2019 IKF

721 BRIGGS LOCAL OPTION 206 RULES - Briggs & Stratton (B&S) Model 124332 Type 8201 only.

The intent of this class is to provide a sealed, simple-to-operate, ultra-dependable and ultra-reliable, engine using only factory parts. The crankcase is sealed at the factory to help control costs and maintain equality while simplifying tech. Only the top end must be inspected. No engine may enter this class without a crankcase seal or with a seal that shows evidence of tampering.

This engine must be raced exactly as it comes from the factory. All parts must be B&S factory production parts unless otherwise noted in these rules. No machining or alteration of parts is permitted unless specifically noted in these rules. All parts are subject to comparison to a known stock B&S part. This includes specified and mandated aftermarket parts. Example: RLV exhaust and silencer. Unless these rules state that you can do it, YOU CAN NOT DO IT!

Spirit and Intent (Syd White rule): Covered, stated, restated, or unstated any change or with the sole intent to wrongfully create a performance advantage is grounds for disqualification

a. Only the original equipment Briggs & Stratton 206 #124332-8201 or Junior 206 #124332-8202 engines are allowed in the classes recommended herein.

b. All parts must be unaltered Briggs & Stratton 206 parts specifically made for this engine by Briggs & Stratton. No aftermarket parts to be used unless specified in these regulations.

c. The tech official, at their sole discretion, may at any time replace a competitor's sealed engine, carburetor, or head assembly with another sealed engine or known stock part. Failure to comply is grounds for disqualification.

d. If a competitor's part is replaced, it must be drilled or reconfigured in a way that prohibits the reuse of that part.

e.Briggs & Stratton 206 classes must have a serialized block. Blocks without a factory serialization stamp on the front base next to the oil change drain are illegal in competition. . Beginning on January 1st, 2020, only security seals with a black integrated thread wire or the red/black wire and the orange seal housing will be legal for competition.

f. Standard organizational protest procedures can allow for short block inspection (seal removal) if a new, replacement short block, p/n 555715 is offered in replacement. Competitor short block to be forfeited to the series or club as terms of this procedure.

e. - A tech official may use additional means of measuring components to compare against a known stock part.

721 .1 Shrouds & Covers: Engine shroud may be painted any color. Engine shroud, covers, and control panel must be intact and not modified, Any bolt, except head bolts, used to secure sheet metal shrouds and covers may be replaced with a larger diameter bolt. Stock kill switch must remain in stock location and wires must remain in place. No taping, covering, or restricting of air of the rewind starter is allowed.

721 .2 Header and Silencer:

721 .2 .1 Header must be either RLV 5506 or RLV 5507.

721 .2 .2 Silencer must be RLV B91 with round baffle holes only. End baffle of silencer is teched per dimensions shown in Section 700.1. Holes are .128" No-Go.

721 .2 .3 Gasket and/or silicone allowed to seal header to head.

721 .2 .4 Studs or bolts allowed to fasten header to head. Bolts or nuts must be safety wired. Header support brace is mandatory.

721 .2 .5 Wrapping the header with material to protect participants from heat is mandatory in exposed area of pipe which includes from just above the flange to where the header falls below the rocker cover. Wrap- ping the full length of the header is encouraged. Muffler may not be wrapped.

721 .3 Air Filter: Air filter required and must be B&S #555729. A racer MUST start each race with the air filter properly attached but will NOT be penalized if the air filter falls off during the race. It is still subject to tech. No filter adapters allowed. A fabric Pre – Filter is allowed as long as it does not act as a ram air effect. No foam filters or any other material will not be allowed or legal for use.

721 .4 Fuel and Fuel Pump

721 .4 .1 The fuel is gasoline. Gasoline no greater than 94 Octane is recommended. Specific gravity and hydrometer testing are acceptable tests when used in accordance to sanctioning body guidelines.

721 .4 .2 Fuel pump:

a. Only fuel pump number 808656, is legal for competition. This fuel pump can be identified by the Briggs & Stratton diamond logo on the pump face. All other pumps are prohibited.

b. It is prohibited to pulse from the intake manifold.

c. Relocation of the fuel pump is legal as long as it is spaced to less than 3/4 inch off of the control plate, B&S #555699, in a similar location that is both safe and secure. Measurement is from the base of the control plate to the bottom of the fuel pump.

d. Vertical mounting or mounting the fuel pump upside down is NOT allowed. The fuel pump must be pulsed from a pulse fitting mounted on the oil fill fitting located on the engine side cover. Aftermarket one-piece filler/pulse fittings such as shown on the right are permit- ted. The use of silicone sealant on the brass vent is permitted.

e. A fuel pump return line to the fuel tank is prohibited.

A fuel filter is not required but highly recommended to ensure that dirt and contamination within your fuel system does not impact your carburetors performance. The fuel filter itself is not a tech item but only one fuel filter is legal for use and it can only be located between the fuel tank and fuel pump inlet (not between

721 .5 Carburetor: The B&S stock carburetor part #555658 is the only carburetor permitted. “Walbro”, “Briggs” diamond logo and/or #590890 etched in the body are additional visual indicators. Any 6mm bolts may be used to attach carb to manifold. Studs are not allowed. Carb to manifold seal is by O-ring only. No sealer allowed. Air must enter carb at air horn only. Choke must be stock as from factory and must operate. Spring or rubber band may be used to hold choke lever in position. Metal Choke Cover must remain in place but may be secured with silicone or epoxy sealer. Additional pin punching is allowed to tighten the choke cover. Air must only enter the engine from the natural air filter horn of the carburetor. Air entering through any other method is illegal.
Throttle cable cap on the top of the carburetor must be properly installed and secured in the fully tight position. Juniors with restrictor slides must have secured throttle cap locking device from Briggs on carb.

NO alterations allowed unless stated below. ALL intake manifold fasteners to remain factory stock. The use of studs, etc. are illegal.

721.5.1 Throttle bore I.D. is .874" No-Go. Must be as cast.

721.5.2 Choke bore I.D. is 1.149" No-Go. Must be as cast.

721 .5 .3 Venturi: Vertical dimension is .792" No-Go. Horizontal dimension is .615" No-Go. When .615" No-Go is inserted horizontally into the air filter side of the venturi, it may not pass into the slide area. When the
.615" No-Go is inserted horizontally into the manifold side of the venturi, it may not enter the venturi section at all. When Sox tool # AT331 - .602" gauge is inserted horizontally, it may not pass into slide area at the narrow point formed by the overlap of the two venturi circles. No machining allowed.

721 .5 .4 Air pick off hole is .061" No-Go.

721.5.5 Venturi Idle Fuel Hole: 0.038" Maximum. Idle circle air hole does not allow drilling, reaming, or elongating of the hole.
Venturi Idle Air Hole
.119” maximum use .1195" pin gauge. A small chamfer at the outer edge as compared to a stock part can be present. The measurement of that chamfer is subject to sanctioning body guidelines.

721.5.6 Throttle slide: Standard Throttle Slide (Part #55559): Throttle Slide must be B&S stock Unaltered. Minimum length from top edge of the slide to the deepest part of the cut away is 1.148”.

Slide cutaway to be measured on flat surface. 0.075" No-Go.

721.5.6.1 Recommended Junior I Throttle slide: Part # 555734 (Blue Slide). Slide must remain unaltered. Minimum length: 1.520 when measured from the cut-out to the top of the slide with a digital/dial caliper. Stock needle marking BGB required. Blue Slide opening 0.520 maximum opening between slide & carb venturi, measured with the air filter removed, carb lock must be in place & unaltered.

Tracks may run under different Local Option rules, using different slides.

721 .5 .6 .2 Slide Opening Optimization: Optimization of the slide opening is ONLY permitted in Briggs & Stratton Cadet, Novice, Junior 1, Junior 2, and National Junior classes.

The only allowable method of slide optimization is by removing material from the throttle cap area. The use of multiple gaskets and/ or machining of the slide is prohibited.

Slide opening must not exceed the appropriate No-Go specification as per class regulations. For information on slide optimization see video section at www.BriggsRacing.com

721 .5 .7 Jets must be stock gasoline jets only. Factory marking is required. Needle Jet - BGB - set at any notch.

Pilot Jet - #32, hole size is 0.0130" No-Go.

Main Jet - #95, hole size is 0.0380", .036" go .039" No-Go.

Main Nozzle - OEM stock unaltered. Hole size .101" Min - .104" Max

Emulsion Tube - OEM stock unaltered 4 small holes .018" Min - .021" Max. 4 big holes .026" Min - .029" Max.
Both idle and main jet must remain stock as shipped from the factory.

Note: See reference at 721.27 and 721.28

721 .5 .8 Overflow from float bowl must be vented to catch can.

721 .6 Intake Manifold

721 .6 .1 Length of manifold must be from 1.740" minimum to 1.765" maximum.

721 .6 .2 Inside Diameter must be .885" must go minimum, .905" No-Go maximum.

721 .6 .3 Stock manifold to block gasket required.

721 .7 Rocker Cover: Stock rocker cover from factory is required.

721 .7 .1 Rocker cover gasket must be stock. No sealer allowed.

721 .7 .2 Filter or tubing to a catch can may be fitted to outlet. No welding or tapping of rocker cover allowed.

721 .7 .3 An oil overflow catch system is mandatory. Overflow catch tube must be run from the crankcase breather to a catch container. The catch container must be vented to the atmosphere.

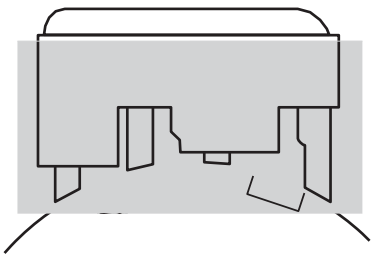
721 .7 .4 Briggs & Stratton Vent Kit #555688 NOT ALLOWED.

721 .8 Camshaft and Ignition Timing: First Camshaft check will be taken at the valve spring retainers. With lash set at zero, the movement of the valve spring retainer may not exceed 0.255 Intake and Exhaust Maximum.

721 .8 .1 Install degree wheel, using positive stop method

721 .8 .2 Check ignition time for PVL coil and flywheel: with the left edge of the right coil leg aligned with the right edge of the right magnet. The motor timing may not be more than 26 degrees BTDC

Figure 721 .8 .2 PVL Coil Diagram



With air gap set at .016". See figure 721.8.2.
Static Check for Timing:
Install a degree wheel or a Digital Degree meter using a positive stop method.
With the right edge of the first magnet aligned with the start of the lead leg of the ignition (refer to photo figure 721.8.2), the engine must not exceed 26 degrees with air gap set at .016". Timing is checked in the direction the engine operates.

721 .8 .2 .1 Coil: Unaltered / Coil unit is "green" B&S #555718 Manda- tory. Maximum RPM limit 6150

721.8.2.1.1 Exception: Jr./Cadet Jr 206 requires unaltered B&S #555725 (Black) coil. Maximum RPM 4150 with 50 RPM tolerance.

721 .8 .2 .2 Attachment bolts must not be altered.

721 .8 .2 .3 Spark plug connector must be B&S #555714

721 .8 .2 .4 Coil air gap is not tech. Recommended .014" to .016". Air gap is a non-tech item.

721.8.2.5 Spark plug: Only unaltered, B&S #555737, Champion RC12YC, spark plug with B&S logo allowed. Sealing washer must be in place as from the factory. Temperature thermocouple permitted as long as sealing washer and/or air guard are not modified.

721 .8 .3 Tech Camshaft at pushrods. Push gently down on dial indicator stem to ensure that there is no lash when push rods are going down. NOTE: Due to the extended life of the engine, a single point on each lobe can be off by a maximum of 2 degrees without issue, the exception being on the .006" check, both intake and exhaust.

INTAKE LIFT		EXHAUST LIFT	
0.006	59 to 51 BTDC	0.006	101 to 93 BBDC
0.020	16 to 12 BTDC	0.020	59 to 55 BBDC
0.050	.5 to 4.5 ATDC	0.050	43 to 39 BBDC
0.100	17 to 21 ATDC	0.100	26 to 22 BBDC
0.150	33.5 to 37.5 ATDC	0.150	9 to 5 BBDC
0.175	43 to 47 ATDC	0.175	1 to 5 ABDC
0.200	54 to 58 ATDC	0.200	11.5 to 15.5 ABDC
0.225	68 to 72 ATDC	0.225	25 to 29 ABDC
MAX LIFT	0.257	MAX LIFT	0.259
MIN LIFT	0.252	MIN LIFT	0.252

INTAKE LIFT		EXHAUST LIFT	
0.225	38 to 34 BBDC	0.225	76 to 72 BTDC
0.200	24.5 to 20.5 BBCD	0.200	62.5 to 58.5 BTDC
0.175	14 to 10 BBDC	0.175	52 to 48 BTDC
0.150	4.5 to .5 BBDC	0.150	42 to 38 BTDC
0.100	12 to 16 ABDC	0.100	25.5 to 21.5 BTDC
0.050	29 to 33 ABDC	0.050	8.5 to 4.5 BTDC
0.020	45.5 to 49.5 ABDC	0.020	8 to 12 ATDC
0.006	83 to 91 ABDC	0.006	47 to 55 ATDC

721 .9 Valve operating mechanism:

721 .9 .1 Rocker arms: Must be unaltered from stock. Minimum length to be 2.820". Rocker arm must be stock B&S part #555711 (US) or #797443 (Metric) and may not be altered in any way. Briggs Logo must be present.

721 .9 .2 Ball Rocker: must be stock. Diameter .600" +/- .010"

721 .9 .3 Push rods: Must be stock. Diameter is..183"

- .190". Length is 5.638" - 5.658".

Push rod diameter to be checked 3 points along the length and must pass two planes on each 360 degrees of rotation.

721 .10 Head Bolts: Four stock head bolts are mandatory.

721 .11 Head Gasket: Unaltered B&S #555723 is the only head gasket allowed. Minimum thickness allowed is .049". Measurement must be performed using a micrometer. Readings are taken from inside the cylinder of the gasket closest to the combustion chamber (see diagram). Four measurements must be taken with 3 meeting the minimum thickness of .049".

721 .12 Cylinder head plate: Must be stock

721.12.1 Cylinder head plate gasket must be stock with maximum thick- ness of .060". Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only – no alterations. Maximum thickness of gasket is .060 inches. Rocker plate to head fastener holes must remain stock, .289" Maximum.

721 .13 Rocker arm studs: Rocker studs must be stock, unaltered B&S part # 694544 US (1/4-28 thread) or #797441 Metric (M8x1.00 thread) and in stock location.

Rocker arm #555711 (US) must be used with rocker stud #694544 (US).

Rocker arm #797443 (Metric) must be used with rocker stud #797441 (Metric).

721 .14 Valves: Stock valves only. One angle only. Valve may not be polished or lightened. If working area (that portion of the valve stem translating with the valve guides) of valve stem is cleaned, no material may be removed. No grooves, cross hatching, etc.

721 .14 .1 Intake Valve: 45-degree face. Head diameter is 1.055" - 1.065". Intake valve minimum weight 27.8 grams.

721 .14 .2 Exhaust valve: 45-degree face. Head diameter is .935" - .945". Exhaust valve minimum weight 27.2 grams.

721 .14 .3 Length of valves must be 3.355" to 3.390".

721 .16 Valve Springs: Stock B&S valve springs and keepers are mandatory. Springs must remain unaltered as supplied from the factory. WARNING: Aftermarket spring with higher spring rate will result in damage to the camshaft.

721 .16 .1 Valve Springs are single coil stock, unaltered B&S part #26826. Must be identical in appearance to factory part and have 4.00 to 4.75 coils in stack.

Maximum valve spring length is .940". Wire diameter is .103" to .107", measured in three places on the spring. Inside diameter of spring is
.615" minimum to .635" maximum.

721 .16 .2 Valve Spring Retainers: Thickness is .055" - .070".

721 .17 Cylinder Head: Stock B&S RT1 Casting as shipped from the factory is the only configuration approved. No machining of head allowed Factory machining marks left on the head gasket surface IS a tech item. Bosses on back of head, just below valve cover gasket surface may be tapped for attachment of header supports.

721 .17 .1 Combustion chamber: Hard carbon may be scraped from head before measuring.

721 .17 .1 .1 From head gasket surface the depth of the head at shallow part is .030" minimum. Depth at floor of head is .342 minimum.

721 .17 .1 .2 Depth to top of valve seats is .340" minimum .360" Maximum.

721 .17 .1 .3 Shoulders of Sox tool # AT 341 may not touch head gasket surface when tool is placed into combustion chamber.

721 .17 .1 .4 Minimum thickness of cylinder head is 2.431".

721 .17 .2 Valve Seats: Must have only one 45° angle on valve seats. Stock B&S seats are mandatory.

721 .17 .2 .1 Intake seat diameter is .966" - .972".

721 .17 .2 .2 Exhaust seat diameter is .841" - .850".

721 .17 .3 Ports: Must be stock, no machining, polishing, easing.

721 .17 .3 .1 Intake inlet port: .918" No-Go. When checking 90° to line between center of studs, no - go will be straight. When checking on line with center of studs, No-Go will set on floor of port at bottom and stop at upper edge of port on top.

715 .17 .3 .2 Exhaust outlet: .980" No-Go.

721 .17 .4 Replacement of valve guides with B&S part #555645 only is allowed. Valve guides must be stock as supplied from factory. Maximum depth from the head gasket surface to the intake valve guide is 1.255".

721 .17 .5 Heat Disperser: B&S heat disperser P/N 555690 can be installed in the exhaust bolt boss per factory instructions.

721 .18 Deck/Piston: Deck gasket surface finish is not a tech item. Arrow on Piston must point to flywheel side of the motor. Piston pop up can be .0035" inches maximum. Piston pop-up to be checked with flat bar in center of piston parallel to piston pin and then again checked 90 degrees to piston pin. Tech Tool A25. Angle milling or peak decking is not allowed.

721 .19 Cylinder Bore: Stock bore is 2.690". Allowance for wear is permitted, up to 2.697".

721 .20 Stroke: maximum stroke is 2.204". Push piston down to take up rod play. Check stroke from BDC to TDC.

721 .21 Flywheel: B&S PVL flywheel with plastic fins is the only flywheel per- mitted. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum factory overspray is allowed.

721 .21 .1 Plastic fins are required. All fins must be in place.

721 .21 .2 Stock flywheel key with B&S logo is required. Width of key allowed is .1825" - .1875".

721 .21 .3 Minimum weight of flywheel, fins and fin attachment bolts is 4 pounds, 1 ounce.

721 .22 Cylinder and side cover: Unaltered seal must be in place. No alterations or welding are allowed to any component.

721 .23 Clutch: Novice class must run Max Torque Clutch only;
B&S #555727, no alterations to clutch other than springs. No exceptions.
Jr1, Jr2, Senior, and Masters classes may run any rim centrifugal clutch with a maximum of 9 springs and 6 shoes. Clutch must be used as shipped from the ORIGINAL manufacturer. Mixing of parts between clutch lines or manufactures or removing parts (ie. Grease guard, etc.) is ILLEGAL. No alteration to clutch allowed except springs, driver, driver conversion, clutch key, and crankshaft fastener kit, which are non-tech.

. No clutch coolers allowed.

721.23.1 Clutch drums must be stamped single-piece steel only. Clutch hubs must be single-piece steel, other alloys not allowed.

721.23.2 Clutch claim rule - Per standard sanctioning body guidelines, claiming can be implemented, Maximum of $160.00.

721 .24 Starter: Recoil starter must be retained, as produced and intact. Starter may be rotated.

721 .25 Things That Are Not Permitted but not limited to:

721 .25 .1 Tampering of the factory installed engine seals (2).

721 .25 .2 Addition or subtraction of material in any form or matter.

Exception 1: Valve maintenance (valve job). Valve seats must remain with the factory specification of 30 and 45 degree angles only. Valve seats of additional angles and/or angles not comparable to the factory stock of 30 and 45 degrees are not permitted. Grinding of valve stem or excessive material removal prohibited.

Exception 2: Optimization of the slide opening in Briggs & Stratton Cadet, Novice, Junior 1, Junior 2 and ASN National Junior classes are permitted per guidelines located at BRIGGS & STRATTON Optimization Video at www.briggsracing.com.

721 .25 .3 "Blueprinting" unless stated herein.

721 .25 .4 Modification to or the machining of any parts in order to bring them to stated minimum/maximum specification, (or for ANY reason).

721 .25 .5 Machining or alteration of any kind to the engine or replacement parts unless specifically stated herein.

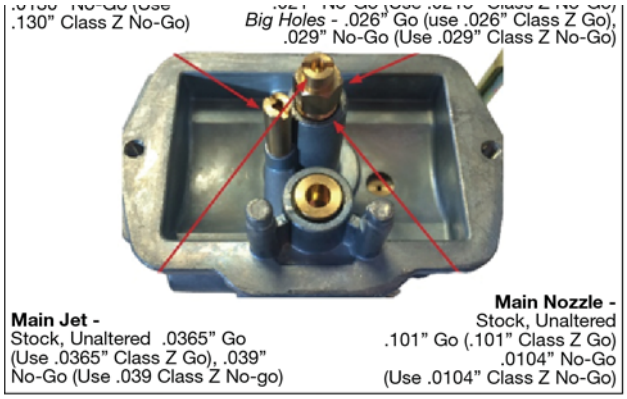
721 .25 .6 Deburring, machining, honing, grinding, polishing, sanding, media blasting, etc.

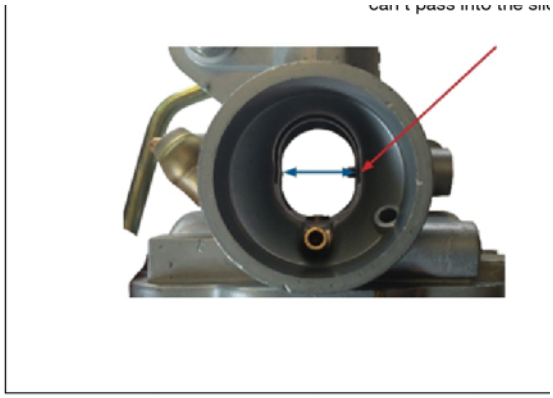
721 .25 .7 Sandblasting or glass-beading any interior engine surfaces.

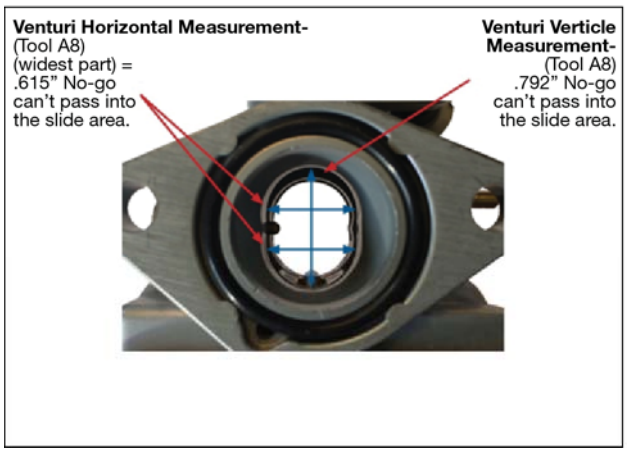
721 .25 .8 No device may be used that will impede, or appear to impede, airflow to the engine cooling system.

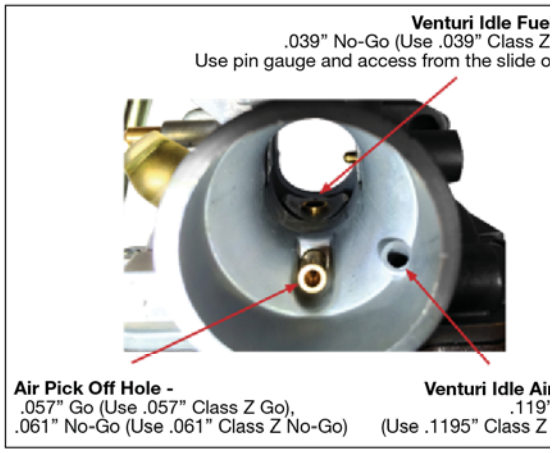
721 .26 Engine Oil: Engine oil testing/verification, refer to 700.5.6 and 700.5.6.1

721 .27 Reference Photos:









NOTE: Slide openings should be measured only with the Briggs & Stratton slide tool listed on the tool reference chart

Technical Item		Description	Tech Tool
a.	Needle Jet C-Clip	Needle Jet C-clip must be properly installed but may be installed at any of the 5 factory settings on the needle jet.	
b.	Throttle Cable Cap	Throttle cable cap on the top of the carburetor must be used and properly installed in tight position.	
c.	Choke	Choke: OEM unaltered, but lever may be fastened open with a spring, rubber band, wire, etc.	
d.	Idle Pilot Jet	Idle Pilot Jet – Stock, Unaltered .0130" No-Go (Use .130" Class Z No-Go)	
e.	Idle Circuit Air Hole	No drilling, reaming, elongating of the hole allowed. .119" max. diameter. A small chamfer at the outer edge, as compared to a stock part, can be present. The measurement of that chamfer is subject to sanctioning body guidelines.	**.1195" Pin gauge**
f.	Main Jet	Main jet – Stock, Unaltered .0365" Go (Use .0365" Class Z Go), .039" No-Go (Use .039 Class Z No-go)	
g.	Emulsion Tube	Main nozzle – OEM stock unaltered hole size = .101, .104" Small holes – .018 Go (Use .018" Class Z GO) .021" No-Go (Use .0215" Class Z No-Go) Big Holes - .026" Go (use .026" Class Z Go), .029" No-Go (Use .029" Class Z No-Go)	
h.	Venturi Measurement	Venturi Measurement: Vertical: .792 max inches.	**A8**
		Horizontal: .615 max inches at widest part	**A8**
		Horizontal: .602 max inches at narrowest part.	**A20**
i.	Air Pick Off Hole	Air pick off hole - .057 go .061 no go	**A9**
j.	Throttle Bore	Throttle bore – Must be as cast and bore max diameter = .874 inches.	**A7**
k.	Venturi Idle Fuel Hole	Venturi idle fuel hole =.039" No-Go (Use .039" Class Z No- go)	
l.	Air Filter	Air filter: Only GREEN air filter, part # 555729 is allowed. Filter adapters are not allowed, filter must attach directly to carburetor air horn	
m.	Carburetor Overflow	Carburetor overflow: Must be vented to a catch container.	
n.	O-Ring	O-Ring part number B&S part # 555601 is required and must be unaltered.	
o.	Intake Manifold	Intake manifold – max length = 1.740 inches min to 1.760 inches max	**A12**
		Intake manifold – bore diameter = .885 inches min to .905 inches max	**A11**

p.	Choke Bore/Air Horn	1.149 no-go	**A7**
q.	Carb Slide Cutaway	.075 no-go	**A10**
r.	Widest part of Combustion Chamber	2.640	**A30**

e. Idle circuit air hole	No drilling, reaming, elongating of the hole allowed. .119" max. diameter. A small chamfer at the outer edge, as compared to a stock part, can be present. The measurement of that chamfer is subject to sanctioning body guidelines.
f. Main jet	Main jet – #95, hole size is .0380" 0.036 Go, 0.039 No-Go
g. Main nozzle and Emulsion tube	Main nozzle – OEM stock unaltered – hole size = .101 min and .104 max inches. No drilling, reaming, slotting or oblonging of hole. Emulsion tube – OEM stock unaltered 4 small holes = .018 min inches to .021 max inches 4 big holes = .026 min inches to .029 max inches.
h. Venturi Measurement	Venturi Measurement: Vertical: .792 max inches.
	Horizontal: .615 max inches at widest part
	Horizontal: .602 max inches at narrowest part.
i. Air pick off hole	Air pick off hole - .057 Go .061 No-Go
j. Throttle bore	Throttle bore – Must be as cast and bore max diameter = .874 inches.
k. Venturi idle fuel hole	Venturi idle fuel hole = .038 inches max
l. Air filter	Air filter: Only GREEN air filter, part # 555729 is allowed. Filter adapters are not allowed, filter must attach directly to carburetor air horn
m. Carburetor overflow	Carburetor overflow: Must be vented to a catch container.
n. O-Ring	O-Ring part number B&S part # 555601 is required and must be unaltered.
o. Intake manifold	Intake manifold – max length = 1.740 inches min to 1.760 inches max
	Intake manifold – bore diameter = .885 inches min to. 905 inches max
p. Choke Bore	1.149
q. Carb Slide Cutaway	.075 No-Go
r. Widest part of Combustion Chamber	2.640

721 .27 Reference Tech Proceedures and Tools Required: