



2023

2023 NASCAR Pro Late Model Rules

Evergreen Speedway, Monroe, WA

Revised 11/28/2022

Rule Book Disclaimer

The rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events. All participants are deemed to be in compliance with these rules and regulations. All rules are subject to the interpretation of the track officials. Any equipment the officials consider exotic or not in the interest or intent of the rules will be considered not legal for competition and subject to confiscation.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant spectator official or others. The Technical Director shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final. It's the responsibility of the driver to ensure their car confirms to all rules and regulations at all times.

ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS. ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION

All model, engine or equipment changes not addressed in this or the NASCAR rule book must be submitted for consideration or approval prior to the date of intended usage in competition. All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved, undetected, or considered legal in previous season's rules. Any equipment which does not conform to specifications or tolerance contained in the NASCAR rule book will not be eligible for approval during 2021. In event of conflict between rule sets, this rule set overrules those produced by NASCAR. The Technical Director reserves the right to allow non-conforming measurements and components with or

without penalty. Decision of officials is final. Evergreen Speedway reserves the right to confiscate any equipment deemed illegal.

❖ BODIES/INTERIORS

- 2004 through current model year Chevrolet, Ford, Dodge and Toyota ABC bodies are allowed.
 - Must be stock appearing and mounted in accordance with the most current ABC rule book. Professional appearance required.
 - No flaring, shaping or contour modifications of body, nose or skirting allowed. No belly pans or streamlining. No down force bodies.
 - The ABC “A” measurement shall be 11½” minimum. Minimum length allowed for the nose, measured from the bottom, leading edge at center up to the hood seam is 20”. Maximum flare at wheel opening in front of front wheels (Q) is 81” and opening **must** be cut 90° to the ground.
 - Roof height 47” minimum measured 10" back from the top center of the windshield.
 - Rear quarter panel height 34½” maximum.
 - Rear spoiler 6.5” x 60” maximum. Must be clear Lexan.
 - Roof rails are permitted with a maximum of 1” lip. No other vertical rails allowed. No rear window rails.
 - The officials reserve the right to add weight to nonconforming body measurements.
- The 2019 Five Star New Late Model Body is Approved.
 - Body must use only Five Star components designed for this body.
 - Body must be mounted per Five Star Specifications.
 - All body measurements are listed in the photo on page 12 of this rule package and are also available from Five Star.
 - All three nose variations are approved (Ford, Chevrolet, & Toyota).
 - These bodies must be mounted and maintained to all template tolerances and given measurements advertised by Five Star.
 - No roof rails or other vertical rails will be allowed.
 - AR Revolution body is allowed with a 50lb weight penalty on the 3/8 track and a 100lb weight penalty on the 5/8 track
- Interior
 - Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment
 - Car may have an installed dash panel with optional gauges. No digital dashes will be allowed
 - No driver adjustments in car other than one brake bias adjuster allowed.
 - Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
 - No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days
 - Only one naca-duct in the left or right quarter window for helmet blower only. No reverse naca-ducts

❖ **BASE WEIGHT WITH DRIVER. See engine specific requirements listed under the next section.**

- **2700 lbs**
 - **GM 602 (part number 88869602) with factory seals. 6200 RPM Rev Chip Max**
 - **604 crate engine. Factory GM Seals Only (part number 88869604) or as allowed below. 6400 RPM Rev Chip Max**
- **2725 lbs.**
 - **Ford M-6007-D347SR crate engine. 6400 RPM Rev Chip max. Factory Sealed**
 - **No Modifications allowed.**
- **2775 lbs Factory Sealed CT525**
- **2800 lbs.**
 - **“Open” Wet Sump Engine**
 - **Unsealed or non-compliant GM 604 crate.**
- **2850 lbs.**
 - **NW Brodix Spec Head**
 - **Tour Legal 9:1 with Tour Legal 390 Carb**
 - **Cast Iron Head**
 - **SEAL Engine (Hamner/McGunegill) Package**

❖ **ENGINES**

- **GM 604 CRATE ENGINES. 2700 lbs. 58% max left side weight at all times. 6400 Max RPM.**
 - GM factory sealed crate engine PN 88869604
 - GM 6¾” harmonic balancer allowed. GM PN 12551537
 - No other modifications or parts are allowed
 - Maximum 2-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - One MSD 6al, GM 10037378 ignition box or FAST (Crane) PN 6000-6701
 - If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected, and a new seal will be provided with no penalty.
 - Counterfeit seals will cause the engine to be confiscated, loss of all points accumulated up to that point in the season, a year suspension and a \$2500 fine. Infraction is subject to additional appropriate penalties and suspensions.
 - The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
 - One single carburetor spacer allowed, 1” thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
- **GM 602 CRATE ENGINES. 2700 lbs. 58% max left side weight at all times. 6200 Max RPM.**
 - GM factory Sealed Crate Engine PN 88869602.

- No modifications are allowed
 - Maximum 6-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - One MSD 6al or GM 10037378 ignition box
 - If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected, and a new seal will be provided with no penalty.
 - Counterfeit seals will cause the engine to be confiscated, loss of all points accumulated up to that point in the season, a year suspension and a \$2500 fine. Infraction is subject to additional appropriate penalties and suspensions.
 - Any gauge legal Holley 650 CFM Carburetor. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
 - One single carburetor spacer allowed, 1” thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
- **“OPEN” & SEALED DRY SUMP ENGINES. 2850 lbs. 58% max left side weight at all times. Must run All Star “Governor” with a maximum insert of 1.30 inches**
- Cast Iron Blocks Only
 - Maximum 2-inch engine setback allowed for Chevy. 4-inch max for Ford and Mopar. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side
 - Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or FAST (Crane) Ignition PN 6000-6701. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of driver compartment and out of reach of driver.
 - Distributor type ignition only in stock location allowed. No magnetos allowed.
 - Crank height is a minimum of 10” from center of the crank to the ground.
 - Mechanical fuel pumps only. No electric pumps allowed
 - All Star Performance #26060 or #26180 adjustable base plate mandatory. Inserts must be All Star brand and sold specifically to be used with this plate.
 - Any Holley carburetor is permitted with a maximum base plate hole diameter of 1 11/16”. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
- **GM CT525 LS3 CIRCLE TRACK CRATE ENGINE. 2775 lbs. 58% max left side weight at all times. 7200 Max RPM. Must run All Star “Governor” with a maximum insert of 1.30 inches**
- GM factory sealed crate engine PN 19331563
 - No modifications are allowed
 - Ignition controller MSD 6014CT, 7200 RPM max. Must be mounted on right side of car out of the reach of the driver. All wires must remain uncut or spliced and on top of dash in clear view
 - Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with an oil pressure safety switch to ensure fuel pump will shut off when engine is not running.
 - Maximum 2-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.

- Crank height is a minimum of 11” from center of the crank to the ground.
 - All Star Performance #26060 or #26180 adjustable base plate mandatory. Inserts must be All Star brand and sold specifically to be used with this plate.
 - Any Holley based carburetor is permitted with a maximum base plate hole diameter of 1 11/16”. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
- **FORD M-6007-D347SR 2725 lbs. 58% max left side weight at all times. 6400 Max RPM**
- Factory sealed M-6007-D347SR is the only approved configuration. M-6007-D347SR7 is not approved for competition.
 - No modifications allowed.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or FAST (Crane) Ignition PN 6000-6701. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of driver compartment and out of reach of driver.
 - No carburetor spacer allowed.
 - The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
 - Counterfeit seals will cause the engine to be confiscated, loss of all points accumulated up to that point in the season, a year suspension and a \$2500 fine. Infraction is subject to additional appropriate penalties and suspensions.
- **“Open” Wet Sump 2800 lbs. 58% max left side weight at all times. 7200 Max RPM. Must run All Star “Governor” with a maximum insert of 1.30 inches**
- Cast Iron Blocks Only
 - Maximum 2-inch engine setback allowed for Chevy. 4-inch max for Ford and Mopar. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side
 - Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or FAST (Crane) Ignition PN 6000-6701. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of driver compartment and out of reach of driver.
 - Distributor type ignition only in stock location allowed. No magnetos allowed.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - Mechanical fuel pumps only. No electric pumps allowed
 - All Star Performance #26060 or #26180 adjustable base plate mandatory. Inserts must be All Star brand and sold specifically to be used with this plate.
 - Any Holley carburetor is permitted with a maximum base plate hole diameter of 1 11/16”. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.

❖ DRIVETRAIN

- Transmissions are subject to approval. A minimum two forward gears and one reverse required. Quick change and automatic transmissions are not permitted.
- Minimum 5½" clutch diameter. Multiple disc clutches allowed. Only magnetic steel discs and pressure plates are allowed. Clutch cover and housing may be aluminum or steel.
- Drive lines must be steel or aluminum only. No carbon fiber. Must be painted white or silver. 2½" Min. dia.
- No traction control devices of any kind will be permitted, electronic or otherwise. Use of traction control will be cause for immediate disqualification, fine and suspension.

❖ REAR END

- **Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover, with a minimum 8" ring gear are the only type of rear-end allowed**
- Axles must be steel.

❖ SUSPENSION, WHEELBASE & BRAKES

- All coil springs must be heavy duty steel, must be 2½" minimum OD for coil over cars and 5" minimum OD for big spring cars. Coil over front, big spring rear OK.
- Steel spindles or approved Coleman spindles only.
- Independent rear suspension is not allowed.
- One-piece trailing arms only. No spring loaded or dampened trailing arms. Truck arms OK.
- Multiple 3rd links allowed. Torque absorber OK, no shocks.
- Rear sway bars are not allowed.
- Brakes must be solid mount, in good working order on all four corners. No floating calipers.
- **All air must be pulled either from the nose of vehicle or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake and the hose must attach to a spindle duct only**
- **Fans, ducts, or hoses to the rear brakes will not be permitted.**
- No shock, spring or suspension adjusting devices are allowed in driver's compartment.
- Wheelbase minimum is 101"
- Any standard shock allowed. No electronic shock components allowed.
 - One shock per wheel.
- No data logging equipment at any time on race day.

❖ TREAD WIDTH

- Fabricated front end 67" maximum (zero tolerance) measured at spindle height.
- Stock Stub 69" maximum.

❖ FRAME

- Professionally built full steel roll cage required with 1¾" .095 tubing minimum around driver. All contact areas in driver compartment must be covered with high density padding. 16 steel gauge welded between door bars or a minimum of 16-gauge plate 40" in length and 17" high welded between the door bars and the driver's door. Any frame showing poor workmanship will not be allowed to compete.
- Added weight must be securely mounted, painted white and marked with car number.

- Solid block only, no pellets or liquid.
- Weight shifting devices are not allowed.
- Lead Only. No tungsten or any other materials.
- Penalty of \$10.00 PER LB will be assessed for weight lost on the racing surface.
- Radiator must be in stock location.
 - NO ETHYLENE-GLYCOL ALLOWED. Water only, Water Wetter type additive is permitted.
- **Nose/front bumper, tail/rear bumper cover must be a minimum 1.250" x .065" OD steel tubing. All supporting substructures must be constructed of a minimum 3/4" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083"**

❖ FUEL & FUEL CELLS

- Gasoline only. The gasoline must not be blended with Alcohols, ethers, or other oxygenates. It cannot be blended with aniline or derivatives, nitro compounds or nitrogen containing compounds. The only exception is a standard fuel containing up to 10% Alcohol for emission requirements and must be declared before testing. E85 fuel prohibited. Any fuel found not to be within specifications will be subject to disqualification.
- Commercially manufactured fuel cell with rubberized fabric bladder is mandatory.
 - 22-gallon max.
 - A fuel cell protector bar and minimum 22-gauge steel containers are required.
 - Minimum 8" fuel cell ground clearance.
 - **A reinforcement plate of not less than 11 gage aluminum (.125" thick) flat plate must be installed in front will be mandatory and behind the fuel cell container is highly recommended. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with two (2) bolts on each side**
- All cars must have an OBERG Vacuum Style (preferred) or self-actuating ball valve type fuel shut off placed at the point the fuel exits the cell. This is to stop the flow of fuel to a damaged line or pump.

❖ EXHAUST

- Strictly enforced 90 DB maximum at 75 feet.
 - Muffler is mandatory
 - **Under car exhaust outlet pointed down may be required.**
 - Cars not in compliance will not be allowed to practice or compete.

❖ WHEELS & TIRES

- 8" or 10" steel racing wheels only.
- **No blowers or hoses will be allowed to blow air on tire or wheel**
- Only approved tires are permitted.
 - Approved tires are Hoosier 8.0-15/970 purchased from Evergreen Speedway.
 - At no time are softener, additives, chemicals, enhancers or strengtheners to be applied to any tire.

❖ RADIOS

- Radio communication between driver and spotter is required any time the car is on the racing surface.
- During main events, a spotter with driver communication is required in the specified spotter section.

Spotters must check in with the spotter's official. If a driver does not have a spotter in the specified spotter's area, the car will not be allowed to compete.

- Spotters are required to scan the tower during all competitive events at Evergreen Speedway.
- Channel posted at tech trailer, subject to change. Check with Tech Director.

❖ **TRANSPONDERS**

- Transponders are required. Must be mounted 15" behind the rear axle on the right frame rail.
- Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring.

DIAGRAM 1

Each carburetor booster must be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. Epoxy must not extend beyond the lower radius of the mounting stem (see diagram 1 below). The wire must be installed in such a manner that in case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and throttle plates (butterflies). A minimum size hole, acceptable to track officials may be drilled through the top of the booster barrel inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube for the wire to pass through and secure each booster. Alternatively, wire can pass through the booster barrel top to bottom and attach to the holes in the choke horn or the wire can be tied securely around the mounting stems and snugly to the vent tube (see diagram 2 below). Subject to approval of tech.



1. Epoxy



2. Wire

PERSONAL SAFETY EQUIPMENT

A. GENERAL

1. Evergreen Speedway is not responsible for the effectiveness of any personal safety equipment.
2. Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event.
3. Each competitor is expected to investigate and educate him or herself fully in respect to the availability and effectiveness of personal safety equipment.
4. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area have all parts of the body protected by fire resistant clothing and/or equipment, including helmet.

B. PROTECTIVE CLOTHING

1. Fire resistant clothing and equipment must protect all parts of a driver.
2. Evergreen Speedway requires that all drivers wear a minimum two-layer fire suit, gloves, and shoes in good condition. It is recommended that all drivers wear a minimum of a four-layer fire suit, along with fire resistant underwear, balaclava, socks gloves and shoes in good condition.
3. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

C. HELMETS

1. Drivers must wear a helmet meeting the specifications set forth in The Federal Regulations, Federal Safety Standard, or meet the specifications set forth by the American National Standards Institute Inc. at all times on the racetrack.
2. Snell SA2015 or newer only. Full face helmets required. NO EXCEPTIONS. SA2020 or newer required for 2024 race season
3. The driver must wear the helmet in accordance with the directions provided by the helmet manufacturer. Any modifications to the helmet for any purpose should not detract from its effectiveness.

D. HEAD AND NECK RESTRAINT DEVICES

1. At all times during any event (practice, qualifying and competition) drivers must connect their helmet to a NASCAR and SFI approved head and neck restraint device system. The head and neck restraint device must be connected as per the manufacturer's instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.
2. Head & Neck restraints must be dated by the manufacturer and must not be used beyond five years after the manufacture date. Recommend replacement or recertification after three years.
3. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

E. SEATS

1. Only custom manufactured aluminum seats approved by NASCAR are permitted.
2. All seats should have padded rib protectors and seat leg extensions on the left and right side. Full containment seats are recommended
3. A padded headrest approved by NASCAR is mandatory.

F. SEAT BELTS AND SHOULDER HARNESS

1. A quick release lap belt of no less than 3” wide is required. Both ends of the lap belt, and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than ½” in diameter.
2. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3” wide and must come from behind driver’s seat max 3” below the driver’s shoulders or less than 10 degrees. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
3. A center or submarine belt must be mounted to the lower seat frame at the bottom.
4. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting.
5. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
6. Seat belts must be dated by the manufacturer and must not be used beyond five years after the manufacture date. Recommend replacement after two years.

G. WINDOW NET

1. A nylon window screen is mandatory.
2. The window screen must be 22” wide and 16” high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest driver’s door bar on the cage. Window net must be rib type made from 1” wide nylon material with a maximum of 1 ¾” square between the ribs.
3. All window net mounts must be welded to the roll cage.

H. FIRE EXTINGUISHER

1. It is mandatory that each car has a built in, fully charged Halon 1211 or equivalent fire extinguisher equipment with visible, operating pressure gauge, but it must not be dry powder or liquid type. The fire extinguisher must be securely and professionally mounted.
2. All entrants must have in their pit area as part of their equipment at all times a fully charged minimum 10-pound capacity dry chemical Halon or its equivalent with a visible operating gauge and current inspection certificate.

GENERAL INFORMATION

All participants are expected to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from the show. Cars in the opinion of the Officials that lack in appearance or are deemed unsafe will not be allowed to race until acceptable. All car construction rules will be decided by NASCAR tech inspectors. Burden of proof on any concern will be the responsibility of the driver.

ALL NUMBERS WILL BE ASSIGNED BY THE SPEEDWAY OFFICE (360) 805-6100.

WHAT TO DO IF YOU ARE INJURED IN AN ACCIDENT AT EVERGREEN SPEEDWAY

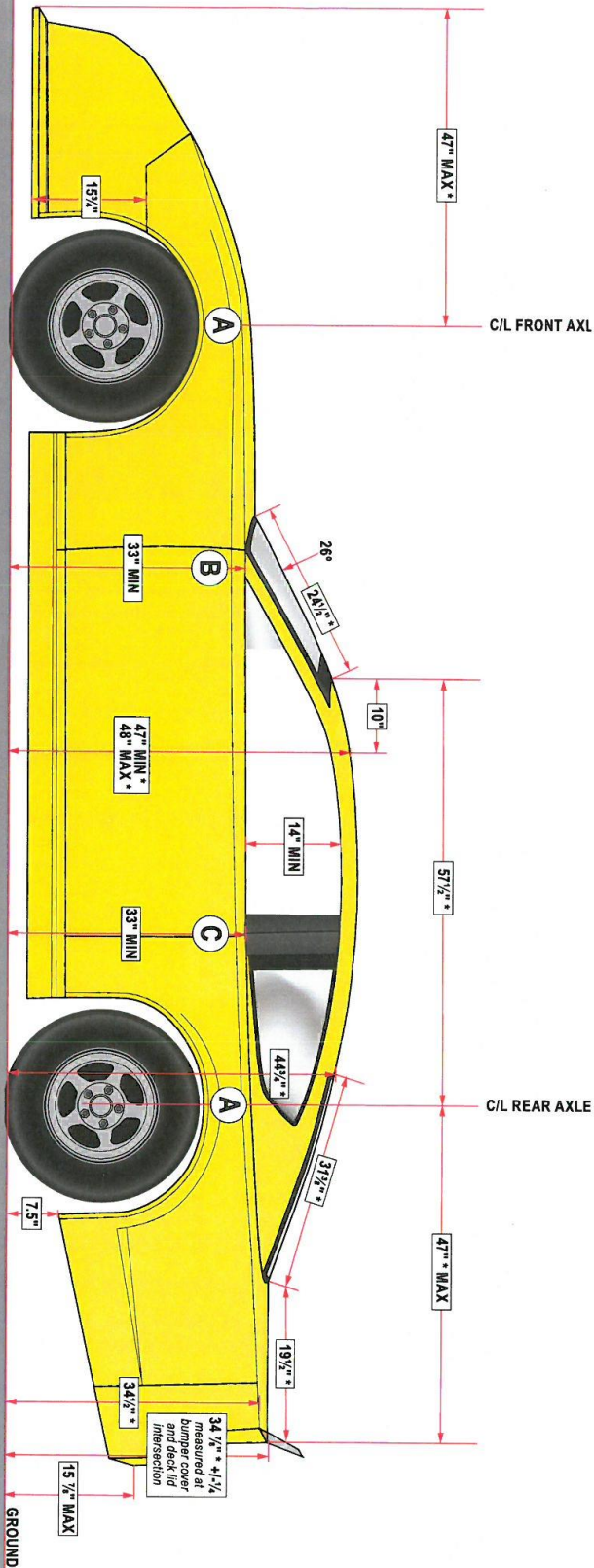
1. Have the ambulance attendant check you out and fill out an accident report.
2. GET MORE MEDICAL ATTENTION IF NECESSARY.
3. **Inform the Speedway office if you need to open a claim.**
3. If you have follow-up treatments, please advise your doctor of the following
 - a. Your insurance carrier
 - b. NASCAR insurance claim number
 - c. The date of the accident
 - d. The time and place of your accident
4. Your doctor should then bill NASCAR directly.

It is the responsibility of the driver to ensure their car confirms to all rules and regulations at any time while on the racing surface or anywhere on premises. This includes practice, qualifying and competitive racing.

©2022 Evergreen Speedway. All Rights Reserved.

2019 LATE MODEL BODY DIMENSIONS

The greenhouse style simplifies installation. Full tech inspection devices available from Five Star (Printed Rules, Referee & Templates) Mount your own body using our Roof Locating Fixture for ease of installation in your own shop!



CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset / Straight Rail	47"	66" MAX	101" - 106"

WIDTHS

- A 79 1/2" MAX**
BOOBY WIDTH -
Measured at wheel wells
- B 68"**
DOOR TO DOOR WIDTH -
Measured at A-posts and
inside edges of doors,
measured through car
- C 67" MAX**
DOOR TO DOOR WIDTH -
Measured at B-posts and
inside edges of doors,
measured through car

- NOTES:**
- If the Roof Height (10" back from windshield), Fender Height (rear), Door Height (rear), Quarter Panel and Bumper Cover Height dimensions are higher than the stated dimensions, all five must increase by the same amount.
 - Must fit centerline template within allowable tolerance.

* Measured at the centerline.

