
Bottom End Refresh

- Bottom End Refresh Engine refresh £2000+VAT
- Lead time 4 weeks approx. Engines should be delivered and collected once completed from Racesport Ltd at our Brackley site.
- Items changed are as follows -
 - Big end bearings
 - Rod bolts
 - Cam Belt kit
 - Water pump
 - Head gasket
 - Head bolts
 - Piston rings
 - Rocker gasket
 - Manifold gasket
- Any component damage will be reported on once stripped.
- Valves stay in and are not changed. Should valves be damaged, they will be reported on accordingly.
- Visual inspection has been carried out, no further. We do not check Conrods or cranks for fatigue. If you have over revved this engine at any point, this rebuild will not check or approve the quality of components which may have been stressed. Components have not been x-rayed, as such Racesport do not approve or warranty the condition of the donor engines supplied.
- Engines are timed and resealed with MSUK Seals.
- Engines must arrive with unbroken seals. Engines with broken seals will not be treated as rebuild, Engines with broken seals will be treated and priced as a new engine build. Seals that are broken will be reported to the BRSCC.
- VVT gears can be changed with new genuine Ford items at an additional cost or at the request of the customer to supply, at Racesport Ltd discretion.

Top End Refresh

- Top End Refresh Engine refresh £1400+VAT
- Lead time 4 weeks approx. Engines should be delivered and collected once completed by appointment only.
- Items changed are as follows -
 - Valve stem seals
 - Head gasket
 - Head bolts
 - Rocker gasket
- Any component damage will be reported on once stripped.
- Valves removed, visually inspected, cleaned and re-seated and are not changed. Should valves be damaged, they will be reported on accordingly.
- Visual inspection has been carried out, no further. If you have over revved this engine at any point, this rebuild will not check or approve the quality of components which may have been stressed. Components have not been x-rayed, as such Racesport do not approve or warranty the condition of the donor engines supplied.
- Engines are timed and resealed with MSUK Seals.
- Engines must arrive with unbroken seals. Engines with broken seals will not be treated as rebuild, Engines with broken seals will be treated and priced as a new engine build. Seals that are broken will be reported to the BRSCC.
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Engine Advisories

- All sensors, ancillaries and bolt on parts should be replaced with new genuine Ford items.
- Genuine Ford Spark plugs should be used.
- It is recommended that the oil cooler unit should be replaced with a new Ford unit.
- Use 20w 50 mineral oil to run the engine up to temperature. Drain the oil and replace the oil filter with a genuine Ford item, refill with 20w 50 mineral oil. 100km under light load and under 3000rpm. A further 100km of light load then drain the oil and replace the filter with genuine ford and the oil with 5w 30 Castrol Edge.
- Ensure that the coolant is correctly bled and that the complete water system is free from blockages. This may take repeated checks. We recommend that Ford tooling and procedures are followed to bleed the system.

This is an advisory note supplementary to championship regulations. Regulations should always be followed without exception.