

2010 NASCAR 360 Trucks Technical Rules

Revised 12-1-09

**IF THE RULES DON'T SAY YOU CAN, THEN YOU CAN'T
UNLESS YOU GET PRIOR APPROVAL FROM HMP'S TECH DIRECTOR!**

FORWARD

The rules and procedures outlined herein do not in any way ensure the safety of any official, driver, team member or spectator. These rules and specifications are intended to promote safe and fair competition. It is the responsibility of every individual in attendance to make certain his or her own safety is provided for at all times.

No Implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators or others in attendance

The following technical rules and specifications are separated into 2 sections. The General Section applies to all trucks in competition and the other applies to the respective Engine Option.

The Technical Director has the right to adjust, amend or modify these rules and specifications at any time in the interest of equal and fair competition. The Technical Directors interpretation of these rules is binding and final. All competitors must conform to all Technical Inspection Tools and Gauges used by Track Officials.

GENERAL RULES – Safety Equipment

The driver is required to have all of the following whenever the truck is on the track under its own power. This includes during slow or shakedown laps, testing and practicing (private, open and organized sessions) as well as during racing:

- An approved fire retardant driver's suit required. Double layer or more, fire retardant driving suit of Nomex or equivalent material not required but strongly recommended. (Nomex underwear is strongly recommended also).
- Full-face racing type helmet with a minimum of SNELL 95 or SA 2000 rating. Date must be within last five years. (May be re-certified by manufacturer). (Nomex 'head sock' is strongly recommended also).
- Padded helmet support (neck collar) required. Hutchons, Hans, D-Cell or similar SFI approved helmet restraint strongly recommended..
- Racing gloves & racing shoes required.

The following items are required and are considered a safety item:

- Transponder, transponder must be on and operational whenever the car is on the track. Transponder location 16 inches forward from rear axle center line. **All cars no tolerance.**
- Two way radios, radios must be on and fully operational with a spotter on line whenever the car is on the track.
- All cars must have a quick release steering wheel
- The roll cage in the driver's area must be padded
- The steering wheel center must be padded
- Approved aluminum racing seat complete with sufficient head support, mounted to roll cage (not the floor) with seat mounting bars using aircraft grade hardware not less than 3/8 inch diameter.
- Driver restraint system must be quick release racing type, with minimum 3 inch wide lap belts, 2 x 3 inch wide shoulder belts, plus submarine belt. The belts must be replaced five years after the date stamped on the SFI tag, regardless of the number of times the car has been raced, subject to condition. Seat belts must be mounted roll cage and/or seat mounting bars (not to the floor) with aircraft quality hardware, not less than 3/8 inch diameter.
- It is recommended that additional driver's head restraint net be mounted on the left side between window net and driver's head brace and on the right side next to the head brace.
- Carburetors must have minimum two external return springs and minimum one throttle stop.

- Driver's side NASCAR style quick release or push button window net (*S.F.I. approved*), mounted to cage, not to body. Maximum of five years old, subject to condition.
- Rear view mirror is mandatory. All mirrors must be installed within the boundaries of the body and roll cage.
- Every race car must have a fire extinguisher. All fire extinguishers and mounting brackets must be metal. Manual fire extinguishers must be within reach of the driver. Remote mount fire extinguisher must have triggering system within easy reach of driver and at least one nozzle in driver's compartment, fuel cell area, and engine area. This system is strongly recommended. (*This is Drivers responsibility*).

The following are not allowed under any circumstance:

If any of the following are found the penalty is forfeiture of all points for the season and suspension

- Carbon fiber parts
- Magnesium parts
- Titanium parts
- Any cockpit adjustable suspension device (brake bias OK)
- Any cockpit adjustable engine device
- Fuel additives or oxygen bearing compounds
- Nitrous
- Alcohol/methanol
- On-board timing or data gathering equipment (transponder OK)

If any of the following are found the penalty is a minimum of one year suspension

- Any type of anti-locking brake system (ABS); includes electric, hydraulic, or manual systems
- Any electronic device that modifies, controls, enhances, assists, limits, inhibits or otherwise alters traction for a competitive advantage (i.e. Traction Control)
- Possession of chemicals that are specifically designed for treating tires for a performance advantage.
- The application of any kind of foreign substance or compound onto or into the tire for the purpose of enhancing tire performance (Nitrogen is OK).

A. Engine Optional Approved Crate Engine

The following GM crate engine is NASCAR 360 TRUCKS approved: GM part number: 88958602

1. Engines must remain as they come from GM, no changes (rocker arms etc.)
2. All crate engines must be sealed by the manufacturer or a certified track approved engine re-builder. Track Officials reserve the right to impound or exchange any competitors crate engine at any time.
3. Approved crate engine must run a Holley 500CFM 4412 carburetor, Refer to existing carburetor and spacer rule.
4. Track Officials reserve the right to exchange or impound any competitor's carburetor at anytime

302,305 and 318 -10.5:1 Compression Engine

1. MAXIMUM COMPRESSION RATIO IS 10.5:1. NO EXCEPTIONS.
2. The only engines legal for use in NASCAR 360 TRUCKS competition are the Chevy 305, Ford 302, and Dodge 318, with stock factory bore and stroke for that type of engine, only. No custom strokes are allowed.
3. A maximum .060 inch overbore.
4. No titanium parts will be allowed anywhere in or on the engine.
5. No coatings of any type are allowed inside or on the engine.
6. No roller bearings will be allowed anywhere inside the engine except where specified in Rule Book.
7. Engine location is measured on the right side (passenger side) from the forward most spark plug centerline rearward (and perpendicular) to an imaginary line connecting the left and right front weight jack bolts. The forward most spark plug centerline should be no less than 5.00 inches forward of this imaginary line for the Chevy, 7.00 inches for the Ford, and 1.75 inches for the Dodge.
8. Engine must be centered between frame rails.
9. Minimum crankshaft height is 12" from center line of crankshaft pulley bolt to the ground.

B. Block

1. Blocks must be factory, stock, and cast iron only. Chevy 305 cubic inches, Dodge 318 cubic inches, or Ford 302 cubic inches.
2. May be lightly de-burred only. No over machining of the block allowed. Align honing, deck milling to square block only, and cylinder boring is acceptable if kept within the allowable specs, .060 inch overbore, maximum. Torque plates may be used during machining.

C. Crankshaft

1. Only OEM Chevy, Dodge, and Ford supplied cast iron or steel crankshafts are legal.
2. No O.D. turning, lightening, knife edging, weight polishing, or cross-drilling for weight removal will be allowed, except for "Mallory Metal", or minimal metal removal for balancing.
3. Any type harmonic dampener or flywheel may be used, SFI approved units encouraged.

D. Connecting Rods

1. Only stock-type, OEM, cast or forged, iron or steel connecting rods allowed. No other rod substitutions will be allowed unless stated.
2. Center of rod journal to center of crank journal length must be stock for the particular type of engine.
3. No lightening, beam polishing, or exterior machine work allowed on rods, except bob weight removal for balancing.
4. Heavy-duty rod bolts, and heavy-duty stock, OEM connecting rods may be used.
5. Chevy may use the heavier duty rod from the 350 cubic inch engine in the 305. Fords may use the SVO available 5.0L HD replacement rod in the 302. Chrysler may use the P4349617 HD connecting rod in the 318.
6. Maximum rod length (center to center) Chevrolet 5.700, Ford 5.096, Chrysler 6.125.
7. No excessive machine work on rods permitted.

E. Pistons

1. The only pistons permitted are cast or hypereutectic, dished or flat top, with the stock type (for that particular engine) ring package and compression height.
2. Pistons must be a stock type replacement piston. No custom made or lightweight pistons permitted.
3. No gas porting of pistons allowed.
4. Minimum deck heights are: Chevy 305 - 0.0 inches, Ford - 0.0 inches, and Dodge - 0.015 inches.
5. No excessive machine work on the pistons permitted
6. No slant tops, angle milling, or excessive lightening of the pistons allowed.
7. Wrist pins must be the pressed in type; no lightweight or floating wrist pins; no wrist pin buttons.
8. Dodges may fly-cut the piston tops, .050 of an inch, maximum, on the exhaust valve side only.

F. Heads

1. Only factory production, cast iron heads that are OEM for the engine type being used and that produce the factory specified volumes, are permitted.
2. No bowtie, angle-plug, special high-performance, canted-valve, or marine-type heads permitted
3. Chevy Vortec heads are not permitted.
4. The Ford GT-40 head is not permitted.
5. The Chrysler or Mopar magnum-type heads are not permitted.
6. Maximum valve sizes: Chevy 1.84 Intake, 1.5 exhaust Ford 1.84 Intake, 1.5 exhaust Dodge 1.84 Intake, 1.5 exhaust
7. Minimum combustion chamber volumes: Chevy 53cc, Ford 53cc, and Dodge 63cc.
8. No porting, port matching, excessive decking beyond the chamber minimum volume, angle milling, chamber polishing, or grinding allowed.
9. Only the stock type steel or stainless steel valves are legal.
10. No four-angle valve jobs allowed.
11. Cutting for larger diameter spring is allowed. Any type guide material may be used. The valve guides must be in the stock factory location, angle, and spacing.
12. Valve springs must be of the stock type. No triple, conical, or progressive springs allowed.
13. Valve spring pressure cannot exceed 115 pounds of seat pressure as measured on a NASCAR 360 TRUCKS-approved spring tester. Measurements may be taken at race conditions and race temperatures.
14. Valve stems must be stock height only.

15. Retainers must be steel or chrome-molly steel only. Valve spring retainers must be stock type only. Plus or minus height retainers are allowed.
16. Valve spring keepers must be stock type only. No plus or minus height keepers allowed. Seven or ten degree locks may be used.
17. All heads must have visible and unaltered casting numbers. Any heads with unreadable or altered casting numbers will be impounded immediately, and the competitor will be disqualified from the event.

G. Valve Train

1. Hydraulic lift cams only. Maximum lobe lift .333. Must have vacuum fitting in intake
2. Only hydraulic or anti pump up lifters allowed.
3. No lightweight push rods allowed. Push rods may be sized to length to fit geometry. No rev-kits, stud girdles, offset rocker arms, roller rocker arms, roller pivot rocker arms, roller lifters, light weight lifters, coated lifters, mushroom lifters, or oversize lifters are permitted.
4. Stock or roller timing chains are allowed Torrington Thrust Bearings, to prevent block wear, are legal. No gear or belt drives allowed. Cam thrust-buttons are allowed. Camshaft degreasing is optional. After market rocker arm retaining nuts are allowed.
5. The Chevy rocker studs may be pinned or machined for screw in studs and guide plates. Stock rocker ratios must be 1.5:1. Stock (OEM) type roller tipped rockers are legal for NASCAR 360 TRUCKS competition
6. The Ford rocker studs may be pinned or machined for screw in studs and may use Ford factory, stock style, early, 1.6: 1, non-rail rocker arms and guide plates. Stock (OEM) type roller tipped rockers are legal. Rocker arm pivot shims may also be used.
7. The Dodge may be converted to use the factory type Dodge truck adjustable rocker arms and push rods. The adjustable rockers must retain the stock ratio of 1.5:1. Stock (OEM) type roller tipped rockers are permitted.
8. Oil return screens are legal. Lifter valley baffles are legal.

H. Intake Manifolds

1. The only intake manifold legal for NASCAR 360 TRUCKS competition is the Edelbrock Performer RPM series. Part numbers: Chevy #7101, Ford # 7121, Dodge #7176.
2. Intake manifolds must be "as cast" by Edelbrock. No alterations to the manifolds will be allowed.
3. No drilling, porting, or port matching will be allowed. All air drawn into the engine must be drawn in through and metered by the carburetor. No add-on devices are permitted inside the plenum or runners, and no coatings will be allowed inside or outside the intake manifold.

I. Carburetor Spacer

1. A 1" inch maximum carburetor spacer plate is allowed. No drilling is allowed of the spacer plate. **There must be two holes in the spacer plate and they must be same diameter top to bottom. (no tapered or stepped hole spacers, no cutting of center section).**
2. Only two gaskets with a maximum thickness of .065 inch each are allowed.

J. Carburetor

1. **A stock, unaltered Holley Model 4412, 500cfm carburetor is permitted. Holley HP carburetor model 80583-1 not permitted.**
2. The choke may be removed, but all screw holes must be sealed.
3. Choke horn may not be removed.
4. Venturi area must not be altered or reshaped in any way. The casting ring may not be removed. Must remain as produced by the manufacturer.
5. Base plate must not be altered in any way. All openings must be permanently plugged.
6. No additional air to be picked up below the openings of the venturi such as altered gaskets, base plate, or holes drilled into the carburetor.
7. Carburetor Booster: Booster type may not be changed. Booster size and shape must not be altered. Height and location of the booster must remain as manufactured.
8. Throttle shaft must remain stock and may not be thinned or cut in any manner.
9. The main body and metering block may not be reworked in any way.
10. The amount of holes and their location must remain as manufactured.
11. Additional holes and passages will not be permitted.

12. Additional screw in or pressed in bleed holes in the main body or metering block will not be allowed.
13. All carburetors must conform to all Technical Inspection Tools and Gauges used by Track Officials

K. Air Cleaners

1. A round un-altered air cleaner element with a maximum diameter of fourteen (14) inches with a maximum height of four (4) inches is required. All air must be filtered thru this filter.
2. No cowl induction is allowed
3. The air cleaner must be totally covered by the hood
4. No cool air boxes allowed
5. No Ram Air devices allowed

L. Fuel System

1. Only the stock type, block mounted, mechanical fuel pump is allowed No electric, belt driven, or vacuum driven, are allowed.
2. The use of ice, wet or dry, for the purpose of cooling the engine, air cleaner, or fuel system is not allowed.
3. NASCAR 360 TRUCKS mounting guidelines must be followed (see illustration 2). Maximum fuel cell capacity is 22 gallons. Fuel cell must be centered in chassis. Fuel cell frame must maintain a minimum ground clearance of 8-inches without the driver.
4. Replacement of steel fuel lines with steel braided fuel lines is highly recommended.
5. Track Officials reserves the right to test the fuel at any time.
6. Fuel lines must be inside steel conduit if fuel line runs through driver's compartment in any way.
7. The fuel cell must be completely enclosed in a magnetic steel container made from no less than 22-gauge magnetic steel.
8. The fuel cell over flow hose must exit the left rear of truck and secured.
9. Any unleaded pump gasoline or Track specified fuel is legal for competition. No additives permitted. Track Officials reserves the right to test any competitor's fuel at any time and remove samples for testing.

M. Ignition System

1. OEM or OEM-replacement HEI distributor permitted. For HEI, aftermarket type distributor modules or coils may be used but must mount in OEM distributor location. MSD boxes or systems are also permitted, and may use the external mounted coil. For MSD systems, all components must not be accessible by the driver when buckled in the seat.
2. Alternators permitted. Must be in engine compartment.
3. Only one standard 12-volt battery permitted.
4. Battery must be mounted outside, behind driver's compartment, inside the frame rails.
5. Self-starter must be installed and operative.
6. NO electrical monitoring devices permitted during the race.
7. NO electronic timing devices permitted during the race.
8. NO traction control.
9. No Magnetos allowed
10. Crate Motors Only - Technical inspector will supply a 6200 rpm rev limiter chip by random draw prior to each race. Failure to pass post-race RPM check will result in disqualification. For MSD ignition, only the 6A-6AL-6T-6ALN-6HVC systems are permitted. MSD Soft touch rev limiter must be installed directly if using MSD 6A or 6T or HEI ignition.
11. Only one ignition system permitted.

N. Cooling System

1. Aluminum radiators are allowed and must be of stock appearance and mounted in the general stock location.
2. No electric water pumps allowed.
3. Electric fans are allowed.
4. No clutch fans allowed.
5. Cooling systems must have a minimum one (1) quart overflow catch tank. It is mandatory that the hose leaving the catch tank terminate at the base of the windshield on the right side, pointing up to be in the drivers view.
6. The use of anti-freeze is not allowed. The use of water wetter is allowed.

O. Exhaust

1. Only stock chassis type, or "up and over" (crossover) headers with a maximum 3" collector are legal.
2. Maximum header tube diameter 1 3/4" O.D.
3. No 180-degree headers, stainless steel, ceramic coatings, or merge collectors are allowed.
4. Any type of muffler is allowed, providing that it meets .96db's at 100 feet.
5. Exhaust equalizer "H" pipes are permitted.
6. 2 into 1 systems are permitted
7. All exhaust system must exit past the driver's compartment. The minimum exhaust system ground clearance is 3 inches.
8. Stepped headers allowed.

NOTE: Howe Enterprises Iron Lung Headers are not allowed. No Tri-y header systems allowed

P. Oil System

1. Only a stock type, steel oil pan may be used. It may be altered for baffling or capacity.
2. The minimum pan to ground clearance is 4 inches. No dry sump systems allowed.
3. No two-stage or belt driven oil pumps allowed.

Q. Transmission and Driveshaft

1. Only the Chevy T-350, Ford C-4 or C-6, Dodge 904 Torqueflite, and 727 transmissions are permitted. **No aftermarket cases permitted.**
2. Transmissions may be converted to manual operation. Steel and cast hubs are allowed.
3. The transmission must have all forward and reverse gears functional. Transmission oil cooler size and placement is optional.
4. Lockout shifters are allowed.
5. No solenoid lockups or fluid clutches.
6. No extra hand or foot controls allowed.
7. Torque converters and all torque converter parts must be of OEM-type for the engine and transmission type being used.
8. All internal transmission parts must be stock **OEM-type** parts for the type of transmission being used. No lightening, cross-drilling, or gun drilling of components is allowed. A heavy duty steel replacement shaft is acceptable. All bushings and shims must be OEM type, no Torrington bearings.
9. **Modifications may be made to internal transmission parts for durability only and must be stock OEM-type.**
10. Torque converters and all torque converter parts, including but not limited to impeller and stator, must be of OEM-type for the engine and transmission type being used.
11. Transmissions must use a fluid filled torque converter with a minimum diameter of eleven (11) inches, with 0.20 inches allowed for manufacturer's variance.
12. The maximum legal stall speed is 3,000 rpm.
13. A flex plate scatter shield must be used. An SFI approved scatter shield is mandatory, or one may be constructed .25-inch by 3-inch steel 270 degrees around flex plate.
14. All drive shafts must be painted white and have the truck number on it.
15. No drive shafts smaller than 2.00 inches in diameter permitted.
16. Stock type steel drive shafts only. No lightweight, aluminum, chrome-molly or carbon fiber, drive shafts permitted.
17. Two drive shaft loops must be installed. The loops must be made of a minimum 2" x 3/16" flat bar steel, or 1" round, .095" steel tube. Loops must go completely around the drive shaft. Chain, wire or other installations will not be allowed.

R. Rear Axle

1. The stock OEM GM 10-bolt, 7.5" rear end for the frame being used. No modifications of any type allowed.
2. No cambered rear ends. No bending, twisting or rotating of axle tubes, perches, or mounts. No cutting, welding or grinding on rear end allowed.
3. As an option, the Ford 9" inch rear end is permitted. If this option is utilized, then the following rules apply:
 - A. Must be all steel. No aluminum except for drive flanges and caps,
 - B. Steel mini spool or steel full spool (8lbs min) permitted. No lockers or ratchets of any kind allowed.

C. Must bolt in place of OEM GM 10 bolt utilizing all 4 rear links in identical stock location. Stock replacement.

D. Must be one of the following ratios 2.80, 3.00, 3.25, 3.50, 3.70, 4.11, 4.30, 4.57.

4. Any readily available gear ratio that will fit inside the stock unaltered GM metric housing is acceptable. No custom made gears or ratios are allowed.
5. Differentials may be open or locked. When locked, they must be welded securely or locked with a mini-spool, or full spool. No aluminum spools or ratchet (Detroit Locker) type units allowed. The Auburn Gear L/S differentials are legal.
6. The Auburn Gear differentials are permitted for the GM 7.50," 10-bolt rear ends. The part numbers are; AUB 542057 and AUB 542058 for the 26-spline; AUB 542041, and AUB 542040 for the 28-spline. The Lock-Right differential by PowerTrax and the OEM posi-tract units (for 7.5" Chevy) with no modifications is also permitted.
7. Axle-saver bearings, c-clip eliminators, heavy-duty c-clips, and heavy duty after market axles are allowed and recommended.
8. No gun-drilled axles allowed.
9. The upper torque arms at the rear axle housing may be shortened to correct the pinion angle. Adjustable upper and lower rear control arms are permitted.

S. Chassis

1. The only approved frame is the General Motors 1978 to 1987, "G" body, 108.1", metric-frame. All measurements, lines, holes, etc., must retain the manufacturer's specifications. Design and construction of roll cage and chassis must be as shown in illustration 3.
2. No plating of frame. No boxing the C-channel. Rear spring and shock perches must remain in factory location. Lower and upper trailing arm mounting brackets must remain in factory location and configuration. Rear cross member must remain in factory location. A four inch tall by six inch O.D spring bucket may be installed to raise original spring pocket. Spring bucket must remain in original stock factory location. Shock must be mounted in original location. (See Illustration 5)
3. 2" x 3" rectangular steel tubing (minimum .083", maximum .125") may be used to replace the rear frame horns from the back side of the spring pocket perch (not the spring bucket), to the back side of the stock frame.
4. Tubing must maintain a minimum ground clearance of 10", measured from the bottom of the tubing to the ground.
5. No cutting or welding to alter the wheelbase. Chassis/frame must remain square to factory specifications and measurement.
6. All Non-A.R.T.S. serialized chassis must have pre-approval and certification from HMP Tech Director before permitted to compete.

T. Weight

1. Minimum weight at all times, before and after any event, is 2,850 pounds.
2. Maximum left side weight is 56% of the total weight.
3. Minimum front weight is 55%
4. No tolerance will be given on weight. No fuel, oil, or other fluids or dislodged parts or weights of any kind may be added to the truck for post-race inspection.
5. All weights will be checked with the driver in the seat, helmet on the head, both hands on the steering wheel, feet on the pedals, and the driver in an upright position.
6. All added weight must be in block form. Weight may be placed in the "C" channel section of the frame, but may not be attached in a manner that boxes the frame. No weight may be placed in the driver's compartment. No weight may be added outside of the frame rails between the frame and the body panels. Any truck with improperly mounted weight will not be allowed to compete. All added weight must be painted white and have the number of the truck clearly marked on the weight.

U. Ground Clearance

1. Minimum ground clearance for the frame rails is 6" without the driver.
2. Minimum ground clearance for all body parts is 4" at all times. Minimum ground clearance for engine cross-member, mufflers and exhaust pipe is 3 inches at all times. These heights will be measured from the lowest point, with the driver out of the truck.

V. Wheel Base

1. Minimum wheelbase will be 108 inches, plus or minus 0.5 inches.

W. Front Suspension

2. Lower control arms, spindles, and brake calipers must be stock OEM for the GM, "G" body, 108.1", and metric frame being used. No modifications allowed.
3. No adjustable ball joints. Spindle may be reamed for larger ball joint.
4. Tubular Steel Upper "A" arms allowed. A arms can be any length, non-adjustable only. **Steel or Aluminum cross shafts may be used with no offset.**
5. Replacement, heavy duty front hub assemblies are permitted and highly recommended.
6. No eccentric bushings allowed on chassis.
7. **Maximum track width is 65.5" as measured from the bottom bulge from inside of one tire to outside of other tire using HMP Tech Director tools.**

Springs

1. Front and rear wedge bolts are allowed. Wedge bolts must be located in center of original spring pocket. (See illustration 5 for rear spring bucket specifications)
2. No coil-over springs allowed
3. Minimum 5 inch O.D. spring diameter

Shocks

1. **Shock absorbers must be readily available at retail to all competitors**
2. **Publicly published retail price of shock must not exceed \$125.**
3. A maximum of one shock absorber per wheel is permitted.
4. No external adjustments are permitted on any shock absorbers.
5. No external reservoir or canister type shocks allowed
6. No aluminum shocks permitted.
7. Must be steel bodied, non-adjustable shocks only.
8. Rear shocks must be mounted in stock location (see illustration 5)
9. Front shocks may be relocated from stock mounts.
10. **Rebuildable shocks are permitted – must be serviceable from shaft end only.**
11. **No Schrader type valves permitted. No valving adjusters, no gas pressure adjustment ports or openings.**
12. **Any competitor finishing on lead lap of Feature may claim shocks from any one of the top three finishers for \$125 per shock. Must claim all four shocks and pay competitor in cash. Claim must be made in tech during post race technical inspection for the truck being claimed. Any competitor refusing to accept claim will be suspended for remainder of season.**

Sway Bars

1. Any OEM type solid sway bar that mounts in the stock location, without alteration, may be used. No hollow or racing sway bars allowed.
2. No heim joints allowed on the sway bar linkages.
3. Sway bar rates may be changed.
4. No rear sway bars are permitted.
5. Sway bar may not be adjusted from driver's compartment.

Steering

1. The original, stock type steering box must be used, and bolt on in the stock location, using the factory frame holes.
2. Inner tie rods, idler arm, pitman arm, center drag link must be stock type, OEM, for the GM, "G" body, 108.1", metric frame being used.
3. Outer tie rod end and adjustment sleeve may be replaced with a 5/8" steel rod end and steel tube.
4. No heim joints in the inner steering tie rods are permitted.

X. Tires & Wheels

1. The only tires allowed:
 - a. GOODYEAR GROOVED SLICKS D2863 27.0 x 8.0 - 15 Factory plated.

- b. GOODYEAR GROOVED SLICKS D2862 26.5 x 8.0 - 15 Factory plated.
2. No camber cutting, shaving, grooving, altering, chemical coating, treating, or soaking is allowed. Tires will be subject to inspection by Track Officials.
3. No heat blankets allowed
4. Wheels must be 15" x 8" only.
5. Only 2" or 3" backspaced (offset) wheels allowed
6. Minimum Weight for each wheel is nineteen (19) pounds.
7. A maximum of one 1/2-inch spacer is allowed per wheel.

Y. Brake System

1. All components must be stock, or OEM, for the GM, 1978-87, "G" body, 108.1" metric frame being used. This includes calipers, spindles, hubs, and rotors on the front; rotors or drums on the rear.
2. Heavy-duty replacement hubs and rotors are recommended. No lightweight components allowed.
3. Dual master cylinders are permitted. The balance bar for proportioning the brake master cylinders is permitted at the brake pedal mounting point inside the car. Adjustments are permitted from inside the truck while the truck is in competition.
4. Shut off valves or devices to disable one, or more, brakes are not permitted.
5. Air ducts, no larger than 4" in diameter, may be used to cool the brakes. Rear disc brakes are optional.
6. No cross drilling, gas slotting, or any other machining to enhance rotor cooling or performance.

Z. Bodies

APPROVED TRUCK BODY MANUFACTURERS: ARP Race Car bodies, Speedway Racing bodies, Five Star Race Car Bodies: 1997 through 2008 Chevrolet C-10, 1997 through 2008 Ford F-150, 1997 through 2008 Dodge Ram and 2008 Toyota Tundra.

1. Dimensions of all bodies must remain as manufactured except for changes needed for tire clearance and/or to fit the 108.1-inch wheelbase.
2. No carbon fiber bodies or carbon fiber body components permitted.
3. Nose piece and tailgate may be polypropylene plastic. Note: Bed lids may be fiberglass, sheet metal, or aluminum.
4. Truck bodies must present a neat, positive, professional image. Any body damage incurred must be repaired as soon as possible. Appearance standards are at the discretion of Track Officials.
5. All trucks must be neatly painted and lettered. Numbers must be at least 18" high on both doors and roof. Numbers must be clearly readable from the scorers' booth.
6. Minimum roof height must be 56" inches measured 10" back from leading edge of roof.
7. Maximum rear deck height must be 40" inches.
8. Minimum side window opening must be at least 17 inches.
9. A nylon window net must be installed in the left side door window opening and be positioned to cover the entire window opening. (see illustration 1)
10. Windshield angle (checked at center of windshield) must be no less than 37 degrees with truck in race-ready condition.
11. Bodywork must maintain original manufacturer's configuration, size and shape must adhere to body diagram.
12. Front and rear window openings must be covered with 0.125-inch thick clear lexan. Lexan must cover entire opening and should follow the contours of the body.
13. Lexan side window vents are optional but cannot exceed 12 inches in length from leading edge of window.
14. Hoods must maintain stock appearance. No hood scoops, holes or other modifications to the hood are permitted.
15. Hoods must have positive fasteners installed, a minimum of 6 (six) hood pins or 4 (four) hood pins and 2 (two) rear hinges.
16. Hood must fit flat to fenders. Hood must have maximum gap of 1-inch between windshield and back off hood.
17. Full rear deck lids are mandatory. The rear of the lid must be able to open for inspection purposes. Rear deck lid must completely cover the rear of the body. No openings in rear or any other area to release air is permitted. Rear deck lid must be solid, no holes, louvers, etc.
18. Positive fasteners must be used on the left and right side to secure opening position of the lid.

19. Front air dams must maintain their original configuration. All body support brackets must be located inside the body structure.
20. A non adjustable rear spoiler is mandatory. Spoiler may be made of metal or 1/8 inch thick lexan. Spoiler may have a 1/2 inch break at the top as long as the break is going away from the truck.
21. The spoiler must be either 5 inches tall by 64 inches wide or 6 inches tall by 60 inches wide.
22. Rear spoiler must be firmly mounted to truck. Spoiler braces may be used on rear of spoiler only.
23. Rear decks must be flush from front to rear on quarter panels.

Z1. INTERIOR

1. Drivers door bars must be covered with 1/8 inch steel plate.
2. **All interior should be 22 gauge, magnetic steel, sheet metal. Aluminum sheet metal may be substituted.** The driver's compartment must be completely sealed off from the underbody area.

Z2. SAFETY EQUIPMENT FIRE SUPPRESSION

1. A fully charged Halon #1301 On Board Fire Suppression System is highly recommended. As a minimum it is required that car be equipped with a fully charged 2lb fire extinguisher mounted in a quick release holder and is accessible to driver.
2. An additional 10lb fire extinguisher in your pit area is mandatory.

Z3. ELECTRICAL SWITCH LOCATIONS

1. All electrical switches must be located on the dash panel or within easy reach of the driver. Master on-off switch on battery cable must be located with immediate access to safety personnel.
2. Any open electrical connections inside drivers area must by tie wrapped, taped and tie wrapped again. Any open connections will be an automatic disqualification.

**IF THE RULES DON'T SAY YOU CAN, THEN YOU CAN'T
UNLESS YOU GET PRIOR APPROVAL FROM HMP'S TECH DIRECTOR!**

Illustration 1 Window Net Installation

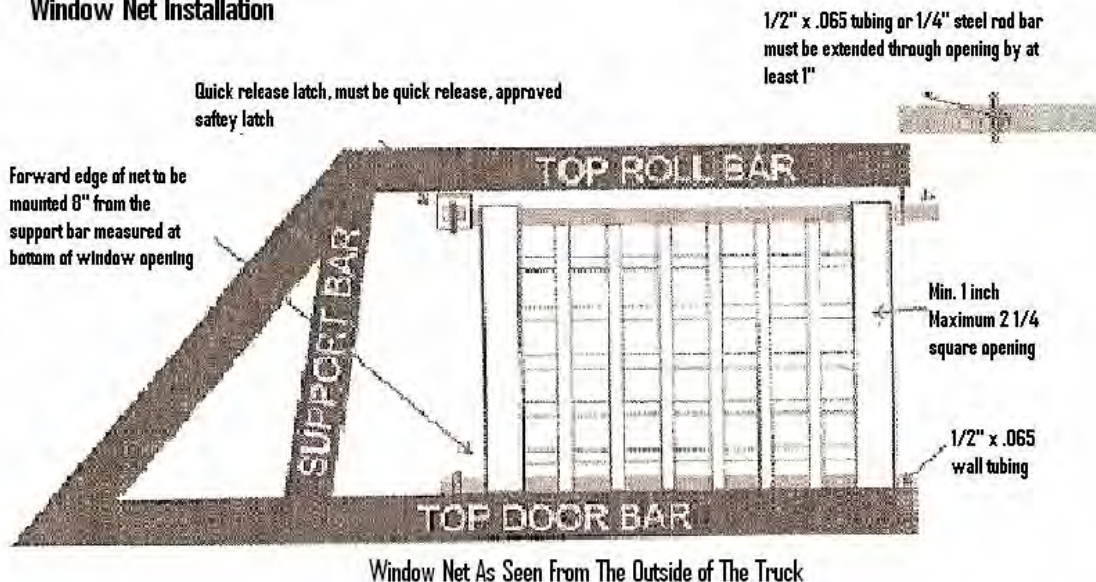
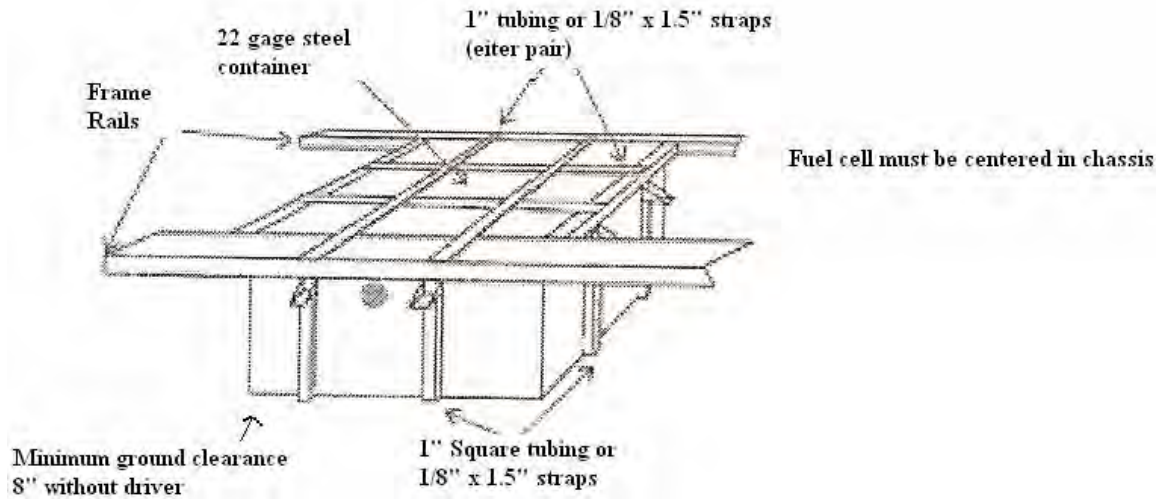
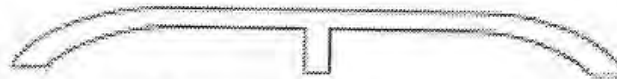


Illustration 2 Fuel Cell Mounting

Maximum capacity 22-gallons

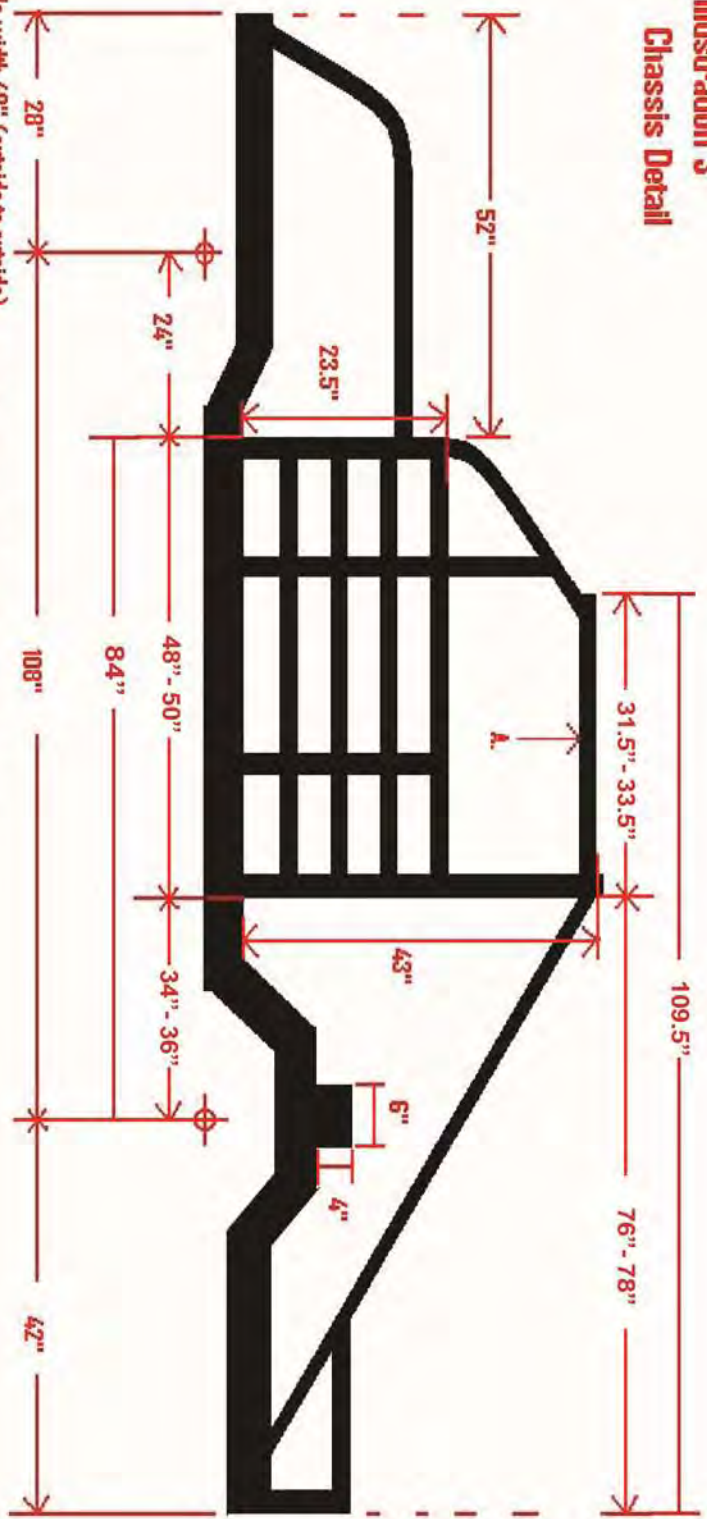


Fuel Cell Gaurd



1.75" diameter, .095 thickness
steel tubing

Illustration 3
Chassis Detail



- A. Minimum hole width 48" (outside to outside)
- B. All tubing shown in these dimensions must be 1.75" O.D in diameter (minimum .090 wall thickness)
- C. Design and construction of chassis must be as shown in illustration 3 (NO EXCEPTIONS)

Illustration 4 Body Guidelines

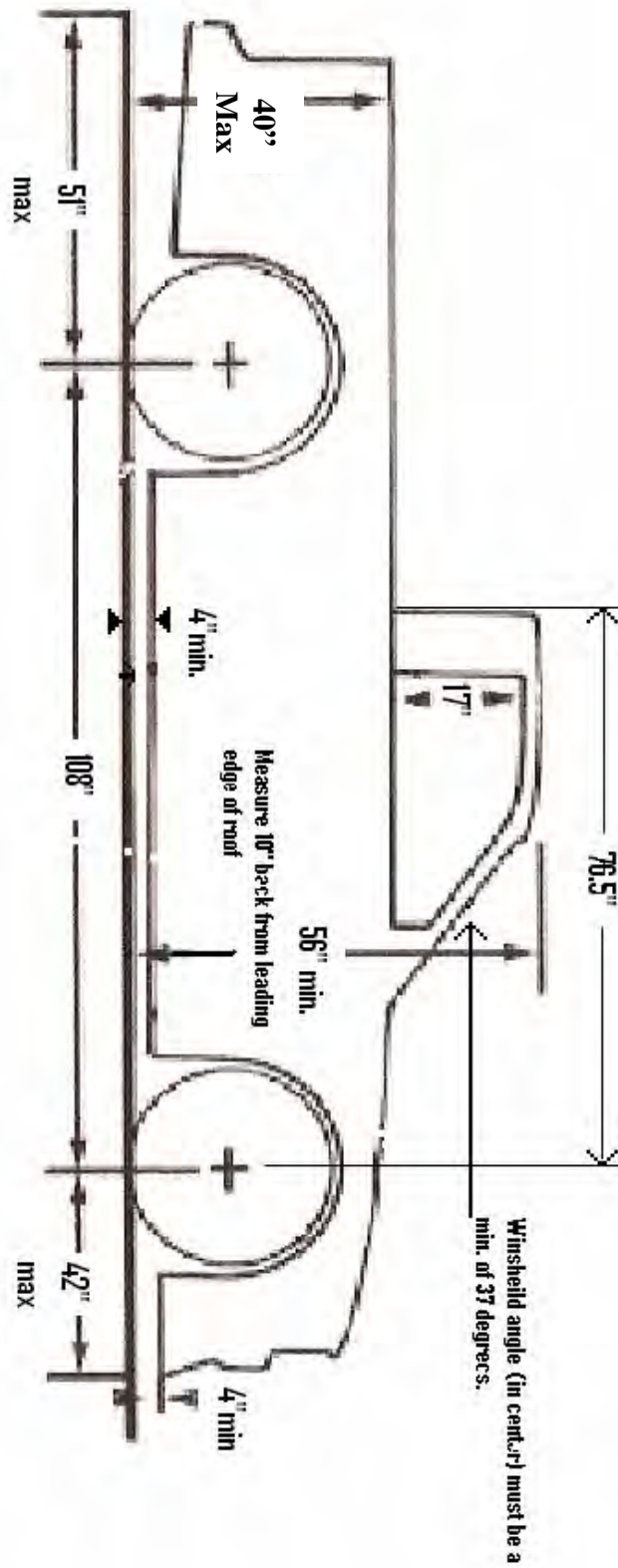


Illustration 5
Spring Bucket and Rear Shock
Mounting

