



E-MODS

any tolerances determined by tech man and management decision will be FINAL!

- 1) Body and Chassis - EMOD
 - a) May have right front brake shut off. May run 2 ½ inch coil-overs on rear.
 - b) UMP or IMCA body rules apply
- 2) Block - EMOD
 - a) Any American V-8 cast iron factory production block as supplied by manufacturer.
 - b) May use 1 or 2-piece rear main seal block
 - c) NO aftermarket blocks of any kind.
 - d) NO 400 blocks.
 - e) NO stroking or de-stroking.
 - f) Block may be zero decked; piston can NOT protrude above deck surface.
 - g) Block may be 2 or 4 bolt
 - h) NO splayed main caps.
 - i) Block may be bored 0.60
 - j) 602 crate motors sealed from GM
 - k) No painting
- 3) Crankshaft – EMOD
 - a) Factory OEM stock steel or cast
 - b) May use aftermarket steel or cast.
 - c) Must weigh minimum of 48 lbs.
 - d) May use speedway part # 15-15350 or Scat part # 915-104420.
 - e) May balance rotating assembly.
 - f) May add weight to balance.
 - g) NO knife edge crank.
 - h) Chevy 3.48 stroke.
 - i) Harmonic balancer, Minimum 6.75-inch diameter, must be nodular iron OEM style, with Elastomer insert. NO fluid dampers or 1 piece dampers, must be steel.
- 4) Rods – EMOD
 - a) Factory stock appearing rod.
 - b) NO H BEAMS.
 - c) May use floated pin.
 - d) Scat or Eagle stock replacement I Beam Rods
- 5) Pistons - EMOD
 - a) Any stock appearing 2 or 4 eyebrow piston, may be cast or forged.
 - b) The total minimum weight of piston, bearings, caps, rings, rod and wrist pin = 1194 grams.
- 6) Camshaft and Lifters - EMOD
 - a) 390/410 hydraulic only, Any flat tappet hydraulic lifter allowed. factory firing Order only NO 4/7 swap cams. Timing chain and gear, double roller OK, cam button OK, rear Bearing on cam gear OK. Must maintain 390/410 lift at valve.
- 7) Push Rods - EMOD

- a) May use 100/1000 longer push rods.
- 8) Rocker Arms - EMOD
 - a) Stamped steel 1.5 ratio 1.52, 1.6 roller tips, may use speedway part # 287-11801 may run 1.5 or 1.6 roller tip rockers steel only
- 9) Oil Pan - EMOD
 - a) Any
- 10) Heads - EMOD
 - a) OEM factory open chamber ONLY
 - b) Valve size 194/150. NO angle milling of heads.
 - c) NO Vortex
 - d) NO Cleveland's
 - e) NO closed chamber
 - f) NO Angle plug heads
 - g) Options
 - (i) 350 I spec IMCA or Stock Cast Iron 72cc
 - h) 72cc minimum
 - i) Pinning of studs
 - j) Maximum stud diameter 3/8 inch
 - k) Screw in studs OK, 3/8 inch
 - l) Guide plates OK
 - m) Minim valve stem diameter 11/32, Valve springs maximum diameter 1.260.
 - n) Valve length 4.900 inch. 3 angle valve cut OK
- 11) Head Gaskets – EMOD
 - a) Minimum thickness 0.40, NO TOLERANCE!!
- 12) Distributor
 - a) Must remain factory stock except for the following options:
 - (i) May re-curve distributor.
 - (ii) May use MSD module part # 547-83641
 - (iii) May lock vacuum advance
 - (iv) May run hot coil, may use MSD part # 547-8220
 - (v) May use MSD distributor part # 910-12341
 - (vi) NO small body distributors
 - (vii) NO MSD boxes
 - (viii) NO traction control.
 - (ix) May run bronze gear
- 13) Carburetor
 - a) Single Feed Allowed CARBs as follows:
 - (i) Holley 4412, must be as it came from manufacturer stock production, except for the following Options:
 - (a) May use 50 cc accelerator pump.
 - (b) May change power valve.
 - (c) May change jets.
 - (d) Must be stock metering block.

- (e) NO high performance metering blocks.
- (f) NO billet metering blocks.
- (g) Must have stock air horn, unaltered.
- (h) Must pass All-Tech Raceway NO GO gauges.
- (ii) Holley 0-1850 VAC. SEC. ONLY. Factory stock except for the following options:
 - (a) May use 50cc accelerator pump.
 - (b) May change power valve.
 - (c) May change front jets.
 - (d) May use fuel log. SINGLE FEED Front metering block must be stock.
 - (e) May run center hung float bowls
 - (f) NO high performance metering blocks.
 - (g) NO billet metering blocks.
 - (h) May open rear jet orifices to adjust secondary fuel circuits.
 - (i) May use rear jet plate SMI part # 85-599 NO rear metering block.
 - (j) NO center hung float bowls.
 - (k) Must pass Waycross Motor Speedway NO GO gauges.
 - (l) Must have stock air horn, unaltered.
- (iii) Quadra jet must be OEM factory stock except for the following options:
 - (a) Removal of choke plates, shaft, and choke mechanism.
 - (b) Side load or front load OK.
 - (c) NO internal drilling to modify metering circuits.
- (iv) 602 must run 1850 Holley or 650 HP
- (v) Holley 1850 with center float bowls must use Mr. Gasket dual line fuel line max. diameter 3/8inch; no fuel log (No return line No secondary metering block)

14) Intake – EMOD

- a) Any steel or aluminum 2 bbl. or 4 bbl.
- b) Untouched out of the box.
- c) NO gasket matching.
- d) NO porting.
- e) Must use only 1 gasket per side.
- f) NO gasket stacking.
- g) May drill and tap intake for bypass cooling hoses if necessary.
- h) NO home make or custom intakes.
- i) All intakes MUST have legible casting numbers.

15) Intake and Adapter – EMOD

- a) In the event the carb and intake combination you are using requires an adapter it must be a Maximum thickness of 1 inch including gaskets, it must be a MR GASKET inexpensive part. NO spacers of any kind.
- b) If carb will bolt to intake without an adapter the maximum thickness of gasket is 5/16 inch.

16) Fuel Pump - EMOD

- a) Any stock mechanical type OK.
- b) NO piston style pumps.
- c) NO vane type.

- d) Fuel pump must be mounted in stock OEM location on engine block.
- 17) Fuel - EMOD
- a) Race Fuel or Pump Gas
- 18) Power Steering Pump - EMOD
- a) Pump must be mounted in stock or close to stock location on front of engine. NO rear fuel pumps.
- 19) Exhaust - EMOD
- a) Any header must run parallel to ground.
- 20) Flywheel, Clutch, Pressure Plate – EMOD
- a) May use hydraulic release bearing.
 - b) MANDATORY BLOW PROOF BELL HOUSING.
 - c) Stock. No lightened or aluminum flywheels are allowed. The minimum weight of the flywheel is fourteen (14) pounds. Stock clutch and pressure plate. No racing type. May use solid clutch disk (no springs).
- 21) Transmission - EMOD
- a) Automatic must be completely factory stock must have full size torque converter.
 - b) Stock type 2400 lbs.
 - c) Bert, Brinn, or triple disk 2500lbs.
 - d) NO shift kits.
 - e) NO power glides.
 - f) NO torque converter eliminators.
 - g) Steel Drive Shaft only painted white
 - h) 3 or 4 speed with working reverse
 - i) Bert, Brinn, or racing type OK; must add 100lbs
- 22) Wheels and Tires – EMOD
- a) H500 or medium 100 only Hoosier 8” tires.
 - b) 8” steel wheel only May run beadlocks on all 4 corners; no grooving; NO siping. No treating. Punch rule 45.
 - c) No needling