



Premier Racing Organization 2025 Late Model Rules

Premier Racing Organization Late Model Tour will be referred to as “PROLM” and Presenting track officials, referred to as “PTO” from this point forward.

SAFETY EQUIPMENT: These rules are intended as a guide for the conduct of the sport, and in no way are a guarantee against injury or death to participants, spectators, or others. No express or implied warranty of safety shall result from publication of, or compliance, with these rules and regulations. The Premier Racing Organization recommends all competitors to follow manufacturer’s recommendations for installation, usage, and replacement of all safety equipment.

Driver Restraint Systems / Seat

1. The use of a 5, or more driver restraint system certified to SFI Spec 16.1 or better is REQUIRED, no exceptions. All driver restraint systems are recommended not be in excess of 2 years of age past the date of manufacture or will require recertification by the manufacturer. Any frays or discoloration of materials will require replacement. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer’s instructions, and or securely mounted to the chassis with the use of grade 8, size 7/16” or better hardware.
2. PROLMT Requires that all seats be full containment type constructed of aluminum or composite material. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
3. SFI 39.2 seats are recommended. Adding head restraints to a non-containment design is not legal unless certified by the manufacturer.
4. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only.
5. Seats must be mounted with ¾” or bigger grade 8 bolts through tabs or brackets that are welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance with the seat manufacturer's instructions. The seat needs to be mounted by minimum two bolts in the bottom of the seat and 2 in the backrest. In the factory location if available.

Helmets

1. Snell rated SA2015 or better full face helmet required.

Driver Suits

1. A driver suit certified to SFI 3.2A/1 Required - SFI Spec 3.2A/5 is recommended.

Gloves/Shoes/Boots

1. Gloves certified to SFI Spec 3.3/1 are REQUIRED - SFI Spec 3.2A/5 is recommended.

Head and Neck Restraints

Head and Neck Restraint Devices/Systems are REQUIRED at all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to PROLMT. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

It is the responsibility of the driver, not PROLMT, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

Fire Suppression System - NOT REQUIRED BUT RECOMMENDED:

1. All race cars strongly suggested to be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles, one in the engine bay, one pointed towards the fuel cell. It is also recommended to have one in the driver compartment with a manual release. All systems must meet or exceed SFI 17.1 specifications. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

BATTERIES:

1. No batteries to be located in the driver's compartment/cockpit. The only exception would be for a helmet blower or aux fan.
2. The battery must be securely mounted in steel battery mount and securely welded or bolted to the main frame. It should be at least $\frac{3}{4}$ " from the deck. Recommend covering the positive terminal with non conductive material.
3. One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver's seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach is recommended.

DRIVER COMPARTMENT:

1. Minimum three windshield bars in front of the driver. A screen in front of the driver is recommended. Lexan or aluminum cowl panels in front of the driver are allowed, but can be no wider than the cockpit. Anything considered an aerodynamic advantage rather than for driver protection may be required to be removed or 25# weight added to the mid plate. Drivers must be sealed off from the track, driveline, engine, fuel cell, suspension components, battery, coolers, pumps, fuel and oil lines. No mirrors.
2. Minimum three driver door bars must be at least 1.5 inch O.D. tubing with minimum wall thickness of 0.083 inches. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded or bolted to driver side door bars. Minimum 16"x26".

3. No fuel, oil or fluid lines or components allowed in the driver compartment except for braided lines to the gauges.
4. A drive shaft loop that completely shields the driver is REQUIRED and the driver should be shielded from driveline with the interior panels. The drive shaft loop should be behind the u-joint.
5. Window Nets certified to SFI Spec 27.1 or Safety Nets certified to SFI Spec 37.1 are recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction. Quick release style recommended rather than spring loaded bar style.
6. One-way, receive only radios are required to be used in every portion/segment of an event.
7. Race Director and Head Scorer are the only people permitted to transmit on a RaceCeiver device. Use of any other type of communication with drivers is strictly prohibited.
8. The driver's seat must remain left of center of the drive shaft.

TRANSMISSION, CLUTCH, REAREND:

1. Any transmission with working reverse and working forward gears is permitted. No direct drive, the car must be able to start and move on its own. Manual transmission must be equipped with an operational clutch.
2. No independent rear suspensions are permitted. No heavy parts or adding unsprung weight is permitted.
3. The rear end must be locked so both wheels turn at the same speed. No ratcheting style or limited slips are permitted.
4. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
5. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel and the same type on both sides. Axle tubes manufactured of exotic heavy materials (ex: tungsten) will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

BRAKES, COMPONENTS, WHEEL HUBS:

1. Must be equipped with sufficient four (4) wheel braking systems.
2. On track three-wheel braking is allowed.
3. Brake rotors must be manufactured of magnetic, stainless steel or cast iron. No titanium or carbon fiber brake rotors are permitted.
4. Brake rotors must be used as produced by the brake rotor manufacturer.
5. Brake calipers must be manufactured of aluminum.
6. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
7. Wheel hubs must be manufactured of aluminum or magnesium.
8. Wheel hubs must be used as produced by the wheel hub manufacturer.
9. The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

DRIVE SHAFTS:

1. All drive shafts must be a minimum of two inches (2") in diameter. All drive shafts must be silver or white.
2. Carbon fiber, steel, aluminum driveshaft required. Carbon fiber driveshaft strongly suggested.

IGNITION:

1. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
2. Adjustable ping control devices, dial a chip controls, timing controls, and/or automated throttle controls will not be permitted.
3. Remote control or Bluetooth components of any type will not be permitted.
4. Radios and/or devices for transmitting voice and/or data will not be permitted. This includes cell phones.
5. Data acquisition systems will not be permitted.
6. GPS and/or any type of electronic tracking and/or locating devices will not be permitted.
7. Only one (1) ignition box is allowed to be active. Any extra boxes need to be unplugged or power wires disconnected. All ignition boxes in the car need to have the appropriate RPM limiter in place or programmed in.
8. All boxes that can be adjusted by bluetooth, or other wireless devices are illegal.
9. Anything that can be classified as an onboard computer is not allowed. No digital gauges or recording devices are allowed other than an analog memory tach.
10. Dual Pickup Distributors are allowed. Only one connection is allowed, the second has to be disconnected.
11. MSD ignition box and remote rev limiter control must be located out of driver's reach while in the car.
12. Only one (1) RPM rev-limit module chip is permitted per box. Only one (1) ignition coil is permitted.
13. Magnetos are not allowed.
14. Chips and/or ignition boxes are subject to inspection at any time by PROLMT or Professional Track Official (PTO). Chips and or ignition boxes are subject to swap out by a PROLMT or Track Official at any time. Any driver caught altering the rev-limiter or ignition system in any way so as to defeat the rev-limiter rule will be disqualified and shall receive a suspension set by a PROLMT Official and or Track Official, loss of all track and PROLMT points for the night and a \$1,000 fine for the first offense. Any chip and or ignition box that fails tech inspection will be confiscated.

FRAMES:

1. No aluminum frames or bumpers permitted in construction of cars.
2. Minimum 103" - Maximum 105" wheelbase. Both sides will be measured at ride height and avg will be calculated.
3. Rectangle or Square Tubing
4. The frame of all cars must be constructed of two-inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight-inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
5. Round Tube Frame:
 - a. The frame of all cars must be constructed of a minimum of one and three-quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
6. If the rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond the frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond the frame must be rounded and directed towards the front of the car.
7. It is recommended that all cars be equipped with a tow hook or strap.
8. All battery supports must be braced in two axis - two horizontal and one vertical.
9. All frame and chassis components must be welded or bolted together. No sleeves, slip coupling, etc.

ROLL CAGES

1. Cars must have a suitable steel roll cage in the driver's compartment.
2. Side roll bars are mandatory and must extend into the door panels
3. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
4. The roll cage must be welded to the frame.
5. Roll cage must be above the driver's helmet. 38" minimum between floor pan and the bottom of the roll cage
6. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
7. Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.
8. No titanium chassis or suspension components and no titanium fasteners.

FUEL SYSTEMS

1. An approved fuel cell (32-gallon maximum) must be used at all times. .060 Aluminum and 20 Gauge steel cans or better are required.
2. The only fuel cells that are approved are those that meet and/or exceed the FIA / FT3 or SFI 28.3 specifications. No alterations are permitted to original design other than those to bring the cell up to the standards of FIA / FT3 or SFI 28.3.
3. Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell. Fuel Cell should be mounted behind the rear end.
4. Adjustable restrictor plates will not be permitted.
5. All engines must be naturally aspirated with a single conventional-type four (4) barrel carburetor.

6. Fuel cells supported within a welded steel tubing frame must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Front to rear orientation is recommended for strap mounting.
7. A firewall must be installed between the fuel tank and driver's compartment.
8. No electric pumps allowed. All vent, fill openings and return lines must have rollover valves or flaps.
9. Must be a maximum of 7 ¼ inches from bottom of intake to base of carburetor, including spacer and gaskets.
10. The fuel type that was used to qualify is what is required for the rest of the event. No starting with Alcohol and switching to race gas for the feature.

SHOCKS AND SPRINGS:

1. No air dump or no air springs allowed, No spring bars allowed, No bump stops hidden inside shock are allowed.
2. Only bump stops and bump springs mounted on the shock shaft will be allowed with the exception of no air bump stop.
3. All Shocks must hand compress the full length of shaft with springs and bump stops removed.
4. Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
5. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
6. Shock adjuster and/or canister cannot be mounted within the reach of the driver.
7. Maximum shock body outside diameter is two (2), half-inch inches (0.50").
8. Maximum front shock length is twenty-one inches (21"). Measured center to center of the shock eyes.
9. Maximum rear shock length is twenty-seven inches (27"). Measured center to center of the shock eyes.
10. No cross connected shocks are allowed.
11. No "Rod-Through" designs are allowed. "Rod-Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body. Thru-rod shocks are not permitted.
 - a. Shock shaft can't exit both sides of the oil volume. Any shock with the damping piston mounted more than one and one-half inch (1.5") beyond the end of the shock shaft, allowing the shaft to pass thru the main body on both ends simultaneously, will be classified as thru-rod or thru-shaft shock.
12. No Inerters are allowed
13. Rotating parts are not permitted inside or mounted to the shock absorber. Inertia/gyro-style shocks are not permitted.
14. No Inerter style dampers, either mechanical or hydraulic, or other types of primarily acceleration sensitive damping devices are not permitted.
15. No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No data transmitting or recording devices are allowed.
16. Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be submitted to the PROLMT
17. Springs must be made of steel. Torsion bars are not allowed in the rear. No leaf springs allowed.

18. Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.

SHOCK LOCATIONS:

1. Only one shock per wheel is permitted at the left front, right front, and right-rear corners.
2. The left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of the axle tube. Must mount vertically to the birdcage or clamp bracket.
3. One 5th Coil Shock permitted.
4. One 90/10 optional shock may be mounted above the lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. The shock must mount within 3" of the centerline of the rear ends center section.
5. Suspension covers are not allowed. Rear covers on race cars are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
6. A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on heims and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

SHOCK, SPRING, AND SUSPENSION PENALTIES:

1. If violations are found during pre-race technical inspection: The driver will receive a warning and must meet full compliance before being allowed to compete. If a violation is found after pre-race technical inspection: The violating driver will be scored in last place in the event they competed in. Additional violations will result in loss of all winnings and points awarded for the event.

SUSPENSION COMPONENTS:

1. Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to PROLMT for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before installation of a new part is permitted.
2. Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
3. Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. IE: Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
4. Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2-inch hole will be deemed illegal) and be torqued to a min of 40-foot pounds per inch

REAR SUSPENSION MOUNTS:

1. Mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
2. Double shear mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only. The bolt must be bolted through both shear mounts.

3. Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
4. **An underslung bar is required on the left side of the car.** See Droop Rules below.

LIFT ARM, PULL BAR:

1. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
2. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock/spring coil- over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
3. 6th coil or braking spring assemblies are permitted, and must be in front of 5th coil shock.
4. A pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

RADIUS RODS:

1. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted.
2. Only Rods that will be permitted are made of magnetic steel or Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch (0.1875).
3. Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
4. Heim joints must be a minimum 5/8, and a maximum of 3/4" steel heim. No rubber bushings.
5. ONLY - Two (2) radius rods per side.
6. Radius rods must be spaced on the frame a minimum of 6"
7. Radius rods must be spaced on the birdcage a minimum of 6" and a max of 12"
8. Measurements will be made from the center of each radius rod bolt.
9. All radius rods must be straight with the exception of the left lower that can have a bend for axle housing mount clearance.

BIRDCAGES:

1. Axle Housing Mounts (Birdcages) may consist of multiple barrels but must bolt or weld together to work as a single assembly birdcage. Must appear as manufactured, no weight or ballast may be connected to the birdcage in any fashion. Limited one (1) Axle Housing Mount (birdcage) per side.
2. Radius rods (Trailing Arms) must mount to the Axle Housing Mount (birdcage).
3. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the Axle Housing Mount (birdcage) must be bolted or welded solid.
4. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.

DRIVER ADJUSTMENTS:

1. No mechanical, radio, bluetooth adjustments of any kind may be made from the driver's seat except the brake adjuster.
2. No adjustable ignition or chip controls can be in the reach of the driver.
3. No traction control devices are permitted of any kind.
4. No "in-cockpit driver controlled" electronic devices of any kind permitted.

OTHER:

- 1.) GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason. This includes cell phones.
- 2.) No throttle control devices of any kind are permitted.
- 3.) No two-way radios.
- 4.) No cellular or computer-controlled devices of any kind permitted. Drivers should not have any phones, fitness watches, Wi-fi, bluetooth or other transmitting devices on them while in the car.
- 5.) No rear-view mirrors of any kind permitted.
- 6.) No cameras of any type permitted below the interior (deck) of the car.
- 7.) No data systems or harnesses of any kind permitted.
- 8.) PROLMT officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!! All devices not mentioned above that are found to control wheel spin, engine timing or fuel delivery control will be considered strictly prohibited.

TIRE RULE:

- 1.) Fronts and rears – any **durometer 50 or harder** Hoosier UMP LM30s/ NLMT3/ Wissota W30/ WRS-2/ UMP LM40/NLMT4
- 2.) Grooving to the original tread pattern on Hoosier UMP LM30s/ Wissota W30/ WRS-2/ UMP LM40 only. Sanding with a 24 grit disc is legal to take the glaze off only.
- 3.) Hoosier NLMT3/ NLMT4 tires can only be grooved with #2 blade in the original tread pattern and only to the molded edge. So blocks should remain the same size. Sanding with a 24 grit disc is legal to take the glaze off only. No siping or other grooving allowed.
- 4.) The maximum outside circumference of the tire will be ninety-three inches (93”), unless otherwise specified and made known to all competitors.
- 5.) All tires “MUST” durometer the factory set baseline-settings of a given tire. NO TOLERANCE ALLOWED. Tire inspection and durometer readings may be taken any time.
- 6.) No tire softeners, no conditioners, no altering of tires with any natural or unnatural chemicals, no hazardous or non-hazardous components or chemicals which alter the factory set baseline settings of a given tire.
- 7.) PROLMT Official(s) and or Track Tech Official(s) may question any tire at any track, on any night for evaluation. (Evaluation meaning samples will be taken from the tire and sent to a test facility for testing to verify that the tire “Conforms to BenchMark Policy”).

- 8.) Any tire on the car or in the driver's possession is subject to inspection.
- 9.) This procedure (samples taken from tires) will be done randomly at the track. PROLMT Official, and/or Track Official present. Samples will be sealed and sent to the lab for testing by PROLMT Official or Track Official. All lab fees will be paid by the driver if results reveal that the tire does not meet benchmark standards.
- 10.) All sidewall markings must be visible at all times. No buffing or removing of the compound designations.
- 11.) Tire Data will be taken throughout the event and compared to other competitors. Tire data found to be outside the baseline. May be a reason for penalties including but not limited to; loss of money, fine, loss of points, and/or suspension.
- 12.) Drivers pay for that event, which will be held until test results are confirmed. Any tire not meeting benchmark standards will result in the following penalties: loss of all points and pay from that race, loss of all PROLMT championship points and track points, and a PROLMT fine of \$2,000 plus track fines.

WHEELS:

- 1) Only aluminum wheels will be permitted. No steel wheels allowed.
- 2) Maximum wheel width is fourteen inches (14").
- 3) Beadlock devices are usable on all 4 corners.
- 4) The wheels must be mounted to the hubs utilizing lug nuts. "Knock off" and/or single type wheel mounting systems will not be permitted.
- 5) Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16-inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.
- 6) Only aluminum wheel spacers will be permitted. 2 1/2" max.
- 7) The combined weight of the wheel, wheel hardware, wheel spacers, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.
- 8) Bleeder valves of any kind are not permitted.

DROOP RULE:

1. Rear Travel Limiter (Droop Rule)
 - A. A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount or a clamp mounted bracket with the chain mounted to the top (12 o'clock) of the left rear axle tube while hanging on the limiter, between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunt they are as close to vertical as possible.

- B. One (1) compliance device may be used. The compliance rubber must not be more than one inch (1") thick (without a load applied) and remain completely open and visible. Compliance devices can be rubber or any like material but must not be installed in any type of canister. Springs, spring-loaded, and/or pneumatic devices will not be permitted. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material.
 - C. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the officials. Cars will be jacked up on the required left rear under-slung frame rail between the center of the rear axle and the panhard (J) bar mount. It is recommended that a weight clamp is mounted on the under-slung frame rail between the center of the rear axle and the panhard (J) bar mount so a jack can be placed there. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. Cars will be jacked up until a forty-thousandths of an inch (.040") shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top trailing edge of the rear deck bar, six inches (6") inboard of the left rear quarter panel outer edge. The measurement must not exceed fifty-one inches (51").
 - D. All droop limiter assemblies must support the unsprung mass of the rear-end. The stretched value of the droop limiter assembly may be no more than three-quarters of an inch (3/4") at 1,200 lbs. The procedure: preload 100 lbs. zero (0) distance, pull to a value of 1,200 lbs.
2. These penalties will be enforced on all Heat Races, B-Main and A-Main events:
- A. Fifty-one and one-sixteenth of an inch (51-1/16") to fifty-one and one-half inch (51-1/2"):
 - i. Post Time Trials will result in a one (1) row penalty in the original Heat Race line up.
 - ii. Post Heat Race, B-Main or A-Main will result in a four (4) position penalty for that event.
 - B. Fifty-one and nine-sixteenths of an inch (51-9/16") to fifty-two inches (52"):
 - i. Post Time Trials will result in a two (2) row penalty in the original Heat Race line up.
 - ii. Post Heat Race, B-Main or A-Main will result in an eight (8) position penalty for that event.
 - C. Fifty-two and one-sixteenth of an inch (52-1/16") or higher:
 - a.) Post Time Trials will result in the driver being penalized to the rear of the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in the driver being scored last for that event.
- 4.) In an event format where points are being earned toward an overall event tally, drivers will retain any points earned prior to the infraction. The driver will be awarded points for any event in which an infraction occurred based on the above penalties.

BALLAST :

- A. All weight must be painted white and securely bolted to the frame with min of two ½" grade 8 bolts. 50#'s max.
- B. Ballast or weight needs to be measurable pieces and not a functioning mechanical or electrical part. When ballast is added for penalty or competition reasons, the ballast for

the amount specified must be in the same general location, visible and removable for tech.

- C. Must be mounted inside the main frame rails and in between the bumpers.
- D. Adding unsprung weight is not allowed. Can't attach any weight to the bumpers, rearend or suspension parts.
- E. All ballast needs to be securely bolted and may not be attached to anything that is movement during the race. Ballast can not be adjusted from the driver's seat.

DECALS:

- A.) The car number on both sides and on the roof need to be a minimum of 18" tall and in contrasting colors to be easily read from the scorer's stand.
- B.) Sponsor decals will be required to participate in the points championships associated with the PRO Late Model Series. The sponsor will provide the location and size. Must be in contrasting color to body or any graphics. Will be provided upon request.
- C.) 6" car numbers shall be installed on the back so PTO officials can read.
- D.) Contrasting weight decals should be placed left of center on the nose of the car, on the cowl in front of the driver or driver side A pillar. It should be easily read standing in front of the car. So PTO officials can see it when it's being scaled. 2200, 2250, 2300, 2325, 2350, 2375, 2400. Refer to your engine package for the weight rating. It is the drivers responsibility to make sure the correct weight is posted. The penalty for having incorrect weight posted is just like not making weight.

Penalties:

- A. Major infractions that include but are not limited to not meeting engine specifications, tire specifications, illegal fuel or other blatant rules infractions. Will result in disqualification and loss of all money and points accumulated for that event. Second offense will result in loss of all points for the season and suspension from all events in 2025.
- B. Minor infractions that include but are not limited to not meeting weight, minor body infractions, non performance enhancing or safety infractions. May result in and not limited to being scored in last place in the event in question. Pre race minor infractions may be temporarily satisfied with adding weight to the midplate. All judgments will be made by the PROLM official and are final.

All above rules apply to all competitors. All requirements below are specific to the engine package you choose. So no mixing and matching. Each engine specific rules package is on a separate page. You are responsible to know what rules package you're choosing and must follow all rules on that page. As well as everything above. Anyone showing a performance advantage with their engine package. May be required to run a chassis dyno pull to verify its in range or new restrictor requirements may be levied. The chassis dyno will be selected by PLMT officials. Engine packages not listed below, may be legal if proved on chassis dyno that it is in range with requirements to compete. These chassis dyno pulls will be at the competitors expense.

23 Degree - Spec Motor - Brodix Spec Aluminum Head - 10.5:1

Max Cubic Inch: 364-GM, 364-Ford, 364-Mopar

Max Compression: 10.5:1 or less. Zero tolerance

Steel Block Only: Dry Sump is legal

Fuel: Gas, Ethanol based gasoline, Alcohol, no additives or oxygenating agents, standard race fuel is legal.

Approved Heads: Brodix 46-221 -GM; Brodix 46-223 - Ford; Brodix 46-221 Mopar

Approved Intake: Brodix HV100946 -GM and Brodix #BM1000, Ford Motor Company - Edelbrock 2981, 2980, 2921 -Ford, Edelbrock 2915 - Mopar. Clover may be milled out to make a fully open under the carb base. No other grinding, porting or polishing may be done. Stock opening size needs to stay stock size.

Max Valve Size: 2.08 intake & 1.600 exhaust

Min Combustion Chamber Size: 62 cc volume

Camshaft Type: Roller, Flat tappet or mushroom style.

Piston Style: Flat Top only

Carburetor: Naturally aspirated with a single conventional-type four (4) barrel carburetor

Restrictor / Spacer: No restrictor, from bottom of intake to base the carb sits on, maximum of 7 1/4" including all gaskets, governor plates and spacers.

Exhaust: Tri-Y's are legal as long as all tubes run into one collector.

RPM Chip: 8000 RPM

Weight needs to be added in front of midplate: Gas= 0#'s, Alcohol or Ethanol based gasoline = 25#'s, Removed 5/19/25

Total Weight Min: 2300#'s on gas, 2325#'s on Alcohol or Ethanol based gasoline, 2350#'s with Setback of 28" to 30".

Engine Setback: 27 1/2" from center of RF a-frame mount to front of engine mid plate which is mounted directly to the back of the engine. Anything 28"-30" will require 25#'s in front of the midplate.

Spoiler: 8" height including any bends, standard 8" braces.

Shaft Rockers and clearance for pushrods is legal

All parts are to be at manufacturer spec. No alterations, porting, polishing or chemical use to alter from the original spec.

All cast#'s should be legible and un altered.

1" Inspection hole is recommended or you may be required to remove the pan.

Mechanical fuel pumps only

GM Crate Engine Model 602 & 604

- A. GM part number 88958602 (Old P/N 19258602) & GM part number 88958604.
- B. Engines are to be sealed at the intake manifold, cylinder head, front cover, and oil pan with current IMCA, Wisconsin or GM factory seals. For any other sealing system contact PLMTO for approval. Crate engines must not be altered, modified or changed from factory specs.
- C. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition.
- D. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified or changed from factory specs. No changes are allowed to the engine - intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part / or parts on / or in the engine.
- E. The engine's GM serial number and any seal certification number must be clearly visible.
- F. No vacuum pumps.
- G. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.

Seals required: GM sealed bolts.

Steel Block Only: Wet Sump only

Fuel: Gas, E85, Alcohol, no additives or oxygenating agents, standard race fuel is legal.

Approved Heads: OEM Crate heads

Approved Intake: OEM Crate Intake

Carburetor: Holley OEM 4 barrel with OEM style boosters, float bowls and center body.

Restrictor / Spacer: No restrictor, from bottom of intake to base the carb sits on, maximum of 7 1/4" including all gaskets, governor plates and spacers.

RPM Chip: 6800 RPM

End of Race Total Weight Min: 602=2200#'s, 604=2250#'s

Engine Setback: 27 1/2" from center of RF a-frame mount to front of engine mid plate which is mounted directly to the back of the engine.

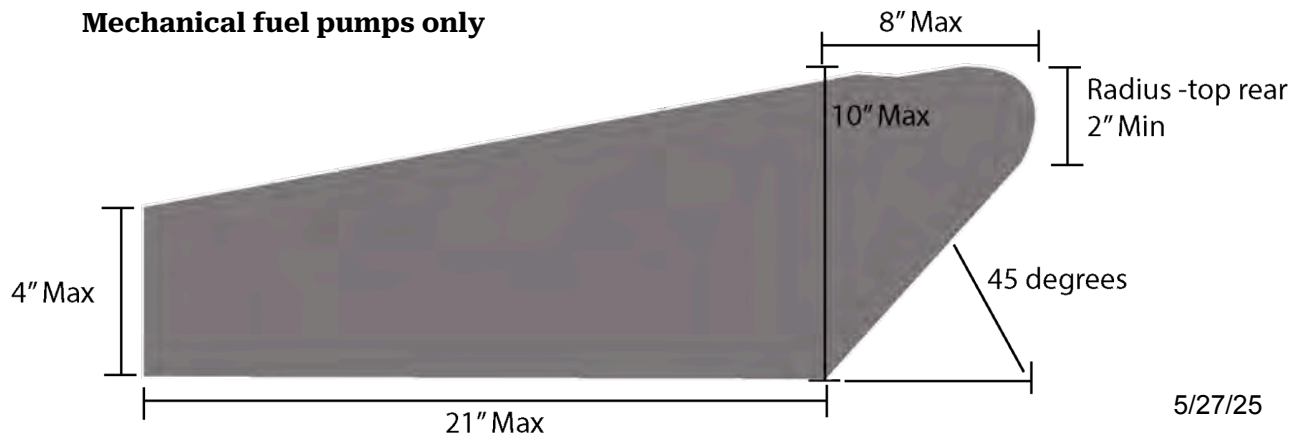
Spoiler: 8" height including any bends, Crate 10" Left Side stiffeners are allowed. See diagram below

All parts are to be manufacturer spec. No alterations, porting, polishing or chemical use to alter from the original spec.

All cast#'s should be legible and un altered.

1" Inspection hole is recommended or you may be required to remove the pan.

Mechanical fuel pumps only



23 Degree - Spec Motor - Brodix Spec Aluminum Head - 14:1

Max Cubic Inch: 364-GM, 364-Ford, 364-Mopar

Max Compression: 14:1 or less. zero tolerance

Cast Iron Block Only: Dry Sump is legal

Fuel: Gas, Ethanol based gasoline, Alcohol, no additives or oxygenating agents, standard race fuel is legal.

Approved Heads: Brodix SPCH -GM; Brodix SPFO - Ford; Brodix SPMO Mopar

Approved Intake: Brodix HV100946 -GM, Ford Motor Company - Edelbrock 2981, 2980, 2921 -Ford, Edelbrock 2915 - Mopar Clover may be milled out to make a fully open under the carb base. No other grinding, porting or polishing may be done. Stock opening size needs to stay stock size.

Max Valve Size: Stock size

Camshaft Type: Roller, Flat tappet or mushroom style.

Carburetor: Naturally aspirated with a single conventional-type four (4) barrel carburetor

Restrictor / Spacer: Unaltered Governor carburetor spacer Keyser 100-125000 with 1.15 restrictor Keyser 100-125115. From bottom of intake to base the carb sits on, maximum of 7 ¼" including all gaskets, governor plates and spacers.

RPM Chip: 8000 RPM

Weight needs to be added in front of midplate: ~~Gas= 25#'s removed 5/19/25~~, Alcohol or Ethanol based gasoline only = 25#'s and Setback of 28" to 30"= 75#'s,

Total Weight Min: 2350#'s on gas, 2375#'s on Alcohol, 2400#'s with Setback of 28" to 30".

Engine Setback: 27 ½" from center of RF a-frame mount to front of engine mid plate which is mounted directly to the back of the engine. Anything 28"-30" will require 25#'s in front of the midplate.

Spoiler: 8" height including any bends, standard 8" braces. Mounted directly to the deck.

Hybrid head and intake combination: Spark plug angle must stay the same angle as stock. 2 degree tolerance.

Alternate Heads: Brodix 46-221 -GM; Brodix 46-223 - Ford; Brodix 46-221 Mopar. They may be milled & ported to comparable Brodix SPCH -GM; Brodix SPFO - Ford; Brodix SPMO Mopar specs.

Alternate Intake: Brodix HV100946 -GM and Brodix #BM1000, Ford Motor Company - Edelbrock 2981, 2980, 2921 -Ford, Edelbrock 2915 - Mopar. They may be ported to match comparable Brodix HV100946 -GM, Ford Motor Company - Edelbrock 2981, 2980, 2921 -Ford, Edelbrock 2915 - Mopar

Valve guides must remain stock angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened in any way.

May machine for pushrod clearance. Absolutely no enlarging, relocating or other altering of any head bolt hole, dowel hole, or threaded hole in the head except as noted below: May spot face head bolt holes after angle milling head. Heli coils may be used for repairs. Absolutely no grinding or polishing of or any kind anywhere on the casting, except in the combustion chamber, and in the areas of the intake port and exhaust ports as stated above, and for pushrod clearance. Any internally repaired spec head must be recertified by Brodix.

CT 525 Crate Engine - Factory Sealed - Stock Configuration

Part Number: 19432720

Engine Type: LS-Series Gen IV Small-Block V-8 Displacement
(cu in): 376 (6.2L)

Bore x Stroke (in): 4.065 x 3.62 (103.25 x 92mm)

Block (P/N 12673475): Cast aluminum with 6-bolt, cross-bolted main caps

Crankshaft (P/N 19431873):

Nodular iron Connecting Rods (P/N 12649190):

Forged aluminum Camshaft Type (P/N 88958770):

Hydraulic roller Valve Lift (in): .525 intake / .525 exhaust

Camshaft Duration (@.050 in): 226° intake / 236° exhaust

Cylinder Heads (P/N 12675871): LS3 rectangular port; aluminum as-cast with 68cc chambers

Intake Manifold: The single plane 4bbl intake P/N 25534401

Restrictor / Spacer: No restrictor, from bottom of intake to base the carb sits on, maximum of 7 ¼" including all gaskets, governor plates and spacers.

Valve Size (in): 2.165 intake / 1.590 exhaust

Compression Ratio: 10.7:1

Rocker Arm Ratio: 1.7:1

Fuel: Gas, Ethanol based gasoline, Alcohol, no additives or oxygenating agents, standard race fuel is legal.

Maximum rpm: 7,600

Carburetor Only: Naturally aspirated with a single conventional-type four (4) barrel carburetor

Restrictor / Spacer: None required as of 3/01/24, evaluating and maybe changed at any time. From bottom of intake to base the carb sits on, maximum of 7 ¼" including all gaskets, governor plates and spacers.

Ignition Timing Requirement: Timing curve must be programmed to remain the same from 3500 rpms to 7600 rpms.

Total Weight Min: 2350#'s including 50#'s in front of the mid plate. Alcohol or Ethanol based gasoline = 75#'s and total weight of 2375#'s.

Engine Setback: 27 ½" from center of RF a-frame mount to front of engine mid plate which is mounted directly to the back of the engine.

Spoiler: 8" height including any bends, standard 8" braces. Mounted directly to the deck.

Must meet GM Specs spelled out at the website:

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Absolutely no grinding or polishing of any kind anywhere. Must be to stock spec and exactly the way it came from GM.

365 Cubic Inch or larger - Brodix 23 Degree Aluminum Head - Steel Block Only

Max Cubic Inch: 365 or more-GM

Cast Iron Block Only: Dry Sump is legal

Fuel: Gas only, standard race fuel is legal. With no additives

Approved Heads: Brodix Track 1 Series Cylinder Heads

Approved Intake: Unaltered aluminum intake is permitted

Carburetor: Naturally aspirated with a single conventional-type four (4) barrel carburetor

Restrictor / Spacer: Unaltered Governor carburetor spacer Keyser 100-125000 with .950 restrictor Keyser 100-125095. From bottom of intake to base the carb sits on, maximum of 7 1/4" including all gaskets, governor plates and spacers.

RPM Chip: 8000 RPM

Total Weight Min: 2350#'s

Engine Setback: 25 1/2" from center of RF a-frame mount to front of engine mid plate which is mounted directly to the back of the engine.

Spoiler: 8" height including any bends, standard 8" braces. Mounted directly to the deck.

Valve guides may not be tapered, thinned or shortened in any way. Valve guides may not be tapered, thinned or shortened whatsoever. Minimum valve stem diameter must be five-sixteenths (.310) inch. Absolutely no enlarging, relocating or other altering of any head bolt hole, dowel hole, or threaded hole in the head except as noted below: May spot face head bolt holes after angle milling head. Heli coils may be used for repairs. Absolutely no grinding or polishing of or any kind anywhere on the casting, except in the combustion chamber, and in the areas of the intake port and exhaust ports as stated above, and for pushrod clearance. Any internally repaired spec head must be recertified by Brodix.

Open Motor Rules

Fuel: Gas only, no additives or oxygenating agents, standard race fuel is legal.

Carburetor: Holley OEM 4 barrel with OEM style boosters, float bowls and center body.

Restrictor / Spacer:

-400 cubic in and smaller: Unaltered Governor carburetor spacer Keyser 100-125000 with 4) 1.00 restrictors Keyser 100-125100

-400 cubic in and larger: Unaltered Governor carburetor spacer Keyser 100-125000 with 2) 1.00 and 2) .950 restrictors Keyser 100-125095

-Wide Bore Motors: Unaltered Governor carburetor spacer Keyser 4) .950 restrictors Keyser 100-125095

Ballast on Midplate:

Aluminum Block = 50#'s on midplate.

Steel Block = No extra weight needed.

RPM Chip: 8000 RPM

Total Weight Min: Steel Block = 2350#'s, Aluminum Block = 50#'s on midplate. and total weight of 2400#'s

Engine Setback: 25 ½" from center of RF a-frame mount to front of engine mid plate which is mounted directly to the back of the engine.

Spoiler: 8" height including any bends, standard 8" braces.

All cast#'s should be legible and un altered.

1" Inspection hole is recommended or you may be required to remove the pan.

Mechanical fuel pumps only

If your engine combination is found to be an advantage over the rest of the field. Adjustments of restrictor size, weight or other requirements may be made at the discrepancy of the tech official or track representative can be made at any time.

ALL ENGINE COMBO MAY COMPETE IF NEGOTIATED WITH A PRO LATE OFFICIAL A DAY PRIOR TO ANY EVENT. RESTRICTIONS MAY BE AND NOT LIMITED TO WEIGHT PENALTIES, CARB RESTRICTORS AND ENGINE SETBACK. YOU MAY BE REQUIRED TO DO PULLS ON CHASSIS DYNO TO VERIFY HP BEFORE COMPETING.

BODIES:

- A. All cars must have a minimum of one half inch (1/2") and a maximum of two (2) inches of roll at top of fenders, doors, and quarter panels. Body roll must go from sides over interior, not interior over sides.
- B. Floorboards and firewalls must cover the driver's area and be constructed to provide maximum safety for the driver.
- C. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- D. The right side body line must be straight from front to rear with a one-inch (1") tolerance up and down, left and right.
- E. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing.
- F. No "belly pans" or any deflecting of air or creating downforce under the car. A skid plate to protect the oil pan and steering rack is permitted.
- G. Aluminum covers are permitted on the right-side of the car for protection of oil systems and engine components. Must be mounted flat with no fins. Anything deemed an aerodynamic advantage will be required to be removed.
- H. All body panels and side skirts must be solid. No holes, slots, or air gaps are permitted. Holes for the interior (deck) mounted oil cooler is permitted.
- I. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from the fuel cell top from front to rear is legal.
- J. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen (17) inches at the rear, with a maximum of ten (10) inches width at the front and cannot have more than one (1) inch opening in height at the front.

STOCK NOSE PIECES:

- A. PRLMT Officials must approve all stock nose pieces.
- B. Nose pieces must be made of molded type material. Two (2) piece noses must be fastened together in the center. No spacers to gain width, cutting or overlapping of panels to narrow the overall width of the nose is permitted.
- C. The nose must be mounted flat where the filler panel and nose piece meet. The bumper should support the nose and filler panel. Damaged noses should be pointed out to PRLTO and approved repairs done before an event.
- D. All approved nose assemblies must be installed as per the manufacturer's instructions. All nose assemblies must meet the maximum/minimum dimensions, and they shall maintain manufacture appearance. Nose piece may not be altered from its original shape
- E. Composite filler panels are legal.
- F. Only stock valances are permitted on the nose. No extending with any other materials.
- G. A stock nose piece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. (1" Tolerance)

- H. Front fender flares must be made of plastic and should be the standard size as manufactured.
- I. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
- J. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.
- K. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

FRONT FLARES, HOOD:

- A.) Hoods can drop one-inch (1") with a one-inch (1") tolerance measured at the back edge of the hood and in front of the carburetor from the left to right side of the car. Fenders must taper from outer edge to hood in a straight line. Fender material must be flat with no bubble. The Fender top must have a ten inch (10") minimum width.
- B.) Fenders are not permitted to gain height from rear to front of a car. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat (1" tolerance)
- C.) No part of the fender or hood can be outside of the body line.
- D.) The front fender can be a maximum of thirty-six inches (36") in height with a one-inch (1") tolerance. Height is measured vertically from the ground to the top of the fender behind the front tires
- E.) Composite Hoods are allowed.

ROOF AND ROOF SUPPORTS:

- A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted directly to the roll cage with a max of ½" spacer. Mounted in all 4 corners.
- D. A roof cap is permitted on the front of the roof, none on the back.
- E. No odd shaped roofs permitted. They should be flat except for the roll on the edges.
- F. Composite Roofs are allowed.
- G. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top and forty inches (40") at the bottom.
- H. The window area may not be covered with clear Lexan or transparent material. The openings must maintain a border frame of 2-3" at the top and sides and 3" at the bottom.
- I. Maximum two-inch (2") radius (No Breaks) in either direction in rear roof side panels is permitted.
- J. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width. Left and right sides must match in size. .
- K. Any sun shields, a four-inch (4") maximum, must be able to hinge for easy exiting of the car.

DOORS:

- A.) Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors. (1" tolerance)
- B.) At no point can the door sides break in towards the center of the car between the top and bottom measurements. One-inch (1") tolerance including plastic.
- C.) The minimum ground clearance permitted is three inches (3").
- D.) The door-to-door measurement must not exceed ninety inches (94") in width when measured at the bottom of the doors in the center of the car (including plastic).
- E.) The doors must not exceed thirty-seven inches (37") in height when measured from the ground to the top of the door.
- F.) Approved fire resistant composite doors are legal.

REAR QUARTER PANELS:

- A.) The quarter panel can be a maximum of forty-nine inches (49") from the center of the rear hub to the rear edge measured horizontally.
- B.) At no point can quarter panel sides break in towards the center of the car between the top and bottom. One-inch (1") tolerance including plastic.
- C.) The right side quarter panel must be straight in line with the door. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be straight with a one-inch (1") tolerance.
- D.) Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. Measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. Measured at the front and rear of the quarter panel. One inch (1") tolerance.
- E.) Approved fire resistant composite quarter panels are legal.

NOSE HEIGHT

- A.) Nose Height will be measured with the nosepiece splitter at a maximum height of fifteen inches (15") with no tolerance from the ground to the top (highest point) of the splitter.

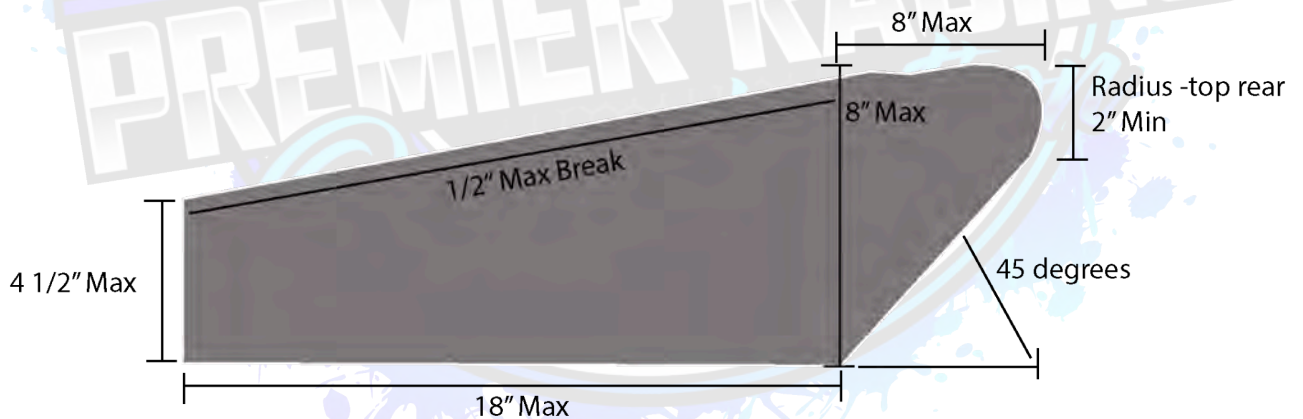
INTERIORS:

- A. Interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B. The interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car.
- C. All interiors must be made of aluminum.
- D. If the interior is flat through the car, it must maintain a twelve-inch (12") clearance from the roll cage for easy exiting from either side of the car.
- E. If the interior is dropped at the firewall/back of the hood, that portion of the firewall must be filled in vertically with aluminum. Interior may be dropped a maximum of two inches (2") from the top of the hood.

Tech Inquires: tech@prolatemodel.com Call or Text: 319-553-9340
Leave a message and we will call you back. www.prolatemodel.com

SPOILER:

- A.) Only aluminum rear spoilers will be permitted. A plastic breakaway panel of twenty-one inches (21") is permitted. All spoiler sides and braces must be aluminum.
- B.) The maximum overall height of the rear spoiler will be eight inches (8"). The maximum width of the rear spoiler, including braces and/or supports, is seventy-two inches (72").
- C.) The rear spoiler must begin at the deck and extend eight and one-quarter of an inch (8-1/4") from that point. Mounting hardware, hinges, etc. will be included in the eight and one-quarter of an inch (8-1/4") measurement. Suspending the spoiler to create a wing-type device will not be permitted.
- D.) The rear spoiler must begin at the rearmost point of the quarter panels.
- E.) Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler. 602/604 may run the larger spoiler brace on the left rear only. See picture in engine rules for specs.
- F.) The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
- G.) In the event that aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.
- H.) The spoiler must be a single plane from top to bottom.
- I.) The rear spoiler is not permitted to have any air gaps between the spoiler and the deck.
- J.) The rear spoiler must begin where quarter panels end. No extended decks permitted.



602/604 (only) Left side (only) spoiler brace

