

NOTE: wire on hood and trunk must be sheet metal to sheet metal, NOT around frame.

- I. All body mounts must remain original factory OEM mounts. Any broken body mounts/bolts may have 2 strands of #9 wire ran through the body and frame. No changing, replacing or repairing body bolts.
- J. Windshield: one bar, wire or chain allowed from firewall/cowl to roof, to prevent hood from coming through windshield is mandatory!!! No more than 6" above windshield and below firewall/cowl.
- K. You can wire (3 wraps max) core support to bumper in 2 spots. Nothing in front of radiator.

Frames:

- A. Stock frames. NO WELDING ANYWHERE, NO EXCEPTIONS!!!
- B. Rear frame can be dimpled and or notched. No welding allowed. No hump plates.
- C. C. no tilting in any way. No patches. No pre-bending. No spray foam anywhere on car.

Drive Train:

- A. Engine swaps allowed but MUST be same make. GM to GM, Ford to Ford, Chrysler to Chrysler.
- B. Motor and transmission mounts must be factory OEM.
- C. Factory cross members only. Must be bolted in.
- D. No protectors of any kind anywhere!
- E. You may weld spider gears.
- F. Rear end must be factory OEM to make of car.
- G. You can wire or put hose clamps on rear coil springs to keep from coming out, not hold rear of car down.
- H. Leaf spring cars must use only factory spring clamps and number of springs leaves. No flat leaves.
- I. Headers allowed must point up, but if stock manifolds are used you must have 2 holes in hood in case of fire.
- J. Radiator must remain in stock location. Absolutely no spray foam around radiator.
- K. Transmission coolers allowed.

Driver Compartment:

- A. If you don't have a cage, then door plate/door skin recommended.
- B. Optional 4 point floating cage. Cage bars can be up to 4" x 4" square tube, side bars can only be 2" x 6" as an option.