



## Revised 350 Class Requirements for the West Coast Jet Sprint Season Commencing 2016/17

**CRANKSHAFT:** May be a standard G.M. (Factory supplied mass production) or Scat cast steel new part no.9- 10442. May be ground to maximum under size to 2.06, but stroke must remain original (3.480). May be lightened only for the purpose of balancing (no excessive metal removal).

Ford- must be standard factory ford Crankshaft

**CONRODS:** steel connecting rods only, maximum length 6 inch.

**PISTONS:** Can be cast Aluminium or forged pistons. Must be flat top pistons as supplied by the manufacturer. No Fly cutting of pistons is allowed.

**BLOCK:** Must be OEM mass-produced cast iron block. New Blocks are available. May be bored to a maximum size of 4.060. May be decked, but piston must not protrude above face of block when assembled at TDC.

**SUMP:** No dry sumps allowed. Larger capacity sumps permitted. Oil pump must be fitted in OEM position.

**CAM & LIFTERS:** Must be flat tappet Cam and lifters.

Maximum 550 lift at valve. (Lift will be checked with a solid lifter).

NO roller hydraulic cams or solid roller cams or roller followers.

Lifters must be standard OEM diameter.

**CAM TIMING:** May be double row roller type chain or inverted tooth chain and gears. No gear drives. No belt drives.

**HEADS:** Must be cast iron. Chevy- any standard casting head with maximum valve size being Inlet 2.080"exhaust 1.600" (No vortex heads permitted).

Chevy aftermarket heads with the maximum valve size of Inlet 2.020"exhaust 1.600" and 185cc intake runner.

Both Ford and Chevy must run a combustion chamber of 60cc or bigger.

Fords must only run 2v cylinder heads (no aftermarket head allowed).

No CNC heads of any type allowed, hand porting allowed to a Maximum inlet runner size of 185cc



**Cont:**

All engines must retain the factory piston to valve angle.

All cylinder heads in the class must run a maximum intake runner of 185cc or less (both factory castings and aftermarket heads)

**ROCKERS:** Open

**VALVE SPRINGS:** Open

**INLET MANIFOLD:** Any cast iron or cast alloy mass-produced manifold. Must remain visually standard from the outside. No fabricated manifolds. Single 2 inch spacer allowed (one only).

No forced induction system or fuel injections or nitrous systems.

**CARBY:** Holley 750 vacuum secondary list number 3310. A secondary metering block may be fitted to aid in tuning. **OR** Holley 750 DP square bore list number 4779. Must remain visually standard with air cleaner removed.

May have choke flap and shaft removed, but choke horn must remain intact. No grinding or milling allowed anywhere to the carburettor.

No swapping of base plates or throttle butterflies or bodies.

**IGNITION:** Any points or electronic ignition MSD and rev limiters permitted. **NO MAGNETOS OR CRANK TRIGGER SYSTEMS ALLOWED.**

**EXHAUST:** No restriction on type. Exhaust flange adaptors are permitted as long as no material from the manifold, the adaptor or any gaskets or seals protrude into the port past its original outside face. Must meet noise emission rules.

**HARMONIC**

**BALANCERS:** Must be fully encased performance balancer with inner and outer circled together. Must have retaining bolt and washer fitted.

**ENGINE**

**RETAINERS:** Front engine mounts, must be fabricated steel or Aluminium. No Cast Front engine mounts permitted.

**FUEL:** Control Fuel must be used when directed by the AFJSA.



Ordinary pump unleaded fuel or Ordinary Grade

Avgas is acceptable. The use of oxygenated fuels is prohibited.

100 Octane fuel such as BP100 is permitted.