

2016 Cadet (street/pro stock) updated 3/23/16



All cars must have wrecker hookup. All cars should have 5 pound minimum fire extinguisher in reach of driver. All drivers should wear flame retardant fire suit, shoes and gloves. No radios, communication equipment or mirrors permitted, including pit boards. No computer controlled equipment. Drivers should verify proper cockpit clearances for quick exit after installation of all equipment. Drivers should verify quick exit is possible in the case of roll over.

Cars receiving weight breaks must meet all Motor, Carburetor, Transmission and Frame specifications listed with the designated weight. All parts specified as OEM/stock manufactured must be standard option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

Weight Category Summary

Car must meet all specific rules for the weight category plus all general car rules. Rules cannot be mixed between weight categories.

2,650 – 602 Crate (rules 1-23 & 24-30)

2,900 – Standard 412 (rules 1-23 & 47-54)

2,850S – Spec 361 (rules 1-23 & 31-38)

3,050 – Modified 430 and exotic items (rules 1-23 & 55-63)

2,850C – 604 Crate (rules 1-23 & 39-46)

3,200 – 3 Link (rules 1-23 & 64-72)

ALL CARS

Rules 1-22 apply to ALL CARS!

1. MOTOR

ALL CARS—V8 motors only. Motor must be stock appearing. 1 spark plug and 2 valves per cylinder. No titanium or exotic metal parts. No fuel injection, turbo chargers or blowers. No dry sumps in any motor!

2. FRAME

ALL CARS—**No round tubing frame rails!** All square frame tubing and unibody connector rails should be constructed of minimum 2" wide x 3" high rectangular steel tubing, with .090" minimum material thickness. .120" minimum frame rail material thickness highly recommended in front of rear axle. All other chassis tubing should be 1 1/2" to 1 3/4" outside diameter and minimum .083" thickness. No holes may be cut in frame or connectors. Unibody frames using rear subframe should have unibody connector rails mounted from the back of the front snout to the front of the rear subframe. Unibody frame may be shortened in the tub area.

Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame. Rear bumper should be at least 4" behind fuel cell. Center of rear bumper and safety bar should be at rear deck center height, approximately 19" from the ground and should be at least as wide as frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing. Any bumper that extends more than 8" from the rear of frame should be rounded and directed toward the front of car. Loop-style rear bumpers—OK. Bumper should not have any sharp edges. No external rub rails.

OEM snout to 20" past center of ball joint. Stock production snout or www.johnsonchassis.com XYG aftermarket production metric OEM copy snout—OK. No snout modifications except cross member may be cut for radiator clearance. OEM stock back-half or www.johnsonchassis.com XYG aftermarket production metric OEM copy back-half allowed. Rectangular tubing back-half permitted constructed from material as specified in rule 2. Frame tubing must run above rear axle if car has tubing back-half.

3. WHEELS

ALL CARS—Steel wheels only. No aluminum, plastic wheels, carbon fiber wheels. Beadlocks—OK. Wheels must be held on by bolt-type lug nuts, no knock-off type mounting permitted. Wide 5 mounting permitted – no aluminum hubs. 86" maximum outside width at wheels with wheels pointed straight. Foam wheel plugs are recommended if wheel plugs/covers are used.

4. TIRES

ALL CARS —16 3/4" maximum cross section, any compound. Tires must have all manufacturer's stamps intact. Any compound allowed.

5. SUSPENSION

ALL CARS—Racing springs, racing shocks, aftermarket tubular upper A-arms allowed. Non-adjustable, OEM stock lower A-arms or non-adjustable, aftermarket tubular A-arms. Weight jacks on all 4 wheels—OK. Aftermarket adjustable trailing arms—OK. No coilovers. No driver-controlled weight jacking equipment or computer or electronic suspension components. No straight front axles. Non-adjustable shocks only on all cars! No through-rod, crossover/tandem or inerter shocks. No shocks that can be adjusted electronically through cell phone apps or other remote controls. **No spring-loaded trailing arms.**

6. DISTRIBUTOR

ALL CARS—No magnetos permitted on any car. OEM stock distributor or MSD systems allowed. HEI permitted.

7. TRACTION CONTROL

ALL CARS—All traction control devices using wheel sensors are NOT permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. Any remote control components or data acquisition equipment are NOT permitted.

8. TRANSMISSION, DRIVE SHAFT & CLUTCH

ALL CARS—Transmission should have explosion-proof bell housing or 360 degree 1/2" steel scatter shield securely mounted to car. No in and out boxes. Standard transmission must have operational clutch. Clutch should have scatter shield. Transmission should be bolted to the motor and must have working reverse gear. Only one drive shaft permitted. All drive shafts should be painted white and should be surrounded by two 3" steel safety loops or sling mounted to frame.

2016 Cadet



9. REAR AXLE

ALL CARS—Any type stock production rear end. Floater—OK. Locked rear end—OK. 9" rear end permitted. No quick changes.

10. FUEL/FUEL SYSTEM

ALL CARS—Gasoline only. No alcohol, nitrous oxide, nitro-methane or propylene oxide. No electric fuel pumps or pressurized fuel systems. Mechanical or belt-driven fuel pumps only. Fuel lines should not pass through driver's compartment and should be designed to not detach or break in incidents.

11. BRAKES

ALL CARS—All cars must have 4 wheel braking system. Rotors must be steel.

12. EXHAUST

ALL CARS—Headers permitted. Exhaust pipes may NOT point towards ground. Mufflers are HIGHLY recommended for all cars. Exhaust system should be mounted in such a way as to direct gases away from the cockpit of the vehicle.

13. STARTER AND BATTERY

ALL CARS—All cars must be self starting. Failure to start during a race will result in disqualification. Battery should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor highly recommended, mounted in reach of driver and should be clearly labeled for safety crew.

14. BODY

ALL CARS—Body must be stock appearing and meet all specifications listed on diagram. All body panels must be solid and must be made of metal or plastic—no holes, gaps, slots, perforated materials etc. Aluminum or steel body panels—OK. Body and deck must have a flowing line from front to rear. 45" maximum deck height at all points. 6" maximum deck height increase from center of front wheels to rear of car. 48" maximum rear quarterpanel length measured from center of rear wheel including bumper. 4" minimum ground clearance. 2" minimum clearance around wheels. No ridges, fins or raised edges on body except roof bead rolls.

Fenders must be level from side to side. Quarterpanels must be same length and cannot extend higher than rear deck. Rear deck must extend between quarterpanels and may not extend past quarterpanel. Skirting may not extend behind quarterpanel. Quarterpanels and doors may not dish inward.

80" maximum body width at all points. All fenders, doors and quarterpanels should roll inward 1/2" to 1" at top, with sides over upper body. No sharp or jagged edges, fasteners, etc. No wings or tunnels permitted under body or chassis. Unapproved bodies may be assessed a weight penalty!

15. NOSEPIECE, HOOD AND BUMPER CAP

ALL CARS—Molded stock appearing nosepiece required made of flexible material. 15" minimum nosepiece height measured from bottom of nosepiece to where sheet metal is attached, following the angle of the nosepiece. Must be mounted level. 52" maximum nosepiece extension including front bumper measured from center of front hub with wheels turned straight. 4" minimum ground clearance. Unapproved nosepieces may be assessed a weight penalty! 3" maximum height fender flares above top of fenders. 85" maximum nosepiece width. 90" maximum fender flare width.

Hood should be secured by 3 hood pins. Rear of car must be completely enclosed from deck to top of bumper with sheet metal or molded rear bumper cap, 10" minimum height. Rear panel/cap must extend from quarterpanel to quarterpanel and must be solid with no gaps, holes, etc.

16. ROOF

ALL CARS—Minimum 44" long x 48" wide. Maximum 60" long x 60" wide. 45" minimum height from ground. Roof must be mounted near center of car, parallel to deck and level. Roofline and side panel window contours should be stock appearing and match nosepiece. Roofline should be rounded—no, wedge, bellied or hollow roofs. Flat roofs may have 2" maximum height variance from front to rear. Rounded roofs may drop 5" at the front and 2" at the rear from the break point.

Rear roof and front roof supports mandatory. Rear roof supports may extend 45" from rear of driver's side window. Rear roof supports may extend 20" maximum behind center of axle. Rear roof supports must taper downward evenly both to the rear and side with a 2" maximum outward bow. 17" maximum at top of rear roof support. 10" high x 15" long minimum rear support window is optional and recommended for appearance. Rear support window may be filled with clear lexan. 2" minimum front roof post width, 4" maximum. Front roof post braces may extend 7" vertical and horizontal.

Door window opening height should allow for quick exit from car and should have at least 12" clearance measured from deck to roof. 1.5" maximum roll down permitted along front and rear edge of roof. 1/2" maximum bead rolls permitted on roof running from front to rear in direction, 4 maximum including edge bead rolls. Roof may not turn upward. Optional 4" maximum sun shields should be hinged for quick exit. Unapproved roofs may be assessed a weight penalty!

17. FUEL CELL

ALL CARS— Racing-approved fuel cell should have 32 gallon or less capacity and should be securely mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around entire fuel cell. Minimum 7/16" bolts should be used to mount the fuel cell. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a shut-off valve that will not allow fuel to escape in the case of rollover. Fuel cell should be mounted in square tubing frame. Fuel cell should be mounted behind the rear axle and between the rear tires, at least 4" in front of the rear bumper. Fuel cell should have at least 9" ground clearance. No part of the fuel cell should be lower than the rear end housing. Car number must be displayed on fuel cell, 6" minimum height.

2016 Cadet



18. ROLL CAGE

ALL CARS—4-post, box-type roll cage should be constructed of 1 ½” minimum outside diameter and .095 minimum thickness steel tubing. Roll cage should have at least 3 horizontal bars at driver’s side door and 2 horizontal bars at passenger side door, extended outward into door panels with 2 vertical bars between each horizontal bar as additional support. An extra vertical side brace bar is recommended on the left side in line with steering wheel. Door bars should be 1 ½” in diameter with a minimum thickness of .065. Both door window areas should remain open and unblocked by roll cage bars for easy exit. Roll cage should extend forward on driver’s side to protect foot area completely. Roll cage should be welded to frame in at least 6 places (in addition to diagonal bracing) and welded together at all intersecting points. Diagonal bars should brace roll cage at rear, and should run from frame to top of roll cage.

ALL CARS—Top of roll cage should be at least 2” above top of driver’s helmet. All areas of the cockpit should have at least 12” of clearance below the roll cage and roof. All roll cage bars within reach of driver should be covered with non-flammable foam padding certified to SFI spec 45.1. Other than padding, roll cage must remain exposed above top of door with no aerodynamic effects. Right-side padded headrest or head net recommended attached to roll cage. Bars or wire mesh in windshield are permitted. Driver’s side quick-release window net certified to SFI spec 27.1 is permitted. Drivers should verify that roll cage clearance, windshield bars/mesh and/or window net allow for quick exit from car.

19. FIREWALLS AND INTERIOR

ALL CARS—A full metal firewall constructed from 18 gauge steel or 1-1/8” thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. Full metal floorboard. Top of interior may be dropped down below doors for proper exit clearances. The start of the dropped interior should remain closed as part of the firewall. The interior must taper up gradually to be even with the rear quarterpanel and level for 20” from rear of deck and quarterpanel. Interior must be mounted flush with outside body panels. Interior clearance should be 12” minimum below roll cage at all points for easy exit. Onboard fire suppression system recommended.

20. SEAT AND SAFETY BELT

ALL CARS—Full containment, metal racing-approved seat with padded headrest should be securely attached to frame. 3”, 5, 6 or 7-point, quick release racing belt with double harness certified to SFI spec 16.1. 7-point system is highly recommended. Seat and belts should be mounted to the chassis with grade 5 or better hardware. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts should be replaced if 2 years old, and all worn or damaged safety belts should be replaced. Quick-release, racing-type steering should be used. Head and neck restraint system certified to SFI spec 38.1 and arm restraints are permitted. Driver should assure that quick exit from the car is possible after installation of all safety equipment.

21. FIRE SUIT AND HELMET

ALL CARS—Drivers should have flame retardant firesuit certified to SFI spec 3.2A/5 and racing approved full-face helmet with face shield certified to Snell SA2000, SA2005 or SA2010 standard or SFI spec 31.1A, 31.1/2005 or 31.1/2010. Gloves certified to SFI spec 3.5/5 highly recommended. Nomex shoes, socks, and hood highly recommended.

22. WEIGHT

Weight limits may be adjusted during the season for competition.

ALL CARS—Weight limit includes driver after the race. No tolerance. All weights should be solid material, entirely painted white or a bright color and marked with car number. Each weight should be 50 pound maximum. Weights should be bolted to frame with two ½” Grade 5 bolts on two weight clamps or secured with steel plate. No weights should be attached to rear bumper or in driver’s area. Weights should not be lead pellets or liquid. Each weight should be bolted to the frame individually and should not be stacked on another weight.

RULEBOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

2016 Cadet

602 Crate 2,650 Category

Rules 1-22 and 23-30 apply to Crate 2,650 weight cars!



23. MOTOR (all specifications in rule 1 apply)

Crate 2,650 weight—Motor must meet all specifications in the GM spec document for that motor. No vacuum

pumps. Motor must be purchased from an authorized dealer and MUST remain sealed at all times. GM factory encrypted bolts cannot be altered, removed or changed except by an authorized repair center. **Absolutely no modification of any internal engine part.** All motor parts included with the motor as shipped from GM must remain OEM and may NOT be modified including but not limited to: intake manifold, heads, valve covers, front cover, oil pan harmonic balancer or any other part on or in the motor. No upgrades are allowed that may produce power via performance enhancing methods including breather system modifications. No machine work permitted. Any motor modification will result in one year suspension and loss of all points and winnings. **Any GM bolts that have been copied is considered trademark infringement and will be reported to the manufacturer for legal proceedings.** By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

GM 602 and 604 crate motors with original factory seals may not be protested. GM 602 and GM 604 motors with original factory seals may be claimed for the amount listed in the procedure rules as it came in the crate, not including any bolt-on items. Refusal to accept claim will result in disqualification, fine and suspension. A car must compete in the feature to have its motor claimed. Claims must be submitted in writing within 15 minutes of completion of feature. Motor service or reassembly after tear down may only be performed at an authorized repair center and motor must be resealed with GM factory encrypted bolts. All motor repairs must be done with the same GM motor parts, listed in GM book part #88958668. Rebuilt motors are subject to protest/ tear down or claim.

Shimming permitted to meet the correct valve spring install heights listed below:

New Valve Spring Specifications

Description		#88958602 #19258602	
Valve Spring P/N		10212811	
Valve Spring P/N -set of 16		n/a	
Diameter (+/- .010")	(A)	1.250"	
Free Height (+/- .015")	(B)	2.021"	
Installed Height (Ok to shim to proper height)	(C)	1.70"	
Pressure @ Installed Height (+/- 5 lbs)	(D)	80 lbs.	
Open Height	(E)	1.270"	
Open Pressure (+/- 10 lbs)	(F)	195 lbs	
Coil Bind	(G)	1.20"	
Wire Diameter		.177"	

Crate 2,650 weight—GM 602 CT350 crate motor part number #19258602 or #88958602. **No RM bolts!** Original GM, Crate USA and FASTRAK seals only. Rush seals permitted on 602. **0" maximum motor setback measured from left front spark plug to center of ball joint.**

24. FRAME (all specifications in rule 2 apply)

Crate 2,650 weight—**101" minimum wheelbase.** **No offset chassis!**

25. CARBURETOR

Crate 2,650 weight—1 carburetor. No spacer limit. 750 cfm maximum 2 or 4 barrel carburetor with modifications allowed. 500 cfm limit, 2 barrel carburetor with no modifications except choke horn removal/jet changing and 1.375 maximum throttle bore at venturi may run specified spoiler.

26. WHEELS (all specifications in rule 3 apply)

Crate 2,650 weight—**10" maximum steel wheels only.**

27. SUSPENSION (all specifications in rule 5 apply)

Crate 2,650—Suspension mounting points may be relocated except lower A-arm must be in stock position.

Steel, non-adjustable shocks only.

Stock 4-link—OK. No other 3, 4 or z-link suspensions.

No panhard bars or lift bars.

No other torque absorbing rear suspension equipment of any kind.

28. TRANSMISSION, DRIVE SHAFT & CLUTCH (all specifications in rule 8 apply)

Crate 2,650 weight—Racing transmission, OEM transmission without working OEM torque converter and racing, or lightweight clutch/flywheel permitted.

29. SPOILERS Spoiler measurements may be adjusted during the season for competition.

Crate 2,650—All cars may have 1 solid center spoiler support OR 2 open-type braces plus 2 side spoilers. Spoiler may be no wider than deck. No other spoilers, ridges or wings permitted on any car.

6" maximum vertical spoiler height measured from top of rear deck and 6" maximum spoiler length measured along the angle of the spoiler. 6" maximum side spoiler height from rear of side spoiler to 4" forward of rear of side spoiler. 3" maximum height at front of side spoiler. 17" maximum side spoiler length.

2016 Cadet

Spec 2,850S

Rules 1-22 and 31-38 apply to Spec 2,850 weight cars!



30. WEIGHT (all specifications in rule 22 apply)

2,650 pounds for cars meeting all GM 602 CT350 Crate specifications.

31. MOTOR (all specifications in rule 1 apply)

Spec 2,850S weight—361 cubic inch limit.

0" maximum motor setback measured from left front spark plug to center of ball joint.

Cast iron block. No lightening of blocks.

No roller cams or lifters. Roller rocker arms—OK.

No stroker motors. Steel crankshaft with stock stroke.

.060 maximum overbore.

Steel OEM stock production or aftermarket connecting rods.

Flat top or inverted pistons only.

No dry sumps.

Any intake except tunnel ram. No polishing, grinding, cutting or porting to intake

OEM stock cast iron heads with stock Chevrolet 23°, Ford 20°, Chrysler 18° valve angle and location, World Products S/R Torquer #i-052, #i-056, #i-058, #4265, #4266, #4267, #4360, #4362, #5302, and #5303 or RHS #12407. No GM angle plug heads or aftermarket high performance heads (Bowtie, W2, GT40, SVO, Performance, etc.). GM Vortec heads permitted in stock form if used on a production vehicle except Vortec 25534421-#25534351 and #25534445-#35534371 are NOT permitted. No head modifications including angle milling, sand or bead blasting, acid etching or welding. No porting or polishing heads except port matching of the intake runner ¾" from the manifold interface is allowed. Angle valve job permitted. No titanium valves.

32. FRAME (all specifications in rule 2 apply)

Spec 2,850S weight—101" minimum wheelbase. No offset chassis!

33. CARBURETOR

Spec 2,850S weight—1 carburetor. No spacer limit. 750 cfm maximum 2 or 4 barrel carburetor with modifications allowed. 500 cfm limit, 2 barrel carburetor with no modifications except choke horn removal/jet changing and 1.375 maximum throttle bore at venturi may run specified spoiler.

34. WHEELS (all specifications in rule 3 apply)

Spec 2,850S weight—10" maximum steel wheels only.

35. SUSPENSION (all specifications in rule 5 apply)

Spec 2,850S weight—Suspension mounting points may be relocated except lower A-arm must be in stock position.

Steel, non-adjustable shocks only.

Stock 4-link—OK. No other 3, 4 or z-link suspensions.

No panhard bars or lift bars.

No other torque absorbing rear suspension equipment of any kind. .

36. TRANSMISSION, DRIVE SHAFT & CLUTCH (all specifications in rule 8 apply)

Spec 2,850S weight—Racing transmission, OEM transmission without working OEM torque converter and racing, or lightweight clutch/flywheel permitted.

37. SPOILERS

Spoiler measurements may be adjusted during the season for competition.

Spec 2,850S weight—All cars may have 1 solid center spoiler support OR 2 open-type braces plus 2 side spoilers. Spoiler may be no wider than deck. No other spoilers, ridges or wings permitted on any car.

6" maximum vertical spoiler height measured from top of rear deck and 6" maximum spoiler length measured along the angle of the spoiler. 6" maximum side spoiler height from rear of side spoiler to 4" forward of rear of side spoiler. 3" maximum height at front of side spoiler. 17" maximum side spoiler length.

38. WEIGHT (all specifications in rule 22 apply)

2,850 pounds for cars meeting all Spec 361 specifications and stock transmission/clutch specifications.

2016 Cadet

604 Crate 2,850C Category

Rules 1-22 and 39-46 apply to Crate 2,850 weight cars!



39. MOTOR (all specifications in rule 1 apply)

Crate 2,850C weight—Motor must meet all specifications in the GM spec document for that motor. No vacuum

pumps. Motor must be purchased from an authorized dealer and MUST remain sealed at all times. GM factory encrypted bolts cannot be altered, removed or changed except by an authorized repair center. **Absolutely no modification of any internal engine part.** All motor parts included with the motor as shipped from GM must remain OEM and may NOT be modified including but not limited to: intake manifold, heads, valve covers, front cover, oil pan harmonic balancer or any other part on or in the motor. No upgrades are allowed that may produce power via performance enhancing methods including breather system modifications. No machine work permitted. Any motor modification will result in one year suspension and loss of all points and winnings. **Any GM bolts that have been copied is considered trademark infringement and will be reported to the manufacturer for legal proceedings.** By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

GM 602 and 604 crate motors with original factory seals may not be protested. GM 602 and GM 604 motors with original factory seals may be claimed for the amount listed in the procedure rules as it came in the crate, not including any bolt-on items. Refusal to accept claim will result in disqualification, fine and suspension. A car must compete in the feature to have its motor claimed. Claims must be submitted in writing within 15 minutes of completion of feature. Motor service or reassembly after tear down may only be performed at an authorized repair center and motor must be resealed with GM factory encrypted bolts. All motor repairs must be done with the same GM motor parts, listed in GM book part #88958668. Rebuilt motors are subject to protest/ tear down or claim.

Shimming permitted to meet the correct valve spring install heights listed below:

New Valve Spring Specifications

Description		#88958604
Valve Spring P/N		12551483
Valve Spring P/N -set of 16		12495494
Diameter (+/- .010")	(A)	1.340"
Free Height (+/- .015")	(B)	2.154"
Installed Height (Ok to shim to proper height)	(C)	1.780"
Pressure @ Installed Height (+/- 5 lbs)	(D)	110 lbs.
Open Height	(E)	1.300"
Open Pressure (+/- 10 lbs)	(F)	270 lbs.
Coil Bind	(G)	1.21"
Wire Diameter		.178"

New (Blue) Beehive Valve Spring Valve Spring Specifications

Description	Engine	#19318604
Fast Burn Cylinder Head		19300955
Valve Spring P/N -16		12625033
Valve Spring P/N -Retro Conversion Kit		19300952
Diameter Top (+/- .008")		1.060"
Diameter Bottom (+/- .008")		1.270"
Free Height (+/- .015")		2.122"
Installed Height (Ok to shim to proper height)		1.780"
Pressure @ Installed Height (+/- 5 lbs)		98 lbs.
Open Height		1.300"
Open Pressure (+/- 13 lbs)		264 lbs.
Coil Bind		1.210"
Wire Diameter		Ovate

Crate 2,850C weight—GM 604 CT400 crate motor part number #88958604 or #19318604. Original GM, Crate USA and FASTRAK seals only. 0" maximum motor setback measured from left front spark plug to center of ball joint.

40. FRAME (all specifications in rule 2 apply)

Crate 2,850C weight—101" minimum wheelbase. No offset chassis!

41. CARBURETOR

Crate 2,850C weight—1 carburetor. No spacer limit. 750 cfm maximum 2 or 4 barrel carburetor with modifications allowed. 500 cfm limit, 2 barrel carburetor with no modifications except choke horn removal/jet changing and 1.375 maximum throttle bore at venturi may run specified spoiler.

2016 Cadet

604 Crate 2,850 Category

Rules 1-22 and 39-46 apply to Crate 2,850 weight cars!



42. WHEELS (all specifications in rule 3 apply)

Crate 2,850C weight—10" maximum steel wheels only.

43. SUSPENSION (all specifications in rule 5 apply)

Crate 2,850C weight—Suspension mounting points may be relocated except lower A-arm must be in stock position.

Steel, non-adjustable shocks only.

Stock 4-link—OK. No other 3, 4 or z-link suspensions.

No panhard bars or lift bars.

No other torque absorbing rear suspension equipment of any kind.

44. TRANSMISSION, DRIVE SHAFT & CLUTCH (all specifications in rule 8 apply)

Crate 2,850C weight—Racing transmission, OEM transmission without working OEM torque converter and racing, or lightweight clutch/flywheel permitted.

45. SPOILERS

Spoiler measurements may be adjusted during the season for competition.

Crate 2,850C weight— All cars may have 1 solid center spoiler support OR 2 open-type braces plus 2 side spoilers. Spoiler may be no wider than deck. No other spoilers, ridges or wings permitted on any car.

6" maximum vertical spoiler height measured from top of rear deck and 6" maximum spoiler length measured along the angle of the spoiler. 6" maximum side spoiler height from rear of side spoiler to 4" forward of rear of side spoiler. 3" maximum height at front of side spoiler. 17" maximum side spoiler length.

46. WEIGHT (all specifications in rule 22 apply)

2,850 pounds for cars meeting all GM 604 CT400 Ccrate specifications.

2016 Cadet

Standard 2,900

Rules 1-22 and 47-54 apply to Standard 2,900 weight cars!



47. MOTOR (all specifications in rule 1 apply)

Standard 2,900 weight—412 cubic inch limit.

0" maximum motor setback measured from left front spark plug to center of ball joint.

Cast iron block.

No roller cams or lifters. Roller rocker arms—OK.

Steel crankshaft and connecting rods.

Any type steel or aluminum pistons permitted.

No dry sumps.

Any intake except tunnel ram. No polishing, grinding, cutting or porting to intake.

Any cast iron head with OEM Chevrolet 23°, Ford 20°, Chrysler 18° valve angle and location and 200 maximum cc intake runner. Vortec 25534421-#25534351 and #25534445-#35534371 allowed. No head modifications or angle milling. No porting or polishing heads or manifold except port matching of the intake runner ¼" from the manifold interface is allowed. Angle valve job permitted. No titanium valves.

48. FRAME (all specifications in rule 2 apply)

Standard 2,900 weight—101" minimum wheelbase. No offset chassis!

49. CARBURETOR

Standard 2,900 weight—1 carburetor. No spacer limit. 750 cfm maximum 2 or 4 barrel carburetor with modifications allowed. 500 cfm limit, 2 barrel carburetor with no modifications except choke horn removal/jet changing and 1.375 maximum throttle bore at venturi may run specified spoiler.

50. WHEELS (all specifications in rule 3 apply)

Standard 2,900 weight—10" maximum steel wheels only.

51. SUSPENSION (all specifications in rule 5 apply)

Standard 2,900 weight—Suspension mounting points may be relocated except lower A-arm must be in stock position.

Steel, non-adjustable shocks only.

Stock 4-link—OK. No other 3, 4 or z-link suspensions.

No panhard bars or lift bars.

No other torque absorbing rear suspension equipment of any kind.

52. TRANSMISSION, DRIVE SHAFT & CLUTCH (all specifications in rule 8 apply)

Standard 2,900 weight—Racing transmission, OEM transmission without working OEM torque converter and racing, or lightweight clutch/flywheel permitted.

53. SPOILERS

Spoiler measurements may be adjusted during the season for competition.

Standard 2,900 weight—All cars may have 1 solid center spoiler support OR 2 open-type braces plus 2 side spoilers. Spoiler may be no wider than deck. No other spoilers, ridges or wings permitted on any car.

6" maximum vertical spoiler height measured from top of rear deck and 6" maximum spoiler length measured along the angle of the spoiler. 6" maximum side spoiler height from rear of side spoiler to 4" forward of rear of side spoiler. 3" maximum height at front of side spoiler. 17" maximum side spoiler length.

54. WEIGHT (all specifications in rule 22 apply)

2,900 pounds for cars meeting all Standard 412 specifications.

2016 Cadet

Modified 3,050

Rules 1-22 and 55-63 apply to 3,050 weight cars!



55. EXOTIC ITEMS

Cars with ANY 1 or more of the following items must weigh **3,050** (except as highlighted in parentheses).

All specifications listed in the following rules for these items apply!

1. roller cams or lifters.
2. ported or polished heads and intakes (except 2,900 Standard and 2,850 Spec cars permitted $\frac{3}{4}$ " port matching).
3. any non-spec head, any head that does not have stock valve angle and location or does not have **200** maximum cc at intake runner.
4. lower-a arms that are not in stock location.
5. panhard bars.
6. carburetor over **750** cfm.
7. aluminum non-adjustable shocks.
8. wheels over **10"** up to **12"** maximum.
9. cubic inch over **412** up to **430**.
10. offset chassis.
11. (cars with setback up to **4"** and/or **3-link** must weigh **3,200**).

56. MOTOR (all specifications in rule 1 apply)

Modified **3,050** weight—**430** cubic inch limit.

0" maximum motor setback measured from left front spark plug to center of ball joint.

Cast iron block and any cast iron heads.

Any cam permitted.

Cast iron or aluminum intake.

Any type steel or aluminum pistons permitted.

No dry sumps.

57. FRAME (all specifications in rule 2 apply)

Modified **3,050** weight—**101"** minimum wheelbase. **Offset chassis—OK.**

58. CARBURETOR

Modified **3,050** weight—**1** carburetor. **No spacer limit.** Any open **2** or **4** barrel carburetor.

59. WHEELS (all specifications in rule 3 apply)

Modified **3,050** weight—**12"** maximum steel wheels only.

60. SUSPENSION (all specifications in rule 5 apply)

Modified **3,050** weight—Steel, non-adjustable shocks only.

Suspension mounting points may be relocated.

Stock location **4-link** suspension—OK. **No 3-link suspensions, other 4 or z-link suspensions.**

Panhard bars—OK. **No lift bars.**

No other torque absorbing rear suspension equipment.

Steel or aluminum non-adjustable shocks only.

61. TRANSMISSION, DRIVE SHAFT & CLUTCH (all specifications in rule 8 apply)

Modified **3,050** weight—Racing transmission, **OEM** transmission without working OEM torque converter and racing, or lightweight clutch/flywheel permitted with no mid-plate weight required.

62. SPOILERS

Spoiler measurements may be adjusted during the season for competition.

All cars may have **1** solid center spoiler support OR **2** open-type braces plus **2** side spoilers. **Spoiler** may be no wider than deck. **No** other spoilers, ridges or wings permitted on any car.

6" maximum vertical spoiler height measured from top of rear deck and **6"** maximum spoiler length measured along the angle of the spoiler. **6"** maximum side spoiler height from rear of side spoiler to **4"** forward of rear of side spoiler. **3"** maximum height at front of side spoiler. **17"** maximum side spoiler length.

63. WEIGHT (all specifications in rule 22 apply)

3,050 pound minimum weight with driver after race for cars meeting **Modified** specifications.

2016 Cadet

3-Link 3,200

Rules 1-22 and 55-63 apply to 3,200 weight cars!



64. EXOTIC ITEMS

Cars with ANY 1 or more of the following items must weigh **3,200**.

All specifications listed in the following rules for these items apply!

1. 3-link rear suspension.
2. motor setback up to 4".
3. egg & biscuit bar.

65. MOTOR (all specifications in rule 1 apply)

3-Link 3,200 weight—**430** cubic inch limit.

- 4" maximum motor setback measured from left front spark plug to center of ball joint.
- Cast iron block and any cast iron heads.
- Any cam permitted.
- Cast iron or aluminum intake.
- Any type steel or aluminum pistons permitted.
- No dry sumps.

66. FRAME (all specifications in rule 2 apply)

3-Link 3,200 weight—**101"** minimum wheelbase. Offset chassis—OK.

67. CARBURETOR

3-Link 3,200 weight—**1** carburetor. No spacer limit. Any open **2** or **4** barrel carburetor.

68. WHEELS (all specifications in rule 3 apply)

3-Link 3,200 weight—**12"** maximum steel wheels only.

69. SUSPENSION (all specifications in rule 5 apply)

Modified 3,200 weight—Steel, non-adjustable shocks only.

- Suspension mounting points may be relocated.
- 3-link or stock location 4-link suspension—OK. No other 4 or z-link suspensions.
- Panhard bars—OK. No lift bars.
- No other torque absorbing rear suspension equipment EXCEPT egg & biscuit bar—OK.
- Steel or aluminum non-adjustable shocks only.

70. TRANSMISSION, DRIVE SHAFT & CLUTCH (all specifications in rule 8 apply)

Modified 3,200 weight—Racing transmission, OEM transmission without working OEM torque converter and racing, or lightweight clutch/flywheel permitted with no mid-plate weight required.

71. SPOILERS

Spoiler measurements may be adjusted during the season for competition.

All cars may have **1** solid center spoiler support OR **2** open-type braces plus **2** side spoilers. Spoiler may be no wider than deck. No other spoilers, ridges or wings permitted on any car.

- 6"** maximum vertical spoiler height measured from top of rear deck and **6"** maximum spoiler length measured along the angle of the spoiler. **6"** maximum side spoiler height from rear of side spoiler to **4"** forward of rear of side spoiler. **3"** maximum height at front of side spoiler. **17"** maximum side spoiler length.

72. WEIGHT (all specifications in rule 22 apply)

3,200 pound minimum weight with driver after race for cars meeting 3-Link specifications.

2016 Cadet Body Specifications – All Cars



Max. 1 solid center support OR 2 open braces plus 2 side spoilers..

