

#800 to #899 Sportsman Super Stock Truck Technical Specifications

DEFINITION

- A two-wheel drive, standard-size pickup. The truck must be of stock production that has been produced in quantities of at least 5,000 for a one-year period and available for cby the general public in the USA. ● This is a production class and must maintain the engine, body and frame combination for a specified production year. All components must remain stock unless modifications are allowed by this rulebook.
- All trucks, regardless of year built, must be properly constructed and maintained in presentable condition. It is the responsibility of the driver to carry a factory shop manual that matches the race vehicle.
- Technical specifications for this class supersedes CCR

CHASSIS

- Factory installed chassis and body must be maintained for year specified
- Strengthening of chassis and frame by adding material is allowed
- Stock wheel base must be plus or minus one inch
- Shortening of long wheelbase frame to match short wheelbase specs is allowed but must have Sportsman Series Tech approval
- Front frame horns may be shortened no more than three inches in front of the most forward steering box bolt.
- Removal of any cross members or any other materials is not allowed
- Alterations to the frame such as “kicking” is not allowed
- Fabricated or aluminum third members and rear-ends are not allowed

SUSPENSION

- Stock suspension parts and locations must be maintained as delivered
- All suspension mounts must be in the stock factory location. It is the driver’s responsibility to prove to the Sportsman Tech Officials that the stock location is maintained
- Track width must be in stock. Measurement will be determined from the factory manual.
- Pivot points must remain stock and in stock locations
- Travel limit in the front and rear -12 inches measured metal stop to metal stop without anything in between
- Stock spindles or replacement spindles with 3/4 or 1-ton components are required
- Stock lower a-arm | Any manufacture upper A-Arm is allowed
- Any manufactured ball joint or heim joint is allowed (upper and lower)
- Steel springs of any rating, any manufacture are allowed but must be stock length replacing all/any rubber mounts with poly or other material is allowed
- Two single point anti-wrap up bars attached on the axle housing are allowed
- ONLY Stock sway bars allowed | use of larger stud or bolts is allowed
- Rubber/poly bump stops are allowed
- Reinforcing of parts with additional material but no modifications to the part is allowed.
- Early model Dodge and Chevrolet trucks with bolt-in cross shafts for the upper A-arm brackets may attach alternate fabricated brackets to the frame. Brackets must be on stock OEM centerline and in stock location. It is the driver’s responsibility to prove to the Sportsman Tech Officials that the stock location is maintained. All other trucks must use the stock mounts in the stock location.
- Quarter elliptical springs are not allowed
- Shackles must be OEM length and remain in factory location
- Composite and/or fiberglass springs are not allowed
- Air bump shocks/stops are not allowed
- Only factory equipped rear leaf spring trucks are allowed
- Rear coil over suspensions are not allowed
- Factory front coil over suspensions are allowed. Stock front coil over may be replaced with aftermarket coil over but must bolt in factory location.

STEERING

- Any OEM steering box may be used providing it is mounted in approximately the same location as stock and the pitman arm location does not change significantly. Internal modifications are allowed.
- Tie rods, tie rod ends, and any ball and socket type may be used. All other steering must remain stock but can be reinforced.
- Any steering wheel is allowed but must remain within three inches of the stock location
- Stock steering pump internal modifications are allowed
- Steering pump and reservoir may be of any manufacturer but must be belt driven
- Steering quickners are allowed
- Chassis that originally have rack and pinion steering may use an aftermarket rack mounted in the approximate stock location. Must have Sportsman Series Tech approval

SHOCKS

- Any number of two-inch shocks can be used.
- Floating pistons and remote reservoirs are allowed
- Shocks larger than 2" may be used but limited to a total of one shock per wheel. If a shock larger than 2" is used no other shock is allowed on that corner.

Not Allowed -

- Custom made shocks are not allowed. All shocks must be available from normal retail sources.
- Shocks must not be larger than 3"
- External or internal bypass shocks are not allowed
- Shocks may not protrude through the hood or fenders.
- Remote or cantilever shocks are not allowed
- Air shocks are not allowed

RIDE HEIGHT

- As specified in Combined Class Rules (CCR)

WEIGHT

- A minimum of 4,000 lbs. pre or post-race with driver | Cleaning may be required

BRAKES

- Stock brake equipment only. No anti-lock systems, electrical or mechanical.
- Any brake pads or brake shoe material may be used
- Any master cylinder or wheel cylinders may be used as long as it bolts in place of the stock one
- Any proportioning valve or brake bias control may be used
- Braided lines are allowed
- Disc brakes must use steel rotors and calipers only
- Any aftermarket pedal assembly is allowed
- Steering Brakes are not allowed

BODY

- Updating will be allowed. Stock body lines must be maintained and changes completed in a professional manor.
- Stock floor mounts must be in original positions
- Body must be in original size, shape, configuration and appearance

- Stock grill assembly and/or after-market must be an exact duplicate for the body/chassis year
- Doors, hoods and fenders must be in the factory original stock location
- Heater core hoses must be disconnected
- Headlight glass must be removed and covered with flat material
- Stock mounts may be replaced with any material
- Removal of the tailgate is required
- General body bracing by additional material is allowed
- OEM cab floor and firewall must match frame and be mounted in stock location. The remainder of the OEM cab is not required.
- Windshields or any other stock glass must be removed
- Shocks, radiators, transmission coolers, air filters and scopes protruding through the hood are not allowed

INTERIOR

- Removal of all upholstery, upholstery panels, headliners, carpets, plastic interior parts is required
- The pedal assemblies must remain in the approximate stock location

SEATS

- Only manufactured race seats are allowed
- Sportsman truck classes must have a ¼ inch metal protective shield covering the back and bottom of the seat
- Refer to Sportsman Series Safety Standards chapter of this Rule Book

FLOOR BOARDS

- OEM cab floor must match frame and be mounted in stock location.
- Any repair of rust must be done with equal thickness metal
- Minimum of trimming will be allowed

FIREWALL

- OEM firewall must match frame and be mounted in stock location
- Any repair of rust must be done with equal thickness metal
- Modifications are allowed for the installation of the roll cage

HOOD

- Hoods must be in the original stock location
- Any outer panel material; is allowed but must match the OEM panel
- Removal of the hood latches is allowed
- Hood pins are required
- Hood scoops not allowed

DOORS

- Three (3) horizontal bars of tubing equal to the roll cage must be welded to the cage on each side
- Doors must be mounted in the OEM location
- Window glass must be removed
- Window regulators and window hardware may be removed
- Any outer panel material; is allowed but must match the OEM panel
- The door bars must be plated with .075" aluminum or 16ga. Steel.

FENDERS

- Enlargement of wheel openings for tire clearance with 3 inch cut out and 2inch flare is allowed
- Use of hoop for mounting fenders and radiator is allowed
- Outer box sides may be of any material but must be the exact duplicate of the OEM panels

- Inner box is optional
- Front fenders may be of any material but must be the exact duplicate of the OEM panel
- Inner front fender reinforcement may be removed

ENGINE

●"Stock" means the part or assembly in its "as cast" configuration as delivered and used on U.S. model without modifications. All casting and/or part numbers must be visible.

●Mounting plates are not allowed

THREE INSPECTION HOLES are required in the oil pan for inspection of a knife edged crank etc. If the crank and rods are not clearly visible you will be required to drop the pan. Engine must be pre-drilled for sealing. This includes oil pan, front cover, intake, restrictor plate and carburetor.

BLOCK AND CRANKSHAFT

●Approved standard OEM, as cast iron production block | Blocks approved by Sportsman Series are:

GM 350, Mopar.360 Ford 351 Windsor

- Engine has a maximum of 370 cubic inches
- Crank must be stock stroke length
- Stock cast or forged steel crankshaft or OEM aftermarket replacement only
- Rod journal grind is open but all the following engine rules must be adhered to
- $\frac{3}{4}$ " inspection hole in the side of the oil pan, in line with crankshaft journal and crankshaft casting number is required.
- Engines must be able to be sealed once they are pumped. One head bolt, one intake manifold bolt, one oil pan bolt on each side of the oil pan must be drilled to allow sealing.
- Blue printing and balancing is allowed
- Using studs rather than bolts is allowed
- Oil pan wind age trays are allowed
- High volume or pressure oil pumps are allowed
- Auxiliary engine oil coolers are allowed
- A fan for the oil cooler is allowed
- Remote oil filters are allowed
- The harmonic balancer is open, any manufacturer and must be SFI 18.1 approved
- Crankshafts that have been knife edged or lightened are not allowed
- Dry sumps or external wet sump pumps are not allowed

CYLINDER HEADS AND VALVES

●Standard production, as cast, iron heads that matches the block with the casting numbers clearly visible

GM may use any OEM production head. No bowtie heads allowed

Chrysler may use any OEM production head including the magnum head part #P5007086. W-2 heads are not allowed

Ford may use any OEM production head, GT40 GT40P or World Products Roush 180 part No. 5303

- 2.02 intake, 1.60 exhaust maximum is allowed for valves
- Aftermarket valve springs are allowed provided the stock outside dimensions retained
- Three angle valve jobs are allowed
- Single 45 degree cut on the valve face is allowed
- Valve guide material is unlimited
- Stainless steel valves are allowed
- Screw in studs and guide plates are allowed
- One breather per valve cover

- Machining of head to accommodate valve size listed above is allowed
- Any modifications of the cylinder head not specifically listed above is not allowed
- Angle milling/cutting of the block or cylinder heads is not allowed
- Bowl cutting is not allowed
- Titanium or composite valves are not allowed

PISTONS AND CONNECTING RODS

- Flat top or dished, stock or OEM replacement piston only | Cast or forged pistons
- Steel rods with stock dimensions only: GM-5.791, Mopar-6.123, and Ford-5.954
- Removal of casting flash from connecting rod, shot peen of connecting rod are allowed
- Titanium, stainless, aluminum, H beam, etc. rods are not allowed
- No domed or notched pistons
- Piston must remain at or below deck height at TDC

CAM AND LIFTERS

- Stock type cast flat tappet camshafts with a maximum valve lift as measured at the valve of .500
- Stock lifter bore size.
- Other cam grind specifications are unrestricted
- Full roller rockers are allowed, stud mount only
- Aftermarket direct replacement timing chain and gears are allowed
- Roller mushroom type lifters are not allowed
- Gear or belt drives are not allowed
- Shaft type rocker is not allowed unless OEM

INTAKE MANIFOLD

- Must be as cast-Edelbrock intake: part number, GM 5001 or 2716, Mopar5076, and Ford 5081
- Chevy engines are allowed to run Edelbrock intake #2716 with stock Vortec head
- Match porting is allowed by the removal of material only, within the last 1/2" of the runner only
- Addition of return water port in rear of intake manifold is allowed, but must be approved by Sportsman Series Tech.
- Machining of intake to match Vortec head is allowed
- Standard design gaskets are required
- Drilling of head to install intake is allowed and must be approved by Sportsman Series Tech
- No devices between the carburetor and the intake manifold, designed to increase or redirect airflow will be allowed.

CARBURETOR & INTAKE

- One-two-barrel Holley model number 0-4412. HP or BK model not allowed.
- One combination restrictor plate with two 1.375" bores | Must be used with standard size gaskets only | This unit is available through Sportsman Series tech only! Must have MORR stamped on it for the 2018 season.
- Modifications to the throttle bore, plate, shaft, choke horn or Sportsman restrictor plate are not allowed
- Breathers and air filters may be of any material or size is allowed and must be mounted under the hood with no modifications to the hood.
- No fuel injection even if vehicle had factory fuel injection
- Modification to the throttle bore, plate, shaft, choke horn, booster, or Sportsman restrictor plate are not allowed.
- Carburetor must pass tech gauges and measurement tools.

- Any cast iron OEM intake manifold allowed or Edelbrock part numbers, GM 5001, Mopar 5076, Ford 5081
- Match porting within the last ½inch of the runner is allowed
- Mechanical OEM fuel pumps in stock location only | Electric fuel pumps are not allowed. Fuel pump must be mechanical and in the OEM location.

HEADERS

- Must be stock, as cast, exhaust manifolds or down and under headers with a maximum tube size of 1.750 inches
- Header collectors are required
- Custom built headers are not allowed
- No part of the exhaust system may run through the driver's compartment

MUFFLERS

- Unrestricted

IGNITION SYSTEMS

- Stock type single point or HEI ignition system only
- Spark must be activated through the distributor
- Only one (1) MSD ignition box is allowed. The chip of the box must be out of reach of the driver but must be in easy access for tech inspectors to check and seal
- Any control box may be used. MSD ignition module 6420 (or ALN) with a 6500 rev chip is required
- Any coil is allowed
- OEM or direct replacement alternator only
- Magnetos or direct fire coil ignition systems are not allowed

ENGINE COOLING

- Multiple radiators are allowed and can be mounted in any location
- OEM or direct replacement water pump only
- Auxiliary water tanks used for cooling of no more than 5 gallons is allowed

DRIVE TRAIN

- Support mounts in the area of the front of the transmission will be allowed
- If a plate of any kind is used between the engine and transmission it must be a stock OEM part in both size and design
- Any motor mount is allowed as long as the motor remains in the stock location
- Any automotive or light truck production housing and third member for rear axle assembly is allowed
- Any gear ratio is allowed in the differential
- Any axles including aftermarket floater axles are allowed
- Rear differential must be spool type only
- Knock off hubs are not allowed
- Quick-change rear ends are not allowed
- Aluminum housings are not allowed
- Fabricated Rear Housings allowed. Maximum ring gear size is 9".

TRANSMISSION

- Three speed automatic transmission only
- Transmission must be from the same engine manufacturer
- Transmission coolers are allowed and may be mounted in the box

- Any steel conventional vane type non-electric torque converter is allowed
- Aluminum valve body is allowed
- Factory gears only are allowed
- Factory aluminum planetary is allowed
- Trans brakes are not allowed
- Aluminum torque converters are not allowed
- Aluminum or lightened aftermarket internal parts are not allowed

TIRES

- D.O.T. only, available to the general public
- Maximum tire size of 33 x 12.50 or approximate metric equivalent | Tire must be 33 inches or less

WHEELS

- Wheel maximum width is 8 ½ inches
- Any steel wheel or one piece cast aluminum wheel is allowed
- Maximum wheel size is 17 inches
- Bead lock wheels are allowed
- Bead liners and inner liners are not allowed
- Spun aluminum or magnesium wheels are not allowed
- Three-piece wheels are not allowed

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