



Texas 275 Rules

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Chassis

- 1. Stock front frame rails (must be in stock location)**
- 2. Aftermarket control arms and bushings allowed as long as they bolt in stock locations**
- 3. Rack and Pinion steering allowed**
- 4. Aftermarket strut is allowed but must follow the following guidelines:**
 - Full on race strut prohibited (ie. Lamb or equivalent type)**
 - Bolt in stock location with the exception of aftermarket K-Member**
 - Strut must be comparable to QA1 or Strange style (adjustable)**
 - Struts that change caster and camber are prohibited**
- 5. Aftermarket coilover shocks allowed**
- 6. ALL replacement parts must be in stock location**
- 7. K-Members allowed (late model Mustangs, Camaros, and Firebirds)**
- 8. K-Members must feature stock attachment locations**

- 9. No part of the K-Member may be permanently attached to the chassis**
- 10. Smith Racecraft bolt on front end allowed**
- 11. Rear frame rails must be in original stock location (minor notching allowed for tire clearance)**
- 12. Mini tubs allowed**
- 13. Any type of rear suspension allowed, 4-links, ladder bars, etc.**
- 14. Motor plate and Mid plate allowed**
- 15. Motor must be in stock location**
- 16. No traction compound spraying devices allowed**
- 17. Traction control devices prohibited (ex. Davis Box)**
- 18. No wheelie bars**

Body

- 1. Firewall must be in stock location, minor modifications for trans, etc is OK**
- 2. Unaltered floor pan. Floor pan may be altered for through the floor sub-frame connectors, etc. Must have stock floor pans from tubs forward. No back half chassis cars allowed**
- 3. No body alterations (must have front and rear bumpers)**
- 4. Headlights and taillights must be in working condition**
- 5. Fiberglass limited to hood, bumpers, deck lid, front fenders or doors. You are limited to doors or fenders, but not both. No one-piece fiberglass front ends allowed**
- 6. Forward facing hood scoops not allowed**
- 7. Drilling/cutting holes in hood for air inlet prohibited**

8. No Pro Mod style wings

9. Max Wing 15" from leading edge

10. Lexan allowed

Interior

1. Two front seats (turbo/supercharger cars may remove passenger seat for plumbing)

2. Driver's seat must be mounted in front of door jamb

3. Carpeted interior

4. Door panels (aluminum door panels allowed)

5. Stock Dash (aftermarket gauges allowed)

Tires

1. Any 275/60 designated drag radial is allowed

2. No slicks of any type allowed

Power Adders

1. Only one type power adder allowed

2. Timers and controllers are allowed

3. Progressive nitrous controllers and boost controllers allowed

NITROUS:

- 1. Dual entry and single entry plates are allowed (one nitrous solenoid and one fuel solenoid in a single stage configuration)**
- 2. Only one fogger or single plate allowed. If a second nitrous system is on car it must be capped off at the solenoids. Dual stage, single nozzle foggers are not allowed**
- 3. Only one nitrous bottle allowed in car. 15 lb. maximum size. (Push systems prohibited)**
- 4. Maximum nitrous supply line is a single #6 line**
- 5. Big Blocks and Small Blocks will be limited to a .036 jet maximum on each cylinder on a fogger**
- 6. Dual entry plates are limited to two .075 nitrous jets along with a single nitrous solenoid**
- 7. Single entry plates are limited to a .112 nitrous jet and a single nitrous solenoid**
- 8. All Raised Runner heads (floor of port may not be more than .550 from deck) will be limited to a .030 jet maximum. This includes the Ford A-460 Head**
- 9. All EFI systems limited to same rules as fogger application**
- 10. EFI jet limitation is based on head application (ex. Raised Runner or Non-Raised Runner)**
- 11. EFI applications are required to place nitrous jet at each fogger nozzle**
- 12. EFI Applications are limited to using only one entry point on each fogger nozzle**

13. Nitrous solenoids limited to a .175 orifice

FORCED INDUCTION:

1. Max 88 mm turbo inlet. Air to liquid intercooler allowed. Measurement will be a 1/16th of an inch away from the compressor wheel. If it measures more than 88 mm or if the leading edge is more than a 1/16th away from the compressor wheel, then the turbo is illegal. NOTE: All turbo cars will be checked

2. Maximum supercharger F1r. F1x prohibited

3. No big blocks allowed with a turbo or procharger/blower

Transmissions

1. Automatic or factory equipped manual

2. No Brunos, Lencos, etc.

Engines

1. No sheet metal intakes

2. Must use mass produced cast aluminum intakes (no tunnel rams)

3. Single carburetors only

4. EFI max TBA mm throttle body.

5. 6-71 max blower allowed

6. All cars must run gasoline (no alcohol or methanol)

7. Dry sumps not allowed

8. All big block engines limited to 10.2" deck height. BBC 427 tall deck "truck" block allowed

Heads

1. Billet or custom fabricated heads prohibited

2. Internal port areas of cylinder heads may be welded or epoxied for repairing, but heads must maintain standard "as produced" valve/port layout design, valve cant, and valve spacing. (no substituting canted valve for inline head, etc.)

3. Valve angle cannot exceed plus or minus 1 to 1.25 degrees maximum from stock valve angle. Valve cant must not exceed 5 to 5.25 degrees

4. 15 degrees minimum non-stock valve angle for small blocks, with the exception of LS heads which are limited to 13 degrees

5. Yates SC-1's, Yates C-Series or equivalent, Chevy SB2, and Chevy 15 degrees are prohibited with forced induction applications

6. No Big Chief, Big Chief style, or Little Chief heads allowed

7. Big Block cylinder heads must retain 24 degree style port/valve configurations. No BBC 18 degree or BBF "C" heads allowed

8. Heads must have manufacturer's markings visible

9. If you are not sure if a particular head is allowed, contact Tex275 for clarification

Exhaust

1. Mufflers required
2. No insert or collector mufflers

Weight Breaks

****Small block****

1. Base weight - 3000#
2. SB over 440ci add 50#
3. SB over 470ci add 100#
4. *LSX powered cars – 3200# (Nitrous)
5. *Turbocharged / Procharged Small Blocks 3200# (88mm) example- reduced 88/98's and 91's without surge holes
6. True 88 mm turbo, non-reduced in a true 88 mm housing 3200# GT47 or equivalent
7. 85 mm turbo with surge holes 3200#
8. X275 88 mm turbo 3400# (no additional weight for billet wheel). This only applies to this particular turbo
9. Add 50# for billet wheel
10. Small block nitrous, 20 degree valve angle Ford, 23 degree Chevy, and 18 degree Mopar deduct 200#
11. *Yates C, Yates SC1, Chevy SB2, and Chevy 15 degree add 150#

****Big Block****

1. **Base weight - 3200#**
2. **531 ci-570 ci - add 50#**
3. **10 head bolt Ford blocks 571ci – 600ci - add 100#**
4. **571 ci-600 ci – add 150# (applies to 18 head bolt Ford blocks)**
5. **605ci – 632 ci – add 250#**
6. **632ci maximum**
7. **Big Blocks smaller than 500 ci deduct 100#**
8. **10.2 deck height maximum**

****TECH****

1. **All engines are subject to valve angle, port location, and displacement verification at any time**
2. **Nitrous limits and turbo size will be verified before each event and at random during the event as deemed necessary by tech officials**
3. **Weights may be adjusted at any time to ensure parity**
4. **After winning 3 races in one season 100# will be added for the remainder of the season**

*****THE RULES MAY BE ADJUSTED AS NECESSARY IN AN EFFORT TO MAINTAIN PARITY*****