



Technical Specification Rules Update

Zetec Engine - Sumps

26th May 2016

Version 1.0

(E&OE)

Following a number of questions regarding the sump specification for the Zetec engine, BriSCA F2 have reviewed the wording of the rules and now issue the following update, **effective IMMEDIATELY**.

The Zetec engine rules for BriSCA F2 were developed in tandem with the Saloon Stock Car Association, however there are some subtle differences in a few areas.

It has been acknowledged that the text relating to the capacity of the sump should not have been included in the BriSCA F2 rulebook, and therefore it has now been removed. The changed wording is highlighted below in **red**.

Zetec Engine - Sumps

233.18 Lubrication

Sumps

- 233.18.1 A fabricated steel sump is permitted.**
- 233.18.2 The ONLY permitted aluminum sump is a standard Ford component as detailed below. Any other aluminum sump is NOT permitted.
- 233.18.3 The standard two-piece Ford sump, as fitted to the permitted 2.0-litre "Black-Top" Zetec engine types detailed above, is permitted.
- 233.18.4 The standard one-piece Ford sump, as fitted to the early "Silver-Top" Zetec engine variants, is permitted.
- 233.18.5 Modification of the original cast aluminium sump section of permitted standard Ford sumps (as detailed above) to remove webbing, for the purpose of fitting a starter motor only, is permitted. Modification is only permitted in the area directly next to the start motor.
- 233.18.6 Black-Top Sump – Replacement of the lower tin component of permitted standard "Black-Top" Ford sumps (as detailed above) with a fabricated part, to increase oil capacity, is permitted.**
- 233.18.7 Black-Top Sump – Modification of the lower tin component of permitted standard "Black-Top" Ford sumps (as detailed above), to increase oil capacity, is permitted.**
- 233.18.8 Silver-Top Sump – Modification of the original permitted standard "Silver-Top" Ford sump (as detailed above) to increase oil capacity, or remove part of the cast section, is permitted. The first 90mm in depth below the level of the block face to which it is bolted MUST remain as original along the entire length of the sump.**

- 233.18.9 Sierra CVH Sump – A standard 1.8-litre Ford Sierra CVH steel sump is permitted. Modification of this sump to fit the Zetec engine is permitted.**
- 233.18.10 All Sumps – The total external depth of the sump MUST measure at least a MINIMUM of 160mm along at least 50% of its length.
- 233.18.11 An original steel baffle plate, as used in the “Silver-Top” engine/sump, may be fitted directly onto the “Black-Top” engine cylinder block by either of the following methods:
- Using original “Silver-Top” main-bearing cap bolts with tube spacers,
OR
 - Welding 8mm bolts on to the existing “Black-Top” main bearing cap bolts. In this case, one of the bolts is also permitted to support the oil pickup pipe (see below).
- Machining of main bearing bolts is NOT permitted.
- 233.18.12 The use of an aluminium baffle plate is permitted with the permitted one-piece “Silver-Top” sump, either attached to the cylinder block (as above), or welded inside the sump itself.
- 233.18.13 Dry sumps are NOT permitted.
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