



2026 LATE MODEL SPORTSMAN TECH RULES

2026 REVISIONS: 2-28-2026

1. CAR SPECIFICATIONS

- 1A** SEE SUPER LATE MODEL CAR SPECIFICATIONS OR UNIFIED DIRT LATE MODEL CAR CONSTRUCTION RULES.

2. ENGINE OPTION #1 – 362 C/I

- 2A** ENGINES LIMITED TO 362 CUBIC INCHES.
- 2B** BLOCK MUST BE A STANDARD PRODUCTION BLOCK OR APPROVED AFTERMARKET BLOCK THAT WAS LESS THAN 362 CUBIC INCHES ORIGINALLY. NO ALUMINUM BLOCKS
- 2C** RODS: ANY ROD UP TO 6 INCHES. NO TITANIUM RODS.
- 2D** FLAT TOP PISTONS ONLY. ZERO DECK OR BELLOW DECK HEIGHT ONLY.
- 2E** ANY STEEL OR ALUMINUM HEAD ALLOWED. MUST BE FACTORY IN-LINE VALVE CYLINDER HEADS (1 DEGREE TOLERANCE), CHEVY- 23 DEGREES, FORD- 20 DEGREES (“N” HEADS PERMITTED), CHRYSLER – 18 DEGREES. VALVES MUST BE IN FACTORY LOCATION. NO CANTED VALVE HEADS PERMITTED. HEADS MUST HAVE 60 CC MINIMUM COMBUSTION CHAMBER.
- 2F** ALUMINUM HEADS ALLOWED WITH 4 BARREL 650 CFM CARBURETOR ONLY. CARBURETOR SPECIFICATIONS WILL BE A MAXIMUM OF 1.313” VENTURI SIZE WITH 1.688” BASE PLATE. – ADDITIONAL REVISIONS MAY BE MADE DURING 2026 SEASON.
- 2G** ALUMINUM HEADS MUST HAVE MINIMUM OF 50 LBS LEAD IN FRONT OF MIDPLATE. LEAD DOES NOT HAVE TO BE IN ONE PIECE BUT TOTAL WEIGHT MUST BE 50 LBS.
- 2H** NO RELOCATING ROCKER ARM STUDS.
- 2I** SHAFT ROCKER SYSTEMS ARE ALLOWED.
- 2J** PRODUCTION VALVE OR PRODUCTION REPLACEMENT STEEL, STAINLESS STEEL OR TITANIUM VALVES PERMITTED. ANY SPRING, ANY RETAINER PERMITTED. ROLLER ROCKERS PERMITTED. STOCK VALVE GUIDE ANGLE. NO RELOCATING VALVE GUIDES. NO VALVE STEM DIAMETER SMALLER THAN 5/16” (.310”).
- 2K** ROLLER CAMS AND LIFTERS PERMITTED
- 2L** MUST HAVE A WORKING CLUTCH AND STARTER.
- 2M** GEAR DRIVE UNITS PERMITTED.
- 2N** NO NEEDLE BEARING CAM, CRANK OR ROD BEARINGS PERMITTED.
- 2O** GAS, E85 OR METHANOL FUELS PERMITTED.

3. ENGINE OPTION #2 – CT525

- 3A** GM PERFORMANCE CT525 MUST BE FACTORY SEALED OR SEALED WITH DIRTCAR DC18 OR BLUE RIDGE OUTLAW SERIES SEALS.
- 3B** MINIMUM OF 50 LBS OF LEAD IN FRONT OF MIDPLATE. LEAD DOES NOT HAVE TO BE IN ONE PIECE BUT TOTAL WEIGHT MUST BE 50 LBS.
- 3C** REV LIMITER MUST BE PROGRAMMED NOT TO EXCEED 7500 RPM.
- 3D** 6014CT IGNITION BOX REQUIRED
- 3E** GASOLINE OR E85 ARE THE ONLY FUELS PERMITTED (NO METHANOL).

4. ENGINE OPTION #3 – 602/604 CRATE

- 4A** GM 602/604 CRATE ENGINES AND FORD M-6007-D347SR/JR CRATE ENGINES.
- 4B** MUST HAVE RUSH, CRUSA OR EQUIVALENT SEALS IN PLACE.
- 4C** GAS, E85 OR METHANOL FUELS PERMITTED.

5. WEIGHT

- 5A** WEIGHT LIMIT IS WITH DRIVER AT THE FINISH OF THE RACE WITHOUT ADDING FUEL
- 5B** MINIMUM OF 2350 LBS. FOR ENGINE OPTIONS #1 & #2.
- 5C** NO WEIGHT LIMIT FOR ENGINE OPTION #3
- 5D** IF CAR FAILS TO MAKE WEIGHT OR CROSS SCALES AFTER RACE, THE CAR AND DRIVER WILL BE DISQUALIFIED.

6. CARBURETORS

- 6A** CARBURETORS – ONE 4 BARREL ONLY
- 6B** GASKETS MUST BE NO MORE THAN 1/8 THICKNESS.

7. IGNITION

- 7A** BATTERY POWERED IGNITION - NO MAGNETOS.

8. BODY

- 8A** LUCAS OIL/WOO LATE MODEL BODY RULES WILL BE FOLLOWED. (SEE LINK [Lucas Oil Late Model Series](#))
- 8B** DROOP RULE. A VERTICAL TRAVEL LIMITING CHAIN MUST BE INSTALLED ON THE LEFT REAR OF THE CAR FROM THE LEFT REAR AXLE HOUSING TO THE FRAME. THE TRAVEL LIMITING CHAIN MUST ATTACH TO A BEARING TYPE MOUNT OR A CLAMP MOUNTED BRACKET WITH THE CHAIN MOUNTED TO THE TOP (12 O’CLOCK) OF THE LEFT REAR AXLE TUBE, BETWEEN THE BIRDCAGE AND THE EDGE OF THE LEFT REAR BELL OF THE AXLE HOUSING, AND TO THE LEFT REAR FRAME DIRECTLY ABOVE THE CHAIN MOUNT ON THE REAR AXLE. TRAVEL LIMITING CHAINS MUST BE INSTALLED SO THAT WHEN TAUNTED THEY ARE AS CLOSE TO VERTICAL AS POSSIBLE. ONE (1) COMPLIANCE DEVICE MAY BE USED. THE COMPLIANCE DEVICE MUST NOT BE MORE THAN ONE INCH (1”) THICK (WITHOUT A LOAD APPLIED) AND REMAIN COMPLETELY OPEN AND VISIBLE. COMPLIANCE DEVICES CAN BE RUBBER OR ANY LIKE MATERIAL BUT MUST NOT BE INSTALLED IN ANY TYPE OF CANISTER. SPRINGS, SPRING-LOADED, AND/OR PNEUMATIC DEVICES WILL NOT BE PERMITTED. NO TAPERED, BEVELED, OR ROLLER SKATE TYPE OF COMPLIANCE RUBBER WILL BE PERMITTED. COMPLIANCE DEVICES MUST BE SOLID MATERIAL, SAME DIAMETER TOP TO BOTTOM, NOT HOLLOWED OR DRILLED TO SOFTEN THE 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 ONE INCH (1”) IN FRONT OF THE REAR AXLE TUBE, 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 THE EDGE OF THE LEFT REAR AXLE HOUSING BELL. CARS WILL BE JACKED UP UNTIL A FORTY-THOUSANDTHS OF AN INCH (.040”) SHIM WILL SLIDE BETWEEN THE LEFT REAR TIRE AND THE GROUND. ONCE THE CAR IS JACKED UP AS DESCRIBED A VERTICAL MEASUREMENT WILL BE TAKEN FROM THE GROUND TO THE TOP TRAILING EDGE OF THE REAR DECK BAR, SIX INCHES (6”) INBOARD OF THE LEFT REAR QUARTER PANEL OUTER EDGE. THE MEASUREMENT MUST NOT EXCEED FIFTY-ONE INCHES (51”). MUST NOT EXCEED FIFTY INCHES (50”) FOR CARS WITHOUT UNDER-SLUNG RAIL.

9. TIRES

9A FRONT TIRES:

- **HOOSIER:** 1300 OR HARDER / NLMT 2 OR HARDER.
- **AMERICAN RACER:** 44 OR HARDER / PRO 2 OR HARDER

9B REAR TIRES:

- **HOOSIER:** NLMT 2 OR HARDER
- **AMERICAN RACER:** 44 OR HARDER / PRO 2 OR HARDER

9C ENGINE OPTION #3: OPEN TIRE RULE. ANY TIRE MANUFACTURER PERMITTED. ANY COMPOUND.