

# Klub Sport 914 FIA Class (2006)



## Body and Chassis

1. Tub to remain complete and intact.
2. Minimum weight as raced 2,500 (with driver) lbs.
3. Bolt on Body materials free.
4. Quarter and rear window material free.
5. Roll cage free, emphasis on safety. No Tube Frame.
6. No Dzus fasteners.

## Suspension and Brakes

1. Suspension as delivered for street use in type and location as per year of production.
2. 1969 911S brakes maximum.
3. Torsion bars free.
4. Sway bars free.
5. Bushing materials free. Monoballs limited to rear trailing arms
6. Dual Stage, Single brake master cylinder to be mounted in original location and original pedal assembly to be used.
7. Tires must meet HSR tire rules.
8. Wheels & Tires: 205/50/15 max size front & rear; 6" front max wheel width, 7" rear max wheel width.

## Engine and Transmission

1. 2. Liter, 81mm bore 66 mm stroke max.
2. Single plug with distributor, no crank fire.
3. No Titanium or alloy components
4. Steel connecting rods, stock length and journal sizes.
5. Porsche style rockers – steel with adjustment screws.
6. 2 liter cylinder heads 45 mm intake, 39mm exhaust valves max diameter 9mm stem diameter (Combustion chambers to remain stock configuration).
7. Carburetors must be 40mm Webers with 40mm throttle plates. 36mm venturies max, jetting is free. Manifolds must be stock or stock replacement.
8. Stock MFI allowed only on '69 long wheelbase cars.
9. Flywheel and pressure plate must be stock – 215mm.
10. 3 into 1 exhaust configuration.
11. Transmission must be Porsche 901 or 911. Ratios are free.
12. No Sequential Shifters.
13. Maximum Compression Ratio: 10.5:1.
14. Eleven (11) Blade fan – 246mm, Belt Drive.

\*\* Existing cars not meeting above criteria may be grand-fathered in only by Klub Sport approval.

\*\*Note: HSR has approved a new classification for Klub Sport FIA Class 911 & 914.

\*\*Klub Sport has final decision on interpretation of any and all rules.