

YnW Promotions

YnW 2026 Light weld Large Car Rules

1. Any stock automobile, NO hearses or imperials.
2. Cars are to be stripped clean without debris in them as well.
3. Fire suites are highly recommended, must have working seat belts.

Engine, transmission & rearend. (drivetrain areas)

1. Any Engine and drivetrain can be used in any car
2. You may run a lower engine cradle, under the headers you may connect the engine cradle to the mid plate by using 2x2 tube or flat bar (only on the sides and it must be under the headers and cannot fully wrap all the way around, only the sides). This is to prevent the engine block from busting.
3. You will be allowed a steel or aluminum bell and steel tail.

You can pick on or the other here but DO NOT RUN BOTH!

Run a 2x2 kicker off the dash bar to behind the a arm (back upper cradle bolt on 2003 and newer) or

Run a full trans brace with bell & tail that can be pushed and welded directly to the crossmember.

4. Any rear end may be used, it can be braced but cannot re enforce the body or frame in any way. All bracing components must be 3 inches off of any frame rail (fresh or pre run). Either choose mounting it in the way from factory or use a watts link style mounting setup such as ZTR or toast inc. brackets cannot be excessive. No mounting components may reinforce the humps or package tray areas.

5. You may run a aftermarket polyurethane engine mount that can also be welded in. BMS style mounts are perfect, nothing extreme or it'll be cut. Keep the mounting pads whatever Brian's machine shop style is.

6. You may run a ratchet strap, 9 wire, mount or weld weld the trans to the cross member.

7. A single piece of 2x2 tubing or the factory cross member is to be used for a transmission crossmember and must be in the location of where it mounts on the tailshaft. If you're using 2x2 it must go straight across. You may weld a piece of 3x3 angle 6 inches long to the mid rail to mount the cross member to. This angle must be behind the factory cross member mount within 6 inches of it.

8. You may run aftermarket shifter, gas pedal and brake pedal as long as it doesn't not strengthen the car. This cannot tie into the boxes or cage in any way.

9. You may have a fan style trans cooler / oil cooler as long as it doesn't strengthen the car.

10. You may cut the firewall out for clearance issues but leave the trans tunnel.

11. Any wheel and tire, Beadlocks are ok. However if your running a solid tire and it comes apart you will be disqualified.

12. Slider driveshaft are recommended.

13. Midplates are allowed and can be tied into the front lower cradle (read the rules on it). It cannot be tied to or interfere with anything else on the car such as cage, frame or sheetmetal. Keep it simple it's given to you so your block doesn't bust.

Cage

1. You can have a 4 bar cage, door bars are to be no bigger than 2x6, they must be 6 inches from any part of the firewall and no further back than 12 inches past the rear door post towards the center of the car. Cage should be 6 inches off of any floor pan, firewall or trans tunnel. Roll bar goes straight up and over, 2x6 is max size on it as well.

2. You may have an 32 inch wide gas tank protector, upright halves of it are ok but bars must go straight forward to the tank protector or rear bar. Nothing to the roll bar. Gtp is able to be pressured into the sheetmetal only, no tacks, bolts or pins through any of it or it'll be removed.

3. You will be allowed two 3in wide (polyester webbing style) ratchet straps around the side door bars, through the floor pan and around the frame. These straps can only be within 12 inches forward or behind the crossmember mount. (1 strap on each side, around the cage). No hooks are to be used as pins or plates, if you wanna hook it into a hole is fine, otherwise just run the strap around the frame.

4. Center bars are ok to mount shifters and accessories.

Frame, Bumpers & Suspension

1. You may pitch only 80-02 Ford Products. Pitch by cutting 3 tabs loose (front top and back) and single weld them back up. No added metal!

2. Amish, BMS, Burnett's Fab Bumpers are all Legal. Any home made pointy must have a 30 inch spread with a 12in point measured from the flat back side area of the bumper.

3. Must be a factory rear bumper and cannot be loaded. (Trying to take away wedge cars)

4. You will be allowed a 12 inch long 2x2 square, round tube or a 4 inch tall 3/8 max flat plate 12 inches long welded down the side or top, cannot be used as angle or manipulated.

5. Rear bumper mounting, you will be allowed a 4 inch plate on each back side to mount the bumper to the frame (this is your shock).

6. If you're running an old iron car you may run the factory bumper bracket for that year make and model but only weld the first 12 inch of the bracket to the rail. Weld the first 4 inches on the rear bracket. No extra bolts than what it comes from factory. If you choose to not run either of those then cut the factory brackets off and replace with tubing / plate on the front and plate on the rear.

7. You may put a single piece of 2x2 1/4 plate on the front and back side of your a-arm to get ride height. Plates have to stay 2x6, plate must not extend and further past the factory mounting bracket towards the front bumper or towards the firewall (this is made to save your pockets not plate your rail). You may also use twist ins if you prefer those. Factory coil springs no home made or built coils.

8. At the end of the frame you may cap it off with a 6x6 3/8 plate to give you a flat surface to weld the bumper to. No straps or anything else added.

9. I will have a measurement of each car between the rails on the inside (radiator support area). Whatever the factory measurement is for that car you may be 1 inch less. (That's a 1/2 pull on ea side)
10. You may cut the original front tab off the frame at the core support to re position it to let the allthread hole line up but you must put the entire tab back on and use it. You may weld the top and both sides but nothing more then what the factory did (leave the gaps or you will blow them out). 2x2 tubing spacer, no taller then 8 inches. A 4 inch long 2x2 gusset off the front of the spacer to the bumper is ok . If you choose to not move that tab then you may still re weld it. (I will have the measurement from the front of the spring pocket forward to the back of the bumper by tomorrow. 03 and up I'll have a measurement for them as well. So do not trim it up short because you cannot fix that.
11. A arms and spindles may be swapped but must stay stock and not manipulated. No plated spindles but you may run the Nerat style hubs (must stay 5 lug). NLR style oversized nuts are ok. You cannot weld the old style wish bone between the coil spring pockets, leave it out if it doesn't come factory.
12. Any tie rod. But must stay two single tie rods and have no bars in between to act as a solid steering bar.
13. No hydraulic steering or aftermarket racks. 03 and up have to use the original racks for those cars and cannot reinforce.
14. Sway bar can be bolted with no bigger then a 1/2 bolt to the lower an arm. No welding anywhere.
15. You may run a simple 1/4 22inch long 4 inch tall hump plate. It must be centered in the hump and not close or near the rear end of the car. Hump plate must contour **DO NOT BRING IT STRAIGHT ACROSS!!!**
16. You may run solid shocks in the rear for ride height. Don't get creative just use them for adjusting your ride height. You **CAN NOT** run solid shocks in the front, either use what's factory or remove it.
17. Rear end of choice and it can be braced. However that brace must be 3 inches off any pre ran or fresh frame rail.
- 18 bumpers no higher then 21 inches to the bottom. frame rails no lower then 15 inches fresh or pre ran, bumpers no lower then 16 inches. **NO RAMP CARS**, if you come and it's a ramp style car **YOU WILL** notch the frame so it'll roll up in one hit.
21. No welding on the frame other than what's stated.
22. Fresh or pre ran cars may have a total of 6 - 4x4 1/4 plates these plates must stay a square 4x4 and must have a 1 inch gap in the welds. You may fold them into a Teepee for the boxes but that's the only two that may be manipulated.
23. Your rear frame must have atleast one 3/4 inch deep dimple in the first 14 inches of the frame rail. (Taking away ramp cars) no patch plates from the body bolt behind the hump to the bumper unless the rear rails are completely flipped.
24. No chains or cables anywhere in the car or around and suspension components or cage components.

25. Run any ball joint you please can also run a heim and bolt I know it's way cheaper. However this doesn't mean use tubing to fabricate a mounting bracket. Must still appear to be a ball joint style mount.

26. Cars with leafs in the rear must stay factory leafs, shackles and clamps. Must be arched the way they come from factory. (No flat leafs)

27. 03 and up cars may not tilt

28. 03 and up must use a simple bolt in cradle similar to SMW. NOTHING WILL BE WELDED TO THE RAILS or excessive.

29. Strut risers are ok with the 03 and up cars.

30. No frame seam welding at all.

★ Body

1. You may bolt your hoods down with in 6 spots with no bigger then 1 in bolts or 2x2 angle welded to the fender and hood. 6 inch long max welded to the fenders and hood. Your welcome to use wire or chain if you dont choose to bolt it. Your core support will count as two of your hood downs.

2. Mandatory front windshield bar 3x 1/4 flat bar or something in its place but no bigger. Run 1 or 2 is fine but can only be welded to the roof 6 inches and the cowl 4 inches past the front windshield edge.

3. You may weld your trunk lid shut with three 3x6 1/8 plates per seam. Two 10 x 10 holes cut in the trunk lid. Same goes for a station wagon.

4. Rear quarters and pillars can be creased but don't get too extreme, no pre bending and welding the frame back up where it's folded, we can tell if a car has been pre ran or not. No squeezing of rear quarters, no sheetmetal is to be over or flush with the rear rails. (Crease it and don't get crazy). No patching of sheetmetal from the pillars to the back bumper, if it's ripped then it's ripped.

Front fenders may be creased as well.

5. You can bolt your fenders together with 6- 3/8 bolts per wheel. No seam welding anywhere!

6. You may change body mounts out to a 1/2 bolt, bolt through the top side of the frame only. . Must have 1 inch gap between body and frame. Solid spacers are ok but must remain floating. 3 inch max washer inside the body, 2x3 washer in the top side of the frame is ok.

7. Radiators must remain in original spot, you may run a factory condenser or a 1/4 radiator guard. bolted in 4 spots with 1/2 bolts. No welding anywhere on those. Guard is to be 1 inch bigger then the opening in the core support.

8. Drivers door may be plated solid with a 3/16 full door plate, outside only. No inside door plates!

9. Doors may be welded 6 on 6 off with individual 3x6 1/8inch straps. The drivers door can be welded solid.

10. Rear window bars can be 2x2 or 3x1/2 flat bar. 6x6 pad on the roof to mount it, 6x6 pad on the trunk lid speaker deck area to mount the bottom. Must be within 3 inches of the edge of the trunk lid. Window bar must be 4 inches away from any tank protector or cage components FRESH OR PRE RAN!!!

11. No body seam welding