



## Limited Late Model Rules

**2026**

**Based on 2025 Steel Block Bandit rules**

### **Body (refer to diagrams)**

- Will follow current Lucas Oil Late Model Dirt Series body rules
  - Adjusters for shocks, weight jacks, trackers, ignition boxes or similar components are NOT permitted within reach of driver.
  - We will be utilizing the droop rule. Checked as following a. A vertical travel limiting chain must be attached on the left rear axle tube between the birdcage and the edge of the left rear bell of the axle housing to the frame. Travel limiting chain must be installed so that when taunt it is as close to vertical as possible. One compliance device may be used. The compliance device must not be more than 1"inch thick, and 21/2" inches, (without load applied). Compliance device can be rubber or any like material but must not be installed in any type of a canister, must be open and visible. Springs, spring loaded, and/or pneumatic devices will not be allowed. No tapered, beveled or roller skate style of compliance rubber will be allowed. Must be solid material, same diameter top to bottom, not hollowed or drilled to soften material. b. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked on the left rear frame rail closest to the panhard mount. Cars will be jacked up until a .040"inch shim will slide between the left rear tire and the ground. The right rear

tire must also be off the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top edge of the rear deck bar, 6" inches inboard of the left quarter panel outer edge. The measurement must not exceed 51" inches. Cars without a left rear under-slung must not exceed 50" inches. Failing to meet this rule will result in disqualification.

### **Transmission – Suspension - Drive Train - Rear End - Brake System**

- Direct/Straight drives NOT permitted. Cars must be self-starting, bolted to engine, and able to shift FWD/REV
- Only one drive shaft is permitted. Drive shaft must be a minimum of 2 inches diameter and must be painted white
- Driveshaft must be protected with a minimum of one secure driveshaft hoop or sling (2 hoops recommended).
- Most rear end differentials permitted (NO “live axle” rear ends/suspension permitted – floater wide five permitted)
- All cars must be equipped with a four wheel disc braking system.
- No split birdcages

### **Shocks - Springs**

Cockpit adjustment shocks, shocks adjustable by remote, or ANY SHOCK that can be electronically adjusted in any way are NOT permitted. Cartridge style shocks, mass inerter style shocks, or dampers NOT permitted. Standard late model shock equates to 1 shock per wheel except on the left rear, in which 2 are allowed (1 in front of rear end and 1 behind). Shocks must be mounted vertical to axle tube. No horizontal shocks! Items deemed suspicious are subject to inspection or removal unless approved by officials. NO THROUGH SHAFT SHOCKS. NO Spring Rods, Spring-Like Rods, or items/devices designed to function as Spring Rods! Coil springs must be steel. Leaf springs may be composite or steel. ALL 4 Link Rods must be composed of steel or aluminum. With the exception of the Left Rear bottom rod, all 4 Link Rods must be straight. Four bar mounts must be fixed and tightened in chassis brackets, no moving, slotted or floating mounts.

### **Wheel – Tires**

- Steel or aluminum wheels permitted (must be mounted with lug nuts). Maximum wheel width permitted is 14" ... minimum wheel width is 14"
- Wheel spacers are permitted (Must maintain maximum width of 90 inches on the front and 88 inches on the rear)

- Tires will be as follows, Hoosier 2, 2.25, 2.5,3 or 4 and American Racer 44 or harder, Pro 2, Pro 3, Pro 4, RUSH crate tires approved No defacing, rebranding, softening, conditioning, or chemical alteration! Grooving & Siping is allowed.

### **Weight**

- All cars must weigh 2350 lbs with driver after the race, no fuel added. Cars not making weight will be disqualified.
- 525 Sealed (Authorized re builder) 2325 lbs total with 50lbs of that in front of motor plate.
- Weights up to 50 lbs. should be positively fastened by 2 ½ inches, minimum grade 5 bolts with a minimum of 2 clamps.
- Weight(s) must be secured to the frame below decking (rear bumper and/or outside the frame weights not permitted)
- Pellet-type or liquid-type weight/ballast not permitted. Driver-operated weight adjustment devices are not permitted.

### **Engine .**

- 365 Maximum Cubic Inches \* Steel Raised runner heads ok, NO aluminum raised runner heads.
- Steel/Aluminum head standard runner \* Aluminum head option any aluminum factory angle head may angle mill. \* Any cam, Any lifters, Any Pistons \* No Titanium or Aluminum rods.\* 2.100/1.65 max valve size \* 60/40 valve split ok...no larger offset allowed
- Fire deck 3/8ths of an inch or .375 from deck to bottom of port
- Any bore and stroke combination 365 cubic inches \* All heads can be ported \* All engines must be naturally aspirated \* Any oil system \*Any Rocker arms.
- All Chevy heads must be 23 degree based (Angle mill allowed) +/- 3 degrees
- Ford heads must be 20 degree based (Angle mill allowed) +/- 3 degrees, Ford Motorsports N head allowed.
- Any Single four barrel intake permitted (may port and polish)
- Engine set back will be 6" from center of top ball joint to the #1 spark plug (1.5" tolerance on engine set back)
- SPEC head engines that have been ported and polished must weigh 2400 lbs

- GM CT 525 engines must be GM factory or Dirtcar sealed. If sealed with anything else must have prior approval from series management. Max CID 379 when P & G pumped. All engines must meet GM/Dirtcar guidelines during pre/post race inspections. **ENGINE INSPECTION PROCEDURES** Engine Inspection & procedures at Steel Block Bandits discretion. P & G gauge will be utilized to check cubic inches. Engines may be torn down if deemed necessary by series officials. Refusal to submit to engine tech will result in disqualification and loss of monies and points.

### **Electronic Devices, Traction Control Devices, & Radios**

- No Radios...RaceCeiver Type Devices Only!
- A. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
- B. Adjustable ping control devices, dial a chip controls, timing controls, and/or automated throttle controls will not be permitted.
- C. Adjustable restrictor plates will not be permitted.
- D. Remote control components of any type will not be permitted.
- E. Radios and/or devices for transmitting voice and/or data will not be permitted.
- F. Data acquisition systems will not be permitted.
- G. GPS and/or any type of electronic tracking and/or locating devices will not be permitted.

### **Exhaust**

- All headers must end with a collector. Exhaust extensions attached to the collector not approved for competition.
- Tri-Y headers approved and though mufflers are not required.

### **Fuel System**

- Cars must have fuel cells to FT3 specs (35-gallon max). Fuel cell must be in a completely enclosed minimum 20 gauge steel or 0.060" aluminum container. Fuel pick up must be on top or right side of cell, constructed of steel, and have a check valve.
- Gasoline Based Fuels must have a specific gravity of less than .745. Any gasoline-based fuel with a specific gravity greater than .745 will be disqualified.
- Ethanol-based E-85 Fuel is allowed. E-85 FUEL MUST CHECK WITHIN 3% AT ANY TIME (MIN 84% ETHANOL MAX 88% ETHANOL). FUEL ethanol testing equipment will be the only tester used to determine ethanol content in fuel.

- FT3 fuel cell must be securely mounted behind rear axle between rear tires, a minimum of 4 inches ahead of the rear bumper, no lower than quick-change housing. It must be mounted with a minimum of two .125 inch thick steel straps 2 inches wide around entire cell. Cells mounted in a square tubing frame OK but must be mounted to frame with bolts (minimum 7/16")
- No fuel injection system, electrical fuel pumps, or pressurized fuel systems -Only mechanical or belt-driven pump
- **METHANOL, ALCOHOL, ALLOWED.**
- Series may lab test fuel against manufacturer's benchmark. Penalties for fuel deemed illegal will mirror tire penalties

### **Seat Belts – Seats - Helmets**

- Car should be equipped with SFI 16.5 or SFI 16.1 approved seat belt restraint system until date of belt expiration. Seat belts restraint systems shall be installed in accordance with the directions of system supplier or manufacturer.
- Seat belt restraint system and all components should be SFI approved, correctly installed, & properly maintained.
- Full Containment seats recommended - Suitable FIA manufacturer-approved full containment composite seats are permitted.
- Driver must wear a full-face helmet, with at least a valid SA 2010 or SA 2015 (Head & Neck restraint strongly recommended)
- Standard Snell and/or valid SFI 31.1, SFI 31.2 or SFI 31.1 2010 label at all times on the track when competing

### **Protective Clothing**

- Each driver should wear a fire-resistant uniform meeting the SFI 3.2A/5 specs and display a valid SFI 3.2A/5 label.
- Fire-resistant accessories that cover the remaining parts are recommended. Shoes and gloves should meet SFI 3.3 specs. **MUST BE WORN AT ALL TIMES**