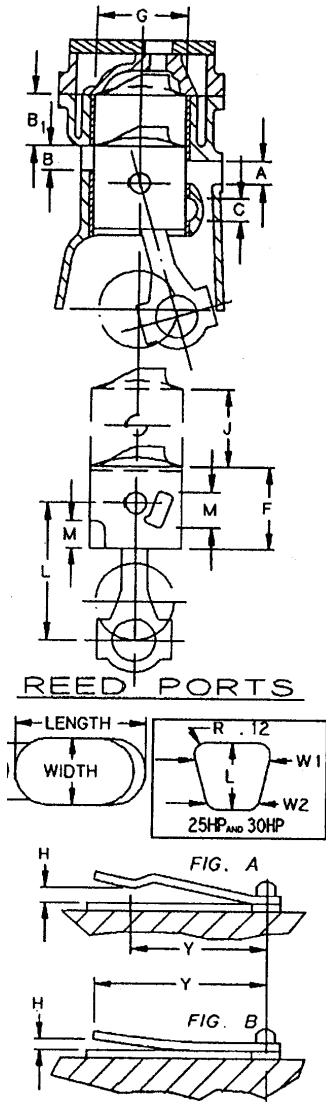


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Model Year:

RACE CLASS: SST-60



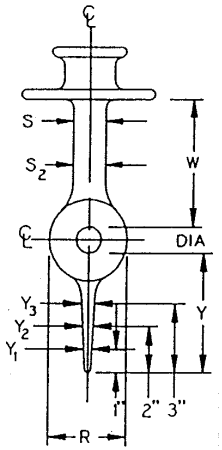
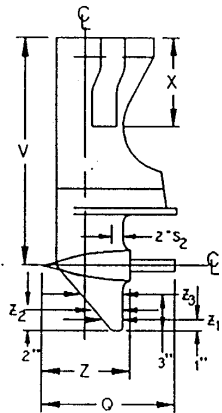
| | | | | | | | | |
|--|---|----------------|-----------------|---------------------------------|----------------------------------|---------------------|-----------------------|--------------|
| MANUFACTURER | | | | OMC | | | | |
| ADVERTISED SALES NAME | | | | JOHNSON / EVINRUDE SST-60 | | | | |
| CLASS; DISPLACEMENT MAX | | | in ³ | SST-60; 56.1 | | | | |
| NUMBER OF CYLINDERS | | | | 3 | | | | |
| MIN. VOLUME OF COMBUSTION CHAMBER (INC'L SPARK PLUG HOLE) | | | cm ³ | 28.5 | | | | |
| CARBURETOR | VENTURI | ± .015 | in | 1.250 | | | | |
| | BORE | ± .015 | in | 1.500 | | | | |
| | QUANTITY PER ENGINE | | | 3 | | | | |
| POWERHEAD SPECIFICATIONS | G | CYLINDER BORE | ± .005 | in | 3.187 | + .030 OEM Piston | Approved | |
| | J | PISTON STROKE | ± .011 | in | 2.344 | | | |
| | L | ROD LENGTH | ± .006 | in | 4.000 | | | |
| | K | DECK HEIGHT | ± .012 | in | 6.375 | 6.363 Min | | |
| | F | PISTON LENGTH | ± .030 | in | 2.600 | | | |
| | M | PORT HEIGHT | ± .030 | in | 2 @ 1.220 | | | |
| | NUMBER OF PORTS PER CYLINER | A | TRANSFER | | | 3 | | |
| | | B | EXHAUST | | | 2 | | |
| | | C | PISTON | | | -- | | |
| | PORT HEIGHT | A | TRANSFER | ± .035 | In | 2 @ 0.545; 1 @ 6.15 | | |
| | | B | EXHAUST | ± .035 | In | .918 (plus chamfer) | | |
| | | B ₁ | EXHAUST | ± .035 | In | 1.485 | 1.393 min. to Chamfer | See note # 3 |
| | | C | PISTON | ± .035 | In | -- | | |
| | PORT TIMING | A | TRANSFER | ± 2° | ATC | 2 @ 118°; 1 @ 120° | | |
| | | B | EXHAUST | ± 2° | ATC | 94° | | |
| C | | PISTON | ± 2° | ATC | -- | | | |
| REED BLOCK (ONE CYLINDER) | # OF PORTS | | | 6 | | | | |
| | LENGTH x WIDTH SIZE OF PORTS | | MAX | In | 1.42x0.675 | See note # 5 | | |
| | REED MAT'L | | | | | | | |
| | REED THICKNESS | | ±.001 | In | .010 Steel or Blue 2 Stage Glass | | See note # 6 | |
| | H | REED STOP HGT. | MAX | In | .280 | | See notes # 2 & # 6 | |
| Y | CHECKING DIS. | ±.030 | In | 1.460 | | | | |
| WEIGHT (ONE SET) | FLYWHEEL | | MIN | Lbs | 10.0 | | | |
| | PISTONS, RINGS, ROD, WRIST PIN, SPACERS, BEARINGS | | MIN | Lbs | 1.75 | | | |

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RACE CLASS: SST-60



| | | | | | | | | |
|-------------------------------|------------------|---|----------------|---------------------------------|---------------|---------------|--|--|
| MANUFACTURER | | | | OMC | | | | |
| GEARCASE MODEL IDENTIFICATION | | | | GR-39M | | | | |
| ADVERTISED SALES NAME | | | | JOHNSON / EVINRUDE SST-60 | | | | |
| GEARCASE SPECIFICATIONS | GEAR RATIO | | | 15:28 | | | | |
| | X | EXHAUST TUBE LENGTH- POWERHEAD BASE TO PRIMARY TUBE END | ± .25 | in | 7.69 | | | |
| | Q | TORPEDO LENGTH (W/ PROPSHAFT) | MAX | in | 19.3 | | | |
| | R | TORPEDO WIDTH | MIN | in | 3.30 | | | |
| | S | STRUT WIDTH | MIN | in | 1.5 | | | |
| | S ₂ | STRUT WIDTH (2" FORWARD OF TRAILING EDGE) | MIN | in | -- | | | |
| | W | DIS. FROM PROPSHAFT TO CAVITATION PLATE | ± .2 | in | 6.25 | | | |
| | Y | LENGTH OF SKEG FROM PROPSHAFT | ± .2 | in | 6.40 | | | |
| | Z | TORPEDO LENGTH | ± .2 | in | 14.125 | | | |
| | V | PROPSHAFT CENTERLINE TO POWERHEAD BASE | LONG SHAFT | ± .2 | in | -- | | |
| | | | SHORT SHAFT | ± .2 | in | 23.5 | | |
| | Y ₁ | SKEG THICKNESS | MIN | in | .16 | See note # 10 | | |
| | Y ₂ | SKEG THICKNESS | MIN | in | .200 | See note # 10 | | |
| | Y ₃ | SKEG THICKNESS | MIN | in | .240 | See note # 10 | | |
| | Z ₁ | SKEG CORD LENGTH | ± .2 | in | 4.90 | See note # 10 | | |
| | Z ₂ | SKEG CORD LENGTH | ± .2 | in | 5.80 | See note # 10 | | |
| Z ₃ | SKEG CORD LENGTH | ± .2 | in | 6.60 | See note # 10 | | | |
| DIA | PROPSHAFT DIA | ± .01 | in | .875 | | | | |

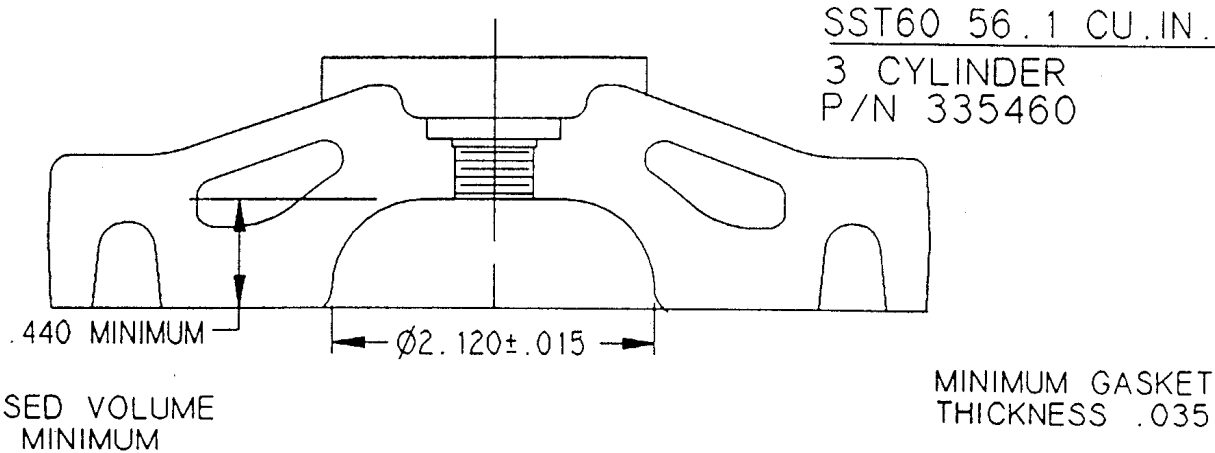
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SST-60 NOTES

1. Head:

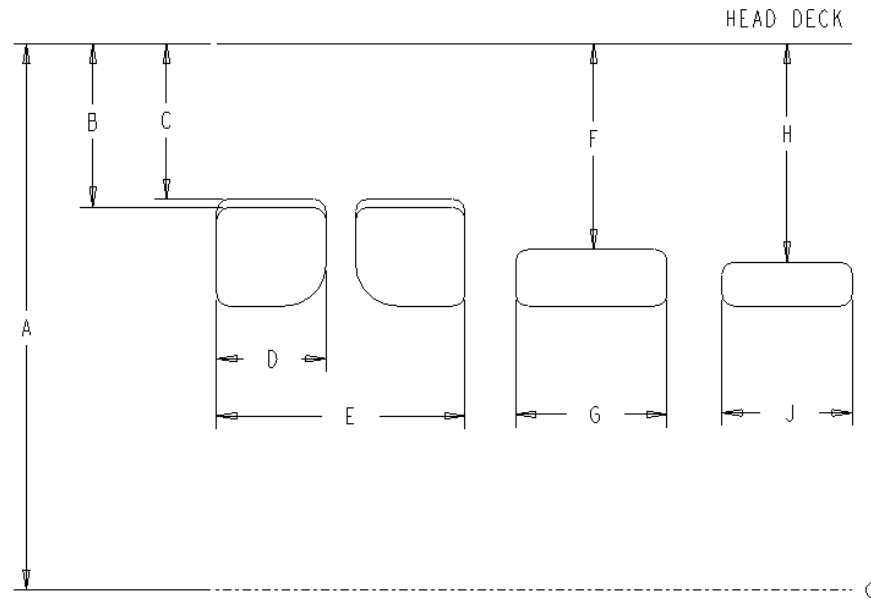


- Incorporates .012 shims under one or both reed stops.
- Ports are machined at timing edge. Cylinder passages are as cast and may have mismatch at sleeve. B_1 dimension to top of chamfer = 1.393 minimum.
- Port timing tolerance on boost port = $+4^\circ / -2^\circ$
- Dimensions for center port = 1.450 long x .675 wide (maximum).
- Standard SST 60 reed is steel .010 thick and reed stop height is $H = .280$ maximum.
Alternate reed for SST-60 may be used: OMC P/N 568428, bottom reed = $.028 \pm .003$; top reed $.017 \pm .003$, $H = .300$ maximum.
- Early production piston length is $2.500 \pm .030$.
- Water pump: A plastic outer with 1 piece steel inner utilizes a 3 blade impeller, while the 2 piece steel inner utilizes a 6 blade impeller.
- SST-60 may or may not have two through holes in the piston at the exhaust bridge for oiling.
- Or per OMC P/N 568295 Templet Kit.
- Can only use Foam Mold block.
- RaPair replacement ignition parts are approved P/N: Stator – 173-3724, Trigger – [113-3378](#), Rectifier – 153-3408, Coil – 183-2508, Power Pack 113-2115.
- For ease of inspection, see table below for measuring ports from the Top Deck to the Top of the Ports.

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SST-60 NOTES



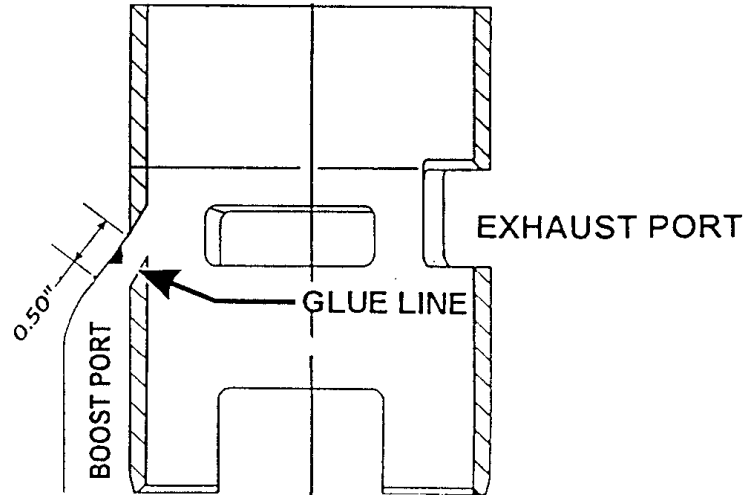
| Port Measurements from Block Top Deck down to Top of Port | | | | |
|---|-----------------------------|---------|---------|--|
| | SST 60 | Minimum | Maximum | |
| | | Inches | Inches | |
| A | Deck Height | 6.363 | 6.387 | |
| B | Exhaust Port | 1.450 | 1.520 | |
| C | Exhaust Port Chamfer | 1.393 | 1.465 | |
| D | Exhaust Port Width per port | | 1.075 | |
| E | Exhaust Port Width overall | | | |
| F | Transfer Port | 1.825 | 1.890 | |
| G | Transfer Width | | 1.580 | |
| H | Boost Port | 1.860 | 1.950 | |
| J | Boost Port Width | | 1.255 | |

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14. Liner:



It is allowable to remove the glue line in the casting of the Boost Port only as diagramed. The cast aluminum surface may be ground to match up with the machined edge of the sleeve. You are allowed to grind back into the Boost Port $\frac{1}{2}$ inch on all sides. If grind marks extend past $\frac{1}{2}$ inch into the port, your motor will be illegal. The intent is to remove only the glue line and the mismatch with the sleeve, the port shape and angle are to remain stock appearing. The sleeve cannot be altered or modified in any way

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SST 60 Technical Standards

| | | |
|--------------------|-------------|-------------|
| Max. Total Cu. In. | Minimum | Minimum |
| Displacement | Boat Length | Boat Weight |
| 56.1 (920cc) | 14' | 825 Lbs. |

Minimum Age requirements 16

| | | |
|--------|--|---|
| | Total Cu. Ft. of Foam in Boat, Including Cockpit | Cu. Ft. of Foam in Reinforced Cockpit Structure, If So Equipped |
| SST 60 | 5.5 CF | 3.5 CF |

SST 60 Boat Standards (see also Rule 18)

- (1) Any design of boat including bottom, deck, cockpit openings and seating arrangements shall be permissible so far as boat meets minimum length.
- (2) Power trim and/or adjustable spoilers shall be allowed in SST 60 classes.
- (3) SST 60 classes can change engine wiring to allow 24-volt starting system.

SST 60 Motor Standards (see also Rule 20)

- (1) All cowling and engine graphics and colors shall be essentially the same as OEM, with updating to later models allowed only as a complete OEM design.
- (2) The SST 60 classes' gearcases may have their outside surfaces contoured, however they must meet the requirements of the OPC Engine Specification sheets (only). The outside surfaces of the gearcases may be either painted or unpainted. If they are painted, the color of the paint must be the same as the original factory motor color. If the gearcases are unpainted, any surface finished is acceptable.
- (3) SST 60 class may use alternate plastic reeds - OMC part number 568428.
- (4) SST 60 class may replace up to three sleeves with OMC replacement sleeves or Advanced sleeves.

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(5) Glue line may be removed on "Boost Port" only. (The Motor Technical Committee established the specifications printed on the inspection sheet).

Revisions:

**Rev: 01.15.15 Part number correction, Note #12, trigger part number corrected to 133-3378.
Specification Date: 1-15-2015**