

# #200 TO #299 SPORTSMAN SUPER TRUCK TECHNICAL SPECIFICATIONS

## DEFINITION

- A two-wheel drive pickup or sport utility vehicle built on an OEM or tubular frame.
- Limited 2WD Trucks are regulated by the following rules as well as all CCR and Safety Rules.
- Technical specifications for this class supersedes CCR

## CHASSIS

- All tubular frame chassis trucks are allowed. Any newly constructed chassis wanting the option of moving up to PRO 2WD must be built under Sportsman Series Spec. Chassis rules. All trucks must be left side steer only.
- Maximum overall width 93"
- Engine vertical centerline between the farthest forward spark plug and the farthest rearward spark plug must be in front of the driver's torso driving position.

## SUSPENSION

- Wheel travel maximum, 18" front, 20" rear
- Independent rear suspension is not allowed.

## SHOCKS & SPRINGS

- As specified in Combined Class Rules (CCR)

## RIDE HEIGHT

- Minimum ride height is 10"

## WEIGHT

- 10 lbs. per cubic inch; minimum is weight 3,600 lbs.
- Minimum front axle weight is 48% of total weight.

## BODY

- Body must be stock production size and appearance
- Body must be 15 years or newer
- Stock grille or exact duplicate aftermarket is required
- Headlight openings must be covered

## ENGINE

- Motors other than those listed may be used only when pre-approved by Sportsman Series Tech
- Maximum: 410 cubic inch
- Cast iron blocks only, OEM design and material
- No titanium or composite materials allowed
- No aluminum rods are allowed

## CAST IRON HEADS

- Chevy "bow tie" heads-intake port size 1.240" width, 2.0140" height, and exhaust port size 1.365" width, 1.300" height
- No turbo heads
- World Products Sportsman Part No. 1115, Casting No. 1-037. Intake port size 1.235 widths, 2.035 heights, exhaust port size 1.425 widths, 1.345 heights. Early Sportsman: intake 1.235 width, 2.010 heights, exhaust 1.420 widths, 1.500 heights
- Chrysler W-2 heads only. Intake port size 1.350 widths, 2.250 height, and exhaust port size 1.450 widths, 1.440 heights
- Ford S.V.O. cast iron head, part No.'s M-6049-E-351 and M-6049-N351. Intake port size 1.18 width, 2.03 heights, exhaust port size 1.50 width, 1.33height

- Match porting by removal of material is allowed within the last ¼” of the port opening
- No polishing, porting or material may added
- Polishing of combustion chamber is allowed
- Competition valve job is permitted with the bottom cut not to exceed ¾inch below actual valve seat Ford and Chrysler only. 1” below actual valve seat on the SRT Super Truck head and 1 ¼” on the bow tie heads. Any cut over 60degrees must be cut with cutter not by a stone. Cut must be concentric with valve guide

### **ALUMINUM HEADS**

- Only Sportsman Series approved Brodix heads are allowed
- No removing, relocating, grinding, polishing or defacing of any letter or number cast into the cylinder head ports is allowed.

Chevrolet – SPCH WISSOTA

Ford – SPFO WISSOTA

Mopar – SPMO WISSOTA

- Valve guides must remain in original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened in any way.
- No welding or adding material is allowed
- Combustion chamber may be ground for clearance and polished
- Intake bowl may be blended and polished from the valve seats to the edge of the letter C in the word “SPEC” on the roof and floor of the intake port. The side of the intake may be blended and polished from the valve seat to the same point as the roof and floor. No grinding or polishing along the sidewalls where the spec logo is cast.
- Exhaust seat may be blended into the exhaust bowl and port may be polished as long as the word “SPEC” is in the roof of the exhaust port is not touched and the exhaust port exit at the header flange remains in the original as cast location, size and shape.
- Cylinder heads may be machined for push rod clearance
- No grinding or polishing of any kind other than stated above

### **CARBURETOR**

- Truck may have one four barrel Holly, Series 4150HP carburetor
- Intake manifold must be available through regular retail sources and available to the general public

### **HEADERS**

- As specified in Combined Class Rules (CCR)

### **MUFFLERS**

- As specified in Combined Class Rules (CCR)

### **IGNITION SYSTEMS**

- Max 7500 RPM chip

### **ENGINE COOLING**

- As specified in Combined Class Rules (CCR)

## **DRIVE TRAIN**

- Engine to transmission adapter plate can be a maximum of ½inch thick
- Single ratio under drive units will be allowed
- Quick-change units are not allowed
- Crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter
- Drive train must be in stock order, engine, transmission, and differential via a drive shaft
- Rear differential must be spool type only, and approved by Sportsman Series technical director
- Rear differential must have a minimum of one inspection hole 1 ½inch diameter located in such a manner that Sportsman Series tech can see and identify spool. If inspection hole does not exist, crew chief will remove differential for Sportsman Series technical inspection.

## **TRANSMISSION**

- Sequential manual transmission not allowed
- Automatic transmissions must operate through a conventional torque converter
- Automatic transmissions must be 3 speed automatic only
- Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. Sportsman Series technical director must approve all non-manual shifting procedures.

## **TIRES**

- D.O.T. tires only, available to the general public
- Maximum size: 35 x 12.50 or the approximate metric equivalent
- Tire must be 35 inches or less at end of race
- Used project tires are allowed. Tires must show some wear, not just scuffed
- DOT tires minimum tire pressure 13 PSI. Project tires minimum tire pressure 16 PSI at starting line

## **WHEELS**

- Maximum wheel size is 10"x 15", 10" x 16" or 9" x 17"
- Minimum backspacing for all wheels will be 3 ¾"