

# ***Approved Engine Building Practices***

***(Apply to "Stock", "Modified", and "Super Modified" Classes Only)***

The following modifications are allowed and accepted as general racing engine building procedures.

## **Engine Block/Cylinder Head Preparation**

- 1. Intake/Exhaust Port Cleaning:** Solvents, pressure washing, light sand blasting, scraping, brushing are allowed. Grinding or filing that removes original engine material is not allowed.
- 2. Preparation:** Removal of casting flash, enlarging of oil return holes, polishing of crank and connecting rod bearing surfaces, repair and/or replacement valve guides as needed, retapping or heli-coiling of damaged bolt holes. Block may be decked to ensure proper gasket seal.
- 3.** Grinding and lapping of valves and valve seats. Set valve clearance and shimming for correct spring heights. Polishing of valves is not allowed.
- 4.** A vacuum port may be added for use of a fuel pump.

## **Performance/Reliability Modifications**

- 1.** Camshafts originally manufactured with "press-on" lobes may be spot welded to the camshaft. Cam lobes may not be repositioned or changed in any way.
- 2.** Oiling holes may be added to the lower crank main bearing in the oil pan.
- 3.** Gaskets and sealants may be used at the discretion of the engine builder. Aftermarket gaskets are allowed.
- 4.** Engine parts may be interchanged between engine type and/or manufacturer. However, heads that have been interchanged between engine models may not have larger valves than originally installed in the motor used. Example: Kohler intake manifold may be used on a Briggs & Stratton Engine. All parts used, other than parts specifically stated in engine rules for each respective class, must be from lawn mower engines, or exact equivalents of such.

Please ask a tech committee member if you are not in understanding, or are in doubt about any issue.