Technical Bulletin

Automobile Racing Club of America
P.O. Box 380 – Temperance, MI 48182 – 734-847-6726

To: All ARCA Menards Series Drivers, Car Owners & Crew Chiefs

Date: 11/11/24

The 2025 rule book and additional car specifications below are to be followed for the ARCA 200 at Daytona International Speedway February 15th, 2025

1. The following are the legacy engine blocks eligible for competition: D3, R5 and SB2. Carburetor restrictor plate size for the D3, R5 and SB2 engines will be .900. Carburetor restrictor plate, spacer and gaskets will be supplied by ARCA for use during this event. Any alteration of restrictor plate, spacer and/or gasket package at any time will result in fine and disqualification. Restrictor plate subject to revision if competition proves necessary to change.

2. There will be nothing allowed to be added to the bottom of the carburetor to extend down into the intake. Any alterations made to allow additional air to be picked up below the opening of the venturi will not be permitted.

3. Epoxy or filler will not be permitted on the walls or floor of plenum. The carburetor mounting flange and inside floor of the plenum must remain in the approved location. For carbureted engines, the only intake manifolds approved for use in competition will be:

   Ford D3 – Ford M-9424-D456 Edelbrock 2827 | Dodge R5P7 – Dodge 05045216AA Edelbrock 2819 | Chevrolet SB2 – GM 88958699 Edelbrock 2962

4. The approved Ilmor engine will utilize a .950 restrictor plate. Restrictor plate, spacer and gaskets will be supplied by ARCA for use during this event. Any alteration of restrictor plate, spacer and/or gasket package, at any time will result in fine and or disqualification. Restrictor plate subject to revision if competition proves necessary to change.

5. ARCA has the right at any time to leak test the intake manifold and cylinder heads to ensure proper sealing.

6. Right side window cannot be exchanged after qualifying.

7. All spoilers will be non-adjustable. The spoiler must be mounted using the mounting holes provided in the spoiler flange in all mounting holes designated. Minimum spoiler angle when inspected will be 70 degrees. Spoiler must be able to maintain all minimum requirements while spoiler is being checked with a weighted device (One-degree allowance maximum permitted).

8. All cars must install rear bumper filler panel extension as supplied from Five Star, part #A-001-00934P-14. The filler panel extension must always be properly attached during competition.

9. ARCA spec front springs will be leased to the teams (thru EIBACH) for the event. Left front spring rate is 800 lbs. and the right front spring rate is 1200 lbs. Springs may not be altered in any way.

10. ARCA spec rear springs will be leased to the teams (thru EIBACH) for the event. Each rear spring rate is 600 lbs. At all times, the left side and right-side rear coil springs must completely contact the upper and lower rear spring mounting plates. Both the left and right rear springs must be active in supporting the rear weight of the car. Free play is not permitted in the rear coil springs. Rear springs must be perpendicular to the ground. Springs may not be altered in any way. Spring rubbers will NOT be allowed for use in the rear springs.

11. Rear spring mount maximum outside diameter 5-¼”, made of flat 0.250 thick solid magnetic steel. Coil spring locating ring with a 3-½” outside diameter, 1” in height and .125 solid steel to be welded on center of each spring seat. Spring mounts must support entire diameter of spring. Spring seats will be allowed one (1), ½” diameter round hole (not slotted) drilled in the center of the spring seat for attachment. An optional solid magnetic steel tapered shim ½” maximum height by 2” minimum round with (1) ½” diameter (not slotted) round hole drilled in the center of the shim to help level spring. Spring seat must be parallel to the ground. No movement of rear spring mounts allowed front to rear or side to side.

12. Upper spring mount must be magnetic steel. Upper spring mount will be allowed (1), ½" diameter (NOT SLOTTED) round hole drilled in the center of the mount for attachment.

13. Front shocks must be connected any time car is presented during inspection.

14. Rear shocks manufactured by JRI non-adjustable #5017-ARCA SSR will be leased to the teams (thru JRI) for the event. Valving will be 125/250 with increased flow/linear piston. A bleed of .020 and 130 psi. Each team will be responsible for replacement or repairs in case of any damage. Any tampering with the rear shocks will result in fine and disqualification.

15. The ARCA "swing gauge" will be used for inspection of the trailing arms and springs**.** Provisions must be made for "swing gauge" to fit the car properly. Rear spring must sit in the pocket of the "swing gauge" with equal distance top to bottom (+/- 2 degrees) with no bends, bows or curves. Springs will be checked with an angle finder.

16. Both forward mounting points of the trailing arms must be attached with ¾" minimum solid diameter bolts with 1-1/8" bolt head.

17. The trailing arms must be 51" in length when measured from the center of the front mounting mono ball to the center of the rear axle locating pin measured in a straight line (+/- ½"). The left and right trailing arm must be equal, regarding length, degree of rise and overall construction. All trailing arms must be mounted an equal distance from the longitudinal centerline of the car. The distance between the centers of the rear trailing arm mounts at the center of the rear end housing must not be less than 39" and not more than 41". A maximum spacing of 1" between the top surface of the trailing arm and the bottom surface of the rear axle tube will be allowed. This will include the saddle welded to the rear axle tube and any pinion angle shim. Any spacers used between the rear axle housing and the trailing arms must be made of a solid metal block.

18. All trailing arms must be attached underneath the rear axle housing using solid ¾" outside diameter U-bolts with a minimum, non-threaded, outside diameter of 0.700 maintained over the entire non-threaded area of each U-bolt over the axle housing and through the trailing arms with unaltered SAE ¾" washers and nylock nuts torqued to a minimum of 110 ft. lbs. securing the trailing arms to the bottom of the rear axle housing. U-bolts are to maintain equal distance when measured at any point from the axle tube down when installed or removed. The maximum inside diameter of the U-bolt mounting holes are13/16".

19. The track bar must be connected to the rear end of the left side trailing arm and to a bracket welded to the frame rail on the right side of the car. The maximum height of the track bar frame mount, when measured from the center of the track bar mounting bolt to the ground must not be more than 15". The center of the trailing arm mounting bolt must not be located higher than the center of the frame-mounting bolt. At any time, there will be no more than 3" difference in static height between the center of the track bar trailing arm mounting bolt and the center of the frame mounting bolt.

20. When measured at ride height, the bottom of the 2" x 3" rear cross member can be no lower to the ground than 14".

21. Maximum left rear and right rear weight combined cannot exceed 50% of the total weight. The minimum overall car weight is 3300 lbs. and the maximum overall car weight not to exceed 3400 lbs. The minimum right-side weight is 1495. Also, the weight of the left rear and right front combined must meet minimum of 44% and a maximum 55% of total car weight. Any added weight must not be mounted behind the rear sub frame assembly. All weight must be properly secured in a manner approved by ARCA.

22. The floor of the recessed well for the fuel cell must remain horizontal to the ground within ¼" when compared front to rear at any point across the floor of the recessed well.