

Seekonk Speedway Pro Stock Division 2015

Official Rules

1.0 Engine Specifications

CRATE ENGINES: In an effort to reduce the costs in motor sports Seekonk Speedway continues to use the crates engines that are outlined in these rules as the engines of choice. Other engines are eligible for use to the rules listed under this section. The track is working to develop as equal competition as possible between the Ford & Chevy crate engines and have instituted specific guidelines to follow and will continue to monitor this process, if needed further changes may be looked into. Ford crate engine D347SR7 & GM 88958604 or 19318604 are eligible for use call Nat's racing engines for information; (508-336-4142)

1.1 ENGINE: Maximum engine displacement 358 cubic inches. Only standard V8 cast iron blocks permitted. Carbon fiber and titanium engine parts are not permitted unless approved in the written rules.

1.2 PISTONS AND RODS: Any pistons may be used. Only solid magnetic steel connecting rods are permitted. Stainless steel is not eligible for use. Compression rule in affect - see intake rule. "WHISTLER" device will be used to check combustion chamber volume.

1.3 CRANKSHAFT: Only standard magnetic steel production design allowed. Crankshaft must maintain an absolute maximum stroke GM & Dodge 3.5" - Ford 3.515" Crankshaft must be similar in appearance and construction as an OEM crankshaft. Minimum crankshaft weight 46 pounds.

1.4 CYLINDER HEADS: GM, Ford, Dodge and Dart manufactured "cast Iron" production cylinder heads as listed below are approved. No port matching or flow work permitted. The intake and exhaust ports must be in their original "as cast" configuration. Any sanding, polishing, relieving, grinding, chemical treating, abrasive-blasting alterations to the original form or the addition of material to the ports will be declared illegal. Multi-angle valve grinding permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline of the valve guide. Upon completion of the valve job, all cuts into the bowl area under the valve seat down to the bottom of the valve guide must not change the bowl configuration as far as shape, form and finish from its original cast. Surfaces where the cutter or stone has touched must not be blended. No hand grinding or polishing permitted on any portion of the head. All part numbers must be visible.

A. Maximum valve size 2.05" all makes except GM - Vortec Maximum 2.00 intake & 1.50 exhaust.

No Titanium valves. Titanium retainers permitted.

B. GM, Ford and Dodge OEM "cast Iron" or factory production cylinder heads only.

B. Special production cylinder heads approved: GM- Bowtie, small port Vortec P/N 25534421 and Dart Iron Eagle S/S P/N 10024266. Ford - P/N M-6049-N351 or N352. Dodge - older W-2 design.

1.5 INTAKE MANIFOLD: Any intake manifold permitted. Manifold must remain as manufactured. No porting or flow work permitted. Part numbers may not be removed from any intake.

Engines exceeding 12.1 compression must use Edelbrock performer or any listed intakes.

GM 2101 & 7101 - Ford 2181 & 2665 & 2750 & 2782 & Ford Motorsports 92424-C358 Dodge 2176 & Mopar P5249572 same rules above apply to all intakes.

1.6 VALVE TRAIN: Any magnetic steel non-roller camshaft permitted. Only magnetic steel flat tappet straight barrel lifters permitted. Roller rocker arms, guide plates, stud girdles, offset, and shaft rockers permitted. Rev-kits or similar devices not permitted.

1.7 *CARBURETOR: Non-Crate engines will use Holley #4412 or #0-80583-1 jets may be changed, choke plate removed, change; power valve, accelerator pump cam, and accelerator pump discharge nozzles permitted. Idle holes may be drilled in butterflies and air vents modified. Choke horn may not be removed. No modifications to increase or change airflow permitted.

A "carb hat" (bottom of air cleaner) is the only airflow control device permitted. Air box permitted. NOTE: Inspection procedure shall include Venturi(s) and throttle bores for specific diameter and standard bore finish, and butterflies and shaft for specific thickness and shape. Screw ends may be cut even with shafts, but screw heads must remain standard. Boosters for specific size and shape, height must remain standard. Inspection tool: No-Go gauges spec's set by Holley. **Mandatory metal top air cleaners removed.**

1.8 CARBURETOR ADAPTER: Non-Crate engine may use one 1" (inch) in thickness adapter. Only one standard gasket allowed per side. (Maximum .075" thickness). No wedge shaped mounting surfaces, both top and bottom surfaces must be parallel. No additional openings for the induction of air allowed.

1.9 *IGNITION: After-market electronic distributors approved. All distributors must be equipped with a magnetic pickup, gear driven, and mounted in the stock location on engine. Computerized, multi-coil, crank triggers and magnetos may not be used. Adjustable retard or ignition delay devices are not permitted. Any modification to ignition to alter engine performance that aids in traction control is not permitted. On board computers, automated electronics, telemetry devices, record keeping devices, lap scoring/timing devices or digital readout gauges are not permitted. Only one (1) 12V battery permitted.

Note: Ignition amplifier box connections: Must use a 6 position connector. This connector is a GM/Packard weatherpack connector (MSD P/N 8170). The pinouts must be as specified below:

Position A - Red - +12V Ignition

Position B - Brown or Green - Tach

Position C - Black - Negative Coil

Position D - Orange - Positive Coil

Position E - Green - Negative Distributor

The power and ground wires must use a 2 position GM/Packard weatherpack series connector (MSD P/N 8173). The pinouts must be as specified below.

Position A - Red - +12V Battery

Position B - Black - Ground (Battery Negative)

All wiring must be in plain view and the amplifier box must be positioned on the right side of the dash easily accessible to inspectors. **Battery shut off switch "Master Switch" must be located to the right of driver on dash or above tunnel. Handle must be red and clearly marked to show "on & off" positions.**

1.10 OIL SYSTEM: All engines must use WET sump systems. No external oil tanks or accu-sumps. Oil coolers and remote filters permitted.

1.11 BELT DRIVE COMPONENTS: Listed components must be driven off a belt drive system from engine or driveline. Water pump, alternator, power steering pump. No electric drive systems permitted.

1.12 COOLING SYSTEM: Radiator must remain in a standard position in front of engine. All cars must be equipped with an overflow tank. A hose off the overflow tank must exit water out the RIGHT rear of car. Electric cooling fans permitted. Water is the only coolant allowed.

1.13 FUEL SYSTEM: Electric or belt drive fuel pumps not permitted. No cool cans.

FUEL: All fuel for Pro Stock competition must be purchased from the track's approved supplier listed below.

This gasoline shall not be blended with Alcohols, Ethers, or other Oxygenates and it shall not be blended with Propylene Oxide, Aniline or its derivatives, Nitro compounds or other Nitrogen containing compounds. Fuel must be dielectric constant as per DC meter to sample from track supply. Fuel may be randomly tested at any time. **Approved Fuel: Announcement will be made before start of season.**

1.14 *EXHAUST SYSTEM: Headers permitted. Stainless steel and 180-degree types are not approved. Cross over tubes or 2 into 1 permitted after collector. Coatings and thermal wraps permitted. **Exhaust must extend past driver no further than rear end and exit underneath car facing ground. Mufflers must be used and not exceed 96 db sound level at 50ft. STRICKLY INFORCED !**

1.15 *ENGINE POSITION: Maximum engine set back two (2) inches from the center of the forward most sparkplug hole to a projected line between upper ball joints. Center of crankshaft must be within one (1) inch centerline of front clip horns. Minimum crankshaft height is 10" from center of crankshaft to ground. Engines must be in a normal upright mounting position. **Weight rule removed.**

2.0 Drive Train

2.1 FLYWHEEL: Only aluminum or steel-type permitted.

2.2 CLUTCH: High performance multi-disc type permitted. No smaller than $7\frac{1}{4}$ inch. No titanium, carbon fiber, composite or fiberglass materials permitted. No slippers, centrifugal or variable rate type clutches. Crate engines are limited to these eligible clutches: Quarter Master V-Drive or Pro Series (No Optimum-V) Tilton OT Series, Sonic Mach 1. ALL must use a magnetic steel button and flywheel.

2.3 BELL HOUSING: After-market 360-degree bell housings of aluminum, magnesium, or steel are mandatory. Stock housings not permitted. All housings must have an enclosed bottom. Fabrication of removable bottom shield permitted. Gauge of material must be consistent from top to bottom.

2.4 TRANSMISSION: Only stock manufactured 3 or 4 speeds from Ford, GM, or Dodge. No over/under drives or special production permitted. No automatics. Transmissions must have three (3) forward gears and one reverse in working order when shifted from driver's compartment. Forward gears must be angle cut magnetic steel. No gun drilled transmission shafts. Final drive gear ratio must be 1 to 1. No other forward gear ratios may be higher than 1.23 to 1. The transmission CANNOT be used to change rear end ratio in final drive. Steel yokes only.

2.5 DRIVESHAFT: Only a magnetic steel driveshaft is permitted. It is mandatory to use two 360-degree steel brackets (No more than 12" away from u-joints) All brackets must be solid steel and minimum of 2" x 1/4" . Driveshaft must be painted white.

2.6 REAR END: Full floater closed tube type only. Quick change, non-quick change or Ford 9" types permitted. Axle tubes and shafts must be magnetic steel. Right axle tube may have a maximum of 2 inches in difference from left side. Rear end (pinion) must be centered within 1/2" of chassis centerline. Only one piece spool differentials approved. When both rear wheels are jacked up both rear wheels must rotate in the same direction and the same rotational distance at all times . Drive plates must be in solid form with an internal spline. No rubber or geared drive plates or flanges permitted. Titanium and carbon fiber driveline parts are not eligible for use. Rear mounted P/S pump or alternator permitted. Cooler pumps permitted. Only one piece steel yokes permitted. Crate engine cars have no gear rule.

Non-Crate engine gear rule:

Quick change – Max. 6.03

Straight rear – Max. 5.83

2.7 BRAKES & HUBS: 5 x 5 and Wide 5 hubs permitted. No magnesium metals permitted. Racing brake components are permitted. Wheel bearings must be magnetic steel roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs, grease type only . Brakes must be used on all four wheels in proper working condition. No ABS or similar brake systems permitted. Individual brake pressure adjusters at each wheel are not permitted. Only magnetic steel rotors permitted no less than .810" thickness. Brake coolers/recirculators permitted.

3.0 Chassis Specifications & 3 snout options

OPTION A - STOCK SNOOT RULE: Front section maybe a product of GM, Ford or Chrysler. Measurements from lower ball joint to frame rail kickout, must be no less than 24" of original snout. 25 lb weight break if stock snout is used with 5" springs and steering box.

OPTION B - 2" x 3" or 2" x 4" TUBE SNOOT RULE:

The front (steel) sub-frame must extend upward and forward between a 22 to 25-degree angle. At this point, a piece of tubing must be welded and extend straight forward in front of the steering assembly, with a total of 42" to each side using 2" X 3" steel box tubing with a minimum .083" wall thickness. Lower strut arms may be aluminum. Mounting points to frame or spindle must be STEEL.

NOTE: Tethers are mandatory with option "B" using strut arm lowers connecting spindle to snout.

Note: Stock or after-market lower control arms may be used with ALL snout options per these guidelines. Control arms may be of different lengths, construction must be from magnetic steel. Mounting points to frame or spindle must be STEEL.

3.1 CHASSIS: Main frame must form a perimeter chassis to body constructed with magnetic steel tubing. The chassis must be symmetrical to the center line of the frame. The main frame rails (center section) must be constructed using the following chart:

10" perimeter material (2X3) must be minimum .120" wall thickness.

12" perimeter material (2X4) must be minimum .095" wall thickness.

16" perimeter material (3X5) must be minimum .083" wall thickness.

The distance to the outside edge of the frame rails from left to right must be the same, measured from the centerline of the chassis. The total measurement from outside edge of main frame rails must not exceed 60" and be no less than 54". Front snout and rear clip with extensions must be Min. 2"x 3" .083" wall thickness. Front snout and rear clip must be connected within (1) one inch center of frame rails (center section) and rear section must extend beyond fuel cell. Bumper structure (under covers) front and rear must fully wrap around corners into the fenders and quarters, no straight tubing.

A. No holes may be cut in main frame rails to lighten.

B. Wheel base 105" minimum. 102" permitted using 66" centerline tread width only. 1" tolerance for both.

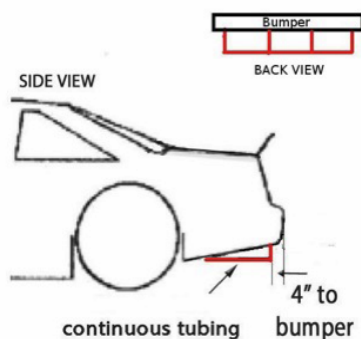
C. Ground clearance 3" for frame, body, and ballast. (With driver)

D. Full passenger side enclosures are not permitted.

E. Battery must be forward of rear end inside rear frame rails. (Only (1) 12V battery permitted)

3.2 ROLL CAGE: Roll cages must be a four point symmetrical structure fully extending between main frame rails. The main roll bar (behind driver) must be a continuous length of tubing with each end welded perpendicular to the main frame rails with the top of the main roll bar having a minimum height of 40" from bottom of frame. The roof bar must extend forward from the outer edges of the main roll bar keeping a centerline within 1" centerline of chassis and remain parallel to the main frame rails. The roof bar must follow the contour of windshield as it bends maintaining a minimum height of 39" from top of bar to bottom of frame. There is a 1" tolerance on gage heights. One piece of tubing running diagonally or perpendicular between halo in top of cage is required. A center windshield bar is highly recommended. The horizontal door bars on the left side must have a minimum of four (4) equally spaced from top to bottom and two rows of vertical bars (min. 6) connecting each horizontal bar. The right side door area must have minimum of three (3) door bars with top bar at .090" and the other two at min-.065" thickness. A dash panel bar must be a continuous bar with no bends welded beneath the dash panel between the two front roll bar legs. The minimum height of both top door bars and dash bar is 22 1/2" from bottom of frame. **The placement of the left side driver support plates is mandatory. Solid steel plates of 0.125-inch (1/8") must be either inside, outside or between horizontal door bars from top door bar down 17" inches. Door plates must be bolted or welded in place.** All major roll cage members including bars attaching front "hoop" section to roll cage and rear bars from back of main roll bar to rear frame section must be made from seamless mild or DOM round magnetic steel tubing, minimum 1-3/4" OD .090" wall thickness. Connecting points of the roll cage must be welded completely. Offset roll cages not permitted. Inspection note! Sonic testing or an inspection hole test will be performed on all tubing on the roll cage and chassis with a minimum wall thickness rule.

3.3 *FUEL CELL: 22 gallons maximum. Fuel cell must be centered between frame rails, and positioned behind rear end. Cell must have 8" ground clearance measured from bottom of fuel cell to ground. A minimum of three (3) steel braces must be used under fuel cell and two (2) above for support. Fuel cell must be fully enclosed by a steel box constructed of minimum 22-gauge steel. A crash bar with four vertical bars must be mounted at rear of vehicle to protect fuel cell using 1 ¼ inch round tubing. **Another bar may be used at rear of car following these guide lines: Steel round tubing no less then 1 ½ inch. No box tubing. No wider then rear chassis, mounting maybe to the side of chassis extending to the width diameter of the tubing used. Depth: 4 inches inward from rear bumper, measurement will be taken at bottom of plastic bumper cover toward fuel cell. Horizontal tubing making up protection bar (bottom) must be continuous tubing forming a u-shape returning back to chassis at both ends. (4) four uprights are needed across back with (2) two at each corner and two evenly spaced. Uprights need to be straight 90 degrees to ground, no angles. See figure below.**



3.4 *FUEL LINES: All fuel lines must be placed in a safe manner in car. **Fuel shut off; must use vacuum type or manual shut off valve. If using manual shut off valve it must be located to the right of driver and clearly marked "fuel shut off"**. Check valve at vent is mandatory. Vacuum valve would be located no more than 12 inches where draw line exits cell. Fuel filters mounted at rear of chassis must be located near top of the fuel cell towards the center of the car. No plastic or glass filters permitted. Fuel must travel from the fuel cell to the carburetor and cannot pass into any performance enhancing devices.

4.0 Suspension

4.1 SUSPENSION: Front configuration must use upper and lower control arms. No independent rear suspensions. Conventional 3 or 4 link, truck arms, leaf springs, spring rods or Watts type linkage suspensions permitted. No torsion bars. Only one shock allowed per wheel. Coil over springs permitted at all wheels. Only one magnetic steel spring allowed per wheel. No hydraulic spring perches. Suspension parts may only be adjustable at place of mount. The only adjusting device allowed within the driver's compartment will be for brake proportioning. Any other device to control or monitor the handling characteristics of the car is not allowed. Titanium and carbon fiber suspension parts are not eligible for use.

4.2 SHOCKS: Only one (1) per wheel. Shocks used must be steel or aluminum gas/oil types with NO remote control devices or external attachments. No external adjustments permitted unless shock can be removed to make adjustment. Shocks must have part numbers and MFG label.

4.3 SPINDLES: Only magnetic one-piece steel permitted. Steering arms may be separate and made of aluminum.

4.4 STEERING: Stock steering box or Rack & Pinion steering permitted. One-piece steering shafts not allowed. Minimum of two u-joints are mandatory unless a collapsible shaft is used. A quick release coupling on steering wheel is mandatory. Center of steering post must be padded with at least 2" fire resilient material.

4.5 TREAD WIDTH: Front and rear, from bulge of tires 80 -1/2 inches maximum, measured at spindle height. 102 inch wheelbase cars, front & rear 66 inch measured at centerline on tires.

5.0 Body Requirements

5.1 *BODIES: The car body must be acceptable to tech officials and meet the following requirements. American made bodies manufactured from 1990 to 2014. Steel, aluminum, plastic and fiberglass permitted. No carbon fiber panels.

Eligible Bodies listed.

Chevy- Monte Carlo / Lumina / Impala / Camaro

Dodge- Intrepid / Avenger / Charger / Challenger

Oldsmobile- Cutlass

Pontiac- Grand Prix

Ford-Taurus / Thunderbird / Fusion / Mustang

Toyota - Camry

All bodies must keep to the original specifications as outlined by their manufacturer.

All other makes and models must be approved by Seekonk Speedway.

All body panels must match make, model and year of body used. The front nose and rear tail sections must be complete and cover all bumpers. Nose pieces must not exceed 8" inch backset, measured 15" inches off ground anywhere across nose. Front nose may not be dirt, or outlaw type. Rear section may not have cut outs or venting holes. Bodies must be mounted to keep all four wheels under the body. Side skirts must meet ride height rule. Roof heights 45" measured 10" back from top of windshield and 44" measured 6" forward from rear window. Any aerodynamic angle pieces on outside of car must be maximum 1" in height, and only one per side with no overlap. **Side windows & roof must keep to body's original openings and angles as produced.** Any internal aerodynamic panels inside window area can only be maximum 4", measured from side of body. Side vent windows may be used providing they do not travel past top portion of windshield from top to bottom. Full and complete front and rear windows are required and must be clear Lexan (No tinted) no less than 1/8" thickness. No stickers or painting that will obstruct driver's view through car allowed. Front windshield must use the minimum of one center support brace. Interior of car must be completely enclosed in respect to engine compartment, track surface and fuel cell compartments. The area around the driver's feet (foot box) the floor underneath the driver and all vertical panels surrounding the seat area must be magnetic steel-Minimum .031" All other interior panels may be constructed of aluminum, minimum of .040 inch thickness. R/S sheet metal from top horizontal door bar between front cage upright and rear main hoop must slope downward towards drivers. NOTE: Bodies must match engine manufacturer.
2015 rule: GM engine cars may not use Ford bodies.

5.2 SEAT AND BELTS: The following is recommended, custom manufactured HIGH BACK (For racing) aluminum seats acceptable to track officials. No holes permitted in seats for weight reduction. Back and side supports of seat must be no less than .125" thickness. Bottom and top head support no less than .100" Seats must be securely fastened with four bolts (min. 3/8) with large washers to the bottom, and two at the top of seat to roll cage. Seat must be located to the inside of main frame rail. Safety belts must be no less than a 5-point harness securely fastened to the roll cage or chassis with minimum 3/8 bolts. (6) six-point harness highly recommend. Belts must be no less than 3" wide. When a HANS or similar restraint device is used, 2" wide shoulder harness may be used. A quick release mechanism must be fastened to lap belt. The shoulder harness must be attached to roll bar behind the driver's seat, Y-type shoulder harness NOT permitted. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. A center crotch belt (2" min. width) must be used and securely mounted to the lower seat frame. Manufacturer's date must not exceed three years. Belts with no date or belts that show signs of wear will not be eligible for use. It is recommended that all drivers use a head and neck restraint device.

5.3 DRIVER'S WINDOW NET: Mandatory. Must be hinged from bottom and securely mounted to the roll cage with a quick release type latch. Ribbon or mesh type only.

5.4 *RUB RAILS: If used, **must be polycarbonate type ONLY** mounted directly to body. Only (1) per side. Jack post must not protrude from body.

5.5 FRONT AIR DAM: or front spoiler is to be no lower than 3" from ground and cannot be more than 50 inches from center of front wheels to front of spoiler. See body rules for placement. Underbody airfoils not permitted past front wheels.

5.6 *SPOILER: Maximum 60 inches long, measured across the rear. Maximum of six braces may be used to support spoiler from rear. No forward mounting brackets. Ends of spoiler on front side must be open no boxing or vanes permitted. Spoiler base cannot exceed outer contour of body. Spoiler base must not exceed 54 inches measured from center of rear wheels. **Top of spoiler to ground must not exceed 42 inches.** Spoiler must be clear Lexan. No painting or stickers may be placed on spoiler.

5.7 CAR NUMBERS: Must be a minimum of 18" in height and 3" in width. Numbers must be on both sides of body and roof. Roof numbers must face passenger side of car. Numbers 3" in height must be placed in top corner of passenger windshield and same side of rear bumper. Only track issued numbers may be used.

5.8 WHEELS: 15" x 10" Magnetic Steel are the only approved wheels. Minimum of five magnetic steel wheel studs and lug nuts per wheel permitted. Wheels may use any offset. Spacers permitted.

5.9 TIRES: A mandatory tire rule will be announced prior to track opening date. No tire softeners or treatments permitted. This will be strictly enforced as outlined in the general rules. Tires will be subject to but not limited to durometer testing. The track will impose tire purchasing restrictions to control tire usage.

6.0 Car Weight

GM Crate engine minimum weight 2775 lbs.

Ford Crate engine minimum weight 2800 lbs.

Open engines minimum weight 2825 lbs.

25 lb weight reduction under stock snout option A.

56% maximum left side, All cars.

All weights are determined with driver in full racing suit with hands on steering wheel and helmet on head or in lap after any race. Fluids or dislodged weight may not be added after race. Ballast must be securely mounted in two places directly to the frame. Ballast must be in solid block form no less than 5 lbs. No weight shifting devices permitted. All ballast connected to main frame rails between front and rear wheels may only be 6" inches away from frame to outside of car.

Ballast positioned behind rear wheels must be mounted off 2" wide by 3" high steel box tubing. No more than 3 inches away from left frame rail to outside of car. Any ballast at rear of car must not travel past fuel cell crash bar. NOTE: All added weight to car must be painted white with car number in red mandatory!

Heights: All minimum heights will be measured with driver in car, 3 inch frame height, 45 inch roof height, 10 inch crankshaft height, 8 inch Fuel cell height.

MIRROR: Only one mirror permitted maximum size 4". Mirror may only be placed on the left side of driver at top of door ledge and may not extend outside body.

MANDATORY SCANNER or 2 WAY RADIO RULE IN EFFECT: see general rules.

***Indicates any changes from the 2014 rule book.**

Crate engine rule:

The crate engines can be purchased from any dealer. All engines new or used, before they are eligible for use must be sent to the track's designated engine builder (Nat's racing engines) to install track's inspection seals. There are certain components you will not be able to change, some components are part of the engine when purchased from GM and others will be installed by Nat's when needed. These engines GM 88958604, 19318604 or Ford D347SR7 must retain all parts as listed in each manufactures parts catalog. No parts can be altered or replaced with any other manufacturer or another part number that does not belong to each engines parts list. Valve covers may not be replaced. The seals from Seekonk Speedway may not be removed or tampered with in anyway. Only Nat's Racing Engines may complete any repairs or future rebuilds. If the speedway discovers that a competitor tampers with their crate engine the track will impose strict penalties as listed in the General Rules under section 12.0. We thank you for your participation and hope you enjoy your racing here at Seekonk Speedway.

Questions regarding these engine packages please contact:

Nat's racing engines 508-336-4142

CRATE ENGINE CARBURETOR: Only the HP series Holley #80540 - 1 or 2 may be used, this number must be stamped in correct location to be eligible for use. You may change jets, the power valve, and accelerator pump cam ONLY. No modifications to increase or change airflow from original specifications. No "airflow" control devices may be used in top of air cleaner. Cowl air induction permitted. No forced air inductions.

NOTE: Inspection procedure shall include venturi(s) and throttle bores for specific diameter and standard bore finish. Butterflies and throttle shaft for specific thickness and shape. Boosters for specific size and shape, height must remain standard. Inspection tool: No/go gauges specs set by Holley.

CRATE ENGINE CARBURETOR SPACER: Only one (1) Moroso P/N 64930 spacer plate permitted with no modifications. Only one standard gasket allowed per side. (Maximum .075" thickness).

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