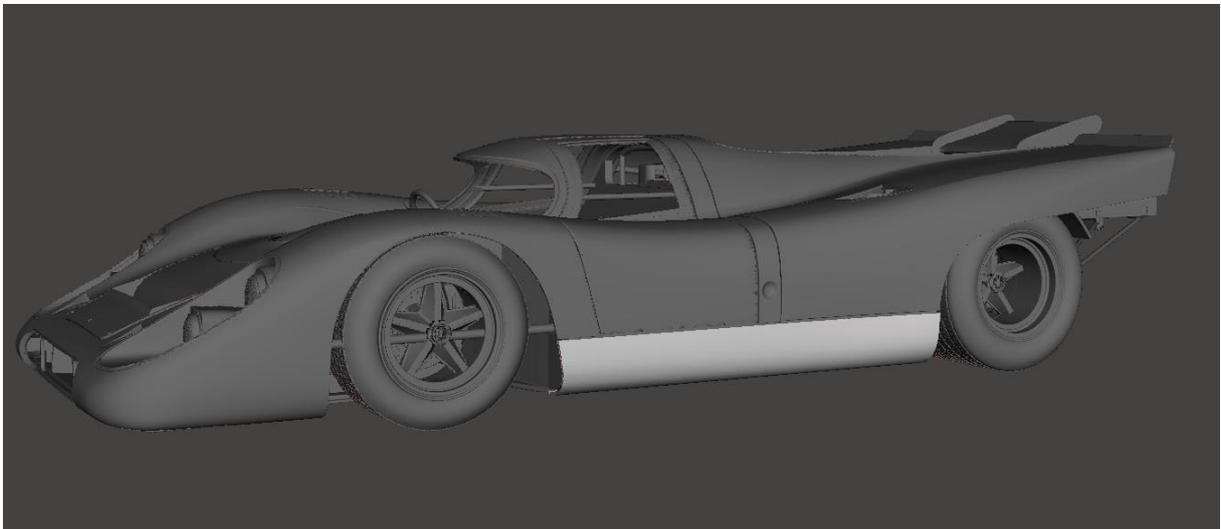


The hood latches can be glued firmly to the hood. Be careful when opening the hood!





Caution is also required when fitting the doors. It is better to try once too often than to remove too much at once. Patience!!!



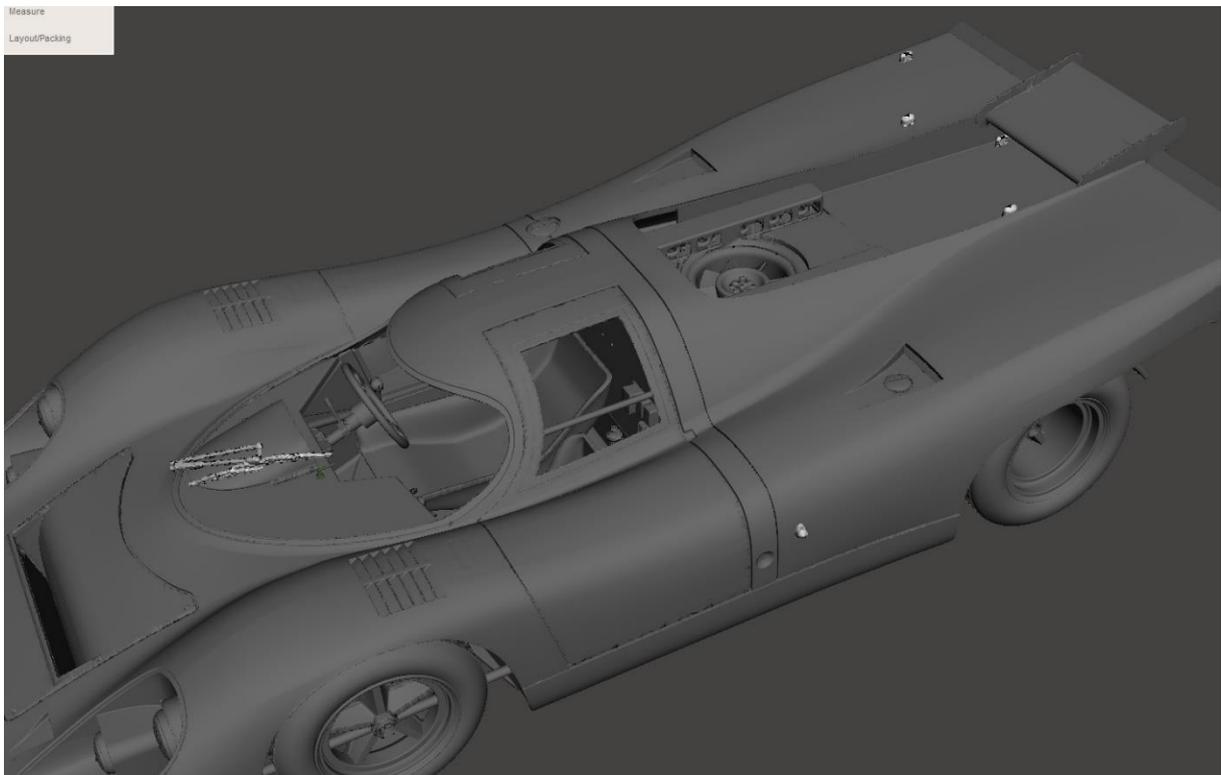
The same applies to the tank cover. Here, too, you will have to rework until everything fits well.

The same work step on both sides

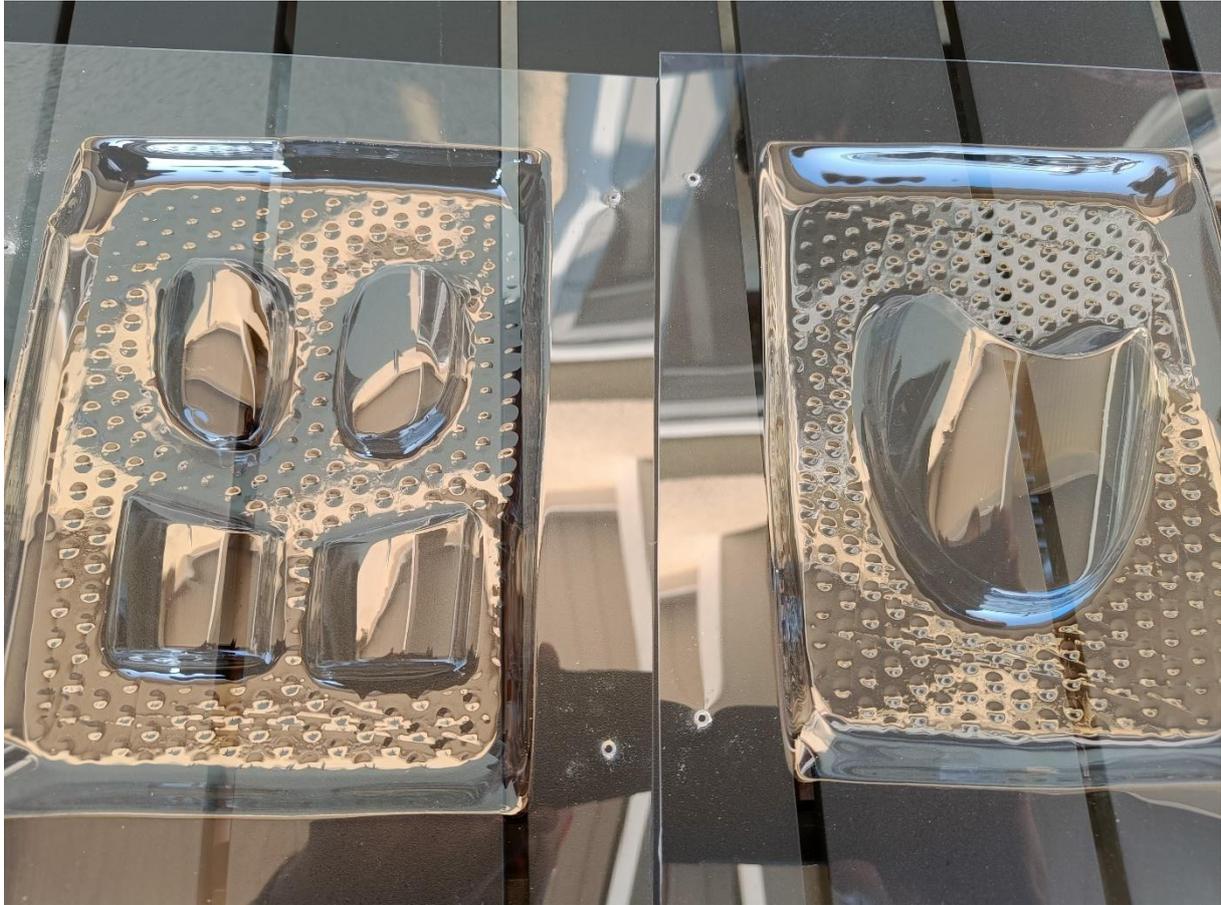


Here are the side lights for the night races.

The rear was used from the 1970 car while the front is from the 1971 car.



Here are various small parts such as the position lights and the wiper.



Finally, carefully cut out the discs and glue them in place.

Only then should the wiper be installed.

That was it from my side.

Thank you very much and maybe I'll get one or the other picture of the finished model from you.

Greeting

Christian

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