

## The Pre-94 FF Register



### **Guidance to season 2026 Technical Regulations for Pre-1994 Formula Ford 1600 ('Kent' Engines) in Sprints and Hill Climbs**

#### **1 GENERAL**

The official Formula Ford regulations apply to the Pre-94 Formula Ford (Kent engines) class with references to regulations for post-1993 cars deleted and follow the current Motorsport UK National Competition Rules (Blue Book). All relevant and current Motorsport UK regulations apply.

The current Formula Ford 1600 Kent Technical Regulations (2025 version, this may be superseded by a 2026 Version before the start of the 2026 season) can be found at pages 3 to 19. The following are clarifications for competitors entering the Pre-1994 Formula Ford 1600 class in sprint and hill climb events.

Any car competing in the Pre-94 Formula Ford class must comply with the full Formula Ford 1600 Kent Technical Regulations. If it does not then, obviously, it is not a Formula Ford. The intention is not only to maintain parity between the competing cars but also between the regulations for circuit racing cars and speed event cars so, that competitors from either discipline may compete in the other with the absolute minimum of alterations. Basically, a circuit racing car only needs a timing strut fitting to comply with these regulations for sprinting and hill climbing.

The Pre-1994 Formula Ford 1600 (Kent engines) class is for cars built prior to 1.1.1994.

#### **2 SAFETY**

See current Motorsport UK National Competition Rules (Blue Book) for safety requirements, in particular Chapter 7 Competitor Vehicles and Safety Equipment, Chapter 14 Sprint and Hill Climb.

In sprint and hill climb events racing cars must be '*equipped with a homologated FIA safety harness, minimum Five Point Harness*'. (see Chapter 7 App.7 Art.5-10 for further detail on harnesses)

Fire extinguishers are recommended in sprint and hill climb events but are not mandatory (see Chapter 7 App.6 Art.1 for detail on plumbed-in fire extinguisher systems)

Frontal Head Restraint (FHR) are mandatory in all racing car classes in speed events, except for period defined cars (pre-1977).

#### **3 Engine**

See Formula Ford Kent Technical Regulations, Article 5, in the following pages.

#### **4 Transmission**

See Formula Ford Kent Technical Regulations, Article 11, in the following pages.

### **3 TYRES**

**Note –** Most circuit championships regulations approve ACB9 or ACB10 up to and beyond our Pre-1994 Formula Ford class. Therefore, to maintain parity between competing cars and in the absence of specific detail regarding tyres in speed event championships regulations, the following applies:

**Cars Manufactured before 31.12.1971** –ACB9 Formula Ford tyres that have been approved by Motorsport UK

Front 5.0/22.0 – 13 A46 -17680

Rear 6.5/23.0 – 13 A46 – 17681

**Cars manufactured 1.1.1972 to 31.12.1993** - ACB9 or ACB10 Formula Ford tyres that have been approved by Motorsport UK

#### **ACB9**

Front 5.0/22.0 – 13 A46 – 17680

Rear 6.5/23.0 – 13 A46 – 17681

or

#### **ACB10**

Front 6.0/21.0 – 13 8317

Rear 7.0/22.0 – 13 8319

### **4 WEIGHT**

See Formula Ford Kent Technical Regulations, Article 14, in the following pages.

### **5 MIRRORS**

See Formula Ford Kent Technical Regulations, clause 4.5, in the following pages.

### **6 SILENCING**

See Formula Ford Kent Technical Regulations, clause 5.4b, in the following pages.

### **7 'RAIN LIGHT'**

See Formula Ford Kent Technical Regulations, Article 16, in the following pages.

### **8 TIMING STRUTS**

A timing strut as per, Chapter 14 App.4 Art.11 must be fitted.

### **9 ADDITIONAL SUPPLEMENTARY REGULATIONS**

All additional supplementary regulations (ASRs) and Championship regulations will apply.

### **10 SELF-POLICING**

Formula Ford provides a 'level playing field' with very equal performance between cars and it will be self-evident if a car has been modified to provide an unfair performance advantage. There will therefore be an element of 'self-policing' of the class, but any competitor found to be contravening these rules may be moved into the up to 1600cc racing car class for awards and championship points purposes.

# FORMULA FORD 1600 KENT

2025  
TECHNICAL  
REGULATIONS



**brscc**  
DRIVEN BY RACING

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# Technical Regulations for

# Formula Ford

# 1600

## Introduction

The first race for Formula Ford cars was held on July 2nd, 1967, using the 1498cc engine from the Cortina and ordinary road-going Firestone F100 tyres. Changes had to be made over the years to keep both the engine in line with current production, firstly to 1600cc and later to the cross-flow engine, whilst also improving the tyre specification.

None of these have changed the basic concept of the Formula.

No changes have been introduced to the current cars, except for the safety requirement of Lateral protection structures on 1996 and later cars only.

The current cross flow, 1600cc, "Kent" engine is no longer in production, and we are pleased that the formula is still thriving and wish it many more years of success.

The "Kent" engined formula now has its own regulations and they are no longer combined with the regulations for the 1800cc "Zetec" engined cars.

Copies of the regulations and other information can be obtained from the Web at:

[www.britishformulaford.co.uk](http://www.britishformulaford.co.uk) or

The Motorsport UK Technical Commissioner for Formula Ford: Nigel Jones,  
49, The Chase,  
Eastcote,  
Pinner,  
Middlesex. HA5 1SH

Tel: 07802 276590

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Ford Performance  
Michael Norton  
Ford Performance WRC Program Supervisor  
Motorsports Regulations and Homologation  
Tel: 01268 405978

Standard parts are available from Ford Dealerships, or Formula Ford International. All bespoke parts are available from Formula Ford International at:

FFI Components Ltd  
18 Mill View  
Hinckley LE10 1XD  
[sales@fficomponents.com](mailto:sales@fficomponents.com)  
Sara Bates  
Mobile 07923 810132

Initial contact via email please, to ensure written record.

### Warning

*The following regulations have not been updated for several years. Irrespective of these regulations ALL cars must comply with at least the current minimum safety standards specified in the country of the competition. (Safety Helmets, Safety Belts, Fire Extinguishers etc.)*

*For Standard Ford Motor Company parts that are specified in these regulations, which customers find are no longer available through the Ford channels, should be reported to M Norton at Ford. The competitor must obtain the written consent from the Scrutineer responsible for that race meeting or championship prior to using the alternative part in competition.*

### Copyright

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# Technical Regulations

## Formula Ford 1600

### GENERAL

As with all regulations, "UNLESS IT SAYS YOU CAN DO IT. YOU CANNOT".

### 1 DESCRIPTION

Four-wheel, single seater racing car, as defined for Formula 3 (1985) and these regulations fitted with a Ford 1600cc GT "Kent" Engine.

### 2 SAFETY

These regulations are based on the current ASN National Competition Rules (NCR). All relevant and current ASN NCR apply.

### 3 CHASSIS

The chassis must be of tubular steel construction with no stress bearing panels except bulkhead and undertray, curvature of the undertray must not exceed 2.54cm. The undertray/floor (E 13.2.4) extends from the bulkhead forward of the pedals to the bulkhead between the fuel tank and the engine. Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding or bonding or by rivets, bolts or screws which have centres closer than 15.25cm. Bodywork must not be used as stress bearing panels. The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited.

3.2 Cars built after 1.1.87 and before 1.1.95 The internal cross section area of the cockpit from the driver's feet to behind his seat, shall nowhere be less than 700 cm<sup>2</sup> and a minimum width must be 25cm over the whole length of the cockpit. The only intrusion permitted into the cross-sectional area being the steering column.

3.3 Cars built after 1.1.95 The free internal cross section of the cockpit from the soles of the driver's feet to behind his seat shall at no point be less than 700cm<sup>2</sup>. The only thing which may encroach on this area is the steering column. A free vertical section of minimum 25cm width maintained to a minimum height of 25cm with corners of maximum 5cm radius must be maintained over the whole length of the cockpit with the steering wheel removed. The driver normally seated in his driving position with the seat belts fastened and the steering wheel in place must be able to raise both legs together

such that his knees reach the plane of the steering wheel in the rearward's direction: this action must not be obstructed by any part of the car.

3.4 Cars built after 1.1.87 The soles of the feet of the driver, seated in the normal driving position and with his feet on the pedals in the inoperative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.

3.5 No engine oil or water tubes are permitted within the cockpit

#### 3.6 Cars built after 1.1.95

The chassis must include an impact-absorbing structure fitted ahead of the front bulkhead of the tubular steel frame. This structure must be independent of the bodywork and must be solidly fixed to the extremities of the bulkhead (i.e. with bolts requiring tools for removal). It must constitute a box of 30cm minimum length, 15cm minimum height in any vertical section and 400cm<sup>2</sup> minimum total cross section. It must be metallic using honeycomb sandwich construction with a panel thickness of 15mm minimum. It is recommended, but not mandatory, that this safety feature is fitted to older cars.

3.7 Cars built after 1.1.96 must be built with a LATERAL PROTECTION STRUCTURE, defined as continuous panels whose projection on a vertical plane parallel to the longitudinal axis of the car shall be at least 15cm high, shall extend on either side of the car, at a minimum distance of 55cm from the car's longitudinal centre line between at least the transverse planes passing through the fuel tank rear face and the frontal extremity of the minimum cockpit opening, and at a minimum distance of 35cm from the car's longitudinal centre line between at least the transversal planes passing through the above extremity and the front rollover bar hoop. These panels shall be made from a composite material of 30cm<sup>2</sup> minimum cross section with a honeycomb core in metal giving adequate resistance to compression. The external skins shall be of aluminium alloy of a minimum thickness of 0.5mm or made up of another assembly of materials of equivalent efficiency. The panels must be securely attached to the bottom and at the upper extremity to the main structure of the car in such a manner as to ensure absorption of a lateral impact. The radiators may play the role of protective panels or of transversal struts. The periphery of the bodywork covering the Lateral Protection Structure, when viewed from below, must be curved upwards with a minimum radius of 5cm,

and a maximum radius of 7cm with the exception of air entry and exit openings into the Lateral Protection Structure. The floor of the side pod must reflect the plan of the upper surface. The floor is to be in the same plane as the undertray in both directions, i.e. transverse and longitudinal, subject to all points being within 2.54cm of any flat plane situated under the car (see Art 3.1).

## 4 BODYWORK

See table of single seater dimensions. (Appendix "B"). The use of composite materials using carbon and/or Kevlar reinforcement is prohibited. Bodywork is not required behind the vertical plane taken through the front of the topmost portion of the roll over structure. If bodywork is used it must conform with the following regulation.

- 4.1 Any device designed to augment aerodynamically the downthrust on the vehicle is prohibited, as are aerofoils, nose fins or spoilers of any type.
- 4.2 For cars built after 1.1.87 The engine cover must not extend rearwards past the rearmost point of the gearbox housing (no gearbox extensions permitted). The shape of the cover must not include any reflex curves and no flat surfaces are permitted within 15° of the horizontal
- 4.3 For cars built after 1.1.87 The lower rear bodywork (located below the wheel center line) is only permitted alongside and beneath the engine and can only extend from behind the cockpit to a line drawn through the rear axis. The incorporation of suspension or other fairings in this bodywork or separately is prohibited.
- 4.4 It is not permitted to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member
- 4.5 All cars must have at least two mirrors mounted so that the driver has visibility on both sides of the car (minimum surface area of each one: 55cm<sup>2</sup>.)
- 4.6 For cars built after 1.1.95 Cockpit opening: The opening giving access to the cockpit must allow a designated horizontal template to be inserted vertically into the cockpit (not considering the steering wheel) down to 25mm lower than the lowest point of the cockpit

opening. This template is defined by dimensions J,K,L in Appendix "B". The cockpit must be so conceived that the maximum time necessary for the driver to get out from his normal driving position does not exceed 7 seconds with all driving equipment being worn and starting with the safety belts fastened.

- 4.7 See also Lateral Protection Structures.

- 4.8 Only original factory specification parts can be used in front of the forward bulkhead. No additional material can be added

## 5 ENGINE

### 5.1 GENERAL

- a) Engines will be mounted upright and aligned fore and aft in the chassis.
- b) The addition of any material be it metal, plastic, or composite etc. by any means be it welding, bonding, encapsulation or encasement to any component is prohibited. However, specific repair of the mounting points of the cylinder block to the transmission or chassis are allowed, whilst other casting repairs may be allowed with prior written approval of the Technical Commissioner responsible for the Formula.
- c) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.
- d) Pump, fan and generator drive pulleys and their retention bolts, washers and belts are free.
- e) Mechanical tachometer drives may be fitted.
- f) Generators are optional.
- g) The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers which are not connected with, or which do not support, any moving parts of the engine or its compulsorily retained accessories is permitted. Freedom granted to any fastener does not allow for freedom to move items relative to each other. For components that are granted the freedom for the fitment of a key or dowel, then material may be removed to allow the fitting of the key or dowel. Only one hole or keyway per component is allowed.
- h) The use of thread locking compounds is permitted.
- i) Gaskets are free except for the cylinder head, intake gaskets which must be standard Ford manufacture for the engine, and inlet manifold to cylinder head gasket which must be of approximate production thickness (see 5.3e).
- j) Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected.
- k) Forced induction is prohibited. Ram Air generated by the forward motion of the car is not considered as forced induction.
- l) The exterior surfaces only (of the complete engine assembly) of ferrous parts and the exterior surface of

the aluminium Rocker Cover may be protected by paint or similar means. No internal component or surface may be coated by any protective finish. Other Ford produced aluminium components may be protected only on their external surfaces by a transparent clear varnish, or similar.

m) Part numbers quoted were correct at the time the regulations were drafted. However, as with all companies, the Ford Motor Company Limited reserve the right to make changes to components for reliability or other reasons. Consequently, the part numbers quoted may be superseded by later released parts. Full Ford part numbers do not necessarily appear on all parts.

## 5.2 PERMITTED ENGINE

The only permitted engine is the Ford 1600 GT "Kent" (also referred to as Mark II Escort 1600 "Sport") with a nominal bore 81 mm and stroke 77.6mm. Production tolerances (+ - 0.01mm) are permitted providing the total swept volume does not exceed 1604cc.

## 5.3 INDUCTION

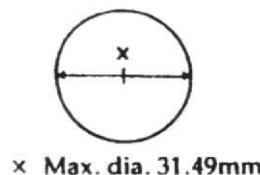
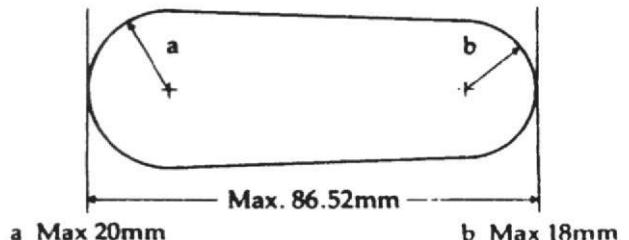
a) The air cleaner may be removed or replaced, and a trumpet fitted.

b) Carburetor Type: Weber 32/36 DGV and DGAV (from 1600 GT "Kent" or 2000 SOHC NE engine).  
Number on engine 1  
Number of Main Venturi 2  
Maximum dia. of Main Venturi 26.0/27.0mm  
Maximum dia. of carb outlet to inlet manifold 32.0/36.0mm

c) It is permitted to change jets, open both throttles together, remove cold start devices and diffuser bar, fit internal and external anti-surge pipes, remove seals on emission control carburetors. No other modifications are permitted, chokes must remain standard and no polishing or reprofiling is permitted. Any means of reducing intake air temperature is prohibited. Any form of water injection is prohibited.

d) Inlet manifold: standard Ford production inlet manifold for 1600 GT "Kent" engine. The carburetor seat face may be machined to horizontal in the fore and aft plane. The water passage must remain intact but may be blanked off or plugged. The manifold may be machined externally to clear the throttle mechanism in the use of both throttles being opened together.

e) Carburetor to inlet manifold gasket Thickness 5.7mm ± 0.35mm Inlet manifold to cylinder head Thickness 0.86mm (max)



Manifold port diameter may be exceeded in vertical plane if casting is original and untouched

## 5.4 EXHAUST SYSTEM

a) The exhaust system and manifold are free, within Vehicle Regulations.

b) A mandatory silencer, Ford Part No. 9095317 (or old unit 9094277) must be fitted

## 5.5 CYLINDER BLOCK

a) It is permitted, as means of repair, to replace damaged cylinder bores with cast iron cylinder liners, all to standard dimensions.

b) Localised machining of the cylinder block is permitted to allow fitting of the dry sump system. c) The crankcase breather may be altered or removed, but all breathers must discharge into a catch tank.

d) May be machined to maintain deck height.

## 5.6 CYLINDER HEAD (INCLUDING VALVES AND VALVE GEAR)

a) Non-standard rocker covers are permitted providing they in no way improve the performance of the engine. Water passages are not permitted in rocker covers.

b) Standard valve spring retainers must be used; only single valve springs are permitted. Shims are permitted, otherwise valve springs are free.

c) Push-rods, rockers, tappets, pedestals and shafts must remain standard except that recontouring of the valve stem contact pad on the rocker arm is permitted providing the maximum specified lift at the spring cap is not exceeded. The pedestals may be shimmed at the base to a maximum of 1mm. Rocker shaft springs are free.

d) Maximum permitted lift at the spring cap with zero tappet clearance: inlet 9.042mm, exhaust 9.093mm.

Maximum permitted lift at the top of the push rod:  
inlet 5.917mm, exhaust 5.943mm.

e) Valves must remain standard, if not original, replacement valves must have 'FFI' stamped on the stem, no reprofiling or polishing is permitted.

The original 45° seat angle must be maintained.

Distance apart at centres  $39.12 \pm 0.5\text{mm}$ .

Maximum face diameter, inlet 39.62mm.  
exhaust 34.00mm.

Overall length inlet  $110.92 \pm 0.5\text{mm}$ .

Overall length exhaust  $110.61 \pm 0.5\text{mm}$ .

Valve stem seals are optional.

f) It is permissible to reshape inlet and exhaust ports by removal of metal within limits.

Addition of material in any form is prohibited.

Maximum port diameter at manifold face: inlet 36.12mm, exhaust 29.41mm.

Inlet and exhaust port diameter may be exceeded if the original casting is visible and untouched at the gasket face.

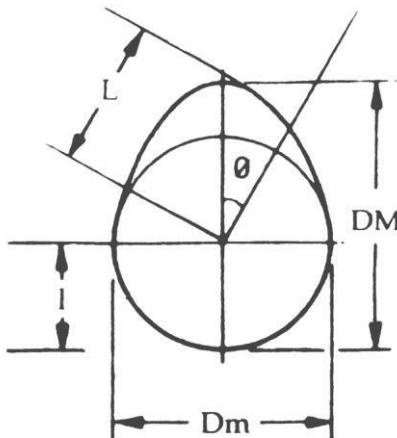
g) It is permitted, as means of repair, to replace damaged valve guides and valve seats by replacement valve guides and valve seat inserts, all to standard dimensions

follower at various angles ( $\theta$ ). Maximum lift at all points on the camshaft must not be exceeded.

The standard Ford tolerances of  $\pm 0.1\text{mm}$  apply to the following camshaft table and drawing.

| Dimension   | Symmetrical |         |
|-------------|-------------|---------|
|             | Inlet       | Exhaust |
| DM (max)    | 33.60mm     | 33.65mm |
| Dm          | 27.78mm     | 28.15mm |
| Lift at 0°  | 5.87 mm     | 5.89mm  |
| Lift at 5°  | 5.81mm      | 5.85mm  |
| Lift at 10° | 5.64mm      | 5.67mm  |
| Lift at 15° | 5.38mm      | 5.41mm  |
| Lift at 20° | 5.00mm      | 5.03mm  |
| Lift at 30° | 4.01mm      | 4.04mm  |
| Lift at 40° | 2.69mm      | 2.77mm  |
| Lift at 60° | 0.46mm      | 0.61mm  |
| Lift at 90° | 0.05mm      | 0.20mm  |

Angle between major axes of inlet and exhaust cams: 109°.



## 5.7 COMPRESSION RATIO

a) The maximum compression ratio will be controlled as follows:

i) Minimum combustion volume in piston 41cc (with piston at TDC in cylinder and no account taken of volume down from the crown to the top piston ring).

ii) Standard Ford cylinder head gasket Part No. 781M 6051 AA / 931M 6051 AA minimum compressed thickness 0.85mm, minimum diameter of cylinder head aperture 82.50mm.

iii) Pistons must not protrude above the cylinder block face at TDC. The cylinder block surface may be machined.

iv) Maximum permitted protrusion of the valves into the combustion chamber 1.2mm.

## 5.8 CAMSHAFT

a) The only permitted camshaft is that specified for Kent Formula Ford use. Part N° 771M-6250BA conforming to the lift tables below.

b) The camshaft must remain entirely unmodified. It must be fully manufactured and ground to the Ford Motor Company profile by the designated supplier FFI also with the serial number in the example form 'FFI 103' on the rear face of the camshaft. It is prohibited to grind from blanks, regrind or reprofile. Tuftriding or Parkerising is permitted. Shot peening, shot blasting or polishing are prohibited. Offset dowels are permitted.

c) The cam profile is defined by determination of lift ( $L-I$ ) against a flat-footed

a) The only permitted piston is that specified for Kent Formula Ford use. Part number 711M6102-DA/EA/CA supplied by FFI or pistons must be standard Ford production pistons for the 1600cc engine, unmodified in any way except for balancing and as detailed.

b) All three piston rings must be fitted, piston rings must be standard production or similar replacements, i.e. the compression rings must be one piece, with conventional plain gaps, chromium plating of the top ring is optional, the oil control rings must be either single piece, two piece, twin land type or apex three piece (two rails and an expander). Molybdenum faced top compression rings are permitted.

c) Pistons may be machined to achieve volumetric and weight balance and minimum

weight. The piston bowl profile cannot be altered and must be as manufactured. Minimum weight complete with piston rings and gudgeon pin: 520gm, weight of gudgeon pin:  $113 \pm 2.0$ gm.

#### 5.10 CONNECTING RODS

a) Connecting rods must be standard Ford Part No. 2737E 6200 B. Machining is permitted to remove metal from the balancing bosses on the big-end cap and at the little end to achieve balance only. Polishing is prohibited. Big-end cap bolts are free, whilst respecting the minimum weight.

Minimum weight (including bolts and small end bearing) 630gm.

#### 5.11 CRANKSHAFT

a) A standard crankshaft with part number 711M6303-AE or steel crankshaft with part number 711M-6303-AG also with the 'FFI' stamp and serial number in the example form 'FFI 101' along with the logo on the first journal must be used. Machining to achieve balance and fit is permitted. Tuftriding, shot peening and shot blasting are permitted. Polishing is prohibited. Crankshaft minimum weight: 11.2kg.

b) Crankshaft pulley is free as is tooth belt drive.

c) It is not permitted to alter the number of bearings or fit bearings of less than standard production width.

d) Standard oversize and undersize bearings are permitted.

e) The rear main journal may be fillet rolled in the radius

#### 5.12 FLYWHEEL AND CLUTCH

a) The flywheel and clutch assembly must be standard components. To achieve minimum weight and balance, material may be removed from the originally machined surfaces, rim/flange etc. For rectification, the clutch mating face may be resurfaced. Cast surfaces must remain in original condition. It is permitted to use a similar pattern replacement clutch (i.e. conventional single diaphragm spring) driven plate with shock absorber springs. Organic friction material only is permitted. Racing clutches are prohibited.

b) Flywheel bolts are free and locating dowels are permitted.

c) It is permitted to secure the starter ring to the flywheel.

d) Flywheel minimum permitted weight is 8.2kg

#### 5.13 LUBRICATION SYSTEMS

The lubrication system, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or

reduced, but no additional ones are permitted. Standard friction surfaces must remain unchanged. Dry sump is permitted, oil coolers are free.

#### 5.14 COOLING SYSTEM

a) A liquid cooling system is mandatory, but the radiator is free. Only the standard water pump is permitted.

b) The radiator, if housed in or incorporating a cool air scoop or deflector, must comply with bodywork regulations.

#### 5.15 FUEL PUMP

a) The engine mounted mechanical fuel pump may be replaced by an electrically operated type with a delivery pressure of 0.2 - 0.3 bar (3.0 - 4.5psi) and a nominal flow rate of 115L/h. The pump must be ethanol tolerant and be controlled by a switch accessible by the driver whilst strapped into the cockpit.

b) Fuel lines must be ethanol proof and all fittings made of ethanol resistant material (i.e. nylon or brass, NOT aluminium or steel).

c) Fuel cooling radiators are permitted, within safety regulations, but must be mounted within the main chassis frame.

d) If an electrical pump is installed, the mechanical pump may be left on the engine or may be removed and replaced with a suitable oilproof blanking plate.

e) If using an electric pump, it is strongly recommended that a pre-filter is installed on the inlet to the pump in addition to a filter on the outlet. Any filter(s) used must not contain any glass components.

f) The fuel pump must be controlled by a suitably current rated switch: either a separate single switch or via one pole of a double pole ignition switch, in either case the 12v supply to the pump switch must be fed from the switched side of the battery master cut out switch.

#### 5.16 DISTRIBUTOR

a) Distributors are free providing they retain the original drive and location.

b) The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition.

c) It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel.

**6. SUSPENSION**

- a) The following parts must be of alloy steel or other ferrous material: wishbones, rockers, push and/or pull rods. All other stress bearing components must be metallic with no composite materials allowed. It is permitted to incorporate suspension mounting points on the engine and transmission assembly.
- b) Active suspensions are prohibited, as is any system which allows control of the flexibility of the suspension springs, shock absorption and trim height when the car is moving.
- c) Anti-roll bars for front and/or rear suspension may be capable of manual adjustment by the driver when seated in the car.
- d) Simple ovalised tubes which have the same section top and bottom are not considered to be an aero foil.
- e) Cars fitted with suspension anti intrusion bars must have any slip joints in their construction effectively locked. This link must be circular with a minimum diameter of 10 mm, and any slip joint must be bolted or pinned and located in the centre of the span.

**7 BRAKES**

Only brake discs made predominantly from Ferrous material are permitted. Calipers must be of Ferrous material with a maximum of two working cylinders per caliper. Brake pad materials, including carbon metallic, are free.

**Hand operated brakes:**

For the sole purpose of assisting the driver during gradient starts, a simple cable operated brake assist system may be used. This may not in any way affect the performance of the main braking system and may not be connected to the hydraulic circuits. It must be solely mechanical.

**8 SHOCK ABSORBERS**

Light alloy casings and/or Separate reservoirs for fluid/gas are prohibited, otherwise free. Any form of active damping is prohibited. Any method of altering the damper performance by the driver whilst seated in the car is prohibited. The shock absorber casing is defined as the item which contains the piston, fluid/gas, and moving parts which control the damping action.

**9 STEERING**

The steering must consist of a mechanical link between the driver and the wheels, rear wheel steering prohibited, otherwise free.

**10 WHEELS & TYRES**

- a) 13-inch diameter steel wheels with a maximum rim width of 5.5 inch are the only wheels permitted. They must be of **commercial**

manufacture, but the offset may be altered. (It is recommended that weekly checks for cracks be carried out and that the wheels be replaced twice a year).

- b) The only tyres permitted are those listed in the Sporting Regulations for the event. Minimum tread depth 1mm at the start of each practice session and race.
- c) Tyre warmers are not permitted. Tyre covers whose only function is to protect the tyre in the paddock area are allowed. Tyre warmers found at the circuit will be judged to be available for use.

**11 TRANSMISSION**

- a) The gearbox must contain not more than four forward gears and include an operable reverse gear, capable of being engaged by the driver whilst normally seated. The ratios are free. b) Rear wheel drive only is permitted.
- c) Final drive ratio is free.
- d) Torque biasing, limited slip and locked differentials are prohibited. Non-ferrous differential components prohibited.
- e) Gear change must be manual in operation. The gearchange must use the conventional 'H' pattern gearchange gate. Any gear change mechanism that only allows sequential selection of gears is not permitted.
- f) The only position for the main gear cluster will be wholly behind the rear axle output shaft centre line, and in line with the crankshaft centre line. Transverse, vertical, or other non-in-line configuration will not be allowed.

**12 FUEL SYSTEM**

- a) Tanks outside the chassis frame must comply with FIA Spec FT3.
- b) Inboard tanks, covered externally with a fireproof coating, are acceptable for events of less than 70km.
- c) Protection must at all times comply with **Ch.7 App.2 Art.6.1** and **NCR Ch.7 App.2 Art.6.5** (Bulkheads). A metal tank coated with GRP does not comply. **NCR**
- d) Maximum capacity 41 litres unless carried in FIA spec FT3 tank or better.
- e) Use **Permitted** Fuel (see definition) **NCR**  
Nomenclature and Definitions) except, subject to prior written authority having been given by **the ASN**, where permitted otherwise under event SRs, and Championship Regulations. Where Authority for FIA specification fuel is given by **the ASN** the fuel must be in compliance with FIA Appendix J Article 252, Article 9.
- f) At the end of practice and the race at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for

analysis. Compliance with minimum weight for the car will be taken before the fuel is removed.

### 13 STARTING

- a) Compulsory electric starter with electrical source of energy carried on board the car, and able to be controlled by the driver when normally in his seat.
- b) A supplementary external source of energy temporarily connected to the car may be used to start the engine whilst in the pit area.

### 14 WEIGHT

Minimum car weight at any time during the competition is 420Kg.

The minimum weight of car plus driver, at any time during competition shall be 500kg

### 15 ENGINE SEALING

All engines should have provision for scrutineer's wire seals. 1/16-inch dia. holes pre-drilled in readily accessible locations on installed engines must be available. Failure to comply renders the entrant liable to a fine.

- a) Sump - two holes through the cylinder block/ sump joint flange, one either side of the engine.
- b) Timing Cover - at least two retaining screw heads must be cross drilled.
- c) Rocker Cover - at least two retaining screw heads must be cross drilled.
- d) Inlet Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled.
- e) Carburetor - at least two retaining nuts to the cylinder head must be cross drilled.
- f) Bellhousing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed, OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled. Failure to comply renders the engine ineligible.

### 16 RED WARNING LIGHT

Red Warning Light: A rearward facing red warning light of 21 watts, with surface area minimum 20cm<sup>2</sup>, maximum 40cm<sup>2</sup>, or of 21 watts with a surface area minimum of 50cm<sup>2</sup> and with lens and reflector to EU Standards, must be located within 100mm of the vertical centre line of the vehicle and be clearly visible from either side. When viewed from the rear the light must not be obstructed by any part of the vehicle. An alternative light unit of equal or enhanced constant luminosity or LED lights that are either homologated by the FIA or comply with relevant EU Regulations may be used.

The rear warning light must be energised when visibility is poor.

### 17 SEAT

The vehicle occupant(s), seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 10 seconds.

### 18 MISCELLANEOUS

- a) The use of titanium, ceramic, high strength composites and similar materials is prohibited.
- b) Electronic dashboards and Data logging equipment are allowed subject to them having no influence whatsoever on the behaviour of the car during competition. All information obtained from any Data logging or storage equipment shall be made freely available to the Scrutineer on request.
- c) Competitors are reminded that only modifications or additions specifically covered by these regulations are permitted. Engine components not covered by these regulations must remain completely standard and unmodified. In cases of dispute on engines, reference will be made to Ford Motor Company Limited drawings.
- d) Vehicles defined in these regulations are required to comply with the section of the ASN NCR covering General Vehicle and Race Vehicle which apply to single seater racing cars.
- e) The use of carbon and/or Kevlar reinforcement is prohibited. (Unless expressly permitted). Items such as Carbon Fibre Dashboards (nonstructural) and Mirrors are permitted

### 19 Frontal Head Restraint

An FIA approved FHR device, fitted in accordance with FIA regulations, is:

- (i) Mandatory for the driver of a Single Seater Racing Car with the exception of period defined cars (pre-1977)

## PRE-1974 FORMULA FORD 1600

### 1 DESCRIPTION

Single seater racing cars complying with current Formula Ford 1600 regulations, and these regulations, manufactured prior to 1st January 1974.

### 2 CHASSIS

The chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, Track, and pick-up

points must remain to manufacturers specification.

3 **PERMITTED MODIFICATIONS**  
To current Formula Ford-1600 regulations.

3.1 Any modification of which the primary purpose is safety or driver comfort.

3.2 Bodywork is free within FF-1600 dimensions.

3.3 Coil springs, shock absorbers, anti-roll bars and steering rack are free providing they fit to the same original locations.

3.4 Wheel off-sets may be varied to alter track dimensions by a maximum of 3 inch.

3.5 All transmissions in production before 1st January 1974 in FF are permitted.

3.6 Make and type of drive shaft is free.

3.7 The number, type and location of radiators is free.

4 **Miscellaneous**

4.1 Cars may be updated to the specification of the latest model built by the manufacturer which appears in the list of eligible vehicles (e.g. Merlyn Mk1 1A up to Mk24 specification).

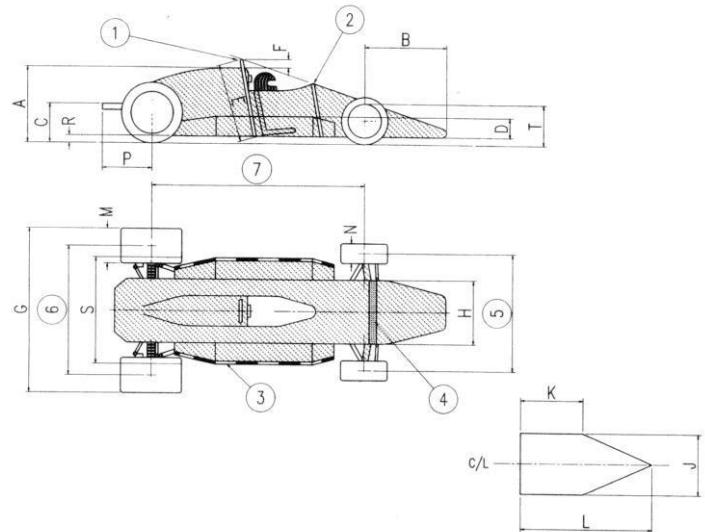
4.2 **ELIGIBLE CARS** if built prior to 1st. January 1974

\*\*Pre 31/12/71 (source *P A Motorsport*)

Alexis 14,15,18,18B\*\*  
 Alexis 14B to 24B  
 Beach MkII\*\*  
 Bee Gee (71)\*\*  
 Beattie (70)\*\*  
 Blackjack (68)\*\*  
 Bobsy (69)\*\*  
 Bowin P4/P4A\*\*  
 Centaur - Scholar (69-70)\*\*  
 Caldwell D9, D9B\*\*  
 Cooper Chinook (70)\*\*  
 Cougar  
 Crossle 16F, 25F & 20F\*\*  
 DRW Mk8\*\*  
 Dulton LD4, LD4A to LD4C, LD9,\*\*  
 Dulton MP15 & MP15B  
 Eldon PH6, PH8, Mk10 to 1 0C\*\*  
 Eldon Mk10 to 10C  
 Elfin 600 (69-72)\*\*  
 Forsgrini Mk 12\*\*  
 Ginetta G18, G18B\*\*  
 Hamlen FF69\*\*  
 Hawke DL2, DL2A, DL2B, \*\*  
 Hawke DL9, DL10, DL11  
 Huron FF (71)\*\*  
 Image FF1  
 Jamun T2, T3\*\*  
 Jomic Mk2A  
 Jomo (67-71)\*\*  
 Ladybird Mk8, Mk9\*\*  
 Legrand Mk10\*\*  
 Lenham P80FF\*\*  
 Lola Mk5A T200, T202, T204\*\* 340  
 Lotus 31 51, 51B, 51C 61, 61M, 61R, 61MX, 69\*\*  
 Macon MR6, MR7, MR7B, MR8, MR8B\*\*  
 March 709, 719\*\*  
 Mallock, U2 Mk9, U2Mk9B, U2 Mk9DD\*\*  
 Martini 69-71\*\*  
 Matek  
 McNamara FFA\*\* Merlyn Mk9, Mk11A, Mk17, Mk17A, Mk20, Mk20A\*\*  
 Merlyn Mk24 Mk25  
 Micron\*\*  
 Mirage M5\*\*  
 Mistrale (69-70)\*\*  
 Mystere (67), Mystere Mk2\*\*  
 MRE FF72, FF73  
 Nike Mk4, Mk6, MK10\*\*  
 Nike Mk10B (prior to 1.1.74)  
 Nomad KH/FF16  
 Norvic  
 Oscar  
 Palliser WDF1, WDF2, WDF3\*\*  
 Piper (67)\*\*  
 Pirola (71)\*\*  
 Pringett-Mistrale (69-70)\*\*  
 Raven (70)\*\*  
 Ray 71\*\*  
 Ray 72,73  
 Rostron CT1, CT2, CT3, CT4\*\*  
 Royale RP2, RP3, RP3A\*\*  
 Royale RP16, RP16A  
 Tecno FF (70)\*\*  
 Titan Mk4, Mk5, Mk6, Mk6A\*\*  
 Titan Mk6B, Mk6C Van  
 Dieman RF73  
 Viroy (69-70)\*\*  
 Winkleman WDF1, WDF2, WDF3, \*\*  
**Specials**  
 Brabham BT21 /28\*\*  
 Chevron B1 5/17\*\*  
 Kvantti Mk1  
 March 718/2\*\*  
 Smith Ford Special\*\*  
 Varo (68) (Lotus 22 derivative)\*\*

## APPENDIX "B"

~ Table of Single Seater dimensions



|                                 |                                  |
|---------------------------------|----------------------------------|
| 1. Safety roll over bar         | 2. Substantial support structure |
| 3. Lateral Protection structure | 4. Substantial structure         |
| 5. Front track                  | 6. Rear track                    |
| 7. Wheelbase.                   |                                  |

### Notes

Maximum height is measured with the driver aboard.

Maximum height excludes safety roll-over bar on which there is no maximum height

Single seater dimensions - refer to drawing

|  |          |
|--|----------|
| (A) Maximum body height measured from ground   | 90       |
| (B) Maximum front overhang from front wheel axis   | 100      |
| (C) Exhaust height measured from the ground  | 60 Max   |
| (D) Minimum height of Lateral Protection Structure   | 15       |
| (E) Minimum safety roll-over bar length in line with drivers spine   | 92       |
| (F) Minimum allowed helmet clearance   | 5        |
| (G) Maximum width  | 185      |
| (H) Maximum body width behind front wheels   | 95       |
| (J) Minimum cockpit opening  | 45       |
| (K) Minimum cockpit parallel opening length  | 30       |
| (L) Minimum cockpit overall opening length   | 60       |
| (M) Maximum rear wheel width   | 5.5 inch |
| (N) Maximum front wheel width  | 5.5 inch |
| (P) Maximum exhaust length from rear wheel axis  | 60       |
| (R) Minimum ground clearance   | 4        |
| (S) Maximum width including lateral protection structure (T) The maximum height of any part wider than 110cm ahead of the front wheels is not to exceed the front rim height | 130      |
| Minimum wheelbase  | 200      |
| Minimum track  | 120      |
| Wheel diameters  | 13 inch  |

ALL dimensions in cm unless specifically stated

## APPENDIX "C"

### TYRES

The only approved for Formula Ford cars are:

**ACB10**

Front Tyre - 6.0/21.0-13 – Specification Number 8317  
Rear Tyre – 7.0/22.0-13 – Specification Number 8319

**ACB9**

Front Tyre - 5.0/22.0-13 – Specification Number 17680  
Rear Tyre – 6.5/23.0-13 – Specification Number 17681

The specification number will be moulded on one sidewall of the tyre. Every tyre will have a unique barcode and corresponding number moulded into one sidewall.

No mechanical (other than rubber removal by normal wear), heat or chemical treatments are permitted to the "as sold" tyres.

Supplied by  
Nova Motorsport Limited  
Cory Way  
West Wilts Trading Estate  
WESTBURY  
Wiltshire  
BA1 4QT

Phone: TBC  
Email: [info@novamotorsport.com](mailto:info@novamotorsport.com)

### UK Supply through HP Tyres Ltd.

HP Tyres Ltd  
Units 5 & 6, Broad March Trade Park,  
Long March Ind Est  
Daventry, Northants  
NN11 4HE

Tel: +44 (0) 1327 301887  
Email: [office@hptyres.com](mailto:office@hptyres.com)

See **sporting regulations** for the make, type and number of tyres that can be used at any race meeting.

**FORMULA FORD PARTS LISTING****MANDATORY PARTS**

|  |          |              |
|--|----------|--------------|
| CRANKSHAFT (ARROW RACING)                                  | 9000000  | 771M-6303-AE |
| CRANKSHAFT (SCAT) RECOMMENDED RED LINE 6,800RPM            | 9094898  | 711M-6303-AG |
| CAMSHAFT   | 91572456 | 771M-6250-BA |
| PISTON ASSY WITH RINGS - MAHLE                             | 9096466  | 711M-6102-CA |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH CENTRE BOWL)  | NLA      | 711M-6102-DA |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH OFF SET BOWL) | NLA      | 711M-6102-EA |
| VALVES INLET   | 91596693 | 801M-6507-EA |
| VALVES EXHAUST   | 96077327 | 791M-6505-DA |
| GASKET CYLINDER HEAD                                       | 95028795 | 931M-6051-AA |
| GASKET INLET MANIFOLD                                      | 95028798 | 931M-9441-AA |
| SILENCER   | 9095317  | 9095317      |

**PARTS AVAILABLE FROM SKY FORD / FFI**

| DESCRIPTION   | FINIS    | PART NUMBER    |
|---|----------|----------------|
| CYLINDER BLOCK BRAND NEW'   | 9093540  | 710M-6010-BA** |
| CYLINDER BLOCK RECONDITIONED WITH NEW LINERS NLA                  | NLA      | H711F-6010-BA  |
| CYLINDER HEAD   | POA      | 711F-6085-CA   |
| CRANKSHAFT (STD)  | NLA      | 771M-6303-AE   |
| CRANKSHAFT (STEEL – SCAT) RECOMMENDED RED LINE 6,800RPM           | 9094898  | 711M-6303-AG   |
| CAMSHAFT  | 91572456 | 771M-6250-BA   |
| PISTON ASSY WITH RINGS - MAHLE                                    | 9096466  | 711M-6102-CA   |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH CENTRE BOWL)         | NLA      | 711M-6102-DA   |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH OFF SET BOWL)        | NLA      | 711M-6102-EA   |
| CIR CLIP (PISTON)   | NLA      | E860082 S      |
| PISTON RING KIT   | NLA      | 751M-6149-AA   |
| CONROD *** P/No 2177EB acceptable as originally from AX Block NLA | 9094722  | 2737E-6200B*** |
| MANIFOLD INLET  | NLA      | V821F-9425-AA  |
| CARBURETTOR NLA   | NLA      | 751M-9510-AA   |
| CARB FLOAT PLASTIC NLA  | NLA      | 71HF-9555-BA   |
| VALVES INLET  | 91596693 | 801M-6507-EA   |

|                       |     |          |               |
|-----------------------|-----|----------|---------------|
| VALVES EXHAUST        |     | 96077327 | 791M-6505-DA  |
| VALVE SPRING (HEAVY)  |     | 96020950 | 731M-6513-AA  |
| VALVE SPRING RETAINER |     | 96005893 | 721M-6A536AA  |
| COLLETS               |     | 91420824 | 2733E-6518-A1 |
| ROCKER SHAFT          |     | 91433716 | 2733E-6563-A  |
| ROCKER SHAFT COMPLETE |     | NLA      | 2733E-6563-B  |
| ROCKER ARM RH         | NLA | NLA      | 2733E-6529-A  |

|   |     |          |               |
|---|-----|----------|---------------|
| ROCKER ARM LH                                 | NLA | NLA      | 2733E-66530-A |
| ROCKER SHAFT SUPPORT                          |     | 91710822 | 105E-6531-B   |
| ROCKER ADJ.SCREW                              |     | 91433715 | 2733E-6549-A  |
| SCREW ROCKER COVER                            |     | 91758441 | 50527-S8      |
| CAMSHAFT SPROCKET                             |     | POA      | 105E-6256-B   |
| PLATE SPROCKET RETAINER                       |     | 91710511 | 105E-6258     |
| THRUST PLATE (CAMSHAFT)                       |     | 91710523 | 105E-6269     |
| PLATE RETAINER (CAMSHAFT)                     |     | 91744817 | 105E-6255     |
| TIMING CHAIN                                  |     | 96156318 | 86BM-6268A2A  |
| TIMING CHAIN / ENDLESS NO LINK / NON FORD     |     | NLA      | 86BM-6268A2B  |
| TENSIONER                                     |     | NLA      | 77BM-6K254AA  |
| TENSIONER PAD                                 |     | NLA      | E62C-P-7      |
| TENSIONER KIT ( COMPLETE WITH TENSIONER PAD ) |     | 91708153 | E320-Z-1      |
| TAPPETS NLA                                   |     | 91662936 | 89BM-6500-AB  |
| PUSH RODS NLA                                 |     | NLA      | 2737E-6565-A  |
| CRANKSHAFT SPROCKET NLA                       |     | NLA      | 2730E-6306-A  |
| CRANK WOODRUFF KEY                            |     | 91760157 | 115004-ES     |
| LOCKWASHER – SUMP                             |     | 91628314 | E832108-571M  |
| TIMING COVER                                  |     | NLA      | 77BM-6059-AE  |
| REAR COVER                                    |     | 96024782 | 731M-6K301AA  |
| CLUTCH COVER                                  |     | 91420697 | 75AB-7563-BA  |
| CLUTCH DISC (STD)                             |     | 91428629 | 2735E-7550-C  |
| CLUTCH DISC (HD)                              |     | 2257100  | 2735E-7550-D  |
| SPIGOT BRG                                    |     | 91596468 | 82ET-7600-DA  |
| FLYWHEEL (NO GEAR) NLA                        |     | 9094947  | 751M-6375     |
| FLYWHEEL + INERTIA RING GEAR NLA              |     | 9094949  | 751M-6375-DA  |
| RING GEAR INT 110T (10.048)                   |     | 91483403 | 701M-6384-AA  |
| RING GEAR INT (110T) (10.167)                 |     | 91483404 | 701M-6384-BA  |
| INERTIA FLYWHEEL                              |     | 9094949  | MS15FF-6375AA |
| PRE ENGAGED FLYWHEEL                          |     | 9094951  | MS15FF-6375BB |

|                                      |          |               |
|--------------------------------------|----------|---------------|
| RING GEAR PRE EN 135T (10.167)       | 91451391 | 70HM-6381-BA  |
| FUEL PUMP                            | 96132168 | 83BF-9350-AA  |
| FUEL PUMP / NON FORD ALTERNATIVE NLA | 96132169 | 83BF-9350-BA  |
| WATER PUMP                           | 91518093 | W88FX-8591CA  |
| OIL PUMP GEAR                        | 91710827 | 105E-6551     |
| OIL PUMP GEAR PIN                    | 93415834 | 72432-S       |
| CAM BEARING KIT (AE)                 | 9196261  | 77BM-6260-AA  |
| BEARING CAM FRONT (FORD)             | 6176756  | 89BM-6261-CA  |
| BEARING CAM CENTRE (FORD)            | 1564428  | 77BM-6262-EB  |
| BEARING CAM REAR (FORD)              | 1564428  | 77BM-6262-EB  |
| CRANK MAIN BEARING (STD) (AE)        | 96014924 | 731M-6333CAA  |
| BIG END BRG (STD)                    | 96014911 | 731M-6211-A1A |
| SMALL END BRG KIT.                   | 91744694 | 105E-6207-B   |
| CRANK THRUST WASHER                  | 91078671 | 98FF-6308-AB  |
| CRANK THRUST WASHER (HD) (AE)        | 1561800  | 731M-6308-DA  |
| CYL HEAD BOLTS LONG 3.79             | 91455640 | 681F-6065-AA  |
| CYL HEAD BOLTS SHORT 2.51            | 91455641 | 681F-6065-BA  |
| FLYWHEEL BOLTS                       | 91427779 | 120669-ES     |
| CLUTCH COVER BOLTS                   | 91568872 | 304634 S80    |
| BIG END BOLTS (STD)                  | 91641896 | 2733E-6215-B  |
| BIG END BOLTS (HD)                   | 91641897 | 2733E-6215-C  |
| BIG END BOLTS (HD – ARP)             | 91641898 | 2733E-6215-D  |
| CAMSHAFT DOWEL                       | 91744815 | E93A-6253     |
| CONROD DOWEL                         | 91555368 | 116336-ES100  |
| FLYWHEEL DOWEL                       | 91665133 | W70043-S300   |
| GEARBOX DOWEL                        | 91302132 | W701350-S437  |
| PLUG OIL GALLERY SMALL               | 91521644 | E650411-572   |
| PLUG OIL GALLERY LARGE               | 91759055 | 87837-ES2     |
| CORE PLUG HEAD                       | 96110418 | 353000-S71    |
| CORE PLUG BLOCK / REAR - STD 051mm   | 91628322 | 119778-S71    |
| CORE PLUG BLOCK / REAR - O/S 0.52mm  | 96148261 | E857116-S71   |
| CORE PLUG BLOCK / SIDE - STD 041.6mm | 96110418 | 353000-S71    |
| CORE PLUG BLOCK / SIDE - O/S 042.6mm | 91000478 | 353000-S71    |
| DISTRIBUTOR - ELECTRONIC NLA         | NLA      | R86BF-12100BA |
| DISTRIBUTOR - CONTACT NLA            | NLA      | R77BF-12100FB |
| DISTRIBUTION CAP NLA                 | 90710254 | 117-10254     |
| ROTOR ARM NLA                        | NLA      | 82HF-1200-AA  |
| POINTS NLA                           | NLA      | 83SF-12107-AA |
| CONDENSER NLA                        | NLA      | 78BF-12300-AA |

|                                   |          |               |
|-----------------------------------|----------|---------------|
| DISTRIBUTOR CAP NLA               | NLA      | 920X-12276ALA |
| ROTOR ARM NLA                     | NLA      | 920X-12200-AA |
| POINTS NLA                        | NLA      | 902X-12107-AA |
| CONDENSER NLA                     | NLA      | 920X-12300-AA |
| DISTRIBUTOR GEAR                  | NLA      | C3AH-12390-B  |
| IGNITION COIL NLA                 | NLA      | 79BB-12024-AA |
| LEAD (ELECTRONIC) NLA             | NLA      | 84AG-12045BA  |
| PLUG LEAD SEPARATOR - RUBBER      | 91608178 | 82HF-12297-AA |
| PLUG LEAD SEPARATOR – PLASTIC NLA | NLA      | E864816-S     |
| SILENCER                          | 9095317  | 9095317       |

**GASKETS**

|                              |          |               |
|------------------------------|----------|---------------|
| GASKET KIT DE COKE           | 91602013 | D691-6014-AA  |
| GASKET CARB BASE             | 91665187 | 76XF-9447-AA  |
| GASKET CARB TOP COVER        | 91493692 | 71HF-9519-AA  |
| GASKET CYLINDER HEAD         | 95028795 | 931M-6051-AA  |
| GASKET ROCKER COVER          | 91421437 | 2733E-6584    |
| SEAL VALVE STEM NLA          | 96008688 | 731M-6571-A1A |
| SEAL VALVE STEM (SPRING) NLA | 91474550 | 70HM-6571A1B  |
| GASKET INLET MANIFOLD        | 95028798 | 931M-9441-AA  |
| GASKET EXHAUST MANIFOLD      | 5028799  | 931M-9448-AA  |
| GASKET EXHAUST MANIFOLD      | 5028800  | 931M-9448-AB  |
| GASKET THERMOSTAT            | 91628164 | 84BF-8255-AA  |
| GASKET FUEL PUMP             | 95028797 | 105E-9374     |
| SEAL DISTRIBUTOR             | 91751884 | 204E-12143    |
| SEAL CRANK FRONT             | 91031223 | 83BM-6700A3A  |
| GASKET TIMING COVER          | 91536187 | 681M-6020-AB  |
| SEAL CRANK REAR              | 91641893 | 83HM-9701A1A  |
| GASKET REAR COVER            | 95028796 | 931M-6344-A   |
| GASKET OIL PUMP              | 91710882 | 105E-6659     |
| SEAL SUMP FRONT NLA          | 91454237 | 681F-6722-AA  |
| SEAL SUMP REAR NLA           | 91454238 | 681F-6723-AA  |
| SUMP GASKET LH NLA           | 91487262 | 681M-6711-AA  |
| SUMP GASKET RH NLA           | 91487265 | 681M-6710-AA  |
| GASKET DRAIN PLUG            | 1454118  | 70TM-6734-AA  |

\*\*Additional acceptable Block Numbers

711M-6010-16K

711M-6015BA

831C6015B34/R34(service block South African casting)

Casting Code “AX”

**NLA**

NLA stands for No Longer Available through the Ford Network. Any item annotated with NLA may be sourced as a pattern part, no Ford Logo. It should however be noted that any such part must comply with the regulations in full, where stated. This means, material, weight and size, all of which can and may be checked against an original reference part. Original part numbers remain for reference

**POA**

POA stands for price on application. This means that there may well be an opportunity to source an original part, that is no longer available from the Ford network, But, the part may be re-conditioned, and prices for these parts will differ, depending on availability and re-conditioning costs.