

# #500 TO #599 SPORTSMAN STOCK TRUCK TECHNICAL SPECIFICATIONS

## DEFINITION

- A two wheel drive pickup truck with a 3 /4 ton or smaller chassis with coil front springs manufactured in quantities of at least 5,000 units of same model per year and available for sale in the United States. This is a stock class as defined by original equipment parts (OEM) and replacement parts made to OEM specifications only. Stock also includes options sold on the truck from the same make and model of the truck.
- Technical specifications for this class supersedes CCR

## CHASSIS

- Chassis must remain stock but may be reinforced by adding material
- Shortening of a long wheelbase frame to match short wheelbase specs is allowed
- The wheelbase must be stock measurement (+) or (-) 2"

## SUSPENSION

- Stock suspension parts and locations must be maintained as delivered
- Overall width must be in stock
- Pivot points must remain stock and in stock locations
- Front and rear wheel travel limit is 12" measured to metal stop. Front wheel travel will be measured at the spindle
- Any manufacturer ball joint is allowed
- Rubber / poly bump stops but must be removed to measure wheel travel
- Reinforcement of front suspension components is allowed

## SHOCKS & SPRINGS

- Any non take-apart shock is allowed, or:
  - Fox Shox.....7700 Series
  - Fox Shox.....2.0 series emulsion
  - Bilstein.....B46 – 1300 Series
  - Rancho.....RS5000 and RS9000 Series
  - Doetsch Tech.....MY Series, M2, M2R
  - Trail Master.....N7, SS, SSY Series
- Any other take-apart shock may be allowed with written approval from the Sportsman Series tech director
- Maximum of two shocks are allowed per corner
- Rear suspension must utilize leaf springs as the only suspension springs
- Quarter elliptical springs are not allowed
- Shackles lengthened or moved from stock locations are not allowed
- Composite or fiberglass springs are not allowed
- Air bump shocks / stops are not allowed
- Any shock or part of suspension protruding through the hood or fenders must be removed
- Remote reservoirs are not allowed
- Take a part shocks except those described above are not allowed
- Custom made shocks are not allowed
- Shocks must not be mounted in the driver compartment
- Coil over shocks are not allowed
- Remote and / or cantilever shocks are not allowed
- Air shocks are not allowed
- Position sensitive shocks are not allowed
- Shocks with shafts larger than 5/8" in diameter are not allowed

## STEERING

- Steering must be in stock location and components in safe working order
- Steering quickeners are allowed

## **BRAKES**

- Disc brakes are allowed front and rear but must use steel rotors and calipers
- Proportioning valves are allowed for front to rear bias, but all 4 tires must lock up when tested

## **WEIGHT**

- Trucks originally manufactured as less than 1/2 ton chassis style by manufacturers and using a V6 engine; (mini and mid-size trucks) must weigh a minimum of 3,500 pounds
- All full or mini/mid-sized trucks using a V8 engine must weigh a minimum of 4,000 pounds

## **BODY**

- Body and fenders must remain stock, absolutely no bending or flaring, especially to fenders or wheel openings
- Rear wheel wells, firewalls and floorboards must be repaired for rust as well as all other damage
- Outer box sides must be steel and have a stock appearance
- Front fender wells may be removed

## **ENGINE**

- Stock cast iron components and parts only
- Chevy engines are allowed to run Edelbrock intake #2716 with stock Vortec heads
- No aftermarket or GM Performance Vortec head allowed
- Maximum cu. ins: Ford 362 (.060 over 351), GM 360 (.060 over 350), Dodge 367 (.40 over 360)
- Engine blocks accepted are GM 350, Mopar 360, & Ford 351 Windsor or smaller
- The engine must be in stock position and have stock components such as fan and alternator | The block may be drilled for oil or temperature sending units
- Factory street production head with factory cast marking only
- Any oil pan is allowed. Oil pan must have a 3/4" inspection plug providing clear view of the crank and connecting rods
- Valves can be 2.02 intake and 1.60 exhaust maximum
- GT-40P heads are allowed
- Engine oil coolers are not allowed
- Aluminum blocks and/or cylinder heads even if they were available as an option are not allowed
- External or internal modifications and/or grinding to heads is not allowed. Heads and block can be cleaned up for gasket sealing but must remain under the 10:1 compression ratio.
- GT-40 heads, "Bowtie" or turbo are not allowed
- Interchanging heads from other similar motors, 305 to 350 or 289 to 351, etc. is not allowed
- Compression ratio must be under 10:1. This will be checked as a static compression check.

## **CAMSHAFT & LIFTERS**

- Must be Stock type cast flat tappet camshafts with a maximum valve lift as measured at the valve of .500
- Must be stock lifter bore size
- Full roller rockers are required, stud mounted only
- Aftermarket direct replacement timing chain and gears are allowed
- Roller mushroom type lifters are not allowed
- Gear or belt drive cams are not allowed
- Shaft type rockers are not allowed, unless OEM

## **PISTONS AND CONNECTING RODS**

- Flat top or dished, stock or OEM replacement piston only | cast or forged pistons
- Rods with stock dimensions only: GM-5.791, Mopar-6.123, and Ford-5.954
- No domed or notched pistons
- Piston must remain at or below deck height at TDC

## **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!
- 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
- If an adapter is used the maximum height of the adapter is 1"
- Any cast iron OEM intake manifold allowed or Edelbrock part numbers, GM 5001, Mopar 5076, Ford 5081
- Match porting within the last ½ inch of the runner is allowed
- Mechanical OEM fuel pumps in stock location only | Electric fuel pumps are not allowed

## **HEADERS**

- Aftermarket shorty headers are allowed
- No full length headers allowed
- Only shorty headers that are stock replacement length for factory manifolds are allowed
- Dual exhaust only | No crossover, 2 into 1, H or X tubes

## **MUFFLERS**

- Unrestricted

## **IGNITION SYSTEMS**

- Ignitions must be OEM or PRO Comp HEI – PC6001, PC6004 or PC6006
- Ford may use Speedway 91012360
- The MSD Blaster coil may be used
- Aftermarket plug wires allowed

## **ENGINE COOLING**

- Any radiator allowed but must be mounted in stock location
- Core support may be removed and engine compartment can be caged in

## **DRIVE TRAIN**

- Any automotive or light truck production housing and third member for rear axle housing is allowed
- Aftermarket floater axels are allowed
- Anti-wrap up bars are not allowed
- Spools are allowed
- A rear axle truss may be added to the rear axle housing

## **TRANSMISSION**

- Transmission must be from the same engine manufacturer
- Transmission coolers are allowed and may be mounted in the box as long as the top of the cooler is below the top of the box sides
- 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**

- Maximum tire size of 33 x 12.5 or approximate metric equivalent
- D.O.T. only and available to the general public

### **WHEELS**

- Wheel maximum width is 8 ½”
- Any steel wheel or one piece cast aluminum wheel is allowed
- Maximum wheel size is 16”
- Bead locks, 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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