



NASCAR SPEC ENGINE VALVE JOB PROCEDURE

NASCAR Camping World East, West, The Whelen Modified, Southern Modified Tour
April 01, 2009 rev2

The valve job on the spec engine can be serviced on this engine by either one of two ways.

1. By the way of a dedicated carbide insert available through Wegner Automotive as Part number WAR-IC-6527 for the intake seat and WAR-EC-6528 for the exhaust seat or.....
2. By way of entered print from Wegner Automotive for the NEWEN Contour EPOC style machines with the use of a single point cutter.

The carbide inserts and fixturing will be provided to NASCAR for technical support purposes on a comparison basis.

Any deviation from the provided valve job will be deemed as illegal and subject to NASCAR for interpretation.

The forged titanium valves on these cylinder heads have a Chrome Nitride coating on them and can NOT be serviced. These valves will suffer extreme wear characteristics if the coating is removed either by glass beading with excessive pressure (greater than 60 PSI) or by grinding of the valve face. If the valves show wear they are to be replaced.



Valve job recommendations continued.....

Combustion chamber volume is to be set at 64cc's for compression correction after the valve job. No angle cutting of the cylinder head will be allowed.

Valve springs are to be installed at 1.800 inches with approximately 130 lbs of seat pressure.

Laser scanned solid model data is available to NASCAR for the ports, intake and exhaust, as well as the capability to rescan the existing port to ensure that no reworking of the existing CNC port is done.

ABSOLUTELY NO DEVIATION FROM THE EXISTING MODEL WILL BE TOLERATED.

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