



NASCAR SPEC ENGINE TECHNICAL NEWS BULLETIN

May 29, 2007

Oil related problems appear to be related to systems that either are inadequate or restrictive
Since the pump is a three stage the minimum scavenge filter that should be used is 100
micron

Oil tanks should be a minimum of four gallon capacity five gallon recommended
whenever possible with heaters installed and oil preheated

Cooling fans Must flow towards the engine

Water level must be higher than top of upper radiator hose in order for max cooling to be
achieved if not possible with radiator than surge tank should be used

High pressure systems not recommended but if used radiators should be replaced at regular
intervals like the "CUP" teams would.



TIMING NEEDS TO BE SET AT 29 DEGREES @ 4000 RPM, NO HIGHER. THIS IS A FAST BURN COMBUSTION CHAMBER AND CAN'T TAKE A LOT OF TIMING

WHEN RUNNING UNLEADED FUEL, TAKE OUT 1 DEGREE OF TIMING (28) AND PUT 3 #'S OF JET IN (89 min.)

RECOMMENDED MAXIMUM RPM IS 7500 SUSTAINED, AND 7800 AT SHIFT

BLEED WATER PUMP AT SMALL FITTING NEXT TO WATER OUTLET AND BACK FITTINGS ON HEADS

WHEN USING A LOCKED ADVANCE DISTRIBUTOR, WHILE SPINNING THE ENGINE OVER, TURN ON THE IGNITION SWITCH, THIS WILL ELIMINATE KICK-BACKS RESULTING IN RING GEAR AND STARTER DAMAGE

USE GROUND STRAPS FROM ENGINE TO FRAME AND FRAME TO BATTERY

USE 473 OR 472 SPARK PLUGS

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