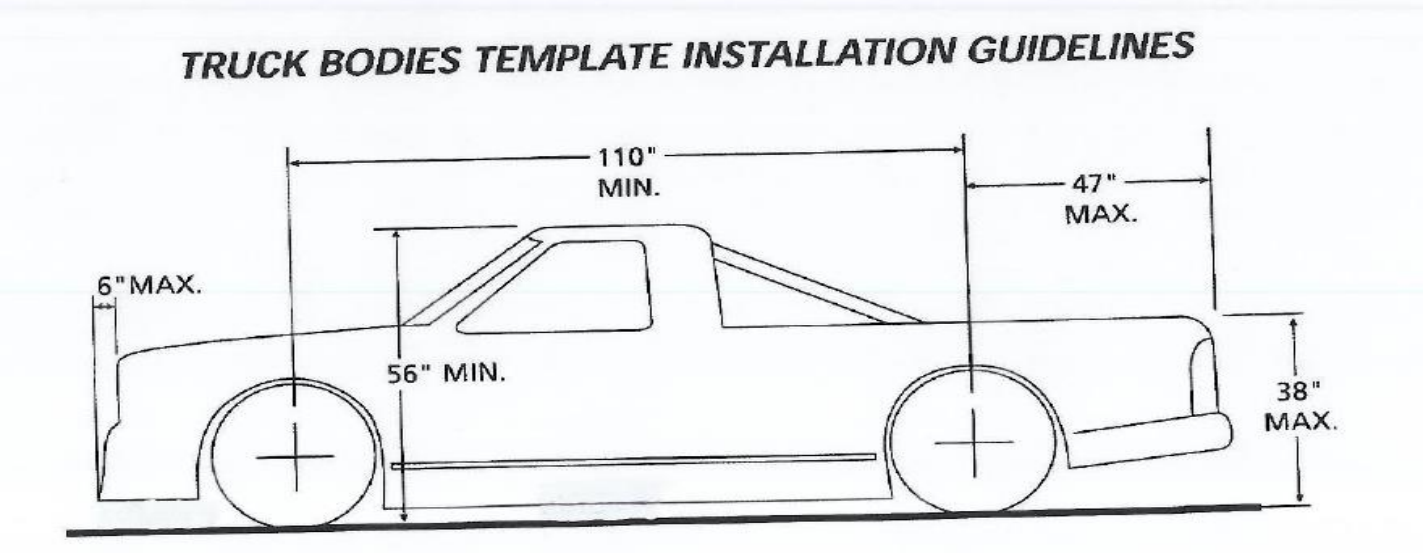
PRO TRUCK RULES

*** Please refer to General Section for rules and regulations applicable to all divisions***

Figure 1.1



1 THE TRUCK, BODY & SPOILER:

1.1 1995 and newer Chevrolet C-10, GMC 1500, Ford F-150, Dodge Ram and Toyota Tundra bodies are allowed.
1.2 Extended cab bodies are allowed.
1.3 All trucks must run stock-appearing bodies.
1.4 No mixing or matching of body panels or components will be allowed
1.5 Bodies must remain as manufactured.
1.6 All trucks must have complete bodies, hood, fenders, bumpers, and grills in top quality condition
1.7 Fenders & quarter- panels must not extend out past the tire side-wall (+ or –2 inches) at spindle height
1.8 Fenders and quarter panels must not be cut or altered except for appropriate wheel or tire clearance. When cutting the fenders or quarter panels for tire clearance, the original tire-opening contours must be followed.
1.9 Contour of fenders and quarter panels to remain normal above and below spindle height with no bending or bowing.
1.10 Front fenders must be stock appearing (i.e.: curved down over the wheel well). No aluminum or flat-cut style fenders of any kind allowed.
1.11 The outer edge of the lower air dam must not extend beyond the outer edge of the front tires.
1.12 All grill openings must be completely screened.
1.13 All forced air openings must be used for radiator or brake cooling only.
1.14 Driver's compartment interior within main roll cage must be completely enclosed and made of metal.
1.15 Rear fire-wall must be steel or aluminum and seal the driver's compartment completely.
1.16 Seat must be aluminum and located a minimum of 8 inches from left side door-bars to left side of seat or a minimum of 16 inches from left side door-bars to center of seat.
1.17 All bodies must be installed on frame in approved manner.
1.18 All bodies must conform to the template guideline as illustrated.
1.19 Six (6) 1.5" diameter holes are allowed in the lower area of the rear bumper cover.
1.20 Rear tailpiece is not allowed to be cut or altered.

1.21 ~~Side skirts will be allowed. Minimum side skirt ground clearance 4".~~
1.22 Hood must seal against the windshield. No hood scoops are allowed.
1.23 A minimum of 1 inch between the windshield and a 2-1/2 inch X 20 inch opening will be permitted in the hood.
1.24 Rear bed must be fully covered with fiberglass or metal to the top of the bed rails with no holes or vents. Bed cover may be hinged, but securely fastened.
1.25 Full width bumper bars front and rear inside of bumper covers. Recommended tubing size is 1-1/2 inches
1.26 Body line from cab to box must match body line on box. No more than ½inch difference in height from front to back.
1.27 Headlight and tail light openings must be a decal or painted.
1.28 Overall cab height is 56 inches minimum measured 10 inches from top of center of windshield.
1.29 ~~Front air dam/spoiler must be a minimum of 4 inches off the ground as presented in tech~~.
1.30 No rudders or forward mounting brackets allowed.
1.31 Front air dam width no more than 78 inches.
1.32 A rear spoiler, non-adjustable by driver, is allowed with a maximum 67 inches X 6 inches with a maximum ¾inch lip mounted 1 inch forward of rear of the bed.
1.33 Must be 1/8 inch metal and/or 1/4 inch Lexan, but the top 3.5 inches must be made of clear Lexan.
1.34 Spoiler must control the flow of air over one surface only.
1.35 A minimum of three 1 inch wide supports must be installed in the rear of the spoiler.
1.36 Ride height will be monitored by "on track" performance during competition. Any car that bottoms out during competition for 3 consecutive laps will be black flagged.

2. WINDSHIEILD, GLASS, & MIRRORS:

2.1 Windshield must be stock angle for body used.
2.2 Must have front and rear windshields and be a minimum of 1/8 inch Lexan.
2.3 No colored/tinted Lexan, decals, or graphics allowed on front or rear windshield areas.
2.4 A minimum of three (3) safety windshield bars, equally spaced across the windshield are required and placed such that objects would be reasonably deflected from entering the driver's compartment.
2.5 No side windows are allowed.
2.6 A single wing window may be utilized to support a duct for driver cooling but, must not exceed 8 inches.
2.7 A rear view mirror with a maximum width of 26 inches will be permitted.

3. FRAMES:

3.1 All frame components must be made of steel and welded.
3.2 Perimeter style frame and straight rail frame chassis are allowed.
3.3 All rails must be parallel.
3.4 Side rails must be steel box tubing a minimum 2 inches in width and 3 inches in height and a minimum thickness of .120.
3.5 If a truck is deemed to excessively contact the racing surface it will be immediately black flagged with the corresponding finish.

4. ROLL BARS

4.1 A steel roll cage consisting of continuous hoop not less than 1-3/4 inch outside diameter and must have a wall thickness of at least .095.
4.2 Cage must be mounted to frame in at least six places with proper bracing to protect the driver.

4.3 Four or more side bars are mandatory and must be as parallel with the ground as possible and located perpendicular to the driver, so as to provide maximum protection for the driver.
4.4 Steel door plate must be securely welded to outside of driver's side door bars and cover the area from the top door bar to bottom door bar from behind the driver including the footbox area with a minimum of 0.125 (1/8") magnetic steel plate.
4.5 Must utilize a full roll cage and be approved by CNS officials.

5. ENGINE LOCATION

5.1 All Engines must maintain a minimum of 11 inch crankshaft height. This will be measured with 4 inch blocks placed under the frame.
5.2 All engines must be located so the center of the forward-most spark plug hole of the engine is 2 inches rearward of the center line of the upper ball joint. Ford & Chrysler engines are allowed a 3 inch setback
5.3 All Engines must be center in the frame, within a maximum of 1 inch offset for header clearance.

NOTE: ENGINE OPTIONS & SPECIFICATIONS ARE LISTED AT THE END OF THE RULES

6. EXHAUST

6.1 Mufflers are mandatory. 95 DBA OR LESS WILL BE STRICTLY ENFORCED!
6.2 Exhaust must extend under the truck and behind driver.
6.3 Heat shields to cover exhaust system can be No more than 4 inches wide and No longer than the valve covers.
6.4 A minimum penalty for any truck found to be too loud at anytime by Track Officials will automatically start at the back of a "A" Main, regardless of qualifying position. No exceptions!

7. IGINITION

7.1 Only a point type, single or dual, or electronic system is permitted.
7.2 All ignition systems are subject to approval by CNS officials.
7.3 Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted.
7.4 No magnetos or computerized systems are allowed.
7.5 The distributor must mount in the stock location and maintain the same firing order as a factory produced engine for the make and model engine being used.
7.6 No crank trigger ignition systems allowed. No adjustable timing controls allowed.
7.7 No ignition system equipment or wiring may be located in the driver's side door area.
7.8 All ignition system equipment must be securely mounted, with an unobstructed view, and to the driver's right.
7.9 All wires from MSD to distributor must be visible with no open connections.
7.10 All engines must start under their own power.

8. COOLING SYSTEM

8.1 Cooling system may be modified.
8.2 Radiator and oil coolers must not protrude above interior.
8.3 Minimum 2 quart catch can must be securely mounted.

9. TRANSMISSION

9.1 Only OEM standard transmissions permitted.
9.2 Jerico factory 2 speed transmissions allowed, stock with no modifications.
9.3 Other two speed racing transmissions allowed provided they do not contain an internal clutch and carry an advertised price of less than $2000.
9.4 No Transmission gear may be closer than 1.23:1 of the final drive ratio of 1:1
9.5 604 Crate engine may use aftermarket trans such as Brinn etc. Contact CNS for details.

10. CLUTCHES

10.1 Clutch size (5-1/2 inch minimum).
10.2 If OEM clutch and pressure plate is used, you must have a CNS approved scatter-shield.
10.3 Clutch & Flywheel must attach to crankshaft in conventional manner and rotate with crankshaft at all times.
10.4 No aluminum or light alloy clutch assemblies are allowed.
10.5 No carbon or carbon fiber clutches allowed.

11. DRIVE SHAFTS

11.1 No aluminum or carbon fiber drive shafts, yolks, or slip yolks allowed.
11.2 Drive Shafts must be painted white.
11.3 Must have a minimum of two 2 inch wide X ¼inch thick 360 degree brackets placed around the drive shaft and fastened to floor or cross member preventing the shaft from being dislodged and dropping onto the racing surface.

12. REAR END

12.1 Quick change or 9 inch Ford permitted. (Spools Only).
12.2 No aluminum tubes allowed with Quick Change or any rear-ends.
12.3 No cambered rear- ends, gun drilled, or Titanium axles or lower input shafts are allowed.
12.4 No independent rear suspension allowed.
12.5 No rear sway bars allowed.
12.6 To compete at a CNS Sanctioned event, final drive ratio must be not exceed 5:50.

13. BRAKES

13.1 Must have working brakes on all 4 wheels.
13.2 No floater type brakes allowed.

14. TREAD WIDTH

14.1 All trucks must maintain a maximum allowable tread-width, front and rear, 64”measured from inside the right tire to the outside of the left tire, zero tow in, at spindle height as presented for inspection –No tolerance.

15. WHEEL BASE

15.1 110 inch minimum.

16. SUSPENSION – FRONT

16.1 Front upper and lower control arms must be steel.
16.2 Aluminum cross shafts permitted.
16.3 Coil over springs and adjustable or non-adjustable shocks permitted.
16.4 No external shock absorber reservoirs allowed.
16.5 Only one shock per wheel.
16.6 Aluminum hubs permitted.
16.7 No bump stops will be allowed.

17. SUSPENSION – REAR

17.1 Three point rear suspension permitted.
17.2 No spring loaded trailing arms allowed.
17.3 Upper link must be one single bar made of steel or aluminum, no spring or torsion suppressing devices allowed.
17.4 Truck trailing arm suspension allowed with solid bushings only.
17.5 Coil over springs and adjustable or non-adjustable shocks permitted.
17.6 No external shock absorber reservoirs allowed.
17.7 Only one shock per wheel.
17.8 Aluminum hubs permitted.
17.9 No spring preloader of any kind permitted.

18. STEERING

18.1 Aluminum rack and pinion steering permitted.
18.2 Power steering permitted, pump must be mounted in engine compartment.

19. WHEELS & TIRES

19.1 10 or 8 inch steel approved racing wheels are mandatory.
19.2 Mandatory tire will be 8”Hoosier F53 on the left and F75 on the right.
19.3 Tires will be limited to 4 tires per event (2 rights and 2 lefts).
19.4 All tires must be purchased at CNS, and will be marked.
19.5 If a driver is found to be using tires that have not been marked, they will automatically be disqualified for the evening with a minimum loss of points and prize money.

20. WEIGHT AS PRESENTED WITHOUT DRIVER (*Note: Weight MUST be posted on Passenger A-Pillar!*)

20.1 Chevrolet Engine Option 1 minimum weight before race 2900lbs.
20.2 604 Crate ~~2750~~ 2700lbs. This will be closely monitored and adjusted as necessary.
20.3 Ford and Chrysler engines minimum weight before race 2950lbs.
20.4 All trucks 58% maximum left-side.

21. FUEL

21.1 Racing fuel only is permitted and must be purchased from CNS directly.
21.2 Racing fuel shall not be blended with any other gasoline or any additives, nitro compounds, or other oxygen containing compounds.
21.3 It is the competitor's responsibility to ensure that fuels are not mixed by using previously used containers.
21.4 Pressure systems will not be permitted.
21.5 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be permitted, even if inoperable.
21.6 Icing, Freon type chemicals or refrigerant may not be used in or near the fuel system.
21.7 Only 1 gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to CNS officials.

22. FUEL TANK

22.1 Racing fuel cells are required with a maximum 22 gallon capacity, encased in a container of not less than 22 gauge steel and mounted in center of rear frame rails and must be secured with steel straps, not less than 2 lengthwise and 2 crosswise. Straps must be made of 1 inch X 1 inch square tubing bolted to frame rails. Fuel cell container must be supported by 3 straps minimum, of 1 inch square tubing, secured to frame and equal distance from each end
22.2 A fuel cell protector bar must be installed at rear of the fuel cell, 1½inch in diameter, by a minimum of .090 inch thick. Protector bar must be attached to frame rails and extend down and across the bottom of the fuel cell at the rear of the frame kick ups.
22.3 A reinforcement plate of not less than 1/8 inch magnetic steel must be installed behind the fuel cell. Plate must be welded to cage and must extend the entire width and height of the fuel cell.
22.4 Fuel cell height 9-inches minimum measured from bottom of cell to ground.
22.5 Fuel cells must have a flapper or check valve in the vent tube.
22.6 All fuel lines must be steel braided line or if not, enclosed in pipe or conduit.
22.7 Only 1 gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to CNS officials.
22.8 No glass or plastic fuel filters allowed

Notes:

RPM, Gear, Tire and Weight rules subject to change, based upon level of competition per CNS Official's Discretion

OUT-OF-TOWN CARS: CNS invites all Out of Town competitors. Because of differing levels of competition, CNS reserves the right to adjust truck weight on an individual basis.

Engine Options:

Trucks with a Toyota Tundra body are allowed any of the approved CNS Truck engine

ENGINE OPTION 1:

Minimum 311 C.I./Maximum 365 C.I. American made V-8 steel or cast iron engine will be permitted. No V-6's allowed. Only standard steel production design crankshafts are permitted. No altering of crankshaft for stroke

allowed and No knife edging of crankshaft allowed. Minimum weight will be 48 lbs. for all engines. No inertia balancing. No roller cam bearings allowed. No titanium, aluminum or stainless steel connecting rods allowed. Connecting rods must be stock length for engine being used (except Ford only: 9.2 block deck height, 5.780"connecting rod only: 9.5 deck height, 6 inch connecting rod only). Only flat tappet, magnetic steel hydraulic or solid lifters are permitted. No roller tappets mushroom, or radius valve lifters allowed. Lifters must be original size and in stock location for engine block being used. Truing and sleeving of lifterbores will be allowed provided care is taken not to fundamentally move the bore from the manufactured position. No carbon fiber or titanium push rods allowed. No composite-material valve train components allowed. No rev kits or dry sump systems allowed. No external vacuum pumps or pan vacuum systems allowed. Roller rockers permitted, rockers must be independent stud type (except Chrysler). Stud girdles will be permitted. No dual shaft rockers allowed. No internal or external polishing or lightening of block allowed. No internal painting. All engines are limited to a maximum compression ratio of 11.0 to 1 on any cylinder. All V-8 engines must be located so center of the forward-most spark plug hole of the engine is 2 inches rearward of the centerline of the upper ball joint. Ford and Chrysler engines are allowed a 3 inch setback. No external oil pumps allowed. All engines must be centered in the frame, with a maximum of 1 inch in offset. A ¾inch plug must be installed in the oil pan for inspection, that access hole must be in line with a connecting rod journal. No belt or gear driven camshaft drives allowed.

IGNITION/COOLING SYSTEMS: Only a point type, single or dual, or electronic system is permitted. All ignition systems are subject to approval by CNS officials. Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted. No magnetos or computerized systems are allowed. The distributor must mount in the stock location and maintain the same firing order as a factory produced engine for the make and model engine being used. No crank trigger ignition systems allowed. No adjustable timing controls allowed. No ignition system equipment or wiring may be located in the driver's side door area. All ignition system equipment must be securely mounted, with an unobstructed view, and to the driver's right. All wires from MSD to distributor must be visible with no open connections. Cooling system may be modified. Radiator and oil coolers must not protrude above interior. Minimum 2 quart catch can must be securely mounted. All engines must start under their own power.

CARBURETOR: One Holly Model #4150 390 cfm (part #6895), 4-bl to CNS and NASCAR specifications. Holly 390 HP Model # 0-80507-1. No modifications allowed, except for jets, air bleeds, emulsion bleeds, and power valves, which may be changed for tune-ability. Tapered boosters are not allowed. Only 1 gasket allowed. Max thickness .065. Only 1 solid metal spacer a maximum of 1 inch thick, open or 4-hole only. No tapers, bevels, anti- reversions, or similar machining allowed. Maximum gasket thickness is .065". No tubes, funnels, or anything which may control the flow of air is allowed inside of the air cleaner and the carburetor. One carburetor and one intake manifold bolt must be drilled so that the engine can be sealed. No electric fuel pumps allowed. No cool air boxes. Belt driven fuel pumps are not allowed. The top and bottom of the air filter housing must be solid and must be the same diameter. A maximum of a one inch lip will be permitted from the air filter element to the edge of the air filter housing top and bottom. Carburetor air deflector must be attached to the body only.

INTAKE MANIFOLDS: Listed below are the eligible manifolds for competition, these must remain as manufactured. Older design manifolds with the same part numbers are not allowed. All part numbers are current design Edelbrock Performance Series: Chevrolet #2101, Chevy with Vortec #2116, Chrysler #2176, Chrysler #4529295, Chrysler #5249572, or Weiand #8015. Ford-Cleveland 4-bl heads #2665, 2-bl heads #2750 and Windsor #2181 ONLY. Note - On the Chrysler manifold #2176, Chrysler #4529295, Chrysler #5249572, and Weiand #8015 only, it is permissible to weld a maximum of ½inch from the bolt-on flange surface up into the intake port to match the W2 port design. Ports may be welded only. No grinding or polishing allowed. No painting, port matching, or flow work on any manifold allowed.

CYLINDER HEADS: Must be cast iron production only, limited to two valves per cylinder. No aluminum heads. No titanium or hollow valves allowed. Undercut valve stems allowed, and all stems must be a minimum of 11/32

stem diameter. Multi angle valve job is permitted. No angle milling allowed. When cutting the valve seat angle, no stone or grinding marks are allowed above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Upon completion of the valve job, the bowl area under valve seat down to bottom of the valve guide should still be the same configuration in regard to shape and finish, as it was manufactured. Surfaces and edges where the cutter or stone has touched must not be polished. No hand grinding or polishing is allowed on the head except in creating push-rod clearance. Only Chevrolet part number 14011058 and 10134392, casting numbers 14011034, or PN/CN 12480034 heads are permitted in GM models. Vortec heads must use 1.94 –1.5 valve. No Bowtie Vortec heads. Ford M-6049-N351 legal. All Chrysler W2 cast iron heads are permitted.

Any Stock cast iron head is permitted on Ford models. All valve sizes must be identical in appearance and construction as on OEM valve. No air directional devices will be permitted on any of the valve surfaces. The maximum valve sizes, as measured across the face of the valve, are as follows:

□	General Motors	Intake	2.020”	Exhaust	1.625”
□	Ford Cleveland	Intake	2.046”	Exhaust	1.656”
□	Ford Windsor	Intake	2.020”	Exhaust	1.600”
□	Chrysler Corp	Intake	2.020”	Exhaust	1.625”

Internal paint, polishing, porting, and relieving, or any other internal modifications are not permitted. The cylinder head ports may be (C.C.’d) volume tested to insure no unauthorized tampering is being done. CNS reserves the right to impound one head for inspection by outside independent sources. If legal, head will be available no later than the following Wednesday at 12:00 noon.

ENGINE OPTION 2: CRATE MOTOR

Engines must be sealed by the manufacturer and must remain in the “as shipped” condition. The Track Officials reserve the right to confiscate, impound and/or replace any competitor’s engine at any time. Competitor’s refusing confiscation, impounding and/or replacement, will be disqualified from the event, and all future events until engine issue has been resolved. Disqualification includes forfeiture of all monies, points and contingencies earned for that event. Teams may be subjected to additional fines, penalties and or point’s loss, based on inspection of the engine. Teams fined or penalized for engine infractions are not eligible for competition until all fines and/or penalties have been fulfilled or paid.

A. No aftermarket engine dampers are permitted
B. Oil coolers are recommended
C. Use of (or installation of) an open or closed loop vacuum system, to evacuate air from the engine is a speed enhancing alteration and will subject the team(s) to all penalties as described in Engine Option1 Sealed Component Violation
D. Melonized (hardened) distributor gear must be used on distributor to prevent engine damage.
E. Requires an externally balanced flywheel

Approved Engines ONLY

A. GM part number 88958604

Carburetor: Holley 650 CFM 4150 HP carburetor, part number 80541-1, “box-stock”, is mandated, no exceptions. Carburetor must be securely fastened to the intake manifold with one (1) .0625-inch (1/16”) or smaller flange gasket. Spacers or drop-in spacers, alteration, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external, is prohibited.

Only Holley replacement parts are permitted for use and must match original parts.

a. Jets
b. Bleeds
c. Needle and seat
d. Emulsion bleeds power valves
e. Accelerator pump nozzles
f. Accelerator pump cam

CNS reserves the right to impound and/or confiscate any carburetor at anytime during or after an event. Failure to comply with this will subject the team(s) to disqualification from the event and forfeiture of all monies and points earned for that specific event as well as subject the team to additional penalties and or probation. Failure to relinquish a confiscated carburetor or component(s) result in an indefinite suspension from competition until such time as illegal part has been received by CNS TRACK MANAGEMENT as well as possible fines.

ENGINE OPTION 2: (Addendum A) CNS Parts List Engine

CNS: GM Parts List Engine:

Part Number / Description
SRP 138081 8-Racing Pistons
SP R8902 Piston Ring Set
SCAT 4-350-3480-5700 Crankshaft
PP 90000 or PB2221-ss Harmonic Balancer (Updated 2013)
PIO S1100 Oil Pan Bolt Kit
MOR 38400 Intake Manifold Bolts
MOR 37932 B/Housing Dowel Pins
MOR 22016 Oil Restrictor Kit
MEL 12564 Oil Pump Screen
MEL 10555 S/B Perf Pump
HOL 0-80528-1 Carburetor
GM # 10066034 BLOCK - or GM OE Block, no Bowtie
GKT 6090 Timing Cover Bolt
PP 52031 Intake Manifold
GKT 4592 CHRM Timing Tab
FELP 31-1000 Full Gasket Set
FELP 1205 Perf Manifold Gasket
EPGVT 581-8000 5/16" x 8.00
EPGVT 08-8502 Cam Lock Plate
EPGVT 08-8501 Roller Thrust Button
EPGVT 08-8001 Timing Cover
EPGT 08-2001T9 Dynadrive Gear Set
EPGR 10-350HB5700-8 H-Beam Rods SBC
EPC WA9309 Breather
EPC WA7216Z Racing Valve Cover
EPC WA7101Z Oil Pan
EPC WA2310 SBC FP MTG Plate
ENQ OFA305 Oil Filter Adapter
DB FKC1 EngHdwe Finish Kit
DB CHP8T Cam Bearing Set
COM 800-16 Tappet Set

COM 4616 Fuel Pump Pushrod
COM 1301-16 or 1601-16 Rocker Arm Set (Updated for 2013)
COM 12-611-5 Camshaft
CLEV MS909H Main Bearing Set
CLEV CB663HN Rod Bearing
Brodix # SPCHCONATL66FLAT HEADS
ARP 234-5501 Main Stud Kit ARP (134-5601) Main Stud Kit
ARP 230-7001 Oil Pump Stud Kit
ARP 134-4001 Head Stud Kit
ARP 134-2501 Balancer Bolt Kit

PISTON SIZES
020 - PN# 138084
030 - PN# 138081
040 - PN# 138082
060 - PN# 138083

CNS: FORD Parts List Engine:

PP 54033 MANIFOLD
HOL 0-80528-1 CARB
MSD 8354 DIST
Rod # 2-350-6125-2100
SCAT 4-351W3500-6000 CRANK
Piston# 138734 / Ring# R9771
CLEV CB663HN ROD BEARINGS
CLEVMS1432H MAIN BEARINGS
DB FP18T CAM BEARINGS
Pin Bushing# B912-8
Head Gasket 1022 & 1023
FELP 1262 INT GASKET
FELP 1415 HEADER GASKET
FELP 1684 V/C GASKET
FELP 1827 O/P GASKET
FELP 2709-1 T/C R.A.C.E. SET
FELP 2902 REAR MAIN SEAL
FELP 2331 T/C GASKET
PIO PE108B FREEZE PLUGS
EPGT 08-2023T9 TIMING SET
COM 35-640-5 CAM
COM 817-16 LIFTERS
COM 1331-16 or 1631-16 ROCKERS (Updated 2013)
PP 90006 BALANCER
MEL 10833 OIL PUMP
ARP 154-4003 HEAD STUDS
ARP 154-1001 CAM BOLT KIT
ARP 150-2501 BALANCER BOLT
ARP 154-5503 MAIN STUDS
ARP 254-1901 OIL PAN BOLTS
ARP 150-6902 OIL PUMP BOLT

ARP 154-2001 INT MAN BOLTS
MOR 20522 OIL PAN or Champ CP 351LT (Updated 2013)
MOR 24515 PICKUP TUBE or Champ 351SB (Updated 2013)
EPGVT 581-8150 PUSH RODS
PIO 500302S TIMING COVER
MOR 68198 VALVE COVERS
EPC 2) WA9597 V/C BRTHR

PISTONS SIZES
020 pn# 138733
030 pn# 138734
040 pn# 138735
060 pn# 138736

CNS: CHRYSLER Parts List Engine:

EDEL 2915 MANIFOLD
HOL 0-80528-1 CARB
MSD 8534 DIST
MSD 6420 6ALIGN BOX
SCAT 2-360-6123-2124 RODS
SCAT 4-360-3580-6123-2125 CRANK
CLEV CB481H ROD BEARINGS
CLEV MS1266P MAIN BEARINGS
DB PDP16T CAM BEARINGS
SRP 142069 PISTONS
SP R8902 RINGS
FELP 2) 1008 HEAD GASKETS
FELP 1213S3 INT GASKET
FELP 1413 HEADER GASKET
FELP 1646 V/C GASKET
FELP 1807 O/P GASKET
FELP 2715 R.A.C.E. SET
FELP 2332 T/C GASKET
MEL M72HV OIL PUMP
PIO PE113 FREEZE PLUGS
COM 20-635-5 CAM
COM 801-16 LIFTERS
TD 8019 ROCKERS
EPGVT 16) 581-7750 PUSH RODS
EPGT 08-2004-9 TIMING SET
PP 90012 BALANCER
MEL IS72 O/P DRIVE ROD
DB FKP1 HARDWARE KIT
ARP 144-4002 HEAD STUD SET
ARP 140-5401 MAIN STUD KIT
ARP 200-1901 O/P BOLTS
ARP 200-7605 V/C BOLTS
ARP 144-1102 HEADER BOLTS
ARP 144-2001 INT.MAN.BOLTS

ARP 145-2503 BALANCER BOLTS
MOR 68161 V/C
PIO 500390 T/C

PISTON SIZES
030 - PN# 142069
040 - PN# 142070
060 - PN# 142071

The parts list engine was designed as a NO TOUCH Engine. This means that under the rules for this engine these parts cannot be modified for any reason. No grinding, cutting, polishing or lightening for any reason. The Compression must not be greater than 9.5-1. Tall Valve covers, stud girdles and external oil coolers will be allowed on all makes of engine.

These items may be done to the Block:

- Line bore crankshaft
- Bore & Hone for piston clearance
- Deck
- Lifter bores may be trued and sleeved provided that care is taken not to fundamentally change the location of the bore from the manufactured position

No painting or coating of heads allowed. No acid porting, grinding, or polishing of any kind is allowed anywhere on the casting. Use of any substance that may change or alter the shape or size of the ports or combustion chamber is not allowed. A maximum valve size of 2.083 for the intake and 1.603 for the exhaust will be allowed for all spec heads. Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered. Seat rings must be stock for the head being used. No tapering or reshaping of valve guides will be allowed. No grinding in the port or on the seat. Valve job must be concentric with valve guide. No grinding or machining of aluminum below the seat. A *.125* cut is permissible above the outer edge of valve seat. No spring seat cutting. Cylinder heads may not be angle milled. Minimum valve stem diameter is 11/32 inch. Spec head serial numbers must remain on the head and may not be defaced or altered. No welding modifications are allowed to the original head castings. Brodix will provide head service which enables CNS to keep track of repairs. Machining or grinding for push rod clearance only is permitted.