



**To make all competitors as equal as possible this is the rule package we have come up with:**

All cars will weigh a maximum of 58% left side

Cars that run the maritime pro stock tour rule book can remove 50 pounds for shocks.

**ENGINE OPTIONS**

**Option #1: Conventional Engine (steel head): 2750 lb. w/7000 Chip @ 58% Left**

**Option #2: GM Sealed Crate Engine (w/660-MPST seal): 2700 lb. w/6400 Chip @ 58% Left Side**

GM sealed crate with a 6" balancer allowed but must weigh 2710 lb.

PASS legal factory stock sealed 604: 2720 lb. w/6400 Chip @ 58% Left Side

PASS legal cam change 604 (cam, lifter, 1.6 rockers): 2800 w/6400 Chip @ 58% Left Side

**Option #3: Ford McGunegill MEP 425LM Sealed Crate Engine: 2725 lb. w/6400 Chip @ 58% Left Side**

**Option #4: Ford D347SR Sealed Crate Engine: 2750 lb. w/6400 Chip @ 58% Left Side**

**Option #5: Mopar ASA 75360 MPST Sealed Crate Engine: 2750 lb. w/6400 Chip @ 58% Left Side**

**SHOCKS**

One per wheel regardless of manufacturer

Sealed steel/aluminum shocks (non rebuildable) and rebuildable shocks will be permitted.

Shocks with External adjusters will be allowed. There is NO claimer rule on shocks.

The following shock/suspension packages are approved for competition in the 200:

- Coilover shock/spring with or without bump stops/bump spring (as per example)
- External bump stop kit-solid shaft and bump package (as per example)
- External shock with bump stop package-Coil spring only at control arm
- Travel indicators allowed on each package



## SUSPENSION

No travel limiting devices such as chains, cables, bolts, etc. subject to technical discretion.  
Type of springs including height and wire diameter is optional. Springs are magnetic steel only.  
Steel spindles only.

## REAR END

A solid spool or “locker” type rear end will be allowed.

“Front Change” quick change rear ends will not be permitted.

Outboard solid drive flanges on rear end may be replaced with rubber drive plates only.

Lower trailing arms may be solid or have a rubber biscuit on either lower arm. The single pan hard bar on the rear suspension will be solid with heim joints on both ends, solidly mounted to the frame on both sides. *No titanium axles, bars, or arms.*

No Watts link or similar configurations.

The third link should be a single solid bar with one connecting point (heim joint) on each end which can be adapted to a single torque device between the two connecting points. The third link assembly unit must have no more than one bar, one single linear spring, or one bar, one linear spring and one neoprene or rubber biscuit, or one bar and no more than two biscuits. No “dual action”, “right foot”, “pull bars”, “two way” or similar assemblies. No gas or liquid pressure devices allowed. No shock, torque arm, 6th coils, extra bars, etc.

**This is a SIX TIRE race. Must bring TWO USED spare tires from their own inventory and can only be used in the event of a flat which must be approved by a Petty Raceway Official.**

Any questions contact Wayne 902-717-0397 evenings only.