# 2.5 Stock Inspection Sheet

Regatta: Date: Boat #

* **Length**: (Min: 13’6” Max: 17’6”)
* **Width**: (Max: 9’6”)
* **Weight**: (Min:1025 lbs.)

# Fuel Type

* + Specific Gravity (0.715-0.765 @60ºF)
	+ Digatron Reading (Must be negative)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Carburetor** | **Venturi** | **Throttle bore** | **Measured (V)** | **Measured (TB)** |
| **Rochester** | **1.320”** | **1.690”** |  |  |
| **0-4412, HP 0-80583-1** | **1.380”** | **1.690”** |  |  |
| **0-7448, HP 0-80787-1** | **1.190”** | **1.502”** |  |  |

The total dimension of wedge and gaskets measured from the intake manifold to carb base shall not exceed 1.250 inches. Measurement:

\*Throttle shaft may be altered or modified for connecting to the throttle cable. No thinning of throttle shaft is allowed; must maintain stock diameter.

# Intake Manifold

o OMC #912470

* + - * Esslinger #2724.5

# Cam Profile

* + - * Adjust the valve to zero lash and set the dial indicator to zero. Set the degree wheel to zero degrees, rotate the cam in normal direction of rotation to 0.050 inches valve lift. Set the degree to 17 degrees. Repeat for each 0.050 of increasing and decreasing valve lift as shown in the table. At the point of maximum lift, note the angular width of the flat area. Repeat with the exhaust valve. Compare recorded data with the table data.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Valve Lift | Intake degrees | Actual degrees | Exhaust degrees | Actual degrees |
| 0.050 | 17 |  | 17 |  |
| 0.100 | 22 |  | 22 |  |
| 0.150 | 27 |  | 27 |  |
| 0.200 | 32 |  | 32 |  |
| 0.250 | 37 |  | 37 |  |
| 0.300 | 43 |  | 43 |  |
| 0.350 | 51 |  | 51 |  |
| 0.400 | 67 |  | 67 |  |
| MAX (0.410) | 70 |  | 70 |  |
| 0.402 | 73 |  | 72 |  |
| 0.400 | 75 |  | 74 |  |
| .0.350 | 91 |  | 90 |  |
| 0.300 | 99 |  | 99 |  |
| 0.250 | 105 |  | 104 |  |
| 0.200 | 110 |  | 110 |  |
| 0.150 | 115 |  | 115 |  |
| 0.100 | 120 |  | 120 |  |
| 0.050 | 126 |  | 126 |  |

Check lobe spacing (Use setup of prior check): Set dial indicator on intake valve spring retainer. Rotate the cam until the heel is clear of the rocker arm. Adjust valve to zero lash and stop at .005 inches valve lift. Set the degree wheel to zero degrees. Rotate the cam in normal direction of rotation to 0.050 inches valve lift. Record the degree wheel reading. Repeat the above procedure on the exhaust valve except that the degree wheel is not reset to zero. The two angle recordings are subtracted to obtain lobe spacing; 111 degrees.

**Lobe spacing**

# Engine

* + - * Bore: Max. 3.825”
			* Stroke: Max. 3.126:
			* Top of piston must be below the top surface of the compressed head gasket a minimum of 0.040**": Measurement**

# Head:

* + - * + No dual plug heads
				+ Cast Iron?
				+ Chamber volume: Min. 61 cc
				+ Adaptor plate use?

Total thickness of plate and two gaskets: Max. 0.500:

* + - * + If running aluminum look for APBA/ACHA stamp:

# Valves (Option 1):

* + - * + Intake: Max. 1.890” (11792 or 11794)
				+ Exhaust: Max. 1.590” (11793 or 11795)
				+ Valve Springs:

O.D. Max. 1.460”

Retainer: Must be stock or stock steel replacement

# Valves (Option 2):

* + - * + Intake: Max. 1.735”

If back cut: 20° X Max.0.205” width

Valve stem diameter: Min. 0.340”

* + - * + Exhaust: Max. 1.500”

No back cutting allowed

Valve stem diameter: Min. 0.340”

* + - * + Seats: 90° or less, no more than 0.250” from deck into bowl area.

Intake

Exhaust

* + - * + Valve Springs:

O.D. Max. 1.460”

Retainer: Must be stock or stock steel replacement

# Lifters:

* + - * + Must be hydraulic
				+ The Inspector will verify that the lifter is hydraulic by compressing the lifter to a min. of

.175

* + - * + Inspector may disassemble hydraulic lifter to insure it is approved. Inspector will inspect the Lifter Boss in the head for any alterations.

# Pistons:

* + - * + Federal Mogul #H435P or #495P
				+ Top of piston to first ring: Min. 0.245”
				+ SRP #148221 or #148222
				+ Top of piston to first ring: Min. 0.195”
				+ Only straight walled pins may be used

NOTES:

* + - Check all parts for any grinding, polishing and any other alterations from the furnished stock configuration. However, the distributor intermediate shaft is not inspect-able.
		- Rods need to be checked to ensure material was removed for balancing and not lightening.

Chief Inspector APBA #

Inspector APBA #

Referee APBA#

Inboard Commissioner APBA#

Boat Owner’s signature APBA#