



One Team – One Outcome

SEDAN UPDATE



www.speedwaysedans.com

October 2015

SSA Junior Sedans

NON-ORIGINAL BODY FIREWALLS:

a) The driver must be protected and isolated from mechanical, fuel, electrical and exhaust

components by metal firewalls, min 0.9mm thick.

HATCHBACK REAR FIREWALL (Mirage, Excel (2 Door), Charade etc)

a) Full rear firewalls in hatchbacks are optional.

b) Full rear firewalls in hatchbacks maximum dimensions if used:

(i) Maximum Size Top: Horizontal from the rear door at window height to the rear axle centreline. (Point 1)

(ii) Maximum Size Front: Rear axle centreline at window height (Point 1) to the OEM rear seat belt mounts. (Point 2)

c) For hatchbacks that do not use a full rear firewall to separate the fuel tank from the driver – the fuel tank must be fully enclosed – this includes the base as well as the sides and top.

SSA Street Stocks

3. BUMPER BARS & OPTIONAL EXTRA BARWORK:

h) **ENGINE PROTECTION BAR.** Can only be fitted if radiator support panel is removed.

Forward of engine, 38mmx3mm OD CHS maximum, No wider than chassis rails.

Engine Protection Bar can be braced rearward only to either chassis rail or front strut tower brace/strut tower. Maximum size of brace to be 25mmx3mm CHS OD.

4.1 ENGINE: EFI CONFIGURATION (ELECTRONIC FUEL INJECTION)

1 b)

viii) Mitsubishi 380 to use Magna 6G74 Distributor, Throttle Body and Computer – as listed in Tables. An aluminium tab can be welded onto 6G75 Intake plenum to allow the use of the 6G74 Throttle cable.

c) EFI cars to run standard size exhaust pipe beyond the rear of driver's seat, then free thereafter. For sizes refer section 6 **EXHAUST SYSTEM.**

6. EXHAUST SYSTEM

a) Exhaust Manifold - to be "base model" standard. Exception Mitsubishi 6G75 may use 6G74 or 6G75 exhaust manifold. No coating or alteration of manifold permitted. The remainder of the exhaust system is free (except EFI) provided that it has not more than one outlet pipe, it is vented to the side or the rear of the vehicle behind the driver and does not protrude beyond the body line.

g) EFI cars to run standard size exhaust pipe; 4 litre Falcon – maximum 63.5mm. V6 Commodore may have two pipes maximum 51mm each. V6 Magna/380 may have two pipes maximum 54mm each. Must be fitted



One Team – One Outcome

SEDAN UPDATE



www.speedwaysedans.com

October 2015

beyond rear of driver's seat, then free from there. (01/08/17)

SSA Production Sedans

4.1C – CYLINDER HEADS and VALVE TRAIN

i) Intake and Exhaust Valves are to be OEM or OEM replacement. Valve Head diameters are listed in Table 5

n) Rocker assemblies are to be OEM for engine being used and cannot be modified, altered, or changed in any way. Overhead Cam engines using a solid type of lifter attached to rocker arm are permitted to modify the rocker arm to facilitate the adjusting lock nut ONLY. Refer to photo.

SSA Modified Sedans

Section 8 TRANSMISSION/DIFFERENTIAL/DRIVE LINE:

a) Gearbox is free must have a minimum of two forward gears and reverse installed and functional. Alterations to tunnel are permitted for fitment of transmission mounting and linkage purposes.

b) Differential must be derived from mass produced passenger cars and remain visually standard externally. Subject to correct track measurements, an example would be the use of 9" ford rear axle assembly in a Centura or Torana. Aluminium Banjo centre allowed.

SSA Super Sedans

Section 4 - ENGINE AND ENGINE SYSTEMS

The introduction of the CT525 as an alternative engine for Super Sedans is effective 16/09/17

CT525 Engine Specification

If "IT" is not listed, it will be considered non-compliant.

1. Block – Any GM factory LS3 aluminium block as supplied from GM, No Modification or lightening permitted GM part # for bare block is 12673475. Standard factory bore size 4.065" - max bore size 4.080"

2. Crank -Standard factory GM LS crank. P/N 12597569

3. Conrods – Standard factory GM LS powdered metal only. P/N 12649190

4. Pistons – factory GM CT525 forged piston or aftermarket pistons from brands such as – SRP (by JE) / Mahle (as per what is fitted to CT525 from factory) – they (Mahle) also have a drop-in replacement for CT525 in oversizes, only suit std length rod and .945" pin. All pistons must use 3 x rings (1 x compression / 1 x second/ 1 x oil) – all fitted. Flat top only, NO valve pockets. Minimum ring widths – top and 2nd = .88mm /oil = 2.0mm. No gas ports. Maximum protrusion of piston from block deck is .015"

5. Cylinder heads and valves – must be factory GM LS3 rectangle port heads.



One Team – One Outcome

SEDAN UPDATE



www.speedwaysedans.com

October 2015

NO aftermarket heads allowed. NO porting, lightening, chemical etching, grinding polishing permitted. No welding except to repair a single cylinder per head. Valve seat cutting/angles free. Max distance into port for hand blending of seat is 20mm from bottom of seat material. Chamber side blend from seat is free. Minimum dimension from standard valve cover rail to deck of cylinder head is 119mm. Minimum chamber size is 62cc. Valve sizes allowed are – intake = 2.140-2.170" (factory is 2.165") / exhaust = 1.570-1.600" (factory is 1.600"). Steel valves only, NO TITANIUM.

6. Valve springs are free. Single or Dual springs permitted. Valve Spring retainers to be steel. NO TITANIUM.

7. Rocker Arms - Factory GM – 1.7:1. (P/N 12669995 int), (P/N 12681275 exh) Rockers can be fitted with a trunnion bearing.

8. Head gasket – minimum thickness .051".

9. Camshaft - CT 525 P/N 88958770 ONLY.

10. Cam drive – chain and sprocket only – single or double row.

11. Lifters – MUST be hydraulic roller only. Factory GM (part # 12499225) used with factory plastic lifter guides. No replacement of hydraulic roller internals attempting to convert to solid lifters.

12. Intake manifold – factory (CT525) P/N 25534401. NO porting must be as cast. No chemical etching, grinding, polishing.

13. Engine bearings – mains / big ends / cam bearings – all must be slipper type. Can be coated.

14. Oil system – MUST be wet sump type. NO dry sump systems allowed. Oil pump must be in factory position and one set of gears only. No external oil and/or vacuum pumps allowed. Oil filter type and location free.

15. Push rods – must be steel – 5/16 diameter only.

16. ATI SFI Approved Balancer - Optional

17. Fuel: Premium pump petrol or alcohol as per SSA Inc specifications

18. Reluctor Wheel: 58x Maximum

19. GM Recommended rpm: 6,700
Maximum absolute rpm: 7,000 (SSA Inc Requirement)

20. Balanced: Internal

21. LSX ignition controller P/N 19171130, GM LS Circle (14/09/19)
Track Ignition Controller P/N 19355863 or MSD 60144CT (14/09/19) Note: The ignition controller shall be fitted with a data inspection port. (14/09/19)

22. No engine components detailed above shall be modified or exchanged.

23. The engine shall be sealed as per existing SSA Inc sealing procedures.



One Team – One Outcome

SEDAN UPDATE



www.speedwaysedans.com

October 2015

24. The ignition controller must be fitted with a data inspection port. When the RPM limit is set by the person tuning the engine, the ability for the rpm limit to be checked MUST be selected. Failure to do so will not allow the RPM limit to be determined compliant regardless of whether it is set at 7000rpm or not. This may result in a post-race disqualification or greater.

25. ONLY SSA certified MSD diagnostic devices will be used to determine RPM compliance on CT525 engines by licenced SSA Technical Officials. Implementation 1 July 2023.

26. Reminder on the requirement to ensure your rev limiter is set to a maximum of 7000rpm – [Click Here](#) – for MSD View tutorial. (01/07/23)

All technical items mentioned in this newsletter can be found in the current updated Specification Books and Class Technical Manual as uploaded to <http://www.speedwaysedans.com/technical-specs.asp>

Contact your State Technical Representative for further information.

SPEEDWAY SEDANS AUSTRALIA CONTACT DETAILS

National Office – office@speedwaysedans.com

Technical – technical@speedwaysedans.com

Postal – P.O. Box 163, HOLDEN HILL SA 5088