

LIMITED WELD RULES

CARS

- * Any year of car allowed (no Imperials, hearse, ambulance, trucks, vans, or sedagons fresh or pre-ran)
 - * 03 and newer Factory rack and pinion must be ran, no adding steering from old cars.
 - * A arms must remain 03-11 you can swap to stamped Steel from cast but must be from that family of car.
 - * The bolt in metal assemblies used to mount the engine will be allowed but cannot tie to frame in anyway.
 - * You cannot wrap the factory aluminum cradle.
- Nothing excessive inspector's decision will be upheld.
- * Must be 1/2 gap between it and the frame cannot touch frame.
 - * Mounting points can be factory engine mounts and the 2 rack mounting studs. Should only set on top and front of factory cradle if you get excessive you will cut it or load it.
 - * No carb or DP or protectors of any kind.
 - * Engine and transmission swaps ok.
 - * Must weld 7/8 max plate to side
 - * Aluminum ultra bell only no steel, of you run ultra bell you must run stock motor mounts.
 - * Lower engine cradle with front plate 1/2" max ok
 - * If you run pulley protector you must take sway bar off. Your choice.

BUMPERS

- * OEM or aftermarket ok, must not be no wider than 7" max, point no more than 14" very close to Chrysler pointy, dont push this or you will cut.
 - * You may use 2 chains or 2 4x4x1/4 plates to keep motor from flopping around, plates can only be welded to the factory clam shells and frame.
- You may weld bumper bracket in factory location to frame or use 4x10x1/4 plate from back of the bumper outside of frame only. NO 14" factory bumper brackets on cars other than the cars they came on.
- * You can have 3 4x6x1/4 plates per side of frame. If you are fixing rust that counts as plates.
 - * You may only put 4 1" welds on stock bumper bracket or to weld shock inside frame.
- (Example crown vics) only welding allowed is doors, cage, plates, bumpers and bumper brackets, rear end bracing at boxes.

REARENDS

- * Any OEM rearend 8 lug ok,
 - * Braced rearends ok,
 - * After market axles ok.
 - * Pinion brakes ok.
 - * Must have stock control arms or rearend may overlap 1".
 - * Bolt in watts link conversion ok can not run bolts all the way thru the frame. (No pinning)
 - * Slider drive line ok
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- * Aftermarket shifters gas and brake pedals okay
 - * Transmission coolers are okay.
 - * Aftermarket steering okay this includes hydraulic steering.
 - * May use up to 1" core support bolts (all thread) through the hood must go through ears on

outside of frame cannot go through frame.

* Core support spacers Max 6" total.

May replace body mount bolts with 5/8 bolt or all thread cannot pass through frame may use 4" max plate on top side, these cannot pass through any part of the cage must be through top side of frame only and top of floor surface only no added body bolts must have 1" rubber or metal spacer no longer than stock,

* No sucking the body down on frame.

* 9 wire, chain or A-frame must be in windshield a frame out of angle iron with 4 3/8 bolts.

* Only frame shaping it allowed is rear arch 6-in from Center of arch both directions.

* You may dimple rear frame.

* The front of the car can be no higher than 22 in from the bottom of the frame measured at the bumper and the rear bumper can be no lower than 16 in to bottom of the frame measured at rear body mount.

* Front upper control arms may be welded with 2x2x1/4 plates for holding suspension only

* The straps must be vertical and cannot be outside a arm brackets.

* No aftermarket tie rods must be stock.

* No aftermarket ball joints

* You may change coil springs to any OEM passenger car spring - front Springs in the front rear in the rear no swapping locations.

* No aftermarket spindles.

* You may run store-bought spring spacers, no homemade no spacers on top of the springs.

* You may use 1pc of 3/8 chain per side, 1 1/2 bolt, 1 wrap to hold coil spring in. May use 2 clamps per leaf spring.

* You may use 2 3/8 threaded rod with 3 inch wide straps bolted to core support to hold Radiator in or 2 2-in wide Max ratchet straps.

* Only the lower stock engine mounts may be welded to k-member you may use 2 1/2" thick 6x6 flat spacers to raise engines to clear steering components may not exceed rubber Mount area you may extend off back of k-member nothing excessive 1/2" plate Max (example SBC in Caddy Mopar.)

* No tranny protectors.

* Any OEM crossmember maybe used- must be bolted in no welds used 2x2x3/16 by 6 in angle to bolt to crossmember welded to frame to bolt crossmember in.

* If Watts converted and you use Factory lower bracket you may weld stock bracket to frame no added metal (nothing but brackets) either Watts conversion or factory not both.

* Stock control arms only maybe cut and overlap 1" as stated before

* If you do not convert you may double factory stock control arms you may run one spot 9 wire vertical from rear end to frame per side nothing through body 4 Loops 8 strands together in center Twist only.

* No skid plates of any kind.

* If you run LS you may use conversion brackets 3/16 Max thickness no gusset 3 plate design 4-point Square cage only, 1 down tube maybe welded to frame minimum 4" behind inside front door seam.(don't push this or you will cut it completely out)

* Max 60" door bars 6" max on cage material must be mounted horizontally and 6" off floor gussets must be inside of 4 point.

* May Run Halo Bar 6" max must be welded to backseat bar or door bar of your cage car not going to floor at all

* Gas tank protector 24" max width can be welded to backseat bar must have at least 2" between

it and sheet metal.

*You may well rear bumper straight to frame, or follow rules for front bumper if running stock.

*You May weld on any OEM bumper may run aftermarket as long as it's within specs stated before.

* You May weld bumper bracket in Factory locations to frame 4" from back of bumper.

* You can put 4 1" welds on back side of bumper bracket or to weld shocks (Crown Vics)

* You may shorten up to an inch in front of the core support to be hard-nosed don't cut nothing off beyond the front body mount if you hard nose no shocks allowed inside of frame.

* You run old iron and car did not come with shocks example 71 Chevy, you may use a 74-76 BOP bracket mounted in shock location, with stock bolts (only welding described above).

* You may hard nose old iron also but no bracket or shock used at all only weld a single pass to bumper max 1/2 wide only frame cutting you are allowed is to square in the frame no welding 4" back.

* Any tire and wheel combo beadlocks must be on inside no larger than 2". Full centers okay but no gussets.

* YOU CAN CUT AND TILT AT THE BOXES NO ADDED METAL WHAT SO EVER!

* We will enforce these rules judge decisions are final

Questions call

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