



NASCAR Approved Spec Engine Valve Maintenance

The following procedures and specifications must be followed when performing valve maintenance on the NASCAR-Approved Spec Engine. No modifications or deviations from the procedures or specifications will be permitted.

There are two approved methods of valve seat maintenance for the Spec Engine:

1. The use of a dedicated carbide cutting tool insert for the intake and exhaust valve seats; which are available **only** through Robert Yates Racing Engines.
2. The programming and application of the supplied coordinates for use with the NEWEN Contour EPOC style machine using a single point cutter; which is available **only** through Robert Yates Racing Engines.
 - a. The forged titanium valves, which utilize a chrome nitride coating, may **not** be serviced and must be replaced.
 - b. Valve guide service **must** be performed by Robert Yates Racing Engines. An additional encryption will be placed on the cylinder head reflecting any and all service work that has been performed.
 - c. Valve springs are to be installed at 1.800" with an approximate seat pressure of 130 lbs.
 - d. The combustion chamber volume is to be at 64cc's for compression correction after the valve maintenance has been completed.

