



## 2010 PRO STOCK RULES – Feb 27, 2010

2010 rule updates shown in **BOLD-Red and underlined**

**NOTICE TO COMPETITORS** - There have been additions and updates to this rule package for 2010 and it is solely the competitors responsibility to read the information presented here in order to be informed as well as be in compliance with all aspects of the rules in this document.

### 1 BODIES

1.1 **2004-10** ABC Five-Star bodies are to be installed just as specs suggest. That means 47" roof height and 4" body height. Will run 6.5" spoiler on ABC cars. NOTE: for rules regarding approved bodies and their installation please refer to the **2010 A-B-C rule guidelines**.

- **Bodies will be standard fiberglass quarter panels, deck lid filler, hood, roof, and fenders. No Carbon Fiber**
- **Manufacturer's identification labels must be visible and not painted over.**

Complete ABC Body Rules at [www.fivestarbodies.com](http://www.fivestarbodies.com)

**NOTE: For 2010 all bodies may run an approved Five Star "Lexan" rub rail.**

- 1.2 Floor plate must be a minimum of 1/8 inch thick metal.
  - 1.3 A plate of 16 gauge metal approximately 15" x 30" must be mounted on driver's door between skin and roll cage.
  - 1.4 All jack positioners on cars must be positioned flush with or hidden beneath the door skin.
- 2003 and older Bodies see Appendix A**

### 2 WEIGHTS/TREAD WIDTH

- 2.1 Minimum weight of **2800** pounds (full of fuel).
- 2.2 There is NO penalty for a dry sump engine.
- 2.3 The GM crate Engine P/N 88958604 must weigh a minimum **2750** lbs (full of fuel)
- 2.4 Cars with a 7400 (or less) RPM rev limiter are permitted a maximum 57% left side weight.
- 2.5 Cars with a 6400 (or less) RPM rev limiter and an approved "crate engine" are permitted a maximum 57% left side weight.
- 2.6 Cars must be full of fuel for all heat races and features (regular or special events).
- 2.7 Maximum tread width 66", minimum tread width 64".
- 2.8 **All ballast must be painted white and the car number must also be painted on it.**
- 2.9 No weight – or other material is to be placed lower than the bottom of the frame rails.

### 3 FRAME

- 3.1 2" x 3" fabricated steel tubing or larger.
- 3.2 3.5" minimum ground clearance with driver OUT of car.
- 3.3 Minimum wall thickness of .083".
- 3.4 **Minimum allowable wheelbase will be 102". Measurement will be taken from center of front spindle to the center of the rear axle with a 1 inch side to side tolerance.**

## 4 ENGINE

NOTE: General Motors "crate engine" will be permitted in 2010. Engine can be purchased through your local GM dealer but must be delivered to Forbes Chev Olds in Halifax directly from the factory for sealing. The motor can then be transferred to your dealer or picked up at Forbes.

### Crate Engine Details:

- Must use Holley 650 carb 4150HP # 80541-1
- Carb will bolt directly to the intake using a maximum .065 gasket only. No spacer plate is allowed
- Carb must pass SPEEDWAY 660 No-Go gauges
- These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads
- The fuel pump pushrod may be replaced with a COMP CAM P/N 4607
- Original timing cover and harmonic balancer must remain as produced
- Headers must be a 1 5/8" to a 1 3/4" stepped header with a 3" collector
- Maximum RPM limit is 6400.
- Crate engines" will maintain a minimum crank height of 11".
- All "crate engines" must be approved by SPEEDWAY 660 officials and tagged for identity purposes before they can enter competition.
- **The Ford "crate" engine is available but not yet approved for competition. They will have to be approved by SPEEDWAY 660 before being accepted.**

### CRATE ENGINE INSPECTION

**It is important to note that while these engines are factory and track sealed, they are still subject to inspection in a number of manufacture suggested areas. Compliance with these units is critical. Any engines that are found to have been tampered with in ANY manner will automatically result in an immediate disqualification and possible further penalties may be applied.**

- 4.1 360 cu.in. Maximum (measured with volume pump or manually).
- 4.2 10.5:1 maximum compression (10.99 absolute checked with a whistler).
- 4.3 Measurement of whistler will be final.
- 4.4 Cast iron heads and cast iron BLOCK only.
- 4.5 No porting, polishing, blueprinting, acid porting, or reworking of any kind.
- 4.6 Multi angle valve jobs accepted.
- 4.7 Flat tappet camshaft only. NOTE: We will be considering modify the rule to allow roller camshaft for the 100 lap events and the Peterbilt 250 with a 25lb penalty
- 4.8 No mushroom lifters.
- 4.9 No aluminum rods.
- 4.10 Roller rockers allowed.
- 4.11 Must run air breather.
- 4.12 Any 2 or 4 barrel intake allowed.
- 4.13 The bowl and short turn on the intake side, below the valve seat, may be reworked in as far as the head bolt. Bowl blending below the valve seat on the exhaust side is limited to one inch. Port matching allowed in maximum 1/2" "
- 4.14 Gasket matching allowed 1/2" in only on ports.
- 4.15 Bowl blend on intake and exhaust down 1/2" max below the valve seat.
- 4.16 Minimum crankshaft (center) height 10". GM crate engine will carry a 11" crank height minimum.
- 4.17 G.M. 2" setback. Ford and Mopar allowed additional 2" setback from front most cylinder centered with upper ball joint. Engine, not body, determines setback.
- 4.18 No Australian, New Zealand or other exotic heads allowed.

## 5 IGNITION

NOTE: MSD Rev limiters (chip type only) must be used. External rev limiters must be MSD part number 8728 (HEI) or 8738 or GM 10037379 (6400,6401 and GM 10037378) only. External rev limiters must be approved following the same procedures as MSD boxes. Units must be placed out of reach of the driver with all wiring exposed. All chips are subject to testing, exchanging, and sealing by SPEEDWAY 660 officials.

Each competitor will supply one chip for his RPM (crate or non-crate). It will be tested and put into the chip pool. A chip equal to the competitors provided chip will be installed and sealed in the competitors' box at a cost of \$15 per box. Spare boxes in SPEEDWAY 660 inventory will only be done at the competitors' request. A seal which appears (in the opinion of officials) to be tampered with may lead to disqualification, or removal of the rev limiter, or the MSD box, or both from SPEEDWAY 660 inventory.

All MSD boxes (for non crate cars) will have a maximum of 7400 chip sealed into the box for 2010 competition. This does not affect SPEEDWAY 660' existing gear rule.

5.1 Ignition systems allowed will be the MSD 6 series boxes. Part no. 6400 (6T), 6401 (6TN), 6420 (6AL), and the 6430 (6ALN). The GM HEI module allowed will be either a stock GM 4-pin module, an approved MSD (#8364) 4-pin module, or an approved MSD (#83645) TCD module. These HEI modules will be subject to the same rules and installation procedures as the MSD boxes. NOTE: If the purchase of a new box is being considered, it is recommended that only the N type boxes be used as they are equipped with the approved wiring and inspection cover as manufactured. (Meet NASCAR Rule 20-6.1). MSD is currently working on a detection system (TCD) for the 6 series boxes. Once it becomes available, it may require the purchase of a new box or a component to compliment an existing box. (NOTE 1: No crank triggered ignitions allowed) (NOTE 2: Boxes with external rev limiters will follow the same procedures as the MSD boxes.

5.2 In accordance with rule 5.1, the non N-type (6T, 6AL) boxes are to be wired as follows:

a) A 6-pin Weatherpack connector (MSD # 8170) must be installed on the box end with the terminal pin assignments as required:

**Terminal A-** Red (12 volt ignition )

**Terminal B-** Wire (white preferred ) to be made up and installed between the box tach terminal and run to the box end of the MSD connector ( # 8170)

**Terminal C-** Black wire (coil negative)

**Terminal D-** Orange wire (coil positive)

**Terminal E-** Green wire (distributor mag -) Original connector is to be removed and this wire is to be routed from the box to the connector (MSD # 8170)

**Terminal F-** Violet wire (distributor mag +) Original connector is to be removed and this wire is to be routed from the box to the connector (MSD # 8170)

b) The (MSD # 8170) connector will be oriented so the male terminals are installed in the female connector on the box end and the female terminals installed in the male connector on the car harness end.

c) Non N-type boxes (6T, 6AL) are to run the battery power (red) and the battery negative (black) wires as follows:

i) Battery Positive (12 gauge red) is to be installed within a 36" wire run of the box. This may be installed as an example at the battery, solenoid, or battery disconnect switch.

ii) Battery Negative (12 gauge black) is to be installed within a 12-14" wire run of the box.. This should be secured to, as an example, the roll cage near the ignition box.

iii) It is recommended that a quick connect plug be used on both of these wires. Research is on going to find an appropriate common plug that may be installed at a later date.

d) The non N-type boxes (6T, 6AL) are pre-wired from the factory with a short harness to connect the Green (mag -) and Violet (mag +) wires to the distributor. This connector is to be removed and the wires routed in convoluted split tube covering and be installed in cavity E (mag -) and F (mag +) in the box end of the MSD # 8170 connector. This procedure may be done by cutting off the connector and splicing in wire to reach the connector. The made up tach wire from the box terminal to connector # 8170 is to be included in the harness covering the green and violet wires. When completed all three wires are to be enclosed in the approved convoluted wire cover.

**NOTE: See APPENDIX “MSD” for wiring diagram**

5.3 In accordance with rule 5.1, the N-type boxes (6TN, 6ALN) are pre-wired and the connector/pin orientation is as manufactured (NASCAR Rule 20-6.1). The car harness and the male connector/female terminal pin assignments are as follows:

- a) Terminal A- Red wire (12 volt ignition)  
Terminal B- Brown wire ( tach)  
Terminal C- Black wire (coil negative)  
Terminal D- Orange wire (coil positive)  
Terminal E- Green wire (distributor mag -)  
Terminal F- Violet wire (distributor mag + )
- b) N-type boxes (6TN, 6ALN) are to run the battery power (red) wire and the battery negative (black) wire as follows:
  - i) The Battery Positive (12 gauge red) is to be installed within a 36” wire run of the box. This may be installed as an example at the battery, solenoid, or battery disconnect switch.
  - ii) The Battery Negative (12 gauge black) is to be installed within a 12-14” wire run of the box. This should be secured to as an example the roll cage near the ignition box.
  - iii) It is recommended that a quick connect plug be used on both of these wires. Research is on going to find an appropriate common plug that may be installed at a later date.

**NOTE : See APPENDIX “MSD” for wiring diagram**

5.4 **Wire Harness** is to be loosely secured to and from the box and be attached so the *entire ignition harness* may be removed as necessary. The harness is to be covered with a single split plastic “convoluted” tube type. This will allow the wiring to be easily removed from the covering as needed for inspection. There is to be a rubber grommet installed in the dash sheet metal so as to allow the magnetic pickup wires to run to the distributor. This harness must be able to be pulled through the grommet from either side of the dash. The harness is to be visible and easily accessible for inspection purposes.

5.5 **Box Location:** These MSD units are to be installed on the right side of the dash board so the driver is unable to reach the box connectors while sitting in the drivers seat with the seat belts *unhooked*. It is recommended that the box be mounted on a bracket perhaps with the coil. This location will be strictly enforced. Relocation will be required for non-conformity. Only **ONE** MSD box will be allowed. In addition only **ONE** ignition coil will be allowed.

5.6 **Tach Location:** Tachometers are to be installed on the dash board area in close proximity to the MSD box (recommended one foot radius). It is suggested that the tachometer be installed on a bracket with the MSD box and a *single* ignition coil. **NO** rev-limiting tachometers allowed. The tach wire leaving terminal B of the (MSD # 8170) connector is to have a removable section of wire (to start no more than 12” from the box) and be a minimum of 8” in length. This 8” section is not to be covered by the convoluted tubing. This 8” of wire will be removed prior to the car taking its first lap of competition and remain that way for the remainder of the event. The HEI distributor tach wire is also to be equipped with the same 8” removable section of straight wire that will be removed prior to competition.

5.7 **Box Switching :** In response to racer request and prior research it has been determined that all competitors boxes (both MSD and HEI ) will be inventoried for the full season. The rules

governing this procedure will be as follows:

- i) MSD and HEI users must provide SPEEDWAY 660 officials with the boxes or module(s) they wish to use during the season. These boxes are to be sent to SPEEDWAY 660 by a date (to be determined by management). Racers must call to arrange delivery. This will also apply to external rev-limiters.
- ii) Boxes and modules will be shipped to MSD to verify legality and returned to SPEEDWAY 660 officials. There will be a charge for each box or module verified (inspection fee plus freight, insurance, and customs).
- iii) Each team will be allowed one spare box to be verified and held by SPEEDWAY 660. Any spare boxes must be shipped and verified for legality.
- iv) All competitor boxes must have markings to allow teams to identify their boxes (modules). In addition identification marks may be added by SPEEDWAY 660 officials.
- v) Should a competitor require a different box or module than the one he received that day, it will have to come from SPEEDWAY 660 inventory. A competitor may borrow an impounded box from another competitor (with their approval).
- vi) A car entering competition without an eligible box or module may have two options:
  - A : rent (no guarantee) a box or module from SPEEDWAY 660 for \$40 per event
  - B : use an eligible box or module from another competitor
- ix) SPEEDWAY 660 will carry an MSD 6ALN in inventory. These boxes may be used in the event that a competitor does not have a spare for that day or for an outside car not equipped with the proper ignition setup.
- x) SPEEDWAY 660 will also carry the MSD # 8170 connector that will be needed to wire in a car not equipped with the approved wiring harness.
- xi) Boxes or modules may be subject to trade with SPEEDWAY 660 for the day, or longer, at the discretion of officials.

**5.8 INSTALLATION NOTE:** It is highly recommended that a small drop of solder be applied to the terminal to wire crimps during installation. This will ensure a positive electrical connection. It is recommended that a weatherpack terminal crimper such as a Blue Point PWC 47 or MSD # 8175 (or equivalent) be used.

**5.9 APPENDIX MSD:** Wiring diagrams found at the end of this document.

**5.10** MSD box must remain as manufactured and cannot be altered.

## **6 CARBURETOR**

6.1 Holley 4412 500 CFM stock carburetor.

6.2 Choke horn may be removed with a square cut, no taper or bevel may be cut into the body of the carburetor.

6.3 Boosters may not be changed. Size and shape may not be altered. Height must be standard. Venturi area must not be altered in any manner. Casting ring must not be removed.

6.4 No polishing, grinding, or drilling holes permitted in the body of the carburetor.

6.5 Base plate must not be altered in shape or size.

6.6 Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies Screw ends may be cut even with shafts but screw heads must remain standard.

6.7 Throttle shaft must remain standard and must not be thinned or cut in any manner.

6.8 Power valves, and jets may be changed.

6.9 Carburetors must pass all SPEEDWAY 660 No-Go gauge tests

6.10 Crate Engine:

- Must use box stock Holley 650 carburetor 4150HP # 80541-1
- Carburetor will bolt directly to the intake using a maximum .065 gasket only. No spacer plate allowed.
- Carburetor must pass all SPEEDWAY 660 No-Go gauge tests

## **7 WHEELS**

- 7.1 Maximum ten inch measured bead set to bead set.
- 7.2 Steel wheels only.

## **8 SHOCKS**

- 8.1 One per wheel regardless of manufacturer
- 8.2 Sealed steel/aluminum shocks (non rebuildable) and rebuildable shocks will be permitted.  
Shocks with External adjusters will be allowed. **EXTERNAL RESERVOIRS OR CANISTERS WILL NOT BE PERMITTED.** Maximum shock gas pressure will be 175psi. Ride height will be checked regularly and/or immediately after checkered flag.

## **9 CLUTCH**

- 9.1 Any safe clutch and flywheel may be used.
- 9.2 Scatter shield mandatory with open clutch.
- 9.3 Minimum diameter of clutch discs is 5.5". Magnetic steel plates only (i.e. no carbon fiber)**

## **10 REAR END**

- 10.1 Maximum 5.88:1 gear. Minimum 5.57:1 gear (for steel headed motors).
- 10.2 No locking type rear ends allowed. Solid spool or permanently locking rear ends only.
- 10.3 Matching white lines are to be painted on each hub that indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side - ie. both lines would run from the 3 to the 9 o'clock position.
- 10.4 "Front Change" quick change rear ends will NOT be permitted in 2010.

## **11 RADIATOR**

- 11.1 Any radiator (only one permitted and must be ahead of the engine).
- 11.2 Must use water. No antifreeze.

## **12 TRANSMISSION**

- 12.1 Any two, three or four speed manual with operating reverse. Gears not to exceed 4 forward gears. Must have at least 2 forward gears and 1 reverse gear in working order.
- 12.2 Clutchless (Bert type) transmissions are allowed as well as Jericos.
- 12.3 Must race 1:1 ratio.
- 12.4 No gear may be closer than 1.23 to 1. (ie 3rd gear in a four speed can't be any closer to 1.00 than 1.23)
- 12.5 No variable ratio transmissions.
- 12.6 No 5-speed transmissions.

## **13 TIRES**

- 13.1 Tires for 2010 season will again be Hoosier and be inventoried and held by Speedway 660 from week to week.
- 13.2 Tire policy details are available in the 2010 Pro Stock Tire Program Sheet.

## **14 BRAKES**

- 14.1 Four wheel brakes must work.

## **15 NUMBERS**

- 15.1 Numbers must be on the roof, readable from the right side of the car, and on both front doors, at least 18 inches high and three inches wide.

- 15.2 Must have a six inch number on the top passenger corner of the windshield, painted white.
- 15.3 All numbers must be dark on a light background, or light on a dark background. No gold, silver, or trick numbers.
- 15.4 The driver will be notified of any numbers deemed difficult to score.

## **16 DRIVE SHAFT**

- 16.1 Must be painted white and surrounded by two 1/4" (minimum thickness) safety hoops.

## **17 EXHAUST**

- 17.1 Mufflers mandatory: Max decibel reading of 110 at a distance of 30 feet. Recommended Howe 3002,3005,3006.
- 17.2 No stainless steel or carbon fiber headers, mufflers, pipes, etc are permitted. There will be a side exhaust option allowed for 2010. End of exhaust pipe may not extend beyond a distance of 2 inches within the inside of the door panel. The remainder of necessary distance will be accomplished with use of flush mount exhaust insert which must extend a minimum of 6 inches inward surrounding exhaust exit pipe as well as attached to outer door panel. No sharp edges permitted. This will be strictly enforced. The bottoms of exhaust pipes are not to exceed ten inches from ground at exit. Exhaust must exit behind driver and in front of the rear wheels. If exhaust exits under car, exit must point toward ground.

## **18 FUEL CELL**

- 18.1 Maximum 22 U.S. gallons.
- 18.2 Must have at least 8" ground clearance.
- 18.3 Fuel cell must be mounted behind the rearend.

## **19 FUEL**

- 19.1 At this time there is no "spec" fuel identified.

## **20 DRIVER'S COMPARTMENT**

- 20.1 All cars must have a safe roll cage, constructed of 1-3/4" o.d., .090 wall steel tubing. The base of the upright members must be solidly welded to the frame.
- 20.2 Cage must be reinforced by side-to-side members.
- 20.3 Four side bars on drivers side are mandatory.
- 20.4 All roll cages must be approved by technical inspector.
- 20.5 All roll bars within drivers reach must be padded.
- 20.6 Approved aluminum racing seat and four point harness properly mounted to the cage is mandatory.
- 20.7 Crotch belt is recommended.
- 20.8 Belts must be dated no more than three years old.
- 20.9 Minimum belt width of three inches.
- 20.10 All cars must have an approved window net, properly installed in the left front window opening and must have a quick release. No string type nets allowed.
- 20.11 All cars must be equipped with a quick release steering wheel. Center of the wheel must be padded.
- 20.12 Battery must be mounted securely outside of driver's compartment by a non conductive cover.

## **21 BUMPER**

- 21.1 Maximum 2" diameter pipe or tubing.

## 22 COMMUNICATIONS

- 22.1 Any team using talking and/or listening devices MUST provide track officials with all their frequencies. Only 100, 400, and 800 MHZ frequencies allowed. NO 900 MHZ frequencies. All frequencies must be able to be monitored by official's multi-channel scanner with NO modification.
- 22.2 All frequencies MUST be able to be monitored by track officials. No scrambling allowed.
- 22.3 A scanner (monitoring track officials) must be attached to a spotter with direct communications to the driver.

## 23 SCORING DEVICES

- 23.1 Transponders will be available at Speedway on raceday.

## 24 DRIVER PROTECTION

- 24.1 The use of head and/or neck restraint system is recommended.
- 24.2 **Full face helmets MANDATORY. Snell approved helmets only may be used.**
- 24.3 Full fire suit in good condition is mandatory and must be used when ever the car is on the track.
- 24.4 **Fireproof shoes and gloves are MANDATORY.**
- 24.5 An approved fire extinguisher dated for the current year must accompany car at all times. **Fire extinguisher must be a minimum of 2.5lbs.**
- 24.6 **A fire suppression system is strongly recommended.**
- 24.7 **A full enclosure seat is strongly recommended.**
- 24.8 **Industry approved head and neck restraint harness recommend**

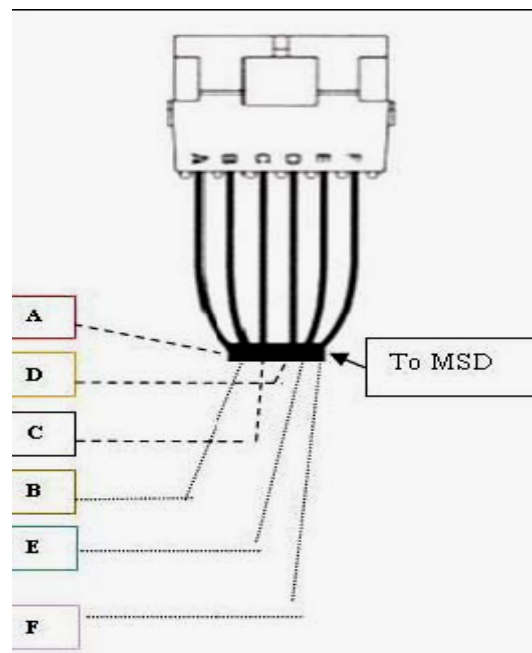
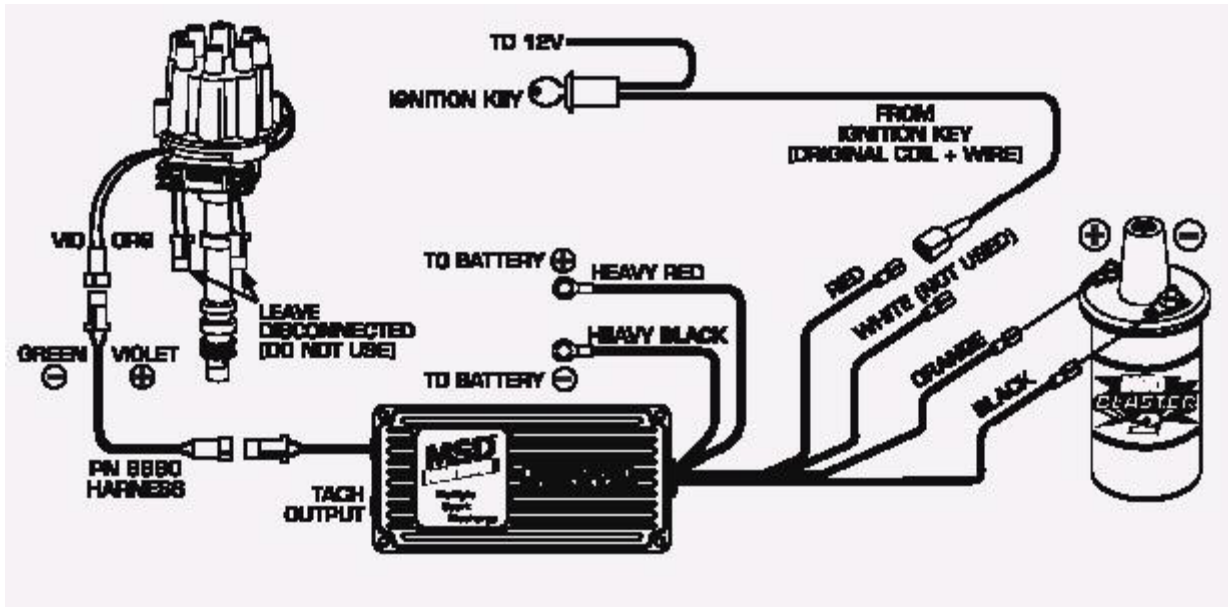
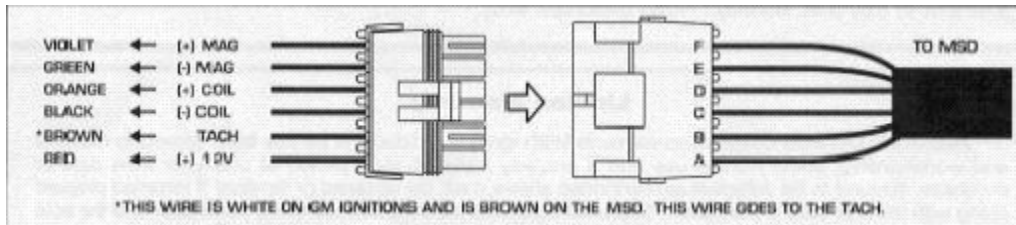
## 25 MISCELLANEOUS

- 25.1 No electronic or manual traction devices.
- 25.2 No onboard wedge adjustments permitted.
- 25.3 Any new technology equipment must be approved by SPEEDWAY 660 before it can be used.
- 25.4 Track reserves the right to amend any rule with prior (fair) notice to competitors.
- 25.5 NO CARBON FIBRE PARTS
- 25.6 NO TITANIUM PARTS
- 25.7 No digital gauges, or electronic monitoring computer devices capable of storing or transmitting information (except analog tach) are permitted.
- 25.8 Speedway 660 reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final
- 25.9 **TESTING – Teams will be limited to 5 test sessions at Speedway 660 in 2010. This does not include SPEEDWEEKEND testing after Fan Appreciation Day.**

## APPENDIX A

- A1.1 All bodies must be stock appearance, steel, fiberglass or aluminum.
- A1.2 Bodies must be installed to meet ALL FiveStar dimensions and angles.
- A1.3 Bodies must meet FiveStar templates with slight (approx 1/2 -3/4") tolerance at the base of windows.
- A1.4 All vertical measurements will be made with **driver OUT of car**.
- A1.5 Roof height must be a minimum of 46". Measured 10" from the top of the windshield on center.
- A1.6 Max deck height will be 34.0" from the ground to the top of deck at base of spoiler (Dimension K).
- A1.7 With the roof height at 46" and the rear deck height at 34 1/2" the gap between the template and the rear deck will be no more than 3/4" at the base of the rear window and taper in a straight line to 0 at the spoiler.
- A1.8 Template is expected to fit tight in all other areas.
- A1.9 Nose must fit nose template with hood on and must comply with Dimension A.
- A1.10 Rear deck lid must NOT be riveted to the body. Must be hinged or made easily removable. Rear deck must not be dished or raked side to side. NOTE: The deck lid opening must be a minimum of 48" wide by 12" deep. This will allow access to fuel cell for safety and inspection.
- A1.11 You are allowed a 6.5" high, 60" wide rear spoiler, with no side boxing.
- A1.12 Rocker panel/skirt must run perpendicular to the ground. (I.e. straight up and down)
- A1.13 Hood must be minimum of 15 lb, if weight must be added it must be molded into the hood and centered.
- A1.14 Body and window panels must be braced sufficiently to prevent bowing at speed. Rear window brace MANDATORY.
- A1.15 No cut down fenders or rear bumper covers.
- A1.16 Body MUST have min 3.5" ground clearance at all points.
- A1.17 Must run rear window.
- A1.18 Passenger AND drivers side **VENT** windows are permitted. They are not to be longer than 12" from the bottom corner of the "A" pillar rearward. Rear of window must be 90 degrees straight up and not bowed out.
- A1.19 Floor plate must be a minimum of 1/8 inch thick metal.
- A1.20 A plate of 16 gauge metal approximately 15" x 30" must be mounted on driver's door between skin and roll cage.
- A1.21 All jack positioners on cars must be positioned flush with or hidden beneath the door skin.
- A1.22 Exterior rub rails will not be permitted.
- A1.23 Non-conforming body clause: Long quarter paneled (+3.0") cars will be permitted to run limited events provided they run a 5.0" x 60" spoiler. Events allowed include up to three regular race weeks in addition to the 100 lap events and the Peterbilt Stock 250.
- A1.24 ARP Monte Carlo (2002-2003) will be allowed to compete but must fit Fivestar roof template and measurements. Also ARP body must run 5" spoiler. If 2003-4 nose is run car will carry a 25lb penalty. If right side deck exceeds 5.0" car will carry additional 25lb penalty.

# APPENDIX MSD: MSD WIRING DIAGRAMS



(A), (B), (C), (D), (E) and (F) to the 8170 Connector.  
 (G) Maximum 36" (H) Maximum 12" (quick-connect plugs recommended)