# 1.5 Stock Inspection Sheet

Regatta: Date: Boat #

* **Length**: (Min: 14’6” Max: 17’6”)
* **Width**: (Max: 9’6”)
* **Weight**: (Min:825 lbs.)

# Fuel Type

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

As listed below. No grinding or polishing allowed. It shall be permissible to remove the choke plate and plug the holes.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Carburetor** | **Venturi** | **Throttle bore** | **Measured (V)** | **Measured (TB)** |
| **Autolite, Holley, Motorcraft 5200** | **Primary**  **1.030”**  **Secondary**  **1.070”** | **Primary**  **1.260”**  **Secondary**  **1.417”** |  |  |
| **Weber32/36DFAV** | **As above** | **As above** |  |  |
| **Weber32/36DFEV** | **As above** | **As above** |  |  |

The total dimension of wedge and gaskets measured from the intake manifold to carb base shall not exceed

1inch. Measurement: (No more than 1”)

# Intake Manifold

As supplied from OEM. No internal modifications allowed. If a crack develops it is permissible to repair by weld from the outside with no grinding or modifications to the inside runner/plenum area

OK\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Failed\_\_\_\_\_\_\_\_\_\_\_\_\_

* + - **Camshaft/Rockers**

Any camshaft may be used provided it matches the OEM profile listed in the class rules. No modifications to the rockers or rocker related equipment

Rockers and parts OK\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Failed\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* + - **Cylinder Head**

No porting, grinding or alteration of any kind in the ports or chambers.

3 angle valve job allowed, the bottom throat angle must not exceed .250” below the second seat angle

Any valve spring may be used provided it fits the OEM retainer and requires no head modifications

Combustion Chamber minimum is 30cc

Head Gasket .043” minimum compressed thickness\_\_\_\_\_\_\_\_\_\_\_\_\_ (.043” Minimum)

Head OK\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Combustion Chamber Volume Measured\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (30cc+)

* + - **Valves**

Intake Measurement\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (1.417”)

Exhaust Measurement \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_(1.221”)

# Pistons/Rings

# Any Cast stock replacement piston for the 4AC engine may be used. No milling of piston tops allowed.

# Rings must be stock replacement type

# Top ring must be a minimum of .225” below the piston top

# Pistons may not protrude the deck more than .005”

# Top ring measurement from top of piston\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (.225” Minimum)

# Piston/Block deck height\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (.005 protrusion from block Maximum)

# OK\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Failed\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

# Cam Profile

* + - * Install the dial indicator on the valve retainer with the cam on the base circle and lash at the rocker. Tighten the lash at the valve until the dial indicator reads .001”. With this done rotate the engine in the normal direction until 0.050 inches valve lift, stop. Set the degree wheel to 0 degrees. From this point turn the engine in the normal direction stopping every listed valve lift and record the degrees below.

**Intake Exhaust**

**Lift Degrees Lift Degrees**

**.050 0 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .050 0 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.100 7.5 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .100 6 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.150 12.5 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .150 12 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.200 18 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .200 17.5 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.250 23.5 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .250 23 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.300 30.5 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .300 30 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.350 43 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .350 42 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.364 51 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .364 51.5 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.350 56 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .350 60 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.300 69 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .300 71 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.250 76 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .250 78.5 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.200 82 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .200 84 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.150 87 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .150 89 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.100 92.5 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .100 95 \_\_\_\_\_\_\_\_\_\_\_\_\_**

**.050 99 \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .050 101 \_\_\_\_\_\_\_\_\_\_\_\_\_**

* + - **Camshaft Lobe Separation**

**Lobe Spacing Procedure –** Adjust lash on intake to zero, install the dial indicator on the retainer and rotate to .005” lift. Set degree wheel on distributor to zero. Rotate until .050” lift on the intake, record the degree reading. Repeat above procedure by setting the exhaust at zero lash WITHOUT resetting the degree wheel, rotate to .050” and record the reading. The 1st reading will be subtracted from the second which should net 107 degrees.

Chief Inspector APBA #

Inspector APBA #

Referee APBA#

Inboard Commissioner APBA#

Boat Owner’s signature APBA#