

## Full Size Chain Stock

Build to the rules, not the gray areas in between the rules. It is impossible to cover every gray area of the rules, use common sense when building. If you have questions please contact Chad Boyd (651-308-5882) or Alex Warman (715-969-9162).

\*\*No 1973 & Older Imperials or Hearses are allowed. Chrysler V Bumpers are not allowed.

This class is open to Old Iron or 80's Newer.

\*\*The following is not allowed in this stock class; distributor protectors, reinforced tie rods, reinforced control arms, reinforced trailing arms, and creasing body panels. No tipping or cold bending of frames. No frame repairs at all!

\*\*Welding is only allowed for the following; motor mounts, bumpers, spider gears.

**Fix-it Plates: fresh cars may have one 4" x 4" x 1/4" plate . 1 per frame rail, located anywhere on the frame. Pre-ran cars may have one additional 4" x 4" x 1/4" plate on a bend per frame rail.**

### **Absolutely no welding on the frame!**

1. Remove all glass, chrome, plastic, moldings, headliner, dash, flammable material, a/c coolant, antifreeze, trailer hitches and interior decorating.
2. Stock gas tanks must be removed. A small tank must be mounted in the rear seat area. The tank must be very secure and covered. Use proper rated fuel lines, plastic tanks must be in a metal box. No exceptions.
3. Electric fuel pumps allowed - switch must be clearly marked.
4. No more than 2 batteries are allowed, which must be relocated to the front passenger floor, secured and covered.
5. Hoods must have at least a 12" x 12" opening, in case of a fire, if not running headers.
6. Floor shifters, ignition and wiring (hotwire) modifications allowed.

7. #9 wire - only allowed in the door window openings. **1 spot 4 loops** : may go around the frame. No #9 wire anywhere else allowed.
8. Rear quarters may be dished in. No enhancing of body lines or other creasing allowed.

### **Bumpers/Frame:**

1. Old iron bumpers may be used. Must be straight in design. Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 6' x 8' x 1/4", except the specified middle section. The point must taper over an area of at least 32" wide and cannot exceed 12" wide (front to back) at the tip of the point. The point may only extend out 4" from the flat part of the bumper. It may not be stuffed, square tube only. NO STACKING OF TUBING. Call if you have any questions.
2. Bumpers must be attached to stock bumper shocks, no extra metal. Shock bumper may be welded, no extra metal allowed. Shocks may not go more than 6" back from the center of the core support mount. Or you may hard nose the bumper to the frame.
3. Notching of the frame is allowed.
4. No pre-bending.
5. No creasing of the frame or square of frame.
6. '03 Ford and Mercury are allowed with the stock cradle, no exceptions to this rule.
7. '03 Plus - No brackets or shocks inside the frame.
8. **Fix-it Plates: fresh cars may have one 4" x 4" x 1/4" plate, 1 per frame rail, located anywhere on the frame. Pre-ran cars may have one additional 4" x 4" x 1/4" plate on a bend per frame rail. DO NOT ABUSE THIS RULE. If rule is abused all plates will be cut off!**
9. 02' and older cars may cold bend.

### **Body Mounts:**

1. Core support bolt may be changed to 3/4" max bolt, 5" x 5" washer max. 5" max space between core support and frame. No adding extra body bolts or mounts.
2. Body mounts may be switched to 1/2" bolts. Must have a 1" body puck or stock rubber. Must be at least 3/4" thick.

### **Hood/Trunk:**

1. Hood must be open for inspection. After you pass inspection, you may wire, chain or bolt your hood in 6 spots. Trunk in 4 spots using  $\frac{3}{8}$ " chain max.
2. You may have 7 -  $\frac{3}{8}$ " drip rail bolts between 3 drip rails.
3. You may have 2 max -  $\frac{3}{4}$ " threaded rod in core support.
4. Front chains (core support) may go around the bumper or frame, NOT BOTH.
5. Only 2 of the trunk chains may go around the frame or bumper, NOT BOTH.
6. 1 chain per hole or 2 strands of #9 wire per hole.
7. You may have 2 max -  $\frac{3}{4}$ " threaded rod in the trunk. Must go through the body mount hole or welded vertically to the frame. (3" max to the frame)

### **Doors:**

1. Driver's door may be welded shut for safety. Doors must be chained (2 chains per door max), wired, or welded shut. No chains or wire may go around the frame. 2" x 3" x  $\frac{1}{8}$ " max patch, 2 per seam.

### **Driver's Cage/ Roll Bar:**

1. You may have a 4-point cage which consists of 1 dash bar, 1 bar behind the seat, 1 bar along the driver and passenger doors. Connecting the 4 bars is allowed by welding. Cage cannot be attached in any way to the frame or body mounts. You may run a roll bar which can be attached to the roof in 2 spots. You may have one outside driver's door bar no more than 2" past the door seam. You may have 4 down bars attached to sheet metal only.
2. **Door bars 60" max.**
3. **Gas tank protectors: minimum of 3" away from rear sheet metal. No wider than 24".**

### **Rear-Ends:**

1. You may run a 5 lug car type rear end, no truck rear ends are allowed. No rear end braces at all.
2. You may have hump chains - must go around the frame (not body), also no welding of the chains.
3. Rear end may be welded to make posse.

### **Engine/ Drivetrain:**

1. You may run a J.W. style ultra-bell. No other aftermarket ultra-bells are allowed. No aftermarket tail shaft housings. No tranny pan mid plates.
2. Transmission coolers are allowed but lines must be safely protected. Motors may be swapped (ex. Ford to Chevy and so on). Slider drive shafts are allowed.
3. Must be rubber motor mounts (aftermarket rubber mounts ok), 2 chains; 1 per side head to engine cradle. Lower engine cradle with pulley protector allowed.
4. You may wire springs to rear end. 1 strand #9 wire.
5. If you need to relocate trans cross member you can weld a piece of 2" x 2" x 1/4" x 6" angle iron to the frame and set cross member on. You may also use a 2" x 2" x 1/4" box tube straight across and must use rubber transmission mount. **Cross member must be centered on angle iron.**
6. '03 and Up Engine Mounting: May fabricate an engine mount pad that bolts to the upper a-arm mounting bolt and to the factory engine mounting lug in the aluminum. Cradle, mounting pad can be no wider than 8" max, 1/4" thick, and may not connect mount to mount.

### **Suspension:**

1. On 2003 and newer only, you may add a spacer block on top or bottom of the strut to gain height. All other models may use 2 - 1/4" x 2" x 4" flat strap on upper a-arm (1) front (1) rear of a-arm, this may be welded on for suspension height only, not to strengthen frame in any way.
2. '98 - '02 Fords, you may change the watts link. Lower control arm bracket size 3" x 5" x 1/4" max. May be welded to the frame.
3. Upper control arm bracket 1/4" thick max. May be welded to the package tray.
4. No more than 9 leaves max - must stager 2".
5. Max of 5 spring clamps per side. Absolutely no welding or attaching clamps to frame in any way. 3/8" max bolts for clamps.
6. Must use stock ball joints or OEM replacement. Must bolt directly in.

### **Tires:**

1. Any car or truck tires are allowed. If you have any questions, please call.
2. No outside bead locks, weld in centers only.
3. Tires no larger than 15", no smaller than 14".