

Outlaw 275

Racers can follow the following Rule/Weight set or we allow all x275 combo's at 2017 x275 Rules/Weights

275-Radial will run on a 1/8th mile format, heads up, Pro tree, with a "Qualified" (32-car) field with Alternates.

****If your car runs 5.40 or slower in the 1/8 mile you only need to run the Tires excepted below to be legal for the class****

(If you run faster than 5.40 in elimination's you will be disqualified if your car is not Legal)

Class Guidelines:

BODY:

The car must retain its original appearance and profiles. Aftermarket fiberglass parts are limited to hood, fenders, doors, deck lid and bumpers, One piece front-ends are allowed, but must retain factory appearing grill, head lights, and [marker lights](#). The driver and passenger doors must be fully operational and must open from the outside.

BRACKET RACING AIDS:

The use of bracket racing aids such as optical sensors, delay boxes, and throttle stops are prohibited

FIREWALL:

Must retain factory unaltered firewall, in factory location. A cosmetic overlay is permitted.

HOOD / SCOOPS:

Cowl & forward facing hood scoops are allowed. Scoop or cowl may not exceed more than 9 inches at the highest point of the air inlet opening above the height of the original hood flat surface.

INTERIOR:

All factory interior pieces including pedal assemblies must be in factory locations. Factory door panels, carpet, dashboard are required. Back seat may be deleted, but must have carpet covering the [bare floor](#).

SEAT LOCATION:

Driver Seat must remain in the stock location.

WINDOWS:

Lexan permitted. We encourage all racers who use lexan to keep the overall look of the windows as close to factory appearing as possible.

CHASSIS / [SUSPENSION](#)

FRONT SUSPENSION:

All cars must retain stock suspension, aftermarket tubular control arms, coil over kits, or OEM front strut retrofits are permitted. Replacement Bolt-on Lightweight K-Members are legal, but must be a direct bolt on, no welding modifications permitted. Stock wheelbase will be enforced on all vehicles. You can weld tubes from your roll cage to the front [suspension](#)..

**The only front [suspension](#) bolt-on kit deemed legal by the PSCA are the CHRIS ALSTON No Fab, AJE, HEIDTS, Smith Racecraft and *FATMAN bolt-on kits (for 62-67 Nova's, 67-69 Camaro's & early Mustangs) Total Control Products Coil Over Conversion Kits, and The Rod & Custom Motorsport Mustang II kit for 64 1/2-66 Mustang, DoubleAA Performance K-Member for G-Body, Part #RC-106 & Skinny Kid front end kits for late model Mustangs.... Kits must be installed as instructed and not modified in any manner.

K-MEMBER:

Aftermarket factory-replacement-type K-member permitted, but must attach to the chassis using only the original factory OEM-type [mounting bolts](#). No part of the K-member may be welded to the chassis.

FRAME & CHASSIS:

No Full Tube Chassis Cars Allowed

[DRIVE TRAIN](#)

AUTOMATIC TRANSMISSIONS:

Any OEM automatic transmission permitted. [Aftermarket torque converter](#), shift kit, valve body, shifter, and pan cooler use are permitted. Trans brakes are permitted.

MANUAL [TRANSMISSION](#):

After-market clutch (single disc only) assisted manual transmissions are allowed (See Weight Penalty's) Clutch/automatics or planetary transmissions are not allowed. Split sliders are also not allowed. All shifts must be made manually without the aid of electric, hydraulic or pneumatic

devices. Any manual transmission built by an automotive manufacturer, with stock case and gears will race at same weight as an automatic transmission entry.

REAR END:

Any factory type rear end is allowed.

ELECTRONICS:

Boost and Nitrous Controllers are permitted.

ENGINE:

650ci Limit for Big Blocks with a MAX Bore Space of 4.84 – 480ci Limit for Small Blocks with a MAX Bore Space of 4.40

ENGINE BLOCK:

Aftermarket Billet, Cast Iron & Aluminum Blocks are allowed.

CARBURETOR / THROTTLE BODY:

Any single or dual carburetor or [throttle body](#) set-up is allowed

EFI:

Any EFI system is permitted

ENGINE MOUNT LOCATION:

Engine must remain in stock location. Engine may not touch the factory unaltered firewall. Motor plates are permitted.

HEADS:

Aftermarket cylinder heads, aluminum or cast iron are allowed (No Billet Heads Permitted except on Small Block Nitrous & Small Block Turbo Combos), See Weight Ads below

INTAKE MANIFOLD:

No Restrictions

NITROUS:

Any nitrous combo is legal, but cannot be used with any other power adder except by I-6 Combo (See Weights Below).

SUPERCHARGER:

Any Roots (Up to 12.71) or Centrifugal MAX 4.5 Inducer Diameter) Equivalent or smaller with the following specs must be approved by the PSCA before being deemed legal:

MAX Inlet Hose Diameter 5.00"

MAX Inducer Diameter 4.50"

MAX Exducer Diameter 6.75"

MAX Outlet Inside Diameter 3.59"

TURBOCHARGER:

Accepted Single Turbochargers: 94mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements:

- 1) Turbocharger must be of conventional impeller and housing design and type.
- 2) Turbocharger is limited to a maximum size of 3.701 inches (94mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing.
- 3) Compressor cover inlet is permitted a maximum inlet diameter of 3.792 inches (96.3178mm)
- 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute.
- 5) All air entering the turbocharger must pass through the turbocharger inlet.
- 6) Injection of any liquid, gas, or any other substance into the inlet or [exhaust](#) housing prohibited.
- 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Single Turbochargers: 98mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements:

- 1) Turbocharger must be of conventional impeller and housing design and type.
- 2) Turbocharger is limited to a maximum size of 3.858 inches (98mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing.
- 3) Compressor cover inlet is permitted a maximum inlet diameter of 3.949 inches (100.3114mm)
- 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute.
- 5) All air entering the turbocharger must pass through the turbocharger inlet.
- 6) Injection of any liquid, gas, or any other substance into the inlet or [exhaust](#) housing prohibited.

7) Compressor wheel contour must be continuous features from the inducer to the exducer (no “stepped” wheels).

Accepted Twin Turbochargers: 72mm or 67mm Twin Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements:

- 1) Turbocharger must be of conventional impeller and housing design and type.
- 2) Turbocharger is limited to a maximum size of 2.637 inches (67mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing.
- 3) Compressor cover inlet is permitted a maximum inlet diameter of 2.728 inches (69.3114mm)
- 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute.
- 5) All air entering the turbocharger must pass through the turbocharger inlet.
- 6) Injection of any liquid, gas, or any other substance into the inlet or [exhaust](#) housing prohibited.
- 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no “stepped” wheels).

FUEL / [FUEL SYSTEMS](#):

Gasoline (Race Gas) and E-85 are the only legal fuels permitted except for Small Block F1R, Roots and 88mm Turbo (or smaller) Combos can use M-1 (and any x275 combo is legal to run M-1 at x275 rules and weight)

IGNITION:

No restrictions

ON BOARD DIAGNOSTICS / DATA RECORDERS:

On board diagnostic computers and recorders are permitted. Memory and playback [tachometers](#) are allowed.

[STEERING](#):

Rack and Pinion allowed on all vehicles.

STREET LEGAL REQUIREMENTS:

All cars are required to have working headlights and tail lights (headlights doors must be fixed open or work manually or automatically on cars so equipped). Brake lights, turn signals are required.

TIRES:

Front Tires: Must have a minimum tread width of 4.5 inches. Front tires do not have to be DOT approved.

Rear Tires: [275/60R15 Drag Radial](#) or 28 x 10.5 drag slick (true 10.5 tire or smaller in width and diameter). Max is 28 x 10.5, no “W” 10.5 tires allowed.

WHEEL BASE:

Must retain stock wheelbase with a maximum variation right to left and front to back of one inch.

WHEELIE BARS:

Wheelie bars are not permitted (any type of device other than factory OEM frame/suspension/body parts used to control a wheelie/wheel-stand in any way is also prohibited)

WEIGHT GUIDE

Base Weight (All weights are race-ready, car with driver)

4 Cly W/Any Power Adder.....	2500 lbs
V/6-I/6 Nitrous.....	2600 lbs
V/6-I/6 Turbo or Blower.....	2900 lbs
V/6-I/6 Turbo or Blower W/Single Fogger Nozzle.....	3100 lbs
Small Blocks W/Nitrous.....	2650 lbs
Small Blocks W/Turbo (up to 80mm)	2900 lbs
Small Blocks W/Turbo (80.01 to 88mm)	3250 lbs (Mid-Frame, Y2K or GT47-88 3050 lbs)
Small Blocks W/Turbo (88.01 to 94mm)	3350 lbs
Small Blocks W/Turbo (94.01 to 98mm)	3500 lbs
Small Blocks W/Twin Turbo (72mm ea)	3350 lbs
Small Blocks W/Supercharger (up to 4.090" Inducer).....	3050 lbs
Small Blocks W/Supercharger (4.091-4.200" Inducer).....	3250 lbs
Small Blocks W/Supercharger (4.201-4.500" Inducer).....	3450 lbs

Big Blocks Nitrous up to 550ci.....2850 lbs

Big Blocks Nitrous 551ci to 600.....2950 lbs

Big Blocks Nitrous 601ci to 650ci Max.....3050 lbs

WEIGHT ADDS & BREAKS:

Add 50 lbs. For Small Blocks using SC1, Brodix ([BF 200](#) & 300 Series) Brodix (CV SP265 & SP330) All Pro (-2) Mast (Mozez)Similar Canted Valve and any Symmetrical Cylinder Heads will be evaluated on a case by case basis

Add 100 lbs. Small Blocks using Dart “Little Chief” CFE “SBX” or Similar Style Heads

Add 100 lbs. For Big Blocks Using any Canted, Splayed Valve, Big Chief Style Cylinder Heads

Deduct 100 lbs. For Small Blocks less than 358ci

Deduct 350 lbs. For no Power Adder

RACE DAY POLICY’S

SCALES:

After each qualifying and elimination pass, all cars must stop and weigh at the track scales. If you lose in eliminations, and your opponent fails to make weight you will be reinstated into the eliminations only if you made minimum weight requirements. If both cars failed to make minimum weight, both cars will be disqualified. It is the driver’s responsibility to verify with each track scale, the weight of his/her car prior to each race day. There will 5lb error factor allowed.

ALTERNATING LANES DURING QUALIFYING:

Each 275-Radial driver must alternate lanes during qualifying. Even if you skip a session, you must run the opposite lane you made your previous run in. If you choose to ignore this rule, your second consecutive pass in the same lane will be disqualified.

TOW BACK & TOW VEHICLES:

All 275-Radial entries are allowed to tow to staging lanes and to the track scales. All are subject to be searched by a Official at any time.

BYE-RUNS:

All 275-Radial vehicles must take the tree, and run down the track (Unless instructed by A Official) and Scale

All other combos will be evaluated on a case by case basis

******Rules are Subject to Change at anytime before May 1st 2017******

All NHRA safety rules apply. If NHRA rules are in contravention of the above rules. NHRA rules will always supersede above rules.