



Iron City Promotions

Light-Build Rules

MOST IMPORTANT RULES

1. **CHEATING WILL GET YOU LOADED**-PLATES THAT ARE HIDDEN; FRAME WELDS NOT STATED IN RULES; PINNING OF FRAME RAILS; HIDDEN TRANS BRACES.
2. 1977 AND NEWER. MIDSIZE GM AND PINCH FRAME CHRYSLER PASSENGER CARS ONLY. NO HEARSEs, LIMOS, OR TRUCKS.
3. NO PAINTING OF INNER OR OUTER FRAMES. IF OFFICIALS CAN'T VISIBLY TECH THE INNER AND OUTER FRAME-DUE TO PAINT-CAR WILL NOT BE TECHED.
4. OFFICIALS DECISIONS ARE FINAL.

FENDERS / ¼ PANELS

1. (4) 3/8" MAX BOLTS PER FENDER / ¼ PANEL WITH 3/8" MAX STORE BOUGHT WASHERS.
2. 4 BOLTS, 8 WASHER, 4 NUTS PER FENDER / ¼ PANEL, THROUGH SHEET METAL ONLY.
3. NO ADDED BRACKETS OR NEW FACTORY BOLT LOCATIONS.
4. IF REPLACING FACTORY BOLTS, USE NOTHING LARGER THAN 3/8" BOLTS/WASHERS/NUTS.
5. MAY CREASE/PACK/PRE-DENT REAR QUARTERS AND FENDERS, BUT NO WELDING OR DOUBLING.
6. IF YOU USE LARGER BOLTS AND WASHERS, YOU LOSE THE BOLTS AND WASHERS.
7. QUARTERS MUST REMAIN UPRIGHT. NO WEDGING

HOOD

1. 6 TOTAL ATTACHMENT POINTS.
2. MAY USE 1" ALL THREAD THROUGH THE FRONT 2 BODY MOUNTS (RAD SUPPORT MOUNTING HOLES), THIS COUNTS AS 2 ATTACHMENT POINTS. THE OTHER 4 MUST BE SHEET METAL TO SHEET METAL WITH NO LARGER THAN A 5/8" X 5" BOLT.
3. ALL HOOD WASHERS NOT TO EXCEED 4" X 4" X 1/4", FLAT OR ANGLE.

4. (14) 3/8" BOLTS/NUTS/WASHERS MAY BE USED TO SECURE WEBBING PER HEADER OPENING ON HOODS.
5. HOOD HINGES MUST REMAIN FACTORY OR BE REMOVED.

ROOF

1. NO SEAM WELDING OR BOLTING UNLESS SPECIFIED.

DOORS

1. 5" ON 5" OFF WELDING ON ALL EXTERIOR DOOR SEAMS. MUST BE INDIVIDUAL 5"X5"X1/4" PLATES.
2. MAY REINFORCE DRIVERS AND PASSENGER FRONT DOORS ON THE INSIDE **OR** OUTSIDE, NO MORE THAN 3" PAST DOOR SEAMS. NO THICKER THAN 1/4" STEEL.

TRUNK

1. 5" ON 5" OFF WELDING ON EXTERIOR TRUNK SEAM. MUST BE INDIVIDUAL 5"X5"X1/4" PLATES.
2. SPEAKER DECK MUST REMAIN IN FACTORY LOCATION-DO NOT REMOVE. IF SPEAKER DECK IS REMOVED YOU LOSE THE TRUNK SEAM WELDS COMING ACROSS THE BACK OF THE TRUNK LID.
3. 12" HOLE IN THE TOP CENTER OF THE TRUNK LID. IF WE CAN'T SEE BEHIND THE WHEELS OR ABOVE THE REAR FRAME RAILS, YOU'LL BE ASKED TO CUT ANOTHER HOLE-YOU WON'T LIKE.
4. MAY BE DISHED NO MORE THAN 8" IN THE CENTER FOR VISIBILITY-THIS INCLUDES SPEAKER TRAY.

RUST

1. RUSTED AREA MUST BE REMOVED, 1/2" OVERLAP FROM NEW METAL TO OLD METAL, NEW RUST PATCHES MAY NOT OVERLAP. YOU MUST BUT WELD, USING YOUR STITCH WELD. DON'T STAGGER THE WELDS ON TWO PATCHES TO HAVE ONE CONTINUOUS WELD BETWEEN TWO PATCHES.
2. NEW METAL NOT TO EXCEED FACTORY THICKNESS.
3. MUST BE WELDED 1" ON 1" OFF-ABUSE IT, YOU'LL LOSE IT-ZERO TOLERANCE.

FLOOR PAN

1. ALL RUST REPAIR STATED IN RUST SECTION APPLIES.

2. NO DOUBLING OF FLOOR PANS.

BODY MOUNTS

1. REPLACE WITH 1/2" MAX SIZE BOTS 5" MAX IN LENGTH. (TOP SIDE FRAME TO BODY).
2. 4" X 4" X 1/4" FREE FLOATING WASHERS MAY BE USED TO SECURE THE BODY TO THE FRAME.
3. MUST HAVE 1" MINIMUM FREE FLOATING INDIVIDUAL SPACERS BETWEEN THE BODY AND FRAME. 3" X 1/4" MAX ROUND OR SQUARE TUBING. NO ADDED BODY MOUNTS. YOU MAY NOT RELOCATE ANY OF THE FACTORY BODY MOUNTS.
4. IF YOU CHANGE THE MOUNT YOU MUST MAINTAIN THE 1" GAP.

WINDOWS

1. TWO 3" X 1/4" FLAT WINDOW BARS IN THE FRONT WINDOW ONLY.
2. REAR WINDOW BAR CAN BE NO LARGER THAN 2x2 SQUARE TUBING.
3. 3" OF ATTACHMENT ON TOP AND BOTTOM.
4. WINDOW BAR MOUNTED WITHIN 3" OF WINDOW OPENING.
5. WINDOW BAR CAN'T COME IN CONTACT WITH HALO, ROOF SIGN, OR HALO BRACING.

CORE SUPPORT

1. FILL THE OPENING IN FRONT OF RADIATOR WITH 1/8" MAX STORE BOUGHT EXPANDED METAL. NOTHING HOMEMADE. MUST REMAIN WITHIN THE CORE SUPPORT BODY MOUNTS. MAY ONLY BE BOLTED WITH (8) 3/8" BOLTS MAX.
2. SPACERS CAN'T EXCEED 3X3 TUBING. NO WELDING AT ALL ON CORE SUPPORT SPACERS.
3. NO SEAM WELDING ON THE CORE SUPPORT.

INTERIOR CAGE

1. 4 POINT CAGE, 6" MAX MATERIAL.
2. DASH BAR MUST BE 6" FROM THE FIREWALL AND/OR TRANS TUNNEL.
3. REAR SEAT BAR NO FURTHER BACK THAN THE REAR KICK PANEL, 6" OFF FLOOR.
4. MAY HAVE CENTER BAR 3" MAX AND 6" FROM ALL SHEET METAL.

5. 32" WIDE GAS TANK PROTECTOR; 6" MAX; NO GAP NEEDED. DO NOT ATTACH THE GAS TANK PROTECTOR TO ANY PART OF THE CAR.
6. ROLL BAR, 6" MAX MATERIAL, STRAIGHT UP-STRAIGHT ACROSS AND NO FURTHER BACK THAN THE KICK PANEL. IF WELDING TO THE FLOOR IT MUST BE WELDED TO FLOOR SHEET METAL ONLY NOT THE FRAME. HALO CAN BE BOLTED TO THE ROOF IN (2) SPOTS. NO TAILS OFF OF HALO. BOLTS MUST GO DIRECTLY THROUGH THE HALO BAR.
7. INNER CAGE CORNERS MAY BE GUSSETED.
8. NO KICKERS!
9. DOOR BARS CAN'T BE ANY FURTHER FORWARD THAN THE INSIDE OF THE FIREWALL OR ANY FURTHER BACK THAN THE REAR KICK PANEL.
10. ALL CAGE MATERIAL MUST REMAIN INSIDE THE PASSENGER COMPARTMENT.

COMPONENTS (Gas Pedal, Brake Pedal, Shifter, Battery Box, Trans Cooler, Gas Tank)

1. NO COMPONENTS MAY STRENGTHEN THE CAR AT ANY TIME
2. COMPONENTS MUST BE FASTENED TO SHEET METAL OR CAGE ONLY

FRAME

1. NO PATCHING RUST. SEE RULE #4
2. NO FRAME CLIPPING or STUBBING PERIOD.
3. FRONT FRAME MAY BE SHORTENED TO THE FRONT EDGE OF THE RADIATOR SUPPORT MOUNTING HOLE/BRACKET. DO NOT SHORTEN INTO THE HOLE. NO SHORTENING OF REAR FRAMES PERIOD.
4. FRAME REPAIR CAN ONLY TAKE PLACE AFTER A CONVERSATION WITH AN ICP OFFICIAL. PICS FOR PROOF OF RUST AND REPAIR MUST BE SUBMITTED PRIOR TO EVENT.
5. NO WELDING ON THE FRAME OTHER THAN WHATS STATED IN THESE RULES.
6. METRIC GM CARS GET A 22"X6"X1/4" HUMP PLATE CENTERED ON THE OUTSIDE OF THE REAR HUMP (TIRE SIDE).

BUMPERS

1. FRONT BUMPER MAY BE FACTORY LOADED OR HOMEMADE, BUT MUST NOT EXCEED 14" FROM THE CENTER POINT TO THE BACK SIDE, WHERE BUMPER MOUNTS TO FRAME OR SHOCK MOUNTS. NO POINT BIGGER THAN A FACTORY CHRYSLER POINTY.
2. THIS IS THE ONLY WAY BUMPERS CAN BE MOUNTED. HARDNOSED WITH (2) 2"X6"X1/4" PLATES TO HELP HOLD THE BUMPER ON. THAT'S (1) PLATE ON EACH SIDE OF THE FRAME. (CAN BE TOP AND BOTTOM **OR** INNER AND OUTER). THESE 2 PLATES CANNOT TOUCH EACH OTHER. THIS RULE GOES FOR THE BACK BUMPER ALSO.
3. MAXIMUM FRONT BUMPER HEIGHT, 22" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.
4. MINIMUM REAR BUMPER HEIGHT, 14" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.

FRONT SUSPENSION/STEERING

1. ANY FACTORY OEM SPINDLES SWAPS.
2. NO AFTERMARKET OR GM LIFT SPINDLES.
3. CENTER LINK MUST REMAIN FACTORY.
4. AFTERMARKET TIE RODS ARE PERMITTED.
5. FACTORY OEM BALL JOINTS ONLY.
6. FACTORY OEM UPPER AND LOWER A-ARMS MUST REMAIN FACTORY AND BE MOUNTED IN FACTORY MANNER.
7. 1" ALL-THREAD PERMITTED IN PLACE OF SHOCKS. MUST RUN THROUGH FACTORY SHOCK HOLE. NO ALL-THREAD SHOCKS ON 2003 AND UP
8. A SINGLE FACTORY OEM COIL SPRING PER SIDE IS PERMITTED, NO AFTERMARKET COILS. NO ADDED METAL IN COIL SPRING POCKETS. ONLY THING PERMITTED IN COIL SPRING POCKETS WILL BE COIL SPRING ITSELF.
9. SWAY BARS MUST BE MOUNTED IN FACTORY WORKING MANNER, TOP AND BOTTOM, USING ALL FACTORY RUBBER COMPONENTS. NO WELDING OF SWAY BAR OR MOUNTING BRACKETS ANYWHERE. CANNOT COME IN CONTACT WITH PULLEY PROTECTOR AT ANY TIME.
10. FRONT SUSPENSION CAN BE SOLID. YOU MAY ONLY WELD (1) 2X4X1/4" PLATE TO THE FRONT AND BACK SIDE OF THE UPPER A-ARM.
11. AFTERMARKET STEERING COLUMNS ARE PERMITTED

REAR SUSPENSION

1. FACTORY OEM UPPER AND LOWER TRAILING ARMS MAY BE REINFORCED OR 2X2X1/4 SQUARE TUBING.
2. UPPER AND LOWER TRAILING MUST MOUNT IN FACTORY LOCATION AND MANNER ON THE TOP AND BOTTOM. NO AFTERMARKET MOUNTING BRACKETS PERMITTED.
3. CAR MUST RUN WITH THE EXACT NUMBER OF TRAILING ARMS YOUR CAR WAS DESIGNED WITH.
4. REAR COIL SWAPS ARE PERMITTED. THIS MEANS YOU CAN SWAP FACTORY COIL WITH A HEAVIER TYPE COIL.
5. 1" ALL THREAD SHOCKS ARE PERMITTED IN FACTORY SHOCK LOCATION.
6. CHAIN/CABLE/9 WIRE MAY BE USED TO HOLD COILS SPRINGS IN BUT MUST RUN THROUGH THE COIL SPRING TOWER AND AROUND THE REAR END ONLY- NOTHING WELDED. ON LEAF CARS CHAIN CAN HAVE 2 LINKS WELDED TO UNI-BODY HUMP. NO OVERSIZED LINKS.
7. LEAF SPRINGS MUST REMAIN IN STOCK LOCATION. 7 LEAFS MAX WITH 2" STAIRSTEP. NO THICKER THAN 5/16. 3 AFTERMARKET CLAMPS PER SIDE (2"X4"X1/4" MAX WITH NO LARGER THAN 1/2" BOLTS) SPRINGS MUST BE MADE OF FACTORY SPRING STEEL.

DRIVE TRAIN

1. ALL AFTERMARKET PARTS LISTED HERE ARE WHAT IS ACCEPTABLE, THERE ARE NO ACCEPTABLE GRAY AREAS. THESE ARE THE AFTERMARKET PARTS YOU MAY USE WHEN MOUNTING YOUR DRIVE TRAIN.
2. ENGINE MAY BE MOUNTED USING A SIMPLE LOWER CRADLE WITH A PULLEY PROTECTOR.
3. THE ENGINE MUST BE MOUNTED TO THE ENGINE K-FRAME WITHIN 2" OF THE FACTORY FRAME MOTOR MOUNTS USING RUBBER OEM FRAME MOUNTS OR SIMILAR AFTERMARKET FRAME MOUNTS WITH RUBBER BUSHING. THESE MOUNTS MUST REMAIN WORKING, NO PINNING RUBBER MOUNTS OR RUNNING SOLID MOUNTS.
4. YOU MAY HAVE ONE 3/8" X 18" LONG CHAIN PER SIDE WELDED FROM THE LOWER ENGINE CRADLE OR FRONT PLATE TO THE FRAME. 2 CHAIN LINKS MAX,

WELDED TO THE FRAME. IF YOU WELD MORE THAN 2 LINKS YOU LOOSE THE CHAIN. NO OVERSIZED 3/8 CHAIN LINKS

5. ABSOLUTELY NO HALOS, HALF HALOS, DISTRIBUTOR PROTECTORS, MID-PLATES, HEADER PROTECTORS, OR BREATHER PROTECTORS.
6. NOTHING IS TO BE MOUNTED BETWEEN THE ENGINE AND TRANSMISSION. NOTHING IS TO BE BETWEEN THE FIREWALL OR TRANS TUNNEL BUT AIR.
7. FACTORY OEM OIL PAN MAY BE REINFORCED.
8. FACTORY OEM TRANSMISSION PAN MAY BE REINFORCED.
9. NO AFTERMARKET TRANSMISSION PANS.
10. NO TRANSMISSION BRACING OF ANY KIND.
11. MAY USE ALUMINUM BOLT ON BELLHOUSING. NO OTHER PART OF THE TRANSMISSION MAY BE MODIFIED.
12. TRANSMISSION MOUNT MUST BE RUBBER OR POLY AND MOUNT IN FACTORY MOUNTING LOCATION.
13. CROSSMEMBER MUST MOUNT IN FACTORY LOCATION AND RUN STRAIGHT ACROSS USING OEM CROSS MEMBER OR 2" BOX TUBING-MOUNTED ON 3" X 3"x1/4" ANGLE IRON, 5" LONG, AND A TOTAL OF 5" OF ATTACHMENT WELDED TO THE INSIDE OF THE FRAME RAIL.
14. SLIDER DRIVESHAFTS ARE PERMITTED.
15. DRIVELINE BRAKES ARE PERMITTED.
16. AFTERMARKET REARENDS ARE PERMITTED. ALL BRACING IS TO REMAIN WITHIN THE WIDTH OF THE RIMS AND CANNOT COME IN CONTACT OF THE FRAME AT ANY TIME.
17. MUST HAVE WORKING BRAKES.
18. ALL TIRES ARE PERMITTED.
19. AFTERMARKET SHIFTERS, GAS PEDALS, BRAKE PEDALS, TRANSMISSION/OIL COOLERS, BATTERY BOXES, ARE PERMITTED.

SPECIFIC TO 1980 - 2002 FORD - LINCOLN – MERCURY and METRIC GM

1. *YOU MAY TILT FRONT IN ONE SPOT ONLY IN THE MANNER LISTED BELOW. NO TILTING A-ARM FORWARD.*
2. *YOU MAY CUT OUTSIDE FLAP AT CRUSH BOX, TILT THE FRONT FRAME AND RE-WELD THE FLAP. THIS WILL BE THE ONLY MEANS ACCEPTED PERIOD.*

3. *COIL SPRING CARS MAY USE WATTS LINK CONVERSION. UPPER BRACKETS MUST BE 2 SEPARATE BRACKETS NO LARGER THAN 6"X12"X3/8". THEY MAY ONLY BE ATTACHED WITH (4) 5/8 BOLTS. LOWER TRAILING ARM MOUNTING BRACKETS MAY ONLY BE 4" LONG 3"X3"X1/4" SQUARE TUBING WELDED TO THE FRAME. 1" BEAD OF WELD PER SIDE.*
4. *METRIC GM CAN TILT BY COLD BENDING FRAME AT FIREWALL OR CUT AND TILT AT CROSSMEMBER. FRAME CAN BE TIED BACK TOGETHER USING THE 3"X3"X1/4"X5" LONG ANGLE IRON CROSSMEMBER MOUNTS.*
5. *2003 AND NEWER FORD CANNOT TILT PERIOD. MUST USE FACTORY OEM ALUMINUM CRADLE AND RACK. NO AFTERMARKET TRUCK RACKS. CAN USE BOLT IN ONLY SMW TYPE ENGINE CRADLE. NO WELDING OF ENGINE CRADLE AT ANY POINT. MUST USE FACTORY OEM STRUTS.*

FIX-IT PLATES AND #9 WIRE

1. ALL CARS WILL RECEIVE (4) 4"X4"X1/4" FIX-IT PLATES WITH THE EXCEPTION OF GM AND CHRYSLER PRODUCT CARS. THEY WILL RECEIVE (6) 4"X4"X1/4" FIX-IT PLATES.
2. FIX-IT PLATES CAN BE USED ANYWHERE OR ANY FORMATION. CANNOT CUT PLATES APART.
3. #9 WIRE MAY BE USED AFTER THE CAR HAS PASSED INSPECTION. 6 SEPARATE SPOTS

RULE CLARIFICATIONS:

- **1/8" STAMPED/CUT RAD GUARD WILL BE ACCEPTED.**
- **LOWER ¼'S CAN BE FOLDED BETWEEN BODY AND FRAME BUT MUST MAINTAIN A GAP BETWEEN BODY AND FRAME BETWEEN THE REAR FRAMERAIL MOUNTS.**
- **BUMPER RULE CLARIFICATION: BUMPER CAN'T BE MORE THAN 8" IN HEIGHT AND WIDTH. ALL OTHER BUMPER RULES LISTED ABOVE STILL APPLY.**

