

ASCF SPEEDWAY SEDANS AUSTRALIA INC.



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ENGINE SEALING INFORMATION

There appears to be some confusion in the various states by engine sealers etc on what is the correct procedure to seal the relevant class engines..

The SSA has noticed that engines are not being sealed correctly and hence the need for this bulletin and at the same time develop a national register for sealed engines. This in time will improve information held on record....

SEALING AN ENGINE

a) General -. (Only a SSA registered engine sealer is eligible to seal a SSA class engine). SSA supplied seals only to be easily seen when engine is in the car. It may be a good idea to seal the timing cover as well in case the sump needs to be removed for any reason. Then it can be resealed again easily.

b) Street Stock and Junior Sedans - Engine to be checked with both the head and sump removed.

Bottom of Block

- Check crankshaft and conrods are correct type for the block being used and block is correct for the model of car.
- No polishing, lightening or deburring, no extra counter weights on crankshaft
- Check sump is visibly standard externally
- Seal the sump with one seal on each side through sump to block flange.

Top of Block

- Measure Bore and Stroke and check size listed in back of book
- Check pistons are the correct type, dished or not as per O.E.M. No machining / matching of pistons.

Head

- Measure diameter of valve head and check listed size in specification manual / OEM manual
- Check valve seats, throats and ports are not enlarged or polished
- Visual check on valve springs (single or double)

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SSA Board Members – Registered Engine Builders / registered SSA Engine Sealers.....

c) Modified and Production Class: Engine to be checked with head only removed.

- Check stroke - must be standard for engine block series
- Check head is the correct one for the engine block series
- Seal sump - one seal each side through sump to block flange
- V6 - seal through sump to block flange.

d) Super Sedans: V8 Engines - Check with one head removed.

- Measure Bore and Stroke, calculate capacity - 367 cubic inches MAX
- Seals to be placed on sump and timing cover
- 6 Cyl. And Rotary engines - seal for eligibility only. Class identifier.

SEAL IDENTIFICATION COLOURS (by class)

Super Sedan - Yellow

Modified Production - Blue

Production Sedan - Green

Street Stock - Red

Junior - Orange

Seals are to be stamped SSA and numbered. Seals and identifier seals are available ex the SSA state office in your state.....

Seals are to be placed on the engine in the following positions...

Super Sedan - 1 x Sump and Timing Cover

Production/Modified Production - 1 x Sump and Timing Cover

Junior - 2 x Sump and 1 x Cylinder Head

Street Stock - 2 x Sump and/or Timing gear & 1 x Cylinder Head

V6 Engines - Intake Manifold,, Sump, and Timing Cover to be sealed.

Engine Sealing Book

The SSA engine sealing form must be completed in full with all detail being entered. Distribution of the forms – top copy to competitor, second copy to state office of where the engine was sealed and remaining copy to stay in the book for future information when requested.

Existing Sealed Engines prior to 01/07/2009...

A moratorium is in place until the 30th June 2012 for these engines to be resealed and to come in line with the new engine sealing system.

Please Note: All engines are subject to inspection at any time, no exceptions....!

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