

1965 SC ENGINE  
# 811742 COMPETITION ENGINE (1700cc.)

# 511742

Crank: North Roller S&K roller (German); can be rebuilt by Vasek Polak  
California. (conn rods integral part of crank).

Cam Shaft: 0-40 "Racer Brown" Porsche Grind (10-40); (on Porsche billet -  
#12 billet)

Valves: (see below)

Push Rods: #12 heavy duty stainless steel rods

Pistons: Forged MC's (Performance Products, only source of these)

Rings: 1960 cc. Porsche Carrera, 1st oversize

Cylinders: Cast iron over bored to 1700cc.

Lifters: #12 competition lifter, real thin (extra light) heads on the lifters

Valves setting: .006" exhaust, .004" intake

Heads: reworked 912 heads

Valves: Stellite intake valves (matched-stay with heads)  
Sofium filled exhaust valves  
Intake ports not oval, but modified squared-gives more breathing for  
engine

Valve Springs: (mixture)

Outer: standard 912 valve springs

Inner: springs are Iskenderian (special spring retainer-double lip retainer  
type) (Porsche competition item best because they do not come out at  
high RPM!)

Rocker Arms: hi ratio early 912 as 1967; aluminum stand for proper expansion  
(these are low ratio 912 rockers/ arms in later model 912's but not  
as good because made to go with pollution ~~control~~ control engine  
1969.)

Carburetors: Solex 40-PII-4 Venturi's; 40mm  
1. jettings: idle meter jets (normal 55mm) This one has 60mm;  
2. main jets: normal 125mm; This one has 145mm  
3. float level set; standard  
4. float needle valves: use VW Transporter 1970 model pancake  
engine with 2 carburetors (keeps out flat spots);  
(Porsche ones are not as large)

Distributor: .019 BOSCH (best for auto cross-gives hi early RPM's then goes  
flat  
Can use Bosch .031 better for air port runs, flat bottom, better  
at top RPM's (3500-6000RPM's)

Engine: Super 90 pulley; 3mm. larger than regular pulley-gives more coil in