

2026 FMS OUTLAW SERIES TECH RULES

FMS OUTLAW SERIES reserves the right to change /amend Rules at any time for Competition reason!

TIRES AND WHEELS:

1. Hoosier tires ONLY
2. Compounds ALLOWED: LF 2010, LR M30, RF 2030, RR 2045
 - A. LEFT FRONT 2010
 - B. RIGHT FRONT 2030
 - C. LEFT REAR M30 (optional M20 when needed)
 - D. RIGHT REAR 2045 (optional M40 when needed)
3. The maximum width of the right rear wheel is 18 inches, the left rear is 15 inches, and the fronts 12 inches
4. Bead lock wheels are optional.
5. All tires must be purchased through FMS OUTLAW SERIES tire dealer. Race tires will be stamped internally and externally for tech.
6. FMS can change tire compounds if needed for different track applications, and the racers will be notified before the event.
7. No altering of tires is allowed unless approved by the FMS tech official. NOTE: Tire samples may be taken at any time.
8. NO tire softeners of any kind are permitted.
9. Any tire determined illegal either by an FMS tech official or by a tire lab will result in disqualification, loss of points, and a fine.
 - A. First offence \$500.
 - B. Second offence \$1000. and (2) race suspension
 - C. Third offence \$2000. and (3) race suspension
10. All cars that transfer into the A-Main MUST use the same right rear tire from Qualifying/Heat Race
11. Any car that has to run the consultation race may elect to change the RR tire to an approved tire from an FMS tech official, but all cars that transfer into A-Main MUST use the Qualifying / Heat race tire.
12. FMS requires that the Axle nut be either safety pinned or has safety wire to prevent the outside axle nut from coming loose

AIR SYSTEMS AND FUEL:

1. Fuel MUST be methanol ONLY, must meet specific gravity, and must have no additives.
2. Fuel testing can be done at any time by an FMS Tech official; any fuel that does not meet FMS fuel standards will be deemed illegal.
3. A Fuel Shut-off valve MUST be installed that has an OFF / ON indicator.
4. NO material(s) or any device(s) that cools the fuel is permitted.
5. A.050" tolerance of all injector stacks is permitted due to variation of manufacturing processes.

6. Reducing sleeves a minimum of (3) inches in length MUST be installed in the stacks above butterflies.

7. INJECTOR SIZES

A. Chevy engines: The injector stacks cannot be larger than 2.1875" plus .005" inside diameter of the stack.

B. Ford engines: The injector stacks cannot be NO larger than 2.100" plus .005" inside diameter of the stack.

8. No relief grooves or boles may be exposed below or above the butterflies on the injectors.

9. No glass fuel pumps or filters will be allowed.

10. Race fuel must be purchased exclusively from the official series fuel supplier at the event.

11. Minimum purchase of 10 gallons is mandatory.

12. If a minimum of 10 gallons is not purchased, the cost of the 10 gallons will be withheld from the driver's start money.

CYLINDER HEADS:

1. The ONLY heads allowed will be stock appearing, with (2) valves and (1) spark plug per cylinder. Any type of aftermarket head with original design, either steel or aluminum, may be used. This rule applies to small block chevy engines. Other engines may be used with FMS approval.

2. Exhaust ports: Spread port exhaust will be allowed.

USE of TITANIUM:

1. Titanium valves and valve retainers will be allowed.

2. NO other use of titanium is allowed inside the engine.

3. A 1" N.P.T. Oil inspection plug is recommended to be used for inspecting the crankshaft material.

4. If a 1" N.P.T. Oil inspection plug isn't used, then the oil pan may have to be removed to inspect the crankshaft material.

IGNITIONS:

1. Ignition is optional.

2. A shut-off switch must be used within easy reach of the driver or the rescue crew in case of an accident.

3. NO Superchargers or Turbochargers are allowed.

4. NO crank-sensor ignitions are permitted.

ENGINES:

Engine Specifications

1. CID Engine Specifications and Relation to Total Minimum Weight.

A. Production-based engine; Must be piston-driven, cam in block. NO superchargers, turbochargers, or nitrous oxide allowed.

B. Minimum Weights per engine

- 1550 lbs. minimum for 360 CID cast iron engine block with 23* +/-2* heads (2.1875 restricted injection).
- 1550 lbs. minimum for ASCS 360 CID FORD or MOPAR 2.1875 restricted injection.
- 1550 lbs. minimum for 360 CID Aluminum block with 23* +/-2* heads (2.1875 restricted injection).
- 1575 lbs minimum for 360 CID Aluminum or steel block, less than 23* +/-2* heads (2" restricted injection).
- 1575 lbs minimum 360 CID FORD or MOPAR unlimited head. (2.100" restricted injection)

- 6. 1600 lbs minimum 410 CID aluminum or Steel' (1.875 restricted injection)
- 7. 1.5" of total restriction on all (B1through B6) combinations.

C. Engines may be pumped at any time for size, and the car may be weighed at the FMS tech official's discretion for compliance.

D. Engines may be SEALED by an FMS tech official after being pumped for size to eliminate the need for more pumping during the event.

E. Engine Blocks - Must be USA or Canadian-made. (BIG Block Engines are NOT approved)

2. Injector Stacks and Weight ballast may be adjusted to equalize competition at any time by an FMS tech official.

3. USA-manufactured blocks for trucks and automobiles with a stock camshaft need to be in a stock position and have (8) cylinders.

DRIVELINE:

1. NO open drivelines permitted.

2. Drivelines MUST be between the driver's legs.

3. NO Aluminum chassis.

4. NO Titanium front or rear axles.

5. NO cantilever front or rear ends. (exception of standard dirt car torsion bar setup)

6. To establish the centerline of the frame, use these steps.

 A. Establish the center of the front crossmember and the center of the rear crossmember.

 B. Establish a line between those two points, which is determined to be the centerline of the chassis

7. The Engine, Driveline, Seat, and Fuel tank MUST be within a .5" of the centerlines of the chassis in either direction. (left to right)

8. The Engine Driveline and the center section of the Rear Axle MUST be mounted on the centerline of the chassis at a 90-degree angle to the Front and rear axles of the car.

9. The engine MUST be mounted in a vertical position inside the chassis. A maximum of 1 degree variation will be allowed as measured from the crankshaft centerline.

10. Driver's seating position must not be beside or on the engine.

11. ALL cars MUST be Rear Wheel Drive.

12. The Maximum distance from the centerline of the driveline to the outside edge of the Right Rear wheel is (44" inches).

Note: this measurement is measured to the outside edge of the wheel or beadlock of the wheel (right rear) and NOT the sidewall of the tire.

13. NO on-board computers or any other computer devices that allow adjustments are allowed.

14. NO traction control devices of ANY kind are allowed.

15. Liquid Containment Fixtures

 A. All liquid containment fixtures MUST be mounted inside the frame rails.

 B. (Exception) the Oil Tank may be mounted to the outside edge of the chassis and within the nerf bars.

16. Buckley joints must be enclosed with a full safety blanket or solid steel torque ball housing.

17. If the swivel rear joint is used, a rear extra loop or safety strap must be in place.

18. Suspension Systems

A. An independent suspension system (front or rear) will NOT be allowed.

B. Front Axles must be single tube with kingpins bosses securely welded at each end as ordered from any sprint car supplier or manufacturer. (Note: may be straight or dropped axle, but must remain one piece)

WHEELBASE:

1. A minimum of 84" up to a maximum of 90" center to center of the Rear Hubs.

FRAME AND BODY COMPONENTS:

1. Must be a sprint Car design:

A. No roadster design permitted

B. No super-modified design permitted.

2. Racing type Frames Only:

A. No Titanium or aluminum frames or Roll cages will be allowed.

B. No bolt-on roll cages will be allowed.

3. Must be an approved sprint car tail and Fuel tank only.

4. Must be an approved fuel bladder (**Mandatory**)

5. Hood:

A. An effective Hood latch must be installed and securely fastened at all times during the race.

B. The surface width of the Hood must not exceed 2" inches wider than the frame.

C. Side risers cannot exceed 2" inches.

6. Front body sheet metal maximum length, as measured from the front of the front axle, not to exceed 28" inches.

Note: Front wing, including sideboards, is considered part of the front sheet metal.

7. Cars must be neatly painted or wrapped, lettered, and presented with a professional appearance.

Note: Cars that do not meet FMS officials' appearance standards may not be allowed to compete.

8. All Cars Must have a Front and Rear Bumper.

9. All Cars are Required to have Side Nerf Bars

10. Front Bumpers and Nerf bar requirements:

A. Can not exceed 1" O.D. Front Bumper.

B. Front Bumper cannot exceed 28" from the front of the front axle.

C. Can not exceed 1" inch O.D. Nerf Bar

D. Nerf Bars cannot extend beyond the outer limits of the wheel/tire on either side.

11. Rear Bumper must be constructed of 1" inch minimum O.D. x .065" wall all steel tubing and should be pinned to allow for lifting.

12. All Body components must be securely attached to the frame.

ROLL CAGES AND RESTRAINTS:

1. The Main member of the roll bar should be constructed with a minimum of 1.375" O.D.x .095" wall 4130 chrome-moly tubing. For 1020 Shelby tubing. 1.5"x .125 wall is recommended
2. The Main members of the roll bar must be braced to the front or rear with material having a minimum wall thickness of the same as the main members, with at least .875" diameter.
3. It is highly recommended that rear bracing be used.
4. It is highly recommended that all bracing be the same diameter as the main member.
5. Braces must be attached to the main members at a point within 6" inches from the top of the rear transverse member as close to the top as possible.
6. Roll cage must extend 2" inches above the top of the driver's helmet when sitting in an upright position.
7. Roll cage padding is recommended.
8. Seat Belts must be a minimum 2" wide with a minimal tensile strength of 8.000 pounds loop test.
9. Any worn-out appearance of seat belts can be rejected by the FMS tech official.
10. Seat Belts must not be older than 3 years old.
11. Seat Belts must be equipped with a metal quick-release buckle.
12. Seat Belts must come through the seat at the bottom of each side, therefore wrapping and holding the greatest possible area of the pelvic region of the body.
13. A Crotch seat belt is REQUIRED.
14. Seat Belt: Shoulder harness must be a minimum of double over the shoulder type or any approved racing harness.
15. Seat Belt Shoulder harness Must be a minimum of 2" inches wide with a minimum tensile strength of 3.000 pounds.
16. Seat Belts Shoulder Harness Must not be older than 3 years old.
17. The Driver restraint assembly must conform to the SFI 16.1 specifications and not be older than 2 years from the manufacturer's date on the harness.
 - A. 3" inch wide lap belts will be allowed
 - B. Either a 2" or a 3"-inch-wide shoulder harness will be allowed.
18. Cage Nets are required for safety on the right side of the car unless the car has a full containment seat, in which a cage net will not be required.

TOP WING:

1. A Top Wing is required for all races.
2. Top Wing may not exceed 25 sq. feet, 2" inch Wicker bill is allowed
3. Side Boards maximum size 75" inches long and 30" inches tall.
4. The deepest point allowed in the top surface of the wing will be 2.5" inches
5. Center Foil shall be fully sheathed in aluminum.

NOTE: Vent holes are strictly prohibited

6. Wing placement shall not exceed the outer edge of the rear Wheels. **NOTE:** There is ZERO tolerance on the Wing placement

7. All Wing Side Panels, BOTH sides MUST be Flat.

8. Hydraulic wing sliders are allowed.

NOTE: Front to Back movement ONLY

9. No side foils, rubbers, or panels are to extend beyond the roll bar cage on any side.

10. No wedges or foils underneath cars are allowed.

11. No louvers allowed in the floor pan.

NOSE WING:

1. A Nose Wing is allowed but not Mandatory.

2. A maximum of 6sq. Feet with 12" inches by 28" inches on both sides, 1" inch wickerbill is allowed.

3. Leading edge must be mounted forward of the front axle centerline and aft of front bumper.

4. The Wing must be mounted above the nose of the car.

DRIVESHAFTS:

1. A Driveshaft Safety loop or restraint is MANDATORY and must be approved by an FMS tech official.

STEERING COMPONENTS:

1. The steering system must be engineered and assembled in accordance with sound engineering principles.

2. An Approved Steering Wheel with a removable steering type disconnect ONLY. **NOTE:** No plastic components allowed

3. Any welding on any steering mechanism must be approved by an FMS tech official.

BRAKES:

1. The car must have operable Front and Rear Brakes.

2. No Titanium or Carbon fiber Front Rotors are allowed.

UNDERPAN/FLOORBOARD:

1. All cars are required to have a floorboard or floorboard under the cockpit area and the engine compartment extending from the radiator to the rear engine plate. **NOTE:** exception to the rule; any Legal Dirt car

DASH:

1. An effective firewall must be installed between the cockpit and the engine compartment.

MUFFLERS:

1. Headers must merge into a collector.

2. All cars must meet decibel requirements at each racetrack.

3. A racetrack may have certain decibel requirements, and it's the race teams' responsibility to adhere to those requirements.

SHOCKS:

1. NO cockpit adjustable shocks are allowed.

2. NO weight jackers inside the driver's cockpit.

SAFETY:

1. ALL SAFETY COMPONENTS MUST MEET CURRENT SFI CERTIFICATIONS/RATINGS

2. All competitors are solely responsible for the proper and effective installation, in accordance with the manufacturer's specifications, of their personal safety equipment and for determining that it is adequate for competition at every event. Every competitor is expected to investigate and educate themselves to support continued improvement in their own safety equipment.

SEATS:

1. FULL Containment seats are REQUIRED!!!!!!

- A. All current Aluminum seats must be of full containment construction and must adhere to the general design specifications of SFI 39.2 seat construction standards.
- B. The Design shall include a comprehensive head surround, shoulder, and torso support system, energy impact foam, and removable head foam.
- C. All approved Carbon Fiber seats must have a current, valid SFI 39.2 Certification.
- D. Up Fitting a current seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Components must include a comprehensive head surround, shoulder, and torso support system, and energy impact foam. The seat must be installed in accordance with the seat manufacturer's instructions. Combining components may not meet SFI 39.2 Certification.
- E. All Seats must be used as supplied and installed according to the manufacturer.
- F. If the left side head surround is 7" inches or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 must be installed with a quick-release latch.
- G. A Minimum left side head surround of 4" inches is required.
- H. The recommended driver's seat may be revised from time to time, subject to additional approvals and/or other changes to the approved list.
- I. A right-side head restraint net and/or head support are required.
- J. All head restraint nets should be equipped with a quick-release mechanism.
- K. The approved head restraint nets may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- L. A full containment seat with reinforcement around head and shoulder restraint sections is MANDATORY!!!

PROTECTIVE CLOTHING:

1. All Drivers are required to wear a fire-resistant driving uniform meeting the minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label at ALL times.

- A. All Drivers should wear fire-resistant items, including but not limited to:

- Head Sock
- Under Garments
- Socks

- B. All Drivers are REQUIRED to wear fire-resistant gloves and shoes. Driver's gloves and Shoes are required to meet a minimum of SFI 3.3 specifications and to display a valid SFI 3.3 label at ALL times.

HELMETS:

1. All Drivers must wear Head and Neck restraints. The Device Must be approved by the FMS tech official.

- A. All Drivers Must wear a Full-Face Helmet with a minimum safety rating of FIA 8860-2004. FIA 8860-210, SNELL SA 2010, SNELL SAH 2010, and /or a valid SFI 31.1/2005 label that is VISIBLE for inspection!!
- B. FMS strongly recommends that Helmets should have the EJECT (tm) Helmet removal system installed as per the manufacturer's instructions.
- C. ALL Safety equipment MUST be worn at all times during any track activities. (Practice, Qualifying, Heat races, and All Main events or Consolation races)
- D. Arm restraints must be worn at all times and must be attached and used as instructed by the manufacturer.

2. FMS Recommendations

- A. No Sharp objects and/or protruding edges in and around the cockpit.
- B. A Windshield screen is highly recommended.
- C. A clearly marked electrical engine Shut-off Switch within the reach of the driver.
- D. A clearly marked Fuel Shut-off Valve within the reach of the driver.
- E. ONLY Seat, roll bar, Knee, and steering pads and/or padding that is SFI flame-retardant should be used at any time.
- F. A Driveline containment system is required:
 - Must have either a steel torque ball housing, made of a minimum .120 wall thickness, or a magnetic steel attached to the firewall with steel and/or a torque ball u-joint containment blanket that is mandatory to shield revolving parts within the cockpit area
- G. All teams should carry an accessible 2.50-gallon FFF fire extinguisher or a fire extinguisher that is equivalent at the rear of their transporter.
- H. All Drivers must wear approved Helmets that securely fasten and fit their head securely in case of an accident.
- I. All Drivers are REQUIRED to wear these safety items:
 - Fire-resistant uniforms, including Driving Suit, underwear, gloves, approved racing shoes, and socks that meet all safety certifications.
 - Arm restraints are MANDATORY

J. All Drivers are RECOMMENDED to wear these safety items:

- Fireproof Head Sock
- Knee Guards
- A neck/head restraint device that is FMS approved

MIRRORS:

No type of Mirror or Blocking device is allowed!!!!

WEIGHT RULES:

Minimum Weight Requirements per engine:

1. 1550 lbs. minimum for 360 CID cast iron engine block with 23* +/-2* heads (2.1875 restricted injection)
2. 1550 lbs. minimum for ASCS 360 CID FORD or MOPAR 2.1875 restricted injection.
3. 1550 lbs. minimum for 360 CID aluminum block with 23* +/-2* heads (2.1875 restricted injection)
4. 1575 lbs minimum for 360 CID Aluminum or steel block, less than 23* +/-2* heads (2" restricted injection)

5. 1575 lbs minimum 360 CID FORD or MOPAR unlimited head (2.100" restricted injection)
6. 1600 lbs minimum 410 CID aluminum or Steel (1.875 restricted injection)
2. Any Added Weight Must be bolted on (doubled nutted, locking nuts, and/or safety wired) safely and securely, inside the frame rails, and NO higher than 12" inches above the bottom of the lower frame rails.
3. Any Added Weight must be painted WHITE, and the Driver's car number must be written on the Weight.
4. Any Added Weight must remain securely fastened to the frame and remain in place during the entire race.
 - A. Added Weight cannot be MOVED during RED Flag condition.
 - B. Added Weight cannot be REMOVED during RED Flag condition
5. FMS tech officials reserve the Right to weigh any car at any time during the event.
6. The Top 3 finishers in each Heat Race must be weighed immediately after their race finishes.
7. If a Consultation Race is needed: (A-Main starting field is 24 cars)
 - A. The Top 20 finishers from Heat Races will be LOCKED into the A-Main.
 - B. The Cars that did not make the A-Main from Heat Races will have to run a Consultation Race; the transfer cars must be weighed immediately after their race finishes.
 - C. The Top 4 finishers from the consolation race will transfer to the A-Main.
8. The Top 5 finishers in the A-Main Race must be weighed immediately after their race finishes.
9. ALL crew members MUST remain clear of their team's car while the weight inspection is being carried out.

PENALTIES:

These are the Penalties for Not Making Weight (NO TOLERANCE)

1. Any car that does not meet its weight requirements will be awarded last-place points and receive last-place money in the event they are competing in.

OTHER PENALTIES:

1. All Drivers are responsible for themselves and all their crew members. NO unsportsmanlike conduct will be tolerated at ANYTIME during the event, and Total Disqualification will apply if Any Driver or Crewmember conducts themselves in this manner!!!

AUTOMATIC DISQUALIFICATIONS:

1. Any car that does not report directly to the scales.
 - A. Top 3 Heat Race
 - B. Top 4 Consultation Race
 - C. Top 5 A-Main
2. Any car that Loses Added Weight during the event.
3. Added weight does not meet mounting specifications.
4. Rough Driving!!!!!!
5. Unsportsmanlike Conduct!!!!!!

6. Any of the above items 1 through 5 infractions are solely up to FMS OUTLAW SERIES Tech official or Race director and can at any time decide whether to disqualify or reserve the right to penalize the Driver/Crewmember with NO points or NO Money.

ADDED WEIGHT:

All Racers are responsible for checking their weights prior to each event.

1. 20 lb. Chunk Weights MUST have (2)- 3/8 grade 8 bolts with lock nuts or safety wire.
2. 50 lb. Chunk Weights MUST have (2) - 1/2 grade 8 bolts with lock nuts or safety wire.
3. 30 lb. Plate Steel Weights MUST have (4) - 5/16 grade 8 bolts with lock nuts or safety wire.
4. 60 lb. Plate Steel Weights MUST have (4) - 3/8 grade 8 bolts with lock nuts or safety wire.

CONTINGENCY DECAL POLICY:

1. The car must properly display all required contingency decals as designated by FMS OUTLAW SERIES.
2. Decals must be clearly visible, unobstructed, and legible at all times.
3. All required contingency decals must be properly installed prior to the car entering the racing surface for practice, qualifying, or competition.
4. Cars failing to meet decal requirements before competition begins will forfeit all contingency eligibility for that event.

FMS TECH TOOLS

All Competitors agree, upon registering for an FMS OUTLAW SERIES Event, that the series technical inspection tools are the OFFICIAL tools used to verify compliance with rules and regulations!!!! (NO APPEALS ON TOOLS USED)