Technical Specification for Revised N/A Classes

The following applies to cars competing in AF/A, BF/A, CF/A and DF/A only

These classes will use normally aspirated, pushrod, two valve V8 engines only

In the following text, OEM refers to motor manufacturers GM, Ford and Chrysler

A/ Induction - Any carburettor or mechanical fuel injection permitted. Any internal modifications permitted. Maximum 8 throttle bores. Electronic fuel injection prohibited.

B/ Cylinder block - The following dimensions will remain as present in the OEM block type selected

Aftermarket reproduction blocks permitted

	Tolerance +/-
B.1 – Cylinder bore spacing.	.015”
B.2 – Lifter bore spacing.	.010”
B.3 – Lifter bore angle.	1.5 degrees
B.4 – Cam lobe allocation	None. Camshaft lobe order must remain as OEM
B.5 – Head bolt location	None. Only original OEM head bolt locations may be used
B.6 – Deck height	.050” from the original OEM part selected

The following, section, C/, applies to DF/A only

C/ Cylinder heads - Type used must be original OEM or reproduction. Cast heads only

C.1 – Maximum intake and exhaust valve size limited to OEM fitment in head selected

C.2 – Valve angles with respect to cylinder block deck face may be reduced 2 degrees maximum

C.3 – Valve cover rail shall remain, un-modified, in original, as cast location

D/ Transmission

D.1 – AF/A, BF/A, and CF/A may use a maximum of 5 forward speeds.

DF/A may use a maximum of 4 forward speeds.

D.2 – Cars using automatic transmissions may reduce weight 45kg. Maximum 3 forward speeds.

Minimum weight still applies. Lock up converters prohibited.

Index and Weight Detail

Designation	Cylinder Head	Weight – Kg/Ltr	Minimum Weight	Index
AF/A		94 – 129	885 Kg	7.67
BF/A		130 – 149	955 Kg	7.83
CF/A		150 – 179	955 Kg	8.16
DF/A	Inline valve	188 – 195	1000 Kg	9.25
DF/A	Canted valve	196 and over	1000 Kg	9.25