

## 2017 LATE MODEL RULES

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Body rules, suspension and chassis will follow FUEL Series specs.

Follow FUEL Series rules unless otherwise noted.

<http://www.fuelracingseries.com>

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### ENGINE COMBINATIONS

G.M. 604 SEALED CRATE ENGINE -----	2200 pounds with driver after the race
G.M. CT525 SEALED CRATE ENGINE -----	2300 pounds with driver after the race
BUILT ENGINE – MAXIMUM 365 C.I. -----	2400 pounds with driver after the race

### BUILT ENGINE SPECS

1. May run aftermarket cast-iron block. No aluminum blocks allowed.
2. Any crankshaft and rod combination. Any flat top pistons. No dome top pistons.
3. Any cast-iron heads with factory valve to piston angle. (Example 23 degree heads on GM products) (20 degree heads on Ford products , except for Ford Racing – Sportsman #M-6049-N-351) No raised runner heads. May angle mill the heads , must be with-in three degrees of factory stock. May alter the valve pockets. Heads may be ported and polished. May run aluminum factory angle heads, no raised runner, but must bolt 50 pounds in front of the engine-plate.
4. Maximum three angle valve job. Maximum valve sizes : 2.08" intake and 1.625" exhaust.
5. Any intake.
6. Any flat tappet or roller cam, no mushroom lifters. Roller rocker arms permitted. Shaft rockers allowed. Rocker studs may be pinned or screw-in type with push rod guide plates and stud girdles. May use poly locks or stock nuts.
7. Wet sump or dry sump oil system may be used.
8. Any headers. Mufflers must be used.
9. Any bowl-type carburetor. Racing fuel only, no alcohol allowed.
10. Tire Rule: : Maximum 29.0 X 11.0 X 15.0

American Racer SD44, SD48, MD53, MD56

Hoosier 1300, 1350, 1450, 1600, D70

Right rear tire must be a SD48 , 1350 , or harder at all times.

Tires will be marked prior to qualifying. You may change any one tire for the feature race.

If you change multiple tires, you must start in the rear of the feature race.

Special events will be excluded and tire rule stated prior to that event.