



Technical Bulletin: TB 01-2022

Part # G301048 – SRF3 / GEN3 RESTRICTOR PLATE

As of 1-1-22 the new G301048 Restrictor plate is required for all SCCA events for SRF3/Gen3 cars.

Pricing: Contact your CSR to purchase.

G301048-Gen3 Restrictor Plate: Retail: \$25

G301047-Gen3 Rubber Gasket: Retail: \$14

G301048 must be installed between the intake manifold and throttle body, in place of the G301044 throttle body plate.

It may NOT be modified in anyway, except for minimal clearance of the mounting holes for proper fitment.

To install the plate:

Remove the throttle body existing aluminum plate and green O-ring.

Use any straight edge to check the gasket surface of the manifold. It is common for the brass inserts to protrude the plastic gasket surface. The location of the brass inserts also varies between manifolds.

For sealing purposes, you may dress or flatten the gasket surface of the manifold, no other modification can be made.

Using the throttle body fasteners, test fit the restrictor plate. If any of the fasteners drag or cannot be started through the restrictor plate, minimal clearance of the mounting holes can be done so the fasteners pass through the restrictor plate freely.

Installment Notes: You do not want the restrictor plate to move any more than necessary for the mounting fasteners to pass through it. Once satisfied with the gasket surface of the manifold and the fit of the restrictor plate, assemble in this order: Green O-ring in the manifold, G301048 restrictor plate (place the extension tab to the right), gasket, throttle body. Start all fasteners and snug them evenly before tightening to about 10 ft lbs.

The new restrictor plate is thicker than the original aluminum plate, it doesn't deform to the shape of the intake manifold as easily. You may use up to 3 gaskets (if necessary) part # G301047 from your CSR.

Do not glue or silicone the restrictor plate to the throttle body, this will be a frequent tech item. For tech inspection you will need to remove the restrictor plate and hand the plate to Tech personnel to be checked both visually and with a go/no-go gauge.

If restrictor plate is found to be modified in anyway other than clearance of mounting holes it will be considered a drive-line infraction.

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