



FASTRAK Companies International LLC – Carnesville GA – Office (678) 935-7304 Fax (678) 528-3117

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

ALL CHANGES OR CLARIFICATIONS FROM PREVIOUS SEASON ARE IN RED

To All Race Teams;

You and the fans wanted a top notch regional series and we hope to provide that for you. With you help I truly think we can make the ULTIMATE Bob series one of the best things that's happened in that area for a long, long time. Please get hero cards or simply get a photo copied at Walmart etc so you will have something to autograph for the fans. We plan on having autograph sessions at each event. Some at the track and several other places off premises so together lets make this thing work.

The point fund is starting off smaller than I would like, but we will get it up as soon as possible. When we introduced the series in that area, we really didn't know if we would have one race or thirty so I purposely kept it down to something I could pay out of my pocket if need be. One thing you will see is that I don't promise something I can't do. It takes all of us to make this work and together we can make this into something big! You will see greater things coming in the near future, but we had to get started and prove to the tracks you will support us and we will give back to you.

I am always interested in hearing your thoughts and ideas so please call me personally anytime you need too. I may not answer the phone right away but I will always return your call.

Best Regards;
R. Stan Lester

BUSINESS NAME AND MAILING ADDRESSES

FASTRAK Companies International LLC DBA /
ULTIMATE Super Late Model Series

Corporate Office

Mailing: PO Box 590
Shipping: 8077 Royston Rd.
Carnesville, GA 30521
Office: (678) 935-7304 Fax: (678) 528- 3117
President/Owner: Stan Lester (cell) (706) 371-6349

Satellite Office

Mailing and Shipping: 6 Birch Street
Woodruff, South Carolina 29388
Series Director: Kelley Carlton cell: (864) 871-1442
kelcarms@gmail.com

WEBSITE

www.fastrakracing.com
www.ultimatesupers/bob.com

FACEBOOK

Ultimate Battle of the Bluegrass

SKYPE

As series grow the worst thing that can happen is lack of communication. We use SKYPE as a way to have our meetings. They can take place without you having to leave your home or shop. It's a very simple program and it's free. We will move slowly with this until you are comfortable with it. We went over it with the teams at the last meeting and they were up and going in 10 minutes. You will need a computer with a web cam or you can add one for as little as \$20. This allows us to get your perspective on things and keep you involved as the series progresses. Our name on SKYPE is fastrak.corporate.office

TEXT UPDATES

Make sure we have your email and cell number for updates. This is the fastest way to keep you informed for weather, schedule changes, etc

ALL RULES ARE AT THE DISCRETION OF SERIES OFFICIALS

Series Officials reserve the right to change, delete or amend the rules in the interest of "competition" and fair play. Series Officials calls are final and override track rules or decisions.

ARBITRATION AND APPEALS PROCESS

Any team has the right to arbitration and/or appeal for rules infractions or penalties thereof.
Appeal(s) must be made in writing and signed by party requesting appeal
Appeal must be done no later than 5:00 PM of the first business day after infraction.
Must be faxed to office at (678) 528-3117

TECHNICAL UPDATES

Please make sure we have your email address for technical updates. We do not send anything via the US Post Office. You can also check the website for updates.

Text: We do have the ability to group text so include your cell phone as that is a great way to communicate quickly. Especially great for rain outs etc.

MEMBERSHIP FEES

Membership fee \$100 annually.

Drivers points begin only after membership is paid. No membership-no points
Must be a member to be eligible for point fund monies

NON- MEMBERS

You do not have to be a member to enter an event. Non-members are not eligible for any point fund monies.
Non-members must sign non-members / tire testing agreement to enter an ULTIMATE event.

POINT FUND

\$5000, \$2500, \$1750, \$1250, \$1000, \$850, \$700, \$650, \$600, \$500

Rookie of the year \$500

5th place points also gets a \$2000 certificate towards a new Revelation chassis

POINT SYSTEM

Driver Points ONLY

Awarded accordingly positions 1-24 in order

35,34,33,32,31,30,29,28,27,26,25,24,23,22,21,20,19,18,17,16,15,14,13,12

All cars entering an event but not making the starting field will receive 11 points.

DROP RACES

1 drop for every 10 races in your region. May run races in other regions but cannot be used for drops.

Drops will be tabulated prior to last event of season. Final point tally will be derived from sub-total of points before last event and points earned in finale.

Drops may not be used in the case of engine/tire/or any rules infractions

LOYALTY POINTS

25 loyalty points awarded to each driver for perfect attendance.

HARDSHIP POINTS

Hardship points are points for members only in case of personal emergencies, etc. Hardship points must be approved by the series. Hence a maximum of 10 hardship points may or may not be awarded - a maximum of (1) instance per race season.

ROOKIE OF THE YEAR

First place \$500.

Must be a member to be eligible

Must apply in writing by letter of intent Fax (678) 528-3117 or hand delivery accepted

Letter must include age, years in racing, largest purse won, list of achievements, etc.

Details of team and photos included if possible.

Should be received before first race with the intention to participate in, no later than 4th event of any year

Ultimate officials will have final approval on eligibility.

Cannot have won a Series Super Late Model feature. Local is ok, but not series.

CONTINGENCY AWARDS

ULTIMATE will have contingency awards to be given out at the banquet.

Some awards may go to specific positions based on manufacturers' request

Drivers must be a member to receive any contingency awards.

RACE FORMAT

Group Qualifying, heats, B Mains (if needed) and feature

Qualify by group, heat race by group. Groups do not change order

True side by side double file restarts. Leader starts the race after the initial start, usually coming off of turn 4, but may vary based on track and conditions. Will be advised over receiver if different.

\$3000 to win 30 laps - \$4000 to win 40 laps – \$5000 to win and up varies.

Please note when running SE Region races as combo events or national events, the format is subject to change based on the region the race is being held in.

PROVISIONALS

2 PROVISIONALS BEGINNING AT THE 3RD RACE.

EVENT DESIGNATIONS

Regional event (R) Event designated as a points event for that region

Combo event (C) Combination of 2 or more regions at one venue. Combo races are required events for regions included. 1st car in SE will receive 1st place points, 1st car in BOB will receive 1st place points and the same through the field. Cars not transferring to main event will receive 11 points.

National events (N) \$10,000 and up purses may be considered a national event. For instance Virginia Motor Speedway is a SE event. Bob region can go and replace a worst finish in their regional points with a National event finish. If a National event is scheduled in your region, it is a required race. National events may be a required event for both regions based on geography.

PURSES

Checks will be pre-cut before event begins to be more time efficient. Should any differences occur due to technical or other reasons, checks will be mailed from office on the next business day after results are posted.

Prize money will be held on any competitor-awaiting tire testing results. If tires check legal, checks will be mailed the next business day after receiving report, or can be picked up at office.

\$3000, 1500, 1000, 850, 750, 650, 600, 550, 500, 490, 480, 470, 460, 450, 440, 430, 420, 410, 400, 400, 400, 400, 400, 400
\$4000, 2000, 1350, 1000, 875, 775, 700, 600, 500, 450, 425, 400, 400, 400, 400, 400, 400, 400, 400, 400, 400, 400, 400
\$5000, 2500, 1500, 1200, 1000, 850, 750, 700, 600, 550, 500, 450, 425, 400, 400, 400, 400, 400, 400, 400, 400, 400, 400
\$7500, 3000, 2000, 1400, 1100, 950, 875, 800, 725, 650, 525, 475, 425, 400, 400, 400, 400, 400, 400, 400, 400, 400, 400
\$10,000, 5000, 3000, 2000, 1500, 1300, 1200, 1100, 850, 800, 750, 700, 650, 600, 550, 500, 500, 500, 500, 500, 500, 500, 500

****Please note the ULTIMATE Super Late Model Series is not responsible for paying the purse. The SERIES will work on behalf of the teams if the track does NOT pay as stated in event contract.**

RAIN OUTS

Any event with 50% of scheduled laps +1 completed shall be considered FINAL.

Should an event be postponed due to inclement weather, the event will be rescheduled and event will start all over. No qualifying, heats, etc will be held over. COMPLETE NEW SHOW!

*Exception *could be* holding the event over until the following day.

TIRE TREATING AND/OR CHEMICAL ALTERING

ANY tire treating and/or chemical altering is illegal.

Tires not conforming to the manufacturers' submitted benchmark would also be deemed illegal.

ANY/ALL competitors are subject to tire inspections and/or samples being taken at any time

Samples will be sent to lab for professional diagnosis of chemical altering

Competitor with tires being tested will not be awarded any monies until results are back from lab. (Normally 4-5 business days). If tires are found to be legal, checks will be mailed immediately.

Results of all lab test will be posted on ULTIMATE BOB facebook page and on side of trailer at next event.

***Fines for tires deemed illegal and/or non-conforming:**

1st Offense: \$2500 fine, loss of points, loss of any prize money

2nd Offense: \$5000 fine, loss of points, loss of any prize money- suspended for the remainder of the season, loss of all point monies earned.

(In either case competitor will not be allowed to participate again until fine is paid)

TIRE PROTEST

\$150 Tire protest - Anyone in the top five finishers may protest tires.

Must be within 10 minutes of end of event with cash in hand to SERIES Official

PROTEST

Visual Protest: \$300- Must be made any time before the start of the race with cash in hand to SERIES Official(s)

Engine Protest: \$800- Must be made within 10 minutes of end of event with cash in hand to SERIES Officials(s)

ENTRY FEES

Entry fee \$105. \$5 goes towards tire lab testing

ENGINE WEIGHTS, SIZES AND SPOILERS

GM 602 or 604 2200 lbs / 12 inch spoiler

SAS or SUPR SPEC 2300 lbs / 12 inch spoiler

GM CT525 2300 lbs / 12 inch spoiler

NLMS (358 cu in) 2200 lbs / 12 inch spoiler

Steel block, steel head (365 cu in) 2200 lbs / 8 inch spoiler
Steel block, aluminum head (365 cu in) 2250 lbs / 8 inch spoiler
Open engines 2300 lbs / 8 inch spoiler

ENGINE DEFINITIONS

GM CT525, 602 and 604 crate engines - Cannot be altered from factory.
NLMS- National Late Model Series engines by NLMS rules
SAS / SUPR – Southern All Stars and Southern United Promoters Racing Series Spec engines by the series rules
Steel block, steel head- Limited to 365 cubic inches
Steel block, aluminum head- Limited to 365 cubic inches
Open Engine- unlimited cubic inches, steel or aluminum

FUEL SYSTEMS

Fuel injection, electric fuel pumps or pressurized fuel systems are not legal

DISTRIBUTOR

Single distributor or magneto.
No other coil pack* or distributor less systems
*Exception GM525

TRANSMISSION

In and out box is not permitted
Must have working clutch with forward and reverse gear.
Drive shafts should be painted white with car number. This is a safety issue.
Drive shaft loop is highly recommended. This is a safety issue for you and your fellow competitors.
Automatic transmission allowed. Carbon fiber, aluminum or steel drive shafts permitted.

REAR ENDS

Any Standard Rear end permitted
No open type (sprint car) rear ends

REAR SUSPENSION

1. General

- A. Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series Director before being used in competition.
- B. Rear suspension may utilize either coil or leaf springs.
- C. Rear suspension configuration of current designs know as 3 link, 4 link, cantilever, Z link, or swing arm designs may be used.

2. Rear Suspension Frame Mounts

- A. All frame suspension mounts must be fabricated using magnetic steel.
- B. Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.

- C. Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 1/8 inch thickness on both sides of the mount.
- D. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed common industry standards for fastener clearance.

3. Axle Housing Mounts

- A. Only one (1) axle housing mount per side will be permitted.
- B. Axle housing mounts may be a solid (welded) type or a floating type design.
- C. The final assembled axle housing mount must be a one (1) piece mount. When a floating type mount is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.
- D. Axle housing mounts may be fabricated from magnetic steel or aluminum.
- E. Mounts for suspension attaching (radius) rods must be an integral part of the axle housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 1/8 inch for magnetic steel or 1/4 for aluminum is required. Dynamic movement of any mount other than movement created in normal suspension travel will not be permitted.
- F. The mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

4. Rear Suspension Attaching (Radius) Rods

- A. A maximum of two (2) attaching (radius) rods per side will be permitted.
- B. Attaching (radius) rods may be fabricated from magnetic steel or aluminum.
- C. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
- D. Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of all types will not be permitted.
- E. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
- F. Spherical rod end sizes may be a minimum of a 5/8 rod end body with a 1/2 inch bearing to a maximum of a 3/4 inch rod end body with a 3/4 bearing.
- G. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2 fastener must be used with a 1/2 bearing and mounting hole).
- H. Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle housing mount at the rearward end.
- I. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.

5. Rear Droop Limiter

- A. One (1) droop limited chain per side will be permitted.
- B. The droop limiting chain may incorporate bump stops and/or springs.
- C. The droop limiting chain must attach to a collar type mount on the rear axle tube and to the frame assembly directly above the lower mount.
- D. Droop limiting chains must be mounted vertically.

6. Torque Control Devices

- A. Lift arm assemblies and pull bars will be permitted.

- B. Only one (1) torque control device may be used.
- C. Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side to side flex will be permitted.
- D. The forward end of the lift arm may use a spring over shock assembly (5th coil), a braking shock (6th coil) and a limiting chain.
- E. Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition. Adjustors within reach of the driver will not be permitted.

7. Springs

- A. Coil springs or leaf springs will be permitted.
- B. Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.

8. Shocks

- A. Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. Shock “builds” that are specifically for the purpose of locking down or preventing suspension movement or to increase height beyond the function of the spring will not be permitted.
- B. Mono-tube, single piston, nitrogen gas charged shocks will be permitted. All shocks must utilize spring shim-type valving on the piston and needle and seat type adjusters for exterior adjustments. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjustor.
- C. Shocks and shock components may only be manufactured from steel or aluminum.
- D. Rotating parts will not be permitted inside or mounted to the shock absorber.
- E. Thru-rod shocks will not be permitted.
- F. Shock adjustments while the vehicle is in motion will not be permitted.
- G. Unless otherwise authorized, all shocks must be mounted vertically.
- H. Approved shock locations are as follows:
 - One (1) shock will be permitted at each front wheel
 - One (1) shock will be permitted at the right rear wheel
 - Two (2) shocks will be permitted at the left rear wheel. When using only one (1) shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When two (2) shocks are used at the left rear wheel, one (1) shock must be mounted behind the rear axle tube and the second shock must be mounted on top of or forward of the rear axle tube.
 - One (1) shock will be permitted mid-ship at the front of the lift arm assembly.
 - One (1) braking shock will be permitted. The shock must be mounted within three (3) inches of the center line of the rear axle center section. This shock may be mounted horizontally.

BRAKES

All cars must have operational 4 wheel braking systems

WHEELS

Maximum 14 inch wheels permitted

Wheel spacers permitted

Bead locks permitted

TIRES

TIRES NOT CONFORMING TO MANUFACTURER'S BENCHMARK WILL BE DEEMED ILLEGAL

Tire rule: 3 compounds: Hoosier 1300, 1350, 1600, UMP 40. American Racer SD44, or MD56 (no Arts 56) plus a RR 70 option

Grooving and siping is allowed. 1300 is no longer allowed in SE races
Tire rule may be altered based on local track rules and conditions or in the case of combo events.

NO CHEMICAL ALTERATIONS ALLOWED

Penalties stated above

BODIES (check diagram in rear of rules) ***All measurements are with driver 'in the car''

Standard Dirt type bodies only. (Ford, GM, Dodge, Toyota)

No wedge bodies.

No lips allowed on roof, sides or nose that may be utilized for spoiler purposes. (Inside or outside)

All upper and side panels must run parallel to chassis.

Front fenders and hood must be level and flat from left side to right side of car and at least as far back as engine plate.

No part of fenders or hood may be below outside body line nor angle inward or outward.

A single strip of plastic material along the bottom of doors permitted.

No part of rear deck may extend past quarter panels.

Center of rear hub to end of quarter panel cannot exceed 50 inches. Measured in a horizontal line.

Must have at least one visible number on both doors and number on roof.

No part of body may "V in" from outside to middle of car or middle of that part.

No wheel skirts.

37 inches from top of door to ground maximum.

Rear Deck height measured from ground 38 inches (+1") with driver in car.

78 inches at the top of the doors maximum side to side (width). Checked at firewall and behind driver's seat.

72 inches maximum rear width measured at spoiler.

78 inches maximum rear body width measured 12 inches below spoiler.

Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.

All non approved bodies and/or any section(s) of the body can or will be assessed **a weight penalty (minimum of 25 lbs) at the discretion of the technical director**

DECAL PACKAGES

Decal packages mandatory: Series will furnish decals and designated positions per diagrams provided in member packets. Series reserves the right to display sponsor decals on front fenders of each competitor's car at a ULTIMATE event. ULTIMATE reserves the right to 10" specified positions on each competitor's car, *members or non-members for that event.*

*No decals = no points. Also you will not be eligible for contingencies and other monies from sponsors.

Event Partners: Event Partners are one-time partners for that event only. Please feel free to remove decals after event.

DISCLOSURE STATEMENT

**Disclaimer

PLEASE READ CAREFULLY. YOU ARE ENTERING INTO A LEGAL AGREEMENT BY COMPETING AT AN ULTIMATE Super Late Model Series EVENT.

By participating in a ULTIMATE Super Late Model Series event, participant(s) is entering into a legal agreement with FASTRAK Companies International LLC/ DBA ULTIMATE Super Late Model Series to be hereafter referred to as SERIES. In

addition person(s) participating are also entering into a "HOLD HARMLESS" contract with above mentioned companies, officers of said companies, sponsors, employees, officers, stock holders, Regional Directors (in good standing) and

weekly sanctioned tracks (in good standing). Participant(s) agrees that racing is a dangerous sport and is hereby forfeiting any and all legal rights against all previously mentioned parties for any reason *whatsoever*. Participant(s) also agrees that SERIES may confiscate all parts should competitor be found "illegal". Driver and car owner AGREE that by participating in an ULTIMATE Super Late Model Series event, should competitor be found *illegal*, all rules and penalties stated within ULTIMATE Super Late Model Series RULE BOOK and *penalty* section of ULTIMATE Super Late Model Series RULE BOOK TAKE FULL PRECEDENCE OVER ANY UNDERSTANDING 'IMPLIED OR OTHERWISE'. SERIES reserves the right to "decline" any membership. Series MAY ALSO CANCEL ANY MEMBERSHIP without notice. Participant and parties with said participant(s), understands they are "willingly" agreeing to all terms of this contract and hereby forfeit any and all legal rights of any type INCLUDING BUT NOT LIMITED TO "DEFAMATION OF CHARACTER" and/or SLANDER. Participating in an ULTIMATE SUPER LATE MODEL event constitutes a contract.

ULTIMATE Super Late Model Series cannot be held responsible for accidents.

ANY TEAM THAT IS NOT A MEMBER OF ULTIMATE Super Late Model Series MUST SIGN A NON MEMBER 'TEAM' AGREEMENT. NON- MEMBER TEAMS ARE COMPETING UNDER THE SAME RULES AND REGULATIONS WITHIN THE SERIES MEMBERSHIP AND SERIES RULE BOOK. FINES AND PENALTIES APPLY.

All parties to this contract expressly waive all objections to personal jurisdiction and agree that they shall submit to personal jurisdiction of the Courts of the State of Georgia, County of Franklin and / or the Federal Courts located in Franklin County, Georgia. All parties to this contract expressly agree that any dispute between the parties concerning this agreement or the services provided herein shall come within the exclusive jurisdiction of the Courts of the State of Georgia, County of Franklin, and that any dispute arising under or in connection with this agreement or related to any matter which is the subject of this agreement shall be subject to the exclusive personal and subject matter jurisdiction of the State and Federal Courts located in Franklin County, Georgia.



(For you use in case you need for your graphics company)

DECK MUST BE FLAT 32" FORWARD FROM SPOILER RUNNING PARALLEL TO GROUND. 1" TOLERANCE GIVEN.

NO "DISHING" WILL BE ALLOWED ON QUARTER PANELS. MUST REMAIN FLAT.

SKIRT AT REAR MUST BE CUT FLUSH WITH REAR QUARTER PANEL.

2" MINIMUM CLEARANCE AROUND ALL WHEELS. ZERO TOLERANCE!

ROOF MUST BE CURVED. NO WEDGE OR FLAT ROOFS WILL BE ALLOWED.

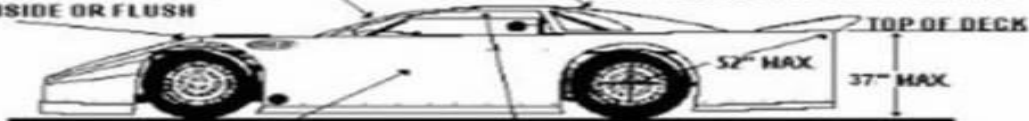
WINDOW SUPPORTS MAY BE NO MORE THAN 7" IN LENGTH IN EACH DIRECTION, UP OR BACK.



NOSE FLAPS MAY NOT FLARE OUT OR UP. TOP SHOULD RUN PARALLEL TO HOOD AND FENDERS. SIDES MUST BE INSIDE OR FLUSH WITH THE TIRE.

ROOF POSTS 4" WIDE MAX.

ROOF SUPPORTS MUST CONNECT TO THE DECK AS SHOWN. NO LIPS TURNED OUT WILL BE PERMITTED.



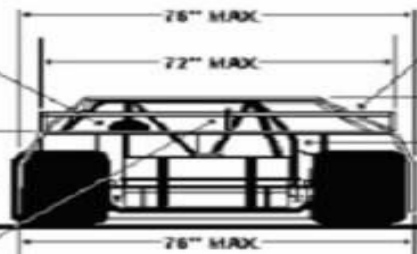
DOOR MATERIAL INCLUDING SKIRT, 32" MAX, TOP TO BOTTOM, BOTH SIDES.

PLASTIC GLARE SHIELDS 4" WIDE MAXIMUM.

SPOILERS MUST BE MADE OF A TRANSPARENT MATERIAL, AND MAY HAVE A MAXIMUM SIZE OF 8" TALL BY 72" WIDE.

TOP OF DOORS

36" MAX.



IF ALUMINUM ANGLE IS USED TO BRACE TOP OF SPOILER, IT MUST BE TURNED DOWN, NOT ADDING TO THE HEIGHT OF THE SPOILER IN ANY WAY.

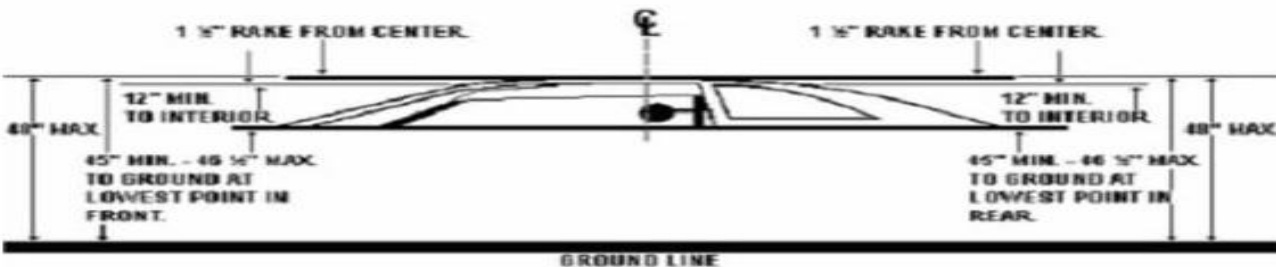
HIGHEST POINT (CENTER) REFER TO ROOF SPECS.

A THIRD SPOILER BRACE MAY BE USED AND WILL MATCH OUTER SPOILER SIDE DIMENSIONS.

NO "WINGS" OR "TUNNELS" OF ANY KIND ALLOWED UNDERNEATH THE BODY OR CHASSIS.

1 1/2" RAKE FROM CENTER.

1 1/2" RAKE FROM CENTER.



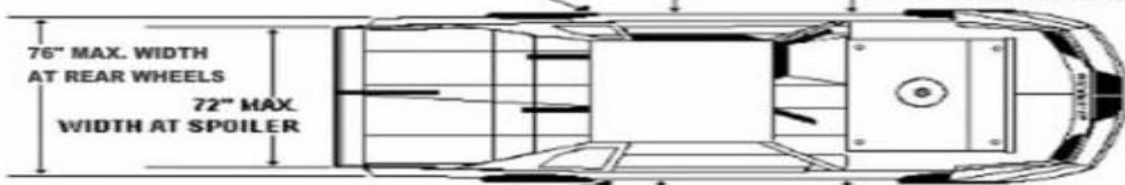
76" MAX. AT TOP OF DOORS

82" MAX. WIDTH AT BOTTOM OF DOORS

76" MAX. AT TOP OF DOORS

76" MAX. WIDTH AT REAR WHEELS

72" MAX. WIDTH AT SPOILER



76" MAX. AT TOP OF DOORS

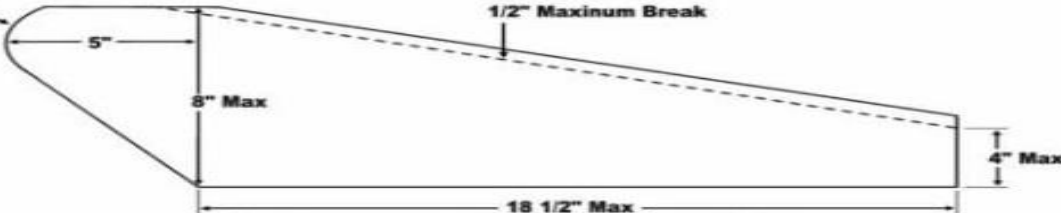
82" MAX. WIDTH AT BOTTOM OF DOORS

76" MAX. AT TOP OF DOORS

3 Spoiler Supports (Max.) May Be Used

2" Minimum Radius

1/2" Maximum Break



Rear Spoiler Surface: 8" x 72" (Maximum Material)