



MOTOR SWAP FULLSIZE

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! All Judges' decisions will be final! Use common sense! Contact Dave Fulton (740)213-7550 or Alex Stephen (740) 213-0902 if you have any questions on any of these rules through text.

GENERAL RULES

Any year car permitted. No imperials, no hearses, no specialty vehicles. Cars must remain purely stock unless otherwise stated in rules below. **4- 4"X 4" FIX IT PLATES FOR ALL CARS ARE PERMITTED.** No additional nine wire banding chain etc., fresh or pre-run, permitted.

DRIVETRAIN

1. Any motor, No full protectors, a simple lower cradle and pulley protector, front plate is permitted. Nothing can come in contact with the firewall. You may use one chain per side of the motor. Only 1 link may be welded.
2. Transmissions may either have a stock OEM bell or a replacement aluminum ultra-bell. No steel tail or steel bell housings.
3. Motor mounts may be swapped for optimal fit. A simple 6"x6" 1/4" plate may be welded to the engine cross member or K member for clearance. This 6"x6" plate cannot overlap and touch a factory

frame seam. Transmission mounts must be factory or factory OEM replacement with rubber bushing. Factory cross members or 2x2 tube & 6in long piece of angle for mounting. Angle must be on the inside of the frame facing transmission. 2x2 max

4. **03 up fords** this is your approved engine mounts!!! No welding to frame! Call officials.



From Catskill Fab



From NLR

5. Slider driveshaft's are permitted

6. Any **NON-BRACED** 5 lug rear end is permitted. No axle savers. Bolt on pinion brakes are permitted. Must run factory style trailing arms with no reinforcements. You may lengthen or shorten trailing arms to gain desired pinion angle only by adding factory trailing arm pieces or shortening with 1" overlap and 1/2" bead of weld.

7. Wiring harnesses are permitted.

8. Transmission coolers are permitted, cannot strengthen the car in any fashion. Must be tightly secured.

9. Aluminum aftermarket radiators are permitted. They can either be #9 wired into core support only in **TWO** spots or ratchet strapped in. Factory condensers in front of radiators are permitted.

10. 98 and Newer fords: You may use a watts link kit but must use factory trailing arms. The uppers of the watts link kit must be 8"x8" max. 3/8" bolts. The lower pieces cannot exceed 6" long and may be welded to the inside portion of the frame rail. Bolt cannot pin the frame.

FRAME

1. Absolutely no frame modifications, including hammering or creasing of frame. There is absolutely no shortening of frame. However, you may simply shave off the front frame to make it flush. Example old Iron GM.
2. No tilting or cold bending.
3. No Seam welding.
4. Rear frame cannot be shortened. Rear frame may be notched or dimpled to aid in rolling.
5. ABSOLUTELY NO FRAME SWAPPING OR FRAME CLIPPING.

BUMPERS

1. Any OEM bumper permitted, no Added metal, May be seam welded. Seam welding to our rules DOES allow you to fill light holes with 1/8" cover. Only added metal that is permitted is a 6"x6" 1/4" plate between the bumper and front frame to allow for flush mounting.
2. Rear bumpers are limited to a 2" point as in a factory 80s ford bumper.
3. SMW Bumpers SS and lower are permitted.
4. Bumper mounting options for front bumpers are as follows. **Option 1:** Hardnose with a 6"x6" x 1/4" plate flush to the front frame. **Option two:** No Hardnosing, utilize The factory shock and bracket for that specific make and model car. You may collapse and weld shock, you may weld shock to the bracket and may weld the factory bracket to the frame. No rear brackets on front of cars
5. Bumper mounting options for Rear Bumpers are as follows. NO HARDNOSING. Rear brackets must be used in factory orientation. Meaning: Old Iron GM may only have the make model specific bracket bolted to the side of frame with bumper attached to shock plate. Fords must run the factory shock that is inside the frame. Shocks can be collapsed and welded. Shocks may be welded to the bracket and the bumper may be welded to the shock plate. All factory rear bumper brackets may be welded. You do not have to weld the brackets shocks etc. This is not for us to give you more work to do, but rather to simply keep bumpers off of the track
6. Brackets may be loosened, tipped upward then re bolted to aid in rolling.
7. The front bumper must have **TWO** spots of #9 wire from the core support to bumper, braided wire **TWO** loops **TWO** locations. Rear bumper can have **TWO** locations, bumper to taillight cover area within 6" of rear frame end. TWO loops braided wire to keep bumpers on car.

8. Max bumper height from bottom of the bumper to ground is 22" and must not be lower than 14". This is for front and back bumpers.

BODY

1. Quarter creasing is permitted. No squeezing quarters over frame rails.
2. Quarters must remain upright.
3. All Doors may be fastened through one of the following ways: (6) locations 4"x4" 1/4" plates, (8) locations of nine wire, (8) locations of 3/8" max chain. If using wire, you may weld 1" store bought washers for wire to run through.
4. Driver's door seams may be welded solid. An 1/8" door plate on driver's door is permitted and cannot exceed 3" over any door seam.
5. Trunk fastening: (6) locations 4"x4" 1/4" plates, (8) locations nine wire or 3/8" max chain No washers permitted to run chain or wire through.
6. Hood may be fastened with (8) locations of 3/8" max chain or (8) locations of braided nine wire. Hood to core support is permitted. (6) 3x3x1/4 max angle with (1) 3/8 bolt is ok as well.
7. Hood must have (2) 12" holes cut in case of fire. You are permitted 6-3/8" bolts to bolt hood together around holes. This is (6) per hole 12 in total. Metal to metal only
8. Trunks: (2) 12" inspection holes, on the right center AND one left center. 6-3/8" bolts per hole to bolt layers together .metal to metal only.
9. A maximum of 6" allowed canoeing or dipping of trunk. This will be measured with a jig straight edge, top of the upright quarters to lowest part of trunk lid 6" max. Trunk lid is permitted to be tucked in trunk but cannot be attached to floor.
10. Speaker deck may be pushed down but cannot be welded
11. A one inch space minimal must be followed. At firewall you are permitted for clearance purposes to utilize a 2x2 free floating steel spacer. All body mounts may be changed to **1/2" bolts max** may run only through the top side of the frame and through the body with **3" max store-bought washers**. One bolt & one nut. All other body mounts must either be a factory bushing or a hockey puck, not steel.
12. Aftermarket Brake and gas pedals are permitted. These can only be attached to the floor body and cannot have greater than 1/2" bolts.
13. cable shifters are approved.

14. You may have a 4-inch core support spacer to aid in clearing the fan and accommodating different engines. This core support spacer must be free floating. This front mount can only run from the bottom of factory core support hole. Cannot run through the top of the core support.

15. 1/8" EXPANDED METAL OR CUT OUT IN FRONT OF THE RADIATOR IS PERMITTED. (6) 1" WELDS OR (6) 3/8" BOLTS.

WHEELS & TIRES

1. Front tires- ANY TIRE including skid steer and V treads ARE PERMITTED

2. Rear tires- Any tire may be used including SOLID REAR TIRES. Weld in centers permitted. NO BEADLOCKS, LIP PROTECTORS. Valve stem protectors permitted.

STEERING & SUSPENSION

1. Aftermarket tie rods are permitted. Must use factory tie rod ends.

2. Spindles and A-arms must be manufactured specific, mounted in factory locations and manner. This means Ford Crown Victoria to Ford Crown Victoria, GM to GM

3. Spring risers front and back are permitted. 2 per coil.

4. Factory shocks and leaf springs only. Direct bolt over the counter replacements are permitted. Factory leaf spring cars must mount leafs in factory location and orientation and must have full working shackle. Factory clamps only.

5. A-ARMS MAY BE LOCKED WITH (2) 2" X 4" 14" STRAPS PER UPPER A ARM. ABSOLUTELY NOTHING ON LOWER CONTROL ARM INCLUDING 03 AND NEWER. Mopar may adjust torsion bars.

6. Ball joints must be factory-style OEM. No welding on ball joints.

7. Steering column may be aftermarket from steering box to wheel.

8. **03 NEWER MUST RUN DIRECT BOLT FACTORY STEERING RACK.**

CAGE

1. A simple 4-point cage is permitted but not required. We would prefer a four-point cage for drivers' safety. At minimum a rear seat bar is required and front window bar (not attached to cage). No rear window bar.
2. 4-point cage bars cannot be within 5 inches of trans tunnel, firewall or floor.
3. Side bars cannot extend beyond the rear kick panel.
4. Rear seat bar must be no farther back than rear kick panel
5. You may suspend the battery off the cage. You may suspend the gas tank off of the cage but any gas tank protector must be 5" away from all sheet metal with two gussets max from rear seat bar to tank protector. This is for safety only. If fastening to the floor (no wooden boxes), it must be a safe secure battery box or tray. Gas tanks may be bolted to the floor. But it must be in the rear seat location. No stock or plastic tanks permitted. GTP cannot be no wider then 32" from outside to outside.
6. An up and over halo is permitted, not required. Must come off the side bars straight up and across. Max cage material size 4x4 or 2x6.