

OFFICIAL 2013 SPECIFICATIONS FOR NASCAR SUPER TRUCKS

NOTICE: ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF NASCAR TECH OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION. ALL NASCAR MEMBERS ARE REQUIRED TO BE FAMILIAR WITH ALL IRWINDALE SPEEDWAY TRACK RULES AND NASCAR ALL-AMERICAN SERIES RULES PERTAINING TO YOUR DIVISION.

Any modifications not covered in these rules will not be allowed unless approved by the Irwindale Speedway Tech Official.

1. COMPETING MODELS

- (a) Open to stock appearing trucks provided they comply with, and adhere to, specifications as outlined for this division.
- (b) Competing models as selected by Irwindale Speedway: the following trucks are the only eligible models approved for competition: Chevy S-10, Ford Ranger, and Dodge Dakota, Toyota Tacoma.

2. GENERAL TRUCK AND BODY REQUIREMENTS

(a) General Truck:

- (1) Super Truck Inc. is the standard for Super Trucks at Irwindale Speedway. For parts contact: Paul Galli, (714) 920-1120, paul@supertruckinc.com, or contact: Dave Scarcella, (714) 476-9549, dave@supertruckinc.com.
- (2) Modifications to any required "spec part" is not permitted unless otherwise stated in the Super Trucks Official rules.
- (3) Trucks must be neat appearing. All panels must fit properly and be free of sharp edges. All panels must be painted.
- (4) Bodies must be standard as produced. Each body part must be marked with the STI serial number.
 - (A) Spec part required: cab-half (roof/door half), STI part number: 0113.
 - (B) Spec part required: bedside, STI part number: 0116.
 - (C) Spec part required: tail, STI part number: 0119.
- (5) All body mounting will be stock as produced. Any body parts used that are not STI must have prior approval by Irwindale Speedway.
- (6) Truck bodies will be required to fit an Irwindale Speedway approved overall body template from nose to tail with a maximum 1/2 inch tolerance.
- (7) Body mounting and body location must remain in stock configuration. Bodies must remain mounted in stock location.
- (8) All attachments must comply with Irwindale Speedway specifications.
- (9) A fuel filler access door may be installed. Fuel filler access door must remain closed while on the racetrack.
- (10) Dzuz fasteners must not be painted. Dzuz fasteners must remain original and untouched.
- (11) Flat or slab sided or deformed bodies not permitted.
- (12) Carbon Fiber or Kevlar body parts or fasteners not permitted.
- (13) Ceramic-coated parts not permitted.

(b) Floorboards:

- (1) All holes in floor must be sealed.
- (2) Floorboard must be a minimum of 24-gauge magnetic steel.
- (3) Floorboard and tunnel must be welded in place and show good workmanship, subject to the approval of Irwindale Speedway Tech Officials.

(c) Interiors:

- (1) Interior must be completely enclosed.
- (2) Interior panels must be trimmed neatly around roll cage and sealed for fire protection.
- (3) Interiors panels must be painted and must fit properly and free of sharp edges.

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- (4) Interior panels except crush panels must be fabricated of 24-gauge magnetic steel minimum and it is recommended that all interior panels be welded in place.
- (5) Interior holes must be sealed.
- (d) **Overall Truck Weight:**
 - (1) Minimum weight all trucks, 2,700 pounds, including driver before the race.
 - (2) Maximum left side weight all trucks, 55.0% including driver, with both hands on steering wheel, with helmet on driver's lap or on driver's head.
 - (3) Maximum rear weight all trucks, 50.0% including driver.
 - (4) All trucks will be weighed on Irwindale Speedway's scales. These scales will be the only method for determining a trucks weight.
- (e) **Added Truck Weight:**
 - (1) Added weight must be in block form of no less than ten (10) pounds, no pellets or sandbags, etc.
 - (2) All added weight **MUST** be painted white and the truck number must be clearly visible on each piece.
 - (3) All added weight must be securely bolted in place with a minimum ½-inch diameter, grade 5 bolts with locking nuts. No aluminum brackets.
 - (4) Weight may not be added to the outside of the frame rails, except when lead is enclosed in a weight tray.
 - (5) Lead enclosed in a weight tray must be immobile and must have two 3/8-inch grade 5 bolts as a secure stop at each end of the weight tray.
 - (6) Weight may not be located inside the driver's compartment.
 - (7) Any lead mounted behind the rear axle must be a minimum of two (2) inches forward of the rear of the fuel cell.
 - (8) Weight added for a penalty must be located on the right frame, forward of the transmission housing, and behind the right upper ball joint. The weight shall be white with yellow strip in color. Any truck not maintaining the proper penalty weight will be disqualified.
 - (9) Dislodged weight will not be returned to trucks.
 - (10) Weight shifting devices shall not be permitted.
 - (11) Trucks losing ANY added weight or failing to secure weight in a safe manner on the truck will, at a minimum, pay a \$10 per pound penalty.

3. DETAILED TRUCK BODY REQUIREMENTS In addition to the truck body requirements in section 2.

- (a) **Front Air Dam and Nose:**
 - (1) Spec part required: nose, STI part number: 0110.
 - (2) Holes for ducting are allowed in the stock location of the front air dam or nose for air inlet only.
 - (3) All support brackets and bumpers must be mounted behind nose.
 - (4) Front nerf bars, or external reinforcing bars are not permitted.
 - (5) The nose may not be altered by trimming, or attachments, to enhance aerodynamic performance.
 - (6) Nose widths and dimensions must remain stock. Sectioning or spacers not permitted.
 - (7) The nose, air dam, and front side valance cannot be wider than the stock width at any time.
- (b) **Rear Spoilers:**
 - (1) All trucks must use a spoiler that is 6-1/4 inches in height and 56 inches in width.
 - (2) Spoiler must be attached to the rear of the bed. All trucks must use a spoiler.
 - (3) Rudders or braces in front or behind of the spoiler are not permitted.
 - (4) Spoiler must be fabricated of a material that will not allow it to flex or in any way deform during competition.
 - (5) Spoiler must not extend past the bed inside width.
 - (6) Rear spoiler must maintain a 65 degree angle.
 - (7) Spoiler mounting subject to approval of Irwindale Speedway Tech Officials.

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- (c) **Windshields:**
 - (1) A clear (non-tinted) Lexan polycarbonate windshield with a minimum 1/8 inch thickness must be used.
 - (2) A minimum of one metal brace support must be mounted from the center windshield cage bar to the inside windshield brace to support the windshield in place. This support must not block the vision of the driver.
 - (3) Angle of windshield must meet Irwindale Speedway's template tolerance.
- (d) **Rear Window:**
 - (1) The rear window must be used and must be made of clear Lexan polycarbonate with a minimum 1/8-inch thickness.
- (e) **Side Windows, Quarter Windows, Air Deflectors and Net:**
 - (1) **Side Window and Quarter Windows:**
 - (A) Side window openings must retain original size.
 - (B) Door windows may not be used.
 - (2) **Deflector and A-post:**
 - (A) Air deflector may be used to support the windshield A-pillar.
 - (B) A-post deflector, if used, must be of clear Lexan polycarbonate and may not protrude outward.
 - (C) The deflector, when measured horizontally, must not be longer than twelve (12) inches in length.
 - (3) **Window Net:**
 - (A) Mandatory left side door window screen/net required. Net must be a rib type, made from minimum 3/4 inch wide, maximum one (1) inch wide nylon material. Window net lower mount must be a solid steel rod (1/2 inch diameter recommended) on the bottom with rod mounts welded to roll cage. Window net upper mount must be solid steel (recommended one (1) inch wide by 3/16 inch flat steel rod or 1/2 inch diameter rod) with mounts welded to roll cage. The window net, when mounted in the closed position, must fit tight and secured with a lever-type quick release latch at top acceptable to Tech Officials.
 - (B) Window net must have a manufacture's date tag or will not be permitted.
 - (C) Window net must be within 5 years of manufacture date.
- (f) **Rear View Mirror:**
 - (1) All trucks must have only one (1) rear view mirror placed at the top and center of the windshield.
 - (2) One left side 4-inch or smaller spot mirror permitted and must not extend outside of the body of the truck at any time, subject to Tech approval.
 - (3) No mirror may extend outside of the body.
- (g) **Dash Panel:** Section held for possible future use.
- (h) **Firewalls:**
 - (1) Front and rear firewalls required. All firewall holes must be sealed and covered.
 - (2) Full firewall must be constructed with a minimum 24-gauge magnetic sheet metal.
 - (3) Fuel cell compartment firewall must be constructed of 24-gauge magnetic sheet metal, and completely seal driver's area from fuel cell area.
- (i) **Doors:**
 - (1) Doors must retain stock contours and size.
- (j) **Fenders:**
 - (1) All fenders and side of bed must be mounted as per specifications, and not be concaved or deformed behind tires.
 - (2) Tires and wheels must remain under body.
 - (3) Fenders may only be trimmed as per specifications at wheel opening for tire radius and minimal tire clearance only.
- (k) **Quarter and Rocker Panels:**
 - (1) Quarter panels and side of bed must be mounted as per specifications.

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- (2) Quarter panels and side of bed behind tires cannot be pulled in or deformed.
- (l) **Grilles:**
 - (1) Openings in the grill may be cut in the stock opening portion only to allow airflow to the engine compartment.
- (m) **Hood:**
 - (1) Spec part required: hood, STI part number: 0107.
 - (2) Hood must maintain original configuration.
 - (3) Hood must maintain original configuration when fitted to vehicle, hood cannot be deformed to enhance airflow to the engine compartment.
- (n) **Roof:**
 - (1) All roofs must be stock configuration and mount in stock location with no alterations.
- (o) **Rear (Bed) Deck Lids:**
 - (1) Rear deck lids and tonneau covers must remain flat to top of rear quarter panels with no spacing, shimming or lifting.
 - (2) Tonneau bed cover may be aluminum.
- (p) **Bumpers and Rear Filler Panel:**
 - (1) Bumper supports or reinforcements may only be added using stock attachment points and may not extend outside the body.
- (q) **Identification and Marking:**
 - (1) NASCAR reserves the right to assign or restrict the display of decals, identification, and advertising on race truck.
 - (2) Numbers must be at least 18 inches high and neatly lettered on both sides of the truck in the center of the door.
 - (3) The top front corner of each door should be available for the placement of series sponsor decals.
 - (4) A number 22 inches in height must be painted on the roof, reading from the passenger side.
 - (5) Decals are permissible in place of painted numbers.
 - (6) Gold or silver foil numbers are not permitted.
 - (7) All race truck numbers will be issued through the track. Absolutely NO "x"s or duplicate numbers allowed at any time.
 - (8) Block type numbers six inches in height must be attached to the right front headlight area, and the right rear taillight area.
 - (9) Contingency sponsor decals must be in place to receive awards, or prize money from contingency sponsors.
 - (10) Series and contingency sponsor patches must be worn to receive awards.
 - (11) All trucks must display an approved 8-inch white car number decal in the upper-right corner of the front windshield.

4. GENERAL ENGINE REQUIREMENTS

- (a) Only engines of a type approved by Irwindale Speedway are allowed. The following characteristics must be identical with the production engine upon which recognition of type has been granted. No coating on any internal engine surface or components, including but not limited to, ceramic or Teflon.
- (b) No change from the Irwindale Speedway approved standard production automotive or component parts will be permitted except as specified in the following rules for engine preparation.
- (c) No titanium parts permitted.
- (d) Spec part required: spec motor, Vortec, GM part number: 12486041 (STI part number 0700B), 330 horsepower, or GM part number: 88958602 (STI part number 0700). These motor will be produced and be available to Super Truck competitors at the lowest possible price. All competition-approved motors must be purchased through approved spec motor suppliers.
 - (1) Engine must be purchased complete and sealed from approved spec motor supplier.
 - (2) Engine is sealed on intake manifold, timing cover, and oil pan. Seals may not be broken or removed except by approved spec motor supplier or Irwindale Speedway Tech Official.

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- (3) Engine may not be modified in any way and must remain intact as originally sold by the approved spec motor supplier.
- (4) Only approved spec motor suppliers are authorized to perform repairs to any engine requiring the breaking or removing of engine seals.
- (5) Only approved spec motor suppliers are authorized to re-assemble and reseal any spec motor, including but not limited to:
 - (A) Dis-assembled during post-race inspection.
 - (B) Any engine having a broken seal(s). Any engine with a broken seal is subject to inspection of internal components as deemed necessary by approved spec motor suppliers.
- (e) The following are approved spec motor suppliers:
 - (1) Bill Loe, 19345 Archwood St., Reseda CA 91335, (818) 705-8214.
 - (2) James Weston, 362 Stroke Rd., Goleta CA 93117, (805) 562-9558, (805) 705-6372.
 - (3) GM Performance (any authorized GM dealer).
 - (4) LIZ-ZARD Racing Engines, Vince Vicedo, 8067 Garden Grove Ave., Reseda CA 91335, (818) 606-9322.
- (f) All engines must remain sealed. Any engine missing a seal or with a tampered seal, is subject to tear down and inspection.

5. DETAILED ENGINE REQUIREMENTS

- (a) **Engine Location:**
 - (1) The centerline of crankshaft must remain centered in stock location of chassis.
- (b) **Engine Ground Clearance:**
 - (1) Crankshaft centerline must measure 6 inches from top of front cross member.
- (c) **Engine Mounts:**
 - (1) All engine mounts must be securely bolted.
 - (2) Adjustable engine mounts are not permitted.
- (d) **Engine Displacement:**
 - (1) The maximum allowable cubic inch displacement at any time shall be 350.
 - (2) Trucks must compete with a "spec motor", maximum 350.0 cubic inch displacement, standard production, V-8 engine.
 - (3) The formula used to determine static C.I.D. will be as follows: $\text{Bore} \times \text{Bore} \times .7854 \times \text{Stroke} = \text{Cubic Inch Displacement of each cylinder}$. All cylinders added together equal the total cubic inch displacement of the engine. This is the only formula Irwindale Speedway will use during an engine teardown.
 - (4) A P&G cubic inch measurement tool may also be used to evaluate cubic inches without tear down.
- (e) **Engine Compression Ratio:**
 - (1) The term "9.1-1 compression ratio engine" shall mean any engine having a compression ratio of less than 9.1 to 1. The maximum compression ratio is 9.1 to 1 on all engines.
 - (2) In all cases, compression ratio will be calculated by any means deemed proper by Irwindale Speedway Tech Officials.
- (f) **Engine Block:** Section held for possible future use.
- (g) **Internal Changes:** Section held for possible future use.
- (h) **Piston/Rods:**
 - (1) Stock OEM pistons only, GM part number 12361371.
 - (2) Stock OEM rods only, GM part number 10108688.
- (i) **Oil Pans and Coolers:**
 - (1) Spec part required: oil pan, for GM part number 1286041 (STI part number: 0729), for GM part number 8895602 as supplied.
 - (2) Approved oil coolers are permitted.

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- (3) Skid plate must be used, STI part number 0317.
- (j) **Cylinder Heads:**
 - (1) Valve springs: seat pressure cannot exceed 85 pounds.
 - (2) Valve springs must be GM part number: 10212811.
- (k) **Crankshaft and Harmonic Balancer:**
 - (1) Spec part required, harmonic balancer, one of the following mandatory:
 - (A) GM part number: 51537.
 - (B) GM part number: 12555879, 8 inch.
 - (C) GM part number: 12551537, 6-3/4 inch.
 - (2) Balancer belt pulley may be changed however; it must remain a V-belt type pulley.
- (l) **Camshaft, Valve Lifters, and Rocker Arms:**
 - (1) Rocker arms must be GM part number: 10089648, 1.5 to 1 ratio.
 - (2) Rocker shaft poly or nylon lock nuts permitted.
- (m) **Intake Manifold:**
 - (1) Spec part required: for GM part number 1286041 intake manifold, Performer Vortec, Edelbrock part number: 2116. for GM part number 8895602 as supplied.
 - (2) The manifold must remain as produced by original manufacturer.
 - (3) Molesting, drilling or flow improvement work of any kind is not permitted.
- (n) **Carburetor:**
 - (1) The Irwindale Speedway approved carburetor and carburetor rework guidelines are listed below:
 - (2) Carburetor must be Irwindale Speedway approved. Approval of carburetor shall be conducted on a race-to-race basis or as deemed necessary by Track Officials.
 - (3) Any carburetor modification not specifically covered in the rules will NOT be permitted.
 - (4) Irwindale Speedway has approved the following carburetor:
 - (A) Holley List 4412, two-barrel, 2300 Model, 500 CFM carburetor.
 - (5) **Body of Carburetor:** No polishing, grinding, coatings or drilling of holes permitted. Carburetor body must have been produced by Holley. Existing body air bleed holes may be altered in size.
 - (6) **Choke Linkage:** Choke linkage actuator rods may be removed; however, the choke rod related holes must be permanently sealed.
 - (7) **Choke Horn:** Choke horn must not be removed. Choke horn butterfly plate must be removed.
 - (8) **Boosters:** Boosters may not be changed. Size or shape must not be altered. Height must remain standard.
 - (9) **Venturi:** Venturi area must not be altered in any manner. Casting ring must not be removed.
 - (10) **Base Plate:** Base plate must not be altered in shape, size, or finish.
 - (11) **Butterflies:** Stock butterflies must be used and may not be thinned or tapered. Idle holes may be drilled in the butterflies. Screw ends may be cut even with throttle shaft, but screw heads must remain stock.
 - (12) **Throttle Shafts:** Shafts must remain standard and must not be thinned, cut or altered.
 - (13) **Metering Blocks:**
 - (A) The only metering blocks allowed will be those that were original equipped from Holley or manufactured by Holley as an OEM replacement for the 4412 carburetor.
 - (B) Metering blocks may not be used from any non-approved carburetor.
 - (C) Creating new (non-OEM) holes in the metering block is not permitted.
 - (D) Metering block primary jet sizes may be altered by replacing them with Holley OEM jets.
 - (14) **Overall Modifications:**
 - (A) Any modification not specifically covered, will not be permitted.
 - (B) The maximum thickness for any carburetor or adapter gasket will be .065 inches. All gaskets must be one-piece paper construction. Limited to one (1) gasket each.
 - (C) Alterations to allow additional air to be introduced into the engine by picking up air below the opening of the venturi such as, altered gaskets, base plates, and drilling holes into the carburetor shall not be permitted.

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- (D) All air entering the engine's combustion chambers must pass through the venturi and adapter plate assembly.
- (E) Two (2) throttle return springs mandatory.
- (15) **Carburetor Adapter:**
 - (A) A single aluminum adaptor only. Plastic or composite is not permitted. Additional carburetor spacers of any type are not permitted.
 - (B) The adapter shall be used as produced with no alterations or modifications. No messaging or radiusing adapter plate edges. The adaptor centerpiece must remain intact and unmolested.
 - (C) All trucks must have one carburetor mounting stud or bolt, and one adjacent adapter mounting stud or bolt drilled to accept a wire type seal.
- (o) **Air Intake: (air filter):**
 - (1) Spec part required: air cleaner assembly, K & N part number: 60-1150. The air cleaner may not be removed during practice, qualifying, or competition. All air cleaners are subject to approval by Irwindale Speedway Tech Officials. Air cleaners and air intakes must not alter the outward appearance of the truck and must be covered by the hood at all times. Air cleaner assembly may not be altered.
 - (2) All air shall be filtered through the filter element. The element, filter assembly, or the area around these items may not be sprayed or soaked with any type of chemical, liquid, gel, or powder, except filter oil as specified K & N.
 - (3) Only round uncoated metal air filter housings allowed. No flow control or tongue type air cleaner assemblies.
 - (4) Only the gasket or round ring of the bottom metal air filter housing may touch the carburetor.
 - (5) No holes, tubes, funnels, or any device, which may control or redirect the flow of air, is permitted inside the air cleaner, or between the air cleaner and the carburetor.
 - (6) No carburetor (airflow control) hats.
 - (7) Controlled vacuum leaks are not allowed.
 - (8) Ducts or hoses to the air cleaner or element are not permitted.
- 6. ENGINE/TRUCK ELECTRICAL SYSTEM**
 - (a) **Ignition System:**
 - (1) Spec part required: distributor, GM part number: 93440806.
 - (2) Coil, module and magnetic pick-up replacements permitted that do not exceed stock spec part performance specifications. Coil voltage output must not exceed the output of the stock spec part. High performance type coil and module replacements not permitted.
 - (3) All electronic distributors must be enclosed in stock type housing, equipped with a single magnetic pick-up, gear driven, and mounted in the factory location.
 - (4) Any make of spark plug may be used provided it is stock in appearance and function.
 - (5) Open ended or unused electrical connectors are not permitted.
 - (6) Ignition RPM rev limiters not permitted.
 - (b) **Alternator:**
 - (1) Driveline mounted or engine mounted alternator allowed.
 - (c) **Starter:**
 - (1) The self-starter must be in working order and mounted in stock location.
 - (2) All trucks must start under their own power.
 - (3) After racing is underway, trucks may be restarted by means of pushing in the pit area only; but under no circumstances is any truck to be pushed onto the track from the pit area.
 - (d) **Battery:**
 - (1) The approved battery must be located in a steel battery box or located in a safe manner with protection for driver and others.
 - (2) The battery mounting must be acceptable to Irwindale Speedway Tech Officials.

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- (3) If a battery must be installed during a race, the battery must be installed securely within the battery box.
- (4) Twelve-volt system battery maximum.
- (e) **Electrical Switches and Locations:**
 - (1) All approved switches must be located within easy reach of the driver.
 - (2) A labeled (minimum ½ inch letters) on/off master switch is required and must be located in the driver's compartment so that it is accessible from both sides of the truck.
 - (3) The on/off master switch must be connected to the battery cable in such a manner that would cut off all electrical power to the truck.
- (f) **Accessories:**
 - (1) On-board computers, traction control devices, automated electronics, recording devices, cam-recorders or filming devices, telemetry devices, automatic lap scoring/timing devices (other than those issued by Irwindale Speedway), or digital readout gauges will not be permitted.
 - (2) Microprocessors or electronic memory chips will not be permitted.
 - (3) Any truck found with an electronic traction control device will subject the driver to a penalty of suspension for 1 year, and/or be fined a minimum of \$500.00, and/or result in loss of championship points.
- (g) **Radios:**
 - (1) Two-way radio communication between driver and crew will be mandatory. The Irwindale Speedway radio vendor must clear your radio frequency.
 - (2) During the race event, each competitor must have a spotter in the designated location and that spotter must monitor Irwindale Speedway race control.
 - (3) During practice, each competitor must have a spotter.
 - (4) One truck radio, one wiring harness, and one antenna only.

7. ENGINE COOLING SYSTEM

- (a) **General Cooling System:**
 - (1) Engine cooling system must be acceptable to Irwindale Speedway Tech Officials.
 - (2) No icing, Freon type chemical, liquid spraying systems, or refrigerants may be used in, near, or around the engine compartment.
 - (3) No anti-freeze.
- (b) **Water Pump:**
 - (1) The only approved water pump is included with spec motor engine. OEM replacement permitted.
 - (2) Approved OEM stock type water pumps only. Impellers may be altered.
 - (3) Water pump pulley may be changed and must be V-belt type pulley.
 - (4) External re-circulators or pumps are not permitted.
 - (5) Electric water pumps not permitted.
- (c) **Fan:**
 - (1) Electric fan(s) are permitted.
- (d) **Fan Shroud and Ducts:**
 - (1) A fan guard must be installed. The guard may not extend more than one (1) inch past the fan blades.
 - (2) No other type of radiator baffles or ducting permitted.
- (e) **Radiator:**
 - (1) Radiator assembly STI part number: 0428, radiator core dimensions: 34-1/2 by 24-1/4 by 1-7/8 inches, plus or minus 1/8 inch.
- (f) **Overflow:**
 - (1) An approved overflow system is mandatory. Inlet and outlet must be sealed.
 - (2) Overflow tanks must have a minimum capacity of two quarts.
 - (3) The reservoir outlet hose must exit outside the body at the right (passenger side) taillight area.

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8. ENGINE LUBRICATION

- (a) **Oil:**
 - (1) Any oil may be used; however, no combustion enhancing additives may be added to the oil.
- (b) **Oil Filter:**
 - (1) Any single production type oil filter may be used. The oil filter must remain in stock location.
 - (2) Remote mounted engine oil filters not permitted.
- (c) **Oiling System:**
 - (1) Dry sump oil systems will not be permitted.
 - (2) Factory oiling systems only.
 - (3) No external pumps are permitted.

9. ENGINE EXHAUST SYSTEM

- (a) **Exhaust Manifold:**
 - (1) Spec part required: headers STI part number: 9312.
- (b) **Exhaust Pipes:**
 - (1) Pipes must be securely fastened to headers. Pipes must be securely attached to the frame or chassis with bolts in a minimum of two separate locations.
 - (2) Exhaust pipes must extend past driver and either turn down or to outside of truck.
 - (3) Exhaust pipes that have the tail pipe outlet exiting through the truck body must be equipped with a flash shield and no exhaust parts may protrude outside the body.
 - (4) Tri-Y header, connectors, or pipes not permitted.
- (c) **Heat Shields:**
 - (1) A heat resistant floor mat, that is properly secured, may be used in the driver's compartment.
- (d) **Mufflers:**
 - (1) Spec part required: muffler, STI part number: 9311.
 - (2) Mufflers must be capable of maintaining a maximum of 90 DECIBALS AT 100 FEET.
 - (3) If a truck should exceed the maximum decibel level, at any time, it will be disqualified until an acceptable noise level is attained.
 - (4) Mufflers must be in place at all times.
 - (5) Trucks losing mufflers or exhaust pipes during an event will not be allowed to continue.
 - (6) The entire exhaust system shall be so constructed and maintained in a reasonably gastight condition.
 - (7) All exhaust systems and installations are subject to approval by Irwindale Speedway Tech Officials.

10. DRIVE TRAIN

- (a) **Clutch:** Not applicable to this division.
- (b) **Flywheel:** Not applicable to this division.
- (c) **Bell Housing:**
 - (1) A magnetic steel scatter shield or approved transmission blanket is recommended for automatic transmissions.
- (d) **Transmission:**
 - (1) Spec part required: GM Power Glide automatic transmission. Transmission assembly must remain unmodified from the spec transmission requirements.
 - (2) Transmission must be purchased complete and sealed from transmission supplier.
 - (3) Transmission is sealed at the pump. Seals may not be broken or removed except by approved transmission supplier or Irwindale Speedway Tech Official
 - (4) Approved transmission vendors:
 - (A) Lukes Transmission, 6133 Mission Blvd Riverside, CA 92509, (951) 328-0006.

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- (B) Speedway Transmission, 415 S, Euclid Ave Ontario, CA 91762, (909) 988-9133.
- (C) Remac Transmission, 464 S, Cataract Ave San Dimas, CA 91773, (909) 592-1006.
- (5) Transmission must not weight less than 100 pounds with fluid.
- (6) Transmission shifter/selector boot seal required STI part number: 0023.
- (7) Transmission case must remain stock.
- (8) Internal parts may not be lightened or modified.
- (9) The approved flex plate is GM part number 14088765 or equivalent aftermarket with the same size, shape, and weight.
- (10) Permitted transmission changes by spec vendors:
 - (A) Output bushings may be replaced with bearings to accommodate alternator belt loads.
 - (B) Any transmission hardened input shaft.
 - (C) Band material and clutch plate material may be any material.
 - (D) Gear ratio must be 1:82 or 1:76.
 - (E) Pan extended for right side pick-up.
- (e) **Drive Shaft:**
 - (1) Spec part required: drive shaft, STI part number: 0548, three (3) inches in diameter, minimum thickness of 0.060 inch, must remain stock.
 - (2) Only one-piece magnetic steel drive shaft permitted.
 - (3) Heavy duty, OEM type, universal joints are mandatory.
 - (4) It is mandatory that two 1/8 inch x 1-1/2 inch steel drive shaft guards (hoops) front and rear be installed in a safe manner and installed so as to prevent the drive shaft from becoming dislodged and falling onto the race track, etc.
 - (5) Drive shaft hoops must be installed so hoops capture driveline 360 degrees.
 - (6) All drive shafts must be painted white.
 - (7) All drive shafts must have truck number painted on tubing.
 - (8) No aluminum drive shafts or components.
- (f) **Rear Axle:**
 - (1) Spec part required: rear axle housing including all mounting brackets and suspension mounting brackets, STI part number: 0560.
 - (2) The rear axle housing must remain stock and remain in the stock location. All mounting and suspension mounting brackets must remain in stock location.
 - (3) Axle housing must be made of magnetic steel.
 - (4) Spec part required: rear end gear. Gear assembly must remain unmodified from the spec gear requirements.
 - (5) Gear assembly must be purchased complete and sealed from approved gear supplier.
 - (6) Gear is sealed at the pinion support. Seal may not be broken or removed except by approved gear supplier or Irwindale Speedway Tech Official.
 - (7) Approved gear vendor:
 - (A) Ron's Rear Ends: 14640 Macneil Street, Mission Hills, CA 91345, (818) 361-5457.
 - (B) Currie Enterprises: 1480 North Tustin Ave, Anaheim, CA 92807, (714) 528-6957.
 - (C) Cowboy Rear Ends: 2300 Lafrance, Bakersfield CA 93304, (661) 979-3522.
 - (8) Rear end gear ratio must be 456 or 457, approved gears are as follows:
 - (A) Richmond part numbers: 69-0185-1.
 - (B) Motive Gear part numbers: F9-456, F890-457.
 - (9) Polishing or coating of ring and pinion is allowed.
 - (10) Gears must remain as produced, no lightening or back cutting allowed.
 - (11) No "AX" cut gears or factory outside machine gear set.
 - (12) Steel mini spools only.
 - (13) Rear axle assembly must not weight less than 230 pounds. The rear axle assembly for determining minimum weight includes: oil, hubs, axles, third member, housing, and brake components.

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- (14) Spec parts required: axles, STI part number: 0566, 26-3/4 inch left axle; and STI part number: 0563, 31 inch right axle.
- (15) The centerline of the rear end pinion must remain in stock location in relation to: the axle housing brake flanges, and where the left and right wheels bolt onto the hubs.
- (16) Solid magnetic steel axles only. Material other than steel is not permitted.
- (17) Third member including bearing retainer and yoke must be made of magnetic steel. Stainless steel axles not permitted.
- (18) Quick-change rear end not permitted.
- (19) No cambered rear ends.
- (20) Rear camber must be plus or minus 1/5 of a degree from vertical. No tapered or crowned rear axles.
- (21) Rear axle coolers not permitted.
- (22) No gun drilled or crowned axles.
- (23) Drive plates must be made of magnetic steel only.

(g) **Wheels and Lug Bolts:**

- (1) Spec part required: wheels, Circle Wheel, part number: 03580550225.5 black or part number: 04580550225.5 chrome. All rims must be stamped "Ultra" by the manufacture. Wheels must be 15-inch diameter steel wheels with a maximum 8-inch rim width.
- (2) Solid heavy-duty 5/8-inch steel studs (lug bolts) and nuts must be used on all four wheels.
- (3) Wheels must maintain the same width and offset on all four wheels (a) T/number: 03580550225.5 black or part /number: 04580550225.5 chrome. All rims must be stamped "Ultra" by the manufacture. Wheels must be 15-inch diameter steel wheels with a maximum 8-inch rim width.
- (4) Wheels must maintain the same width and offset on all four wheels.
- (5) Solid heavy-duty 5/8-inch steel studs (lug bolts) and nuts must be used on all four wheels.
- (6) The use of bleeder valves is not permitted.
- (7) One valve stem per wheel.
- (8) Wheel studs must protrude past lug nuts.
- (9) All tire/wheel balance weights must be installed facing towards the inside of truck.
- (10) Wheel spacers are not permitted.

(h) **Tires:**

- (1) Tires must be purchased from Irwindale Speedway.
- (2) Approved tires will be announced prior to the start of the season.
- (3) Only track approved tires will be permitted.
- (4) Tire soaking is not allowed at any time, penalty for this will be one-year suspension.
- (5) Tires that have been altered by unauthorized treatment will not be permitted.

(i) **Tire Usage Rules:**

- (1) Irwindale Speedway will endeavor to lower the costs associated with racing by limiting the amount of tires any competitor may purchase. Below are the requirements, rules, and guidelines for the Tire Limitation Policy: On Opening Day of the season, each competitor who has a truck in the pits that attempts to qualify and compete in that evening's events may purchase a maximum of six (6) new tires. The second and third events of the season schedule, each driver will be allowed to buy four (4) tires. These first three events will be the only opportunity to purchase more than two (2) tires at a time.
- (2) Tires purchased for non-race day practice sessions, or tires from last season may not be used at any time on race day. (Opening Day practice sessions will permit old or test tires).
- (3) On each day that Irwindale Speedway holds a Super Truck point racing event, each competitor who has a truck eligible and ready for competition will be allowed to purchase only two (2) tires. Trucks must attempt to qualify and compete. What constitutes a qualifying attempt shall be left to the discretion of the Tech Official in charge. If the truck does not attempt to qualify and compete, the tires will be considered NEW for the next event. New tires unused at an event may

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be used in addition to two (2) new tires at the next event, provided they were coded or branded at the event they were to be used. Under no circumstance will an owner, competitor, or his/her agents, be allowed to purchase more than two (2) tires per race after Opening Day. Each tire must be branded, logged, and recorded by Irwindale Speedway Tech Officials.

- (4) Only tires that have been purchased for a certain truck may be used on that truck at any time. Violation shall result in disqualification, and/or suspension, and/or fine, and/or loss of championship points.
- (5) In the event that a competitor is unable to attend or compete on Opening Day, at their first race at Irwindale Speedway, they may purchase five (5) new tires.
- (6) In the event that a competitor flattens or damages more than one tire in an accident etc., only one (1) new tire per race event will be purchased and the remaining amount must be replaced by used tires, from Irwindale Speedway's stock.
- (7) Irwindale Speedway reserves the right to impound tires for storage between events.
- (8) Tires will be marked in the mold by the designated tire company for Irwindale Speedway. Only tires purchased from Irwindale Speedway, branded and recorded at Irwindale Speedway during the current season, will be eligible for use at any time. On opening day, any tire may be used for practice.
- (9) Special events, if any, may not be subject to these rules.

11. FRAME REQUIREMENTS

- (a) Spec part required: frame/full tubular chassis, STI part number: 0302.
- (b) Spec part required: front clip, STI part number: 0306.
- (c) Spec part required: rear clip, STI part number: 0307.
- (d) Frame/chassis must remain stock. Frame/chassis repairs must maintain original specifications.

12. SUSPENSION

(a) General Suspension:

- (1) No alteration of any type will be allowed to any suspension components except for the modifications listed below:
- (2) Damaged suspension parts must be repaired as close as possible to original specifications.

(b) Front Suspension:

- (1) Camber and caster may be changed by any conventional method.

(c) Front Coil Springs:

- (1) Front "coil-over" style shocks/springs shall be allowed on the front of the truck.
- (2) Single coil spring only.

(d) Rear Suspensions:

- (1) Rear lower trailing arms may be aluminum.

(e) Rear Coil Springs:

- (1) The rear springs must mount on the rear axle in equal distance left to right.
- (2) Rear "coil-over" style shocks/springs shall be allowed in the rear.
- (3) Single coil spring only.

(f) Sway Bars (Anti-Roll Bar):

- (1) Chain link sway bars not permitted.
- (2) Rear sway bars are not permitted.
- (3) Front spec sway bar required, GM part number: 015677614, one (1) inch outside diameter.
- (4) Front sway bar adjusting device must be approved STI part, and must attach to lower control arms at the lower shock bolt.

(g) Track bar:

- (1) Spec part required: pan-hard bar, STI part number: 1409.
- (2) Pan hard bar spec clamp part number: 1412.
- (3) Remote panhard bar adjuster STI part number 1401.

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(h) Shock Absorbers:

- (1) Spec part(s) required: the following shocks are permitted only:
 - (A) AFCO, Series 13.
 - (B) QA1-Series 62.
 - (C) Carrera, Series 67.
 - (D) Advanced Racing Suspensions, 2000 Series, Non-Adjustable.
- (2) Only one shock per wheel is permitted.
- (3) Shocks absorbers and components must be used as supplied by the manufacturer and all components must be used in only their respective manufacturer's shock absorber. Modification or changes to the shock absorber and internal components will not be permitted. Shock absorbers and components must be available to all competitors.
- (4) All downward chassis movement while the race car is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the race track, which ever occurs first.

(i) A-Frames:

- (1) Upper and lower A-arms must be made of magnetic steel and remain stock length.
- (2) A-arms cross-shafts must be magnetic steel or aluminum.
- (3) Upper A-arms may be shimmed up to 1 inch off mounting surface.
- (4) Upper ball joints must be Afco part number: 20032-1 and remain unmodified.
- (5) Upper A-arms must be the spec A-arms and must remain unmolested.
 - (A) L/F Upper A- Arms must be 9" Afco part number: 20009.
 - (B) R/F Upper A- Arms must be 8" Afco part number: 20008.
- (6) Lower A-arms must be the spec A-arms and must remain unmolested.
 - (A) Spec part required: lower control arm STI part number 1406.
- (7) Lower A-arm adjusting rods may be aluminum.

(j) Spindles, Wheel Bearings and Hubs:

- (1) Spec parts required: right front spindle, GM part number: 18021053; left front spindle, GM part number: 18021052.
- (2) Spec parts required: rear axle hub, AFCO part number: 30532.
- (3) Spindles must remain stock OEM.

(k) Tread Width Requirements:

- (1) Front tread width shall not exceed a maximum of 70 inches measured from outside of rim at bead of tire to outside of rim at bead of tire.
- (2) Rear tread width shall not exceed a maximum of 69 inches measured from outside of rim at bead of tire to outside of rim at bead of tire.

(l) Wheelbase Requirements:

- (1) Wheelbase minimum is 108 inches on one side, and plus or minus 1/2 inch on opposite side.

(m) Body Height Requirements:

- (1) To be announced at a future date.

(n) Ground Clearance Requirements:

- (1) No part of the chassis or weight tray shall be lower than minimum 4 inches at any time, measured without the driver.
- (2) Side skirts and body must maintain a minimum 4 inches height at all times, measured without the driver.
- (3) Approved front nose and lower air dam must maintain a minimum ground clearance of 4 inches, measured without the driver.

(o) Truck Height Adjusting Devices:

- (1) Front and rear suspension weight jacking bolts not permitted.
- (2) Optional remote panhard bar adjuster STI part number: 1401, is approved.

13. STEERING

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- (a) Steering box must remain stock OEM.
- (b) Steering pump must remain stock OEM.
- (c) Pitman arm spec part required STI part number 1239.
- (d) Tie rod may be shimmed for bump steer.
- (e) Center top of steering wheel must be padded with 2 inches of resilient material.
- (f) An approved all metal quick-release steering wheel coupler must be used.
- (g) All steering shafts are required to have a collapsible steering section, part number: 1216. Steering shafts are required to have two (2) unsupported universal joints. The stock OEM flex coupler may not be used in lieu of a universal joint.
- (h) No Delphi style steering boxes allowed.

14. BRAKES AND COOLING COMPONENTS

(a) Brake Components:

- (1) Spec parts required: left front brake caliper, GM part number: 18015427; and right front brake caliper, GM part number: 18015428.
- (2) Spec parts required: left rear brake caliper, ARI part number: 10-4125; and right rear brake caliper, ARI part number: 10-4126.
- (3) Spec parts required: front brake rotors, GM part number: 18060211.
- (4) Brakes must be in a good operating condition on all four wheels at all times.
- (5) Brake rotors minimum thickness may not be less than manufactures specified "minimum thickness".
- (6) Only hanging type brake pedal/linkage assembly is permitted.
- (7) Electric brake actuators are not permitted.
- (8) Any brake pads or shoes may be used.
- (9) Any brake master cylinder may be used. Any master cylinder located inside the driver's compartment must be covered or shielded from driver.
- (10) An adjustable proportioning brake valve may be used.
- (11) No carbon fiber components.
- (12) No titanium components.

(b) Brake Cooling:

- (1) Brake cooling ducts only permitted below the top of the front bumper. If ducting is used to direct air towards the brakes, it must be concealed behind nose panel and not affect overall appearance of truck.

15. FUEL

- (a) All trucks must compete with fuel dispensed from the track gas station only. Fuel must be ran as dispensed. No mixing of fuel grades.
- (b) All fuel must be 92,100, or 110 octane and run as dispensed. Fuels may not be blended. Fuel must be the same as track base color with no exceptions.
- (c) The fuel shall be automotive gasoline only.
- (d) Fuel shall comply with ASTM D4814 entitled, "Standard Specification for Automotive Spark-Ignition Engine Fuel", except limited to liquid hydrocarbons only, Class A, B, C, D, or E, but without regard to geographical location or seasonal limitation.
- (e) Gasoline shall not be blended with: alcohols, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds, or other nitrogen containing compounds.
- (f) No cooling or icing of any fuel or fuel component.
- (g) Nitrous oxide prohibited.

16. FUEL SYSTEM

(a) Fuel Cell:

- (1) Spec part required: spec fuel cell, Fuel Safe part number: SM115, with 15 gallon capacity.

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- (2) It is mandatory that all fuel cell bladders be manufactured within the last five years.
 - (3) A fuel cell check valve is mandatory.
 - (4) Fuel cell exterior insulation or shields not permitted.
- (b) **Fuel Cell Container:**
- (1) The fuel cell must be completely enclosed in a steel container (box), minimum 22-gauge.
- (c) **Fuel Cell and Fuel Container Installation:**
- (1) Fuel cell must maintain a minimum height of 9-1/2 inches, measured from ground level, without the driver.
 - (2) A steel framework, welded to frame rails, must be used to mount fuel cell. It is recommended that this framework be fabricated from a minimum of 1-inch x 1-inch x .065-inch square tubing.
 - (3) Straps must also be bolted or welded to the steel framework. A minimum of two (2) straps lengthwise and two (2) straps crosswise must completely encircle the fuel cell. The material for this strap is 1-inch x 1-inch x 0.065-inch square tube.
 - (4) Fuel cells must be securely mounted behind the rear axle, and between the frame rails.
 - (5) The fuel cell must be bolted to steel framework in a minimum of six (6) places.
 - (6) A fuel cell protector bar made from a minimum of 1-½ inch x .090 inch steel tubing is required. The length must be greater than the width of the fuel cell, and must extend lower than the fuel cell.
- (d) **Fuel Filler and Vent Requirements:**
- (1) A fuel vent check valve is mandatory.
 - (2) Spec part required: Oberg anti siphon valve, part number: 0828. Siphon valve must be installed in the delivery line as close to the fuel tank as possible. The anti-siphon valve may not be modified in anyway.
 - (3) Fuel cell vent hose minimum 5/8 inch, maximum one (1) inch, and must extend to outside at left rear taillight area.
- (e) **Fuel Lines:**
- (1) Only one (1) fuel line from fuel cell to fuel pump is allowed. Maximum diameter 5/8 inch ID.
 - (2) If a fuel line runs in the driver's compartment, it must be enclosed in a steel tube. Any line inside the driver's compartment must be installed the most direct route.
 - (3) All fuel lines must be manufacture approved for gasoline use.
- (f) **Fuel Pump:**
- (1) Spec part required: fuel pump, GM part number: 12355612. Stock equivalent, OEM type mechanically driven, fuel pump replacement permitted.
 - (2) No electric fuel pumps permitted.
 - (3) Fuel pump must be mounted on engine in stock location.
- (g) **Fuel Filter:**
- (1) Single pass filters only.
 - (2) Glass fuel filters not permitted.
 - (3) Any approved gas filter may be used. Maximum capacity of 1 quart (US) allowed.
- (h) **Fuel Filler Cans:**
- (1) Fuel must be stored in approved containers.

17. PERSONAL SAFETY EQUIPMENT AND ROLL BARS

- (a) **General Safety:**
- (1) For all safety devices it is the responsibility of the driver, not Irwindale Speedway, its officers, or its agents to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times.
 - (2) As with all safety items, Irwindale Speedway strongly recommends that, the driver should carefully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible.
- (b) **Protective Clothing:**

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- (1) It is recommended that at all times, the driver wears a driving suit and gloves of fire resistant material that effectively covers the body.
 - (2) It is recommended that driver's suit be of the best quality fire protection available. It is also recommended that during an event, practice, or qualifying a driver wears the following: fire resistant shoes and socks, fire resistant hood, fire resistant underwear.
- (c) **Fire Control:**
- (1) It is recommended that all trucks have a built-in, fully charged, Halon 1211, Halotron-1, or equivalent fire suppression system (not of the dry chemical type), with an operating pressure gauge.
 - (2) Any truck not equipped with a built-in fire suppression system must have a fully charged fire extinguisher, a Halon, or equivalent type at least 10-B:C UL rating, with an operating pressure gauge, securely mounted to the right side of the driver's seat, and readily accessible for use.
 - (3) All entrants should have a 10-lb. Halon 1211, Halotron-1, or equivalent fully charged fire extinguisher in their pit area.
- (d) **Helmets; Head and Neck Restraint Devices:**
- (1) Snell SA2000 or SA2005 helmet required.
 - (2) Full face helmets with Lexan face shield recommended.
 - (3) Nomex helmet skirt, and Nomex covered chinstrap recommended.
 - (4) At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to track officials. The device should meet the specifications listed in the NASCAR ALL-AMERICAN SERIES RULE BOOK.
- (e) **Seat Belts:**
- (1) A quick release seat belt no less than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8 inch in diameter.
 - (2) Shoulder harness must be no less than three (3) inches in width and must come from behind and below top of driver's seat. Shoulder belts should mount to horizontal shoulder bar #7 or #7B as shown in the NASCAR ALL-AMERICAN SERIES RULE BOOK. If the harness crosses the roll cage, it must pass through a steel guide welded to the cage in a manner that will prevent the harness from sliding from side to side. Only individual shoulder harness belts will be permitted. Y-type shoulder harnesses not permitted. No inertia reels are permitted.
 - (3) A center crotch belt must be used. It must be a minimum of two (2) inches wide and mount to the roll cage or seat mount.
 - (4) Where belts pass through the seat edges, the edge must have a grommet or be rolled to prevent belt from being cut.
 - (5) All belts must connect in a single latch, at the lap belt. Latch must be approved quick release type.
 - (6) All belts must be tight while in competition.
 - (7) Seat belt restraint system shall not be used beyond two (2) years after their date of manufacture. All belts must be dated by manufacturer or dealer.
 - (8) All seat belts must be a complete matching set from the manufacture. No mixing of manufactures.
 - (9) It is highly recommended that the driver carefully study seat belt manufacturer's installation guidelines.
- (f) **Seats:**
- (1) A professional racing seat is required. Approved seat must be made of aluminum and manufactured specifically for auto racing. No fiberglass, plastic, or homemade seats are permitted.
 - (2) Seats must be mounted with a minimum of six (6) 3/8 inch grade 5 bolts. Two bolts at front of seat on bottom, two at bottom rear or two lower back of seat, and two at #7 shoulder bar at upper seat back.

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- (3) Seats must have a built-in padded headrest behind head.
 - (4) It is recommended that the seat also offer rib protection and have leg extensions.
 - (5) Headrest recommended on sides of head.
- (g) **Roll Bars:**
- (1) Spec part required: full tubular chassis, part number: 0303.
 - (2) Roll cage must be constructed of tubing, 1-3/4 inch x .095 inch minimum.
 - (3) A minimum of four (4) door bars is required on the both the left and right sides of the truck. All door bars except the bottom door bar must extend into the door skin and be convex. The bottom bar may be straight with a minimum of (3) convex door bars required on each side of truck. The door bars must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar.
 - (4) The driver's side door bars must be plated with a steel plate of not less than 1/8-inch material. The minimum size for this plate shall be 24 inches in height and 32 inches in length. The plate may be a single plate or several plates cut and welded into the door bar gaps.
 - (5) All trucks with steel covering over inside door bars on driver's side must be padded.
 - (6) All joints and connections must be welded. It is recommended that welds be certified. Welds should be made by MIG, TIG, or arc welding.
 - (7) All areas of roll cage near driver and within his/her reach must be padded with approved padding.
 - (8) It is recommended that the area behind the driver's seat be plated with 1/8 inch or thicker steel.

Any part of equipment found during an inspection or any other time at any NASCAR sanctioned event that does not meet applicable NASCAR/Irwindale Speedway standards, must be surrendered to the NASCAR/Irwindale Speedway Tech Official at that time, and will not be returned. Failing to do so will result in: a fine, and/or loss of championship points, and/or definite or indefinite suspension from NASCAR.

Irwindale Speedway Tech Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection. Irwindale Speedway Tech Officials recommend that you carefully study the NASCAR ALL-AMERICAN SERIES RULE BOOK in order to be familiar with all aspects of NASCAR racing. If you are considering a part, modification or procedure not covered in these rules contact the Irwindale Speedway Competition Director before proceeding with any purchase or modification. If you have any questions regarding the rules set forth, contact the Irwindale Speedway Competition Director.

In keeping with NASCAR's and Irwindale Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Irwindale Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Irwindale Speedway's goal of a full starting field of various truck makes in each race that are equally matched as possible is certainly in the overall best interest of the sport.