

FACTORY STOCK

CLASS OVERVIEW

Factory Stock is designed for 1954 and newer Ford bodied vehicles with naturally aspirated 4.6L, 5.0L, 5.0L Gen I Coyote, Gen II Coyote and 7.3L Godzilla engines. Maximum engine size is 315 CID for 4.6L, 5.0L and Coyote combinations. Maximum engine size is 446 CID for the 7.3L Godzilla combination. Entries are limited to certain performance modifications.

Note: This set of class rules is presented to all competitors under the assumption that any modifications not specifically written within these rules shall be deemed illegal, unless the competitor has the expressed written consent from the Tech Director.

RACING FORMAT

This class will be an all run heads-up field, **NHRA Pro Ladder** on a .400 Pro Tree.

CLASS DESIGNATION - FS

<u>ENGINE</u>	<u>BASE CID</u>	<u>BASE WEIGHT</u>
4.6L 2V	289	2800
4.6L 3V	289	2850
4.6L 4V	289	3000
5.0L HO	311	2600
5.0L Coyote Gen I	305	3100
7.3L Godzilla	446	3500

Note:

All weights are with driver and rounded down to the nearest 5lb increment. A 15lb per CID weight penalty will be assessed to all engine combinations over there base CID.

Cross breeding of Gen I Coyote and Gen II Coyote engine Components permitted (must carry the Gen II weight adder).

WEIGHT ADDITIONS/DEDUCTIONS

- Entries using a Ford C4, AOD, AODE, 5R55, 6R80, and 4R70W automatic transmission may deduct 325 lbs from their original base weight.
- Entries using Ford OEM 5.0L HO E7 cylinder heads may deduct 100lbs from their original base weight.
- Entries using Ford OEM 4.6L 2v cylinder heads may deduct 150lbs from their original base weight.
- 2005-present Mustangs with 4.6L 3V engine combination may deduct 100lbs from their original base weight.
- 5.0C Entries using Gen II cylinder heads (see cylinder casting list under cylinder head section) and or Gen II camshafts (512 lift) add 125 lbs.
- 2018 – present 5.0C intake add 25lbs
- 2015-2020 Mustang GT350 5.2L Coyote Intake Manifold add 25lbs
- 2015-2020 Mustang GT350 5.2L Coyote. 2021-2023 Mach 1 Coyote or and mass produced commercially available Throttle Body (87mm max) add 25lbs
- Any Combination using Tubular headers larger than 1.75 inch outside diameter with a maximum outside diameter primary tube size of 2 inches add 25lbs.

REQUIREMENTS & SPECIFICATIONS

AIR FILTER/CLEANER

Any aftermarket street legal automotive type air filter/cleaner is permitted. All incoming air must pass through an air filter.

CAMSHAFT

Each engine combination must compete with the following camshaft specs:

- 5.0L HO: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .480.
- 4.6L 2V: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .575 intake/.575 exhaust.
- 4.6L 3V: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .439 intake/.436 exhaust.
- 4.6L 4V: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .430 intake/.430 exhaust.
- 5.0L Gen I Coyote: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .472 intake/.472 exhaust.
- 5.0L Gen II Coyote: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .512 intake/.512 exhaust.
- 5.0L HO applications, valve lift will be checked at retainer with pushrod & rocker in "as run" condition using a blocked up OEM Ford hydraulic roller lifter set at zero lash. Duration/Lobe Separation will be checked with camshaft & hydraulic roller lifter in block and measured at the crankshaft. Lobe lift will be measured at the hydraulic roller lifter. For 4.6L and 5.0L Coyote applications, valve lift will be checked at retainer with pushrod & rocker in "as run" condition using a blocked up OEM Ford hydraulic roller lifter set at zero lash. Duration/Lobe Separation will be checked with the camshafts mounted in the cylinder head and measured at the crankshaft. Lobe lift will be measured at the cam lobe.
- 7.3L Godzilla: Hydraulic roller camshaft with any duration and lobe separation is permitted. Maximum valve lift at the retainer is .546 (13.87mm) intake/.609 (15.48mm) exhaust.

COOLING SYSTEM

Radiator and Water pump is required. Electric Water Pump is permitted. Any Ford OEM or production style radiator is permitted and must mount in the stock location. Any cooling fans permitted. Core support is required. Aftermarket Lower core support permitted. Any cooling fan is permitted.

CONNECTING RODS

Ford OEM or aftermarket steel connecting rods are permitted. Ford OEM and aftermarket connecting rod length must maintain factory length within +/- .025 inches. 5.0L HO: 5.090 inches. 4.6L Modular: 5.933 inches. 5.0L Coyote Gen I and Gen II: 5.933 inches, 7.3L Godzilla: 6.319 inches(160.5mm).

CRANKSHAFT

Ford OEM or aftermarket steel crankshaft permitted. OEM crankshaft stroke must maintain within +/- .010 inches. 5.0L HO: 3.000 inches. 4.6L Modular: 3.543 inches. 5.0L Coyote Gen I and Gen II: 3.653 inches. 7.3L Godzilla: 3.976 inches(101mm). Minimum rod journal diameter for all applications is 2.000 inches.

CYLINDER HEADS

Porting or any modifying of cylinder heads for all engine combinations is prohibited. Aftermarket steel valves are permitted. Maximum valve angle of +/- 2 degrees from the factory must be maintained on all applications. Please refer to list below for engine specific cylinder head specifications.

- 5.0L HO: Commercially available cast iron heads permitted. Maximum valve sizes are 1.850 intake/1.555 exhaust. Maximum valve stem diameter is .343. Minimum combustion chamber volume is 52.0cc. Ford Aluminum GT40X heads permitted with maximum valve sizes 1.940 intake/1.540 exhaust, with minimum combustion chamber volume 58.0cc.
- 4.6L 2V: Commercially available cast aluminum heads permitted. Maximum valve sizes are 1.850 intake/1.452 exhaust. Maximum valve stem diameter is .274. Minimum combustion chamber volume is 40.0cc.
- 4.6L 3V: Commercially available cast aluminum heads permitted. Maximum valve sizes are 1.368 intake/1.514 exhaust. Maximum valve stem diameter is .274. Minimum combustion chamber volume is 46.0cc.
- 4.6L 4V: Commercially available cast aluminum heads permitted. Maximum valve sizes are 1.487 intake/1.211 exhaust. Maximum valve stem diameter is .274. Minimum combustion chamber volume is 49.0cc.
- 5.0L Gen I Coyote: Ford OEM cast aluminum heads permitted. Include only the following:
 - o RFBR3E-6090-CA/CB/CC/CD/CD/CF
 - o RFBR3E-6C064-CA/CB/CC/CD/CEMaximum valve sizes are 1.460 intake/1.230 exhaust. Maximum valve stem diameter is .234. Minimum combustion chamber volume is 52.0cc.
- 5.0L Gen II Coyote: Ford OEM cast aluminum heads permitted. Include only the following:
 - o RFFR3E-6090-CA/CB
 - o RFFR3E-6C064-CA/CBMaximum valve sizes are 1.470 intake/1.260 exhaust. Maximum valve stem diameter is .234. Minimum combustion chamber volume is 57cc.
- 7.3L Godzilla: Commercially available cast aluminum heads permitted. Maximum valve sizes are 2.170 (55.13MM) intake and 1.674 (42.53MM) exhaust. Maximum Intake valve stem diameter is .313 (7.953mm). Maximum Exhaust valve stem diameter is .312 (7.941mm). Minimum combustion chamber volume is 62.40cc.
 - o LH HEAD CASTING - RFLC3E-6C064-JB/JC / DA
 - o RH HEAD CASTING - RFLC3E-6090-JB /DA

Approved Cylinder Head List:

Below is the approved cylinder head list for this category. If a cylinder head is not on this list, it is prohibited.

- Stock Ford OEM 5.0 HO Cast Iron Cylinder Heads
- FRPP/SVO GT-40 Cast Iron Cylinder Heads
- FRPP/SVO GT-40P Cast Iron Cylinder Heads
- FRPP/SVO GT-40X Aluminum Cylinder Heads
- FRPP/SVO GT-40X2 Aluminum Cylinder Heads (part # M-6049-X2)
- Stock Ford OEM 4.6 2V Cylinder Heads
- Stock Ford OEM 4.6 3V Cylinder Heads
- Stock Ford OEM 4.6 4V Cylinder Heads

- FRPP/SVO 4.6 2-valve Cylinder Heads Stock Ford OEM 5.0L Coyote Gen I Cylinder Heads (Maximum valve sizes are 1.460 intake/1.230 exhaust) Casting numbers include only the following: RFBR3E-6090-CA/CB/CC/CD/CD/CF, RFBR3E-6C064-CA/CB/CC/CD/CE. BOSS, BOSS R and Cobra Jet cylinder heads prohibited.
- Stock Ford OEM 5.0L Coyote Gen II Cylinder Heads (Maximum valve sizes are 1.470 intake/1.260 exhaust) Casting numbers include only the following: RFFR3E-6090-CA/CB, RFFR3E-6C064-CA/CB
- Stock Ford OEM 7.3L Godzilla Aluminum Cylinder Heads

Note:

Stock/OEM cylinder heads are those that are factory produced production line cylinder heads by Ford.

EFI SYSTEM

All engine Combinations are permitted to use a OEM Ford EFI system or a approved stand-alone EFI system. Example: Holley, AEM, Fast, Big Stuff 3, Fuel Tech FT550, etc.. Any size/type of fuel injector is permitted with a maximum of 8 injectors mounted in the stock location for engine combination being used. Approved plug-in style chips and EEC add-ons are permitted.

Approved Computer Add-On List

Below is the approved computer add-on list for this category. If a computer add-on is not on this list, it is prohibited.

- FRPP Extender & FRPP EPEC
- Anderson Ford PMS
- Autologic Plug-in EEC Chip
- Superchips Plug-in EEC Chip
- Hyperchip Plug-in EEC Chip
- Diablo Plug-in EEC Chip
- EEC Tuner
- SCT Xcalibrator Series
- SCT iTSX
- DiabloSport Predator/InTune
- DiabloSport Trinity
- DiabloSport inTune
- Moates Quarterhorse Chip minus download cable
- HP Tuners/HP Tuners N-Guage

ENGINE COATINGS

Engine coatings are permitted where lubricants are present and pistons. Cylinder head coatings of intake/exhaust port runners and combustion chambers prohibited. No coatings on intake manifold, intake runner or plenum area.

ENGINE BLOCK

Engines are limited to 7.3L Godzilla, 5.0L HO, 5.0L Coyote Gen I, 5.0L Coyote Gen II, 4.6L Modular combinations and OEM Ford Racing Illuminator Engine, Part #M-6007-A50NA. All entries are required to use the Ford OEM drive belt system. 7.3L Godzilla must use cast iron Ford engine block. 5.0L HO must use cast iron Ford type engine block. 5.0L Coyote must use Ford OEM engine block. 4.6L Modular engines may use cast iron or cast aluminum engine block. Block must maintain OEM bore spacing, deck height, and crankshaft spacing for engine type being used. Deck spacers (extensions) prohibited. Main cap girdles are permitted. Lifter bore bushings are permitted.

7.3L Godzilla permitted Blocks

Year	Service Part No.	Engineering Part No
2021	LC3Z-6010-A	LC3E-6010-JB/JC

2021	LC3Z-6010-D	LC3E-6010-JD
2023	LC3Z-6010-E	LC3E-6010-JE/JF

ENGINE MOUNTS & LOCATION

Engine and cylinder heads cannot contact firewall. Solid engine/motor mounts are permitted. Engine/motor plates are prohibited.

EXHAUST SYSTEM

All entries are permitted to use tubular headers with a maximum outside diameter primary tube size of 1 3/4 inches. Header collectors have a maximum diameter of 3 inches. Complete exhaust system with two mufflers is required. Maximum exhaust tubing diameter is 3 inches and must exit within 12 inches of the rear axle centerline.

FUEL

VP Racing Fuels C-10 is the only gasoline allowed. TECH reserves the right to inspect fuel at any time during competition. Failure to pass Fuel Check is grounds for disallowance of the run during competition and disqualification from the event during eliminations.

Fuel is checked using various means. Samples given to Fuel Check Technical Inspectors are compared to data taken from known fuel samples provided by VP, adjusted for temperature, and within a tolerance determined by TECH. Failure occurs when the sample readings fall outside those tolerances.

FUEL SYSTEM

All fuel lines must originate and return to a single, non-segmented, fuel cell or Ford OEM fuel tank. Fuel pump must shut off with a master electrical switch. Any method of artificially cooling fuel prohibited. A valve for removal of fuel for tech inspections is mandatory. Valve must be installed between injection and regulator. Aftermarket/fabricated fuel tank or cell permitted and must be located in trunk area. If tank or fuel filler is inside trunk, a bulkhead of minimum .032" aluminum or .024" steel must be used between trunk and driver compartment, and tank must be vented to outside of car. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside the trunk floor. Non-metallic fuel cells or tanks must be grounded to frame.

HARMONIC BALANCER

Ford OEM or aftermarket harmonic balancer is permitted. 7.3L Godzilla engines are permitted to use a balancer/crank pulley with a minimum diameter of 6.00 inches. 5.0L Coyote engines are permitted to use a balancer/crank pulley with a minimum diameter of 6.53 inches. All other engine combinations are permitted to use a balancer/crank pulley with a minimum diameter 4.375 inches. All diameters will be measured from the top of the ribs located on the pulley.

INTAKE MANIFOLD

Only accepted intake manifolds permitted. Porting or any modifications performed to intake manifold is prohibited. Any height spacer between upper and lower intake manifolds is permitted. Removal of intake manifold secondary runner control system is permitted on 4.6L 4V engine combinations. As-cast aftermarket throttle body-to-intake manifold plenums are permitted for 4.6L 2V engine combinations. For any 5.0L HO Combination, any commercially available, mass-produced cast aluminum "long-runner" style intake; non-listed intakes requires prior approval from the Tech department so it can be added to the approved list. The 7.3 Godzilla combination is only permitted the Ford Performance Low Profile Intake part #M942473LP.

Approved Intake Manifold List

Below is the approved intake manifold list for this category. If an intake manifold is not on this list, it is prohibited.

- Stock OEM Mustang-specific 5.0L HO EFI Intake – Upper & Lower
- Stock OEM Mustang-specific 4.6 2V Intake – Upper & Lower
- Stock OEM Mustang-specific 4.6 3V Intake – Upper & Lower
- Stock OEM Mustang-specific 4.6 4V Intake – Upper & Lower
- Ford Explorer – Upper & Lower
- SVT Cobra EFI – Upper & Lower, PN# M 9424 D51, M 9424 E51
- SVO 4.6 2-Valve – Upper & Lower
- Bullitt Ford OEM 4.6L 2-valve intake
- Edelbrock Victor Jr. EFI 4.6L 2-valve intake PN#28385
- TFS Track Heat 4.6L 2-valve intake PN#TFS51811003
- Stock OEM 2018-2019 5.0 Coyote Truck – Upper & Lower. PN#JL3Z-9424-C
- Stock OEM Mustang-specific 5.0L Coyote Gen I. PN#M9424 & Cobra Jet prohibited
- Stock OEM Mustang-specific 5.0L Coyote Gen II. PN#FR3Z-9425-G
- Stock OEM Mustang-specific 5.0L Coyote Gen III. PN#JR3Z-9424-A
(permitted with weight adder – see weight adder/deduct list)
- Stock OEM GT350 5.2L Coyote Intake Manifold PN#M-9424-M52, PN#GR3Z-9424-C or GR3E-9424-AD
(permitted with weight adder – see weight adder/deduct list)
- Edelbrock Performer (5.0L HO)
- Edelbrock Performer RPM/RPM II (5.0L HO)
- Ford Performance GT-40 (5.0L HO)
- Ford Performance M-9424-463V (4.6L 3V)
- Ford Performance LOW PROFILE INTAKE M942473LP – Godzilla Combination only
- Holley Systemax (5.0L HO)
- Trick Flow Street Heat (5.0L HO)
- Stock OEM Ford 7.3L Intake - LC3Z-9424-A / LC3E-9424-JA (20MY)
- Stock OEM Ford 7.3L Intake - PC3Z-9424-B / PC3E-9424-AC (23MY)

LIFTERS/LASH ADJUSTERS

Aftermarket Replacement Lifters permitted. Hydraulic roller Lifter may replace hydraulic Lifter.

OILING SYSTEM

Factory wet sump oil system is required for all entries. All external oil pumps, vacuum pumps and/or crankcase ventilation systems are prohibited. All entries are permitted the use of windage trays, crank scrapers, etc. Stock Ford OEM oil pan is required on all entries except:

- 5.0L engines can use Canton oil pan #13-600.
- Godzilla engines can use Holley Oil Pan #20-320 or #20-320BK

PISTONS & PINS

Ford OEM or aftermarket pistons are permitted. Flat top design pistons are required for all applications except the 5.0L Coyote engines. 5.0L HO engine combinations minimum wrist pin diameter is .912 inches. 4.6L Modular, 5.0L Coyote Gen I and 5.0L Coyote Gen II engine combinations minimum wrist pin diameter is .866 inches. 7.3L Godzilla engine combinations **minimum wrist pin diameter is .984 and a** maximum wrist pin diameter of .990 inches. Gas porting is prohibited.

5.0L Gen I Coyote Piston: Aftermarket piston may be forged or cast and must retain the as-cast or as-forged Ford OEM head configuration. The manufacturer or ID number must remain unaltered and fully visible to determine correct application. Piston may not be re-machined for special rings, deck height adjustment, valve relief size,

depth, location, or to modify dome. Piston must be of the same overall design with the same dome configuration as the original Ford OEM design and maintain a 3.47cc dome. Any piston modifications are strictly prohibited.

5.0L Gen II Coyote Piston: Aftermarket piston maybe forged or cast and must retain the as-cast or as-forged Ford OEM head configuration. The manufacturer or ID number must remain unaltered and fully visible to determine correct application. Piston may not be re-machined for special rings, deck height adjustment, valve relief size, depth, location, or to modify dome. Piston must be of the same overall design with the same dome configuration as the original Ford OEM design and maintain a 4.451cc dome. Any piston modifications are strictly prohibited.

7.3L Godzilla Piston: Aftermarket piston may be forged or cast and must retain the as-cast or as-forged Ford OEM head configuration. The manufacturer or ID number must remain unaltered and fully visible to determine correct application. Piston may not be re-machined for special rings, deck height adjustment, valve relief size, depth, location, or to modify dome. Piston must be of the same overall design with the same dish configuration as the original Ford OEM design and maintain a -20.54cc (-.808cc) valve pocket/bowl volume. Any piston modifications are strictly prohibited.

PISTON RINGS

The use of three pistons rings is required for all engine combinations.

PUSHRODS

Only 3/8 inch outside diameter steel pushrods permitted. Pushrod guide plates are permitted.

ROCKER ARMS

Any conventional stud, pedestal and shaft mounted rocker arms permitted. Stud girdles are prohibited.

THROTTLE BODY

7.3L Godzilla, Single throttle body in stock location required. Maximum throttle body size is 92mm. Part #M-9926-M5292

5.0L Coyote, 5.0L HO & 4.6 2V & 3V applications. - Only mass produced, commercially available throttle bodies permitted. Single throttle body in stock location required. Maximum throttle body size is 3.150" (80mm).

4.6 4V must use unmodified, OEM-supplied stock throttle body, EGR spacer is not required.

4.6 2V engine using Bullet/SVO style intake manifolds must use an unmodified, OEM-supplied stock throttle body.

2015-2020 Mustang GT350 or 2021-2023 Mach 1 - Only Mass Produced, commercially available throttle bodies permitted with weight adder (see weight adder/deduct list). Single throttle body in stock location required. Maximum throttle body size is 3.430" (87mm).

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot.

TIMING CHAIN

Ford OEM or aftermarket stock replacement timing chain/chains are required on all engine combinations.

VALVE SPRINGS & RETAINERS/LOCKS

Any valve springs are permitted. Only steel retainers and locks are permitted.

DRIVETRAIN: 2

AUTOMATIC TRANSMISSION

Ford AOD, AODE, 5R5S, 6R80, 4R70W, & C4 are permitted. Lock-up style converters are prohibited. Overdrive may be removed. The use of trans-brakes is permitted. One piece steel and steel "bolt together" torque converters are permitted. All other style torque converters are prohibited. All vehicles running quicker than 9.99 or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

CLUTCH

Clutch and Flywheel meeting SFI Spec 1.1 or 1.2 is required. Diaphragm Pressure Plate Assembly is required. Single Clutch Disc with a minimum of 10 inches in diameter is required. Factory style cable mechanism for clutch operation is required. 2005 and up Mustangs are allowed to retro-fit to the 79'-04' factory style cable mechanism. Clutch release must be manually operated by driver's foot. The use of electronics, pneumatics, hydraulics, or any other device is prohibited from assisting clutch system/operation. Unmodified Clutch Tamer is permitted. Steel or Aluminum flywheel shield meeting SFI Spec 6.1 is mandatory. Flywheel shield cannot be modified for clutch adjustment and/or cooling holes.

DRIVELINE

Any steel or aluminum driveshaft is permitted. Carbon fiber driveshaft is prohibited. Driveshaft safety loop is required. Titanium Driveline Components prohibited unless OEM Factory Equipped. Example: Axles, Brake rotors, Calipers, Etc.

MANUAL TRANSMISSION

Only specified Ford OEM or aftermarket manual transmissions permitted. All transmissions are required to be unmodified from the manufacturer which also includes the following: helical or straight-cut gear sets and counter shafts. All gear changes must occur directly from the driver. Pneumatic, hydraulic, electric, etc. shifters are prohibited. Clutch-less transmissions are prohibited. Clutch must be used to change gears in a conventional manner. Pro-shifting is permitted on all transmissions. All manual Transmission shifters must maintain an H pattern. Aftermarket shifter with a single pivot ball shifting arm that uses Ford OEM mounting holes is required. Floor-shift conversion kits are permitted.

Approved Manual Transmission List

Below is the approved manual transmission and gear ratio list for this category. If a manual transmission or gear ratio is not on this list, it is prohibited.

- Tremec T5(a) -
- Tremec T5(b) -
- Tremec T45 -
- Tremec T56 (a) -
- Tremec T56 (b) -
- Tremec TR3550 -
- Tremec TR3650 -
- Tremec TKO/TKO-II -
- Tremec TKX
- T5 w/G-Force PN#5000 Dog Ring -

- T5 w/G-Force PN#5000 Syncro -
- Tremec TR3550/TKO/TKO-II w/Liberty Gear PN#LG3500 -
- Tremec TKO-500 -
- Tremec TKO-600 -
- Tremec TKO w/Liberty Gear PN#LGT297-
- Tremec TKO w/Liberty Gear PN#LGT318-
- T5 w/G-Force PN#5000 Dog Ring –
- G-Force –G101A, GF4A –
- Liberty -LCS 5000 4-Speed
- Andrews Transmission –A431 H-Pattern 4-speed

REAR END

Any OEM automotive type rear end permitted.

BRAKES, STEERING & SUSPENSION: 3

BRAKES

Front and rear hydraulic brakes are required. Automated brakes are prohibited. The application and release of the brakes must be a function of the driver. Dual reservoir master cylinder is required. Line-lock is permitted only on the front wheels using one line-lock button and solenoid. Any other electrical, pneumatic, hydraulic, etc. switch in braking system is prohibited. Titanium Brake Components prohibited unless OEM Factory Equipped. Example: Brake Rotors, Calipers, Etc.

FRONT SUSPENSION

Stock, aftermarket or tubular type K-member permitted. K-member must mount in its original location. K-member may be notched for oil pan clearance. Factory strut/shock towers are required. Bolt-on type caster/camber plates are permitted. Factory or aftermarket controls arms are permitted.

REAR SUSPENSION

Stock rear type suspension is required. Racing style 4-link and ladder bar type suspensions are prohibited. Stock type suspension may utilize any commercially available direct bolt in shocks, springs, leaf springs or factory style 3-link/4-link suspension systems for the particular year/make/model of car being used. Leaf springs are allowed to be moved inboard. Torque arm style suspensions are only permitted on OEM equipped vehicles. Bolt-on traction devices, panhard bars and anti-roll bars are permitted. Aftermarket sway bars are permitted.

SHOCKS/STRUTS

Stock replacement type shocks in the rear and struts in the front are required. Coil-over struts are permitted. Shock/strut must mount in stock location. Shocks/struts must be stand-alone and cannot be adjustable during a run. Rear coil over shocks are prohibited. Electronic programmable shocks/struts are prohibited. Spindle mount type struts are prohibited.

STEERING

Any Ford OEM automotive production type steering system permitted.

WHEELIE BARS

The use of wheelie bars is prohibited.

FRAME: 4

CHASSIS

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

FRAME

Front and rear frame rails must remain unaltered and in the stock locations. Sub frame connectors are permitted.

GROUND CLEARANCE

A minimum of 4 inches from the front of the vehicle to the centerline of the front spindle is mandatory. A minimum of 3 inches for the rest of the vehicle is mandatory (except for oil pan, oil pan saver and exhaust headers).

WHEELBASE

Entries must retain stock wheelbase dimensions of + or – 1 inch. Maximum wheelbase variation from left to right is 1 inch.

TIRES & WHEELS: 5

TIRES

FRONT: DOT and non-DOT tires are permitted. Front tires must have a minimum width of 4.5 inches.

REAR: Permitted drag radial sizes are 275/50/15, 275/60/15, & 275/40/17 from the following manufacturers/brands: BF Goodrich Comp T/A Drag Radial, BF Goodrich G-Force T/A Drag Radial, Nitto NT555R Drag Radial and M/T ET Street Radial. The following Mickey Thompson Pro Bracket Radial part numbers are permitted: 3352R, 3353R, 3354R, and 3355R. The following Hoosier part numbers are permitted; 18805DBR, 18810DBR, 18815DBR and 18820DBR.

26 x 10 maximum size (as measured) bias-ply slick permitted.

WHEELS

Aftermarket racing wheels permitted. Spindle mount type front wheels are prohibited.

INTERIOR: 6

PEDALS & PEDAL LOCATION

Stock type pedals and linkage in the factory location are required.

STEERING COLUMN/WHEEL

OEM or stock type steering column required. Steering column must have a factory appearance. Removable steering wheel is permitted. Aftermarket steering columns and steering wheels are permitted.

UPHOLSTERY

Must have full factory type upholstery, including carpet, door panels, headliner, and factory dash. Driver's seat required and mounted in the stock location. Aftermarket front seats and door panels are permitted. Rear seat, heater and A/C controls may be removed.

BODY: 7

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body.

- Class Sponsor: Decal must be located on the passenger's side lower portion of the windshield.
- Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

BODY

Body must retain original appearances and profiles for year, make and model being used. OEM body shell must be intact. Light weight body panels are restricted to hood, **doors**, bumpers and deck-lid/truck-lid or hatch. Hood may be a lift-off style and deck-lid/trunk-lid or hatch must be hinged. Lift off style deck-lid/trunk-lid or hatch is prohibited. Alterations or aerodynamic modifications are prohibited.

BUMPERS

No body components, bumper add-ons, sill plates, chin spoilers, body kits, license plate frames, etc. are permitted to be added to the nose of the vehicle. "Outlaw" style bumpers are prohibited. For Bumper approval, send pictures to Tech Director.

COWL AREA

Complete Ford OEM cowl is required.

FENDER SPLASH PANS

Full, factory Ford OEM or aftermarket inner fenders are required.

FIREWALL

Stock, unaltered firewall is required.

FLOOR

The entire floor, including transmission tunnel, and trunk floor must be unaltered and in the stock location.

HOOD SCOOPS

The use of aftermarket forward facing hood scoops is prohibited. Ford OEM hood scoops are permitted and must be sealed off from fresh air. The use of cowl induction style hoods are permitted on any vehicle with a maximum height of 6 inches. Cowl height will be checked from the tallest point of the hood to the fender line.

GRILLE

Grille must be full production for make, model and year being claimed. Covering in front of or behind the grille is prohibited.

STREET EQUIPMENT

Headlights and tail lights/brake lights are required.

WHEEL WELLS

Factory wheel wells/tubs are required. Widening/sectioning for tire fitment is permitted and must maintain a Ford OEM appearance. Aftermarket style mini-tubs are prohibited.

WINDSHIELD & WINDOWS

Optic Armor stock replacement of any Glass permitted per manufacturers recommended specs.

WING/SPOILERS

Rear wing/spoiler is permitted with a maximum length of 26 inches. Rear wing/spoiler will be measure from the transition point of the deck-lid/trunk-lid to the rear most portion of the wing/spoiler. Any adjustments to the wing/spoiler during a run are prohibited.

ELECTRICAL: 8

BATTERIES/CHARGING SYSTEM

Battery may be relocated and must be an automotive type. Only a single battery may be present and or used in the vehicle during competition.

IGNITION

Any battery operated ignition system is permitted. Any OEM Ford or aftermarket distributor permitted. (IE. MSD (Digital 6 or 7), HOLLEY, ETC).

MASTER CUTOFF

A master cutoff switch is mandatory on all vehicles with a battery located in the trunk.

STARTER

Aftermarket starters, in stock location permitted.

SUPPORT GROUPS: 9

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, delay boxes, shutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

COMPUTER/DATA RECORDERS

Only approved external data recorders, data loggers, are permitted. Any wide-band O2 device must be capable of only logging air/fuel ratio, and may not be run in closed loop with EFI or ignition system. Only a single O2 sensor is permitted to be installed in each header collector. Playback tachometers permitted including those that record driveshaft RPM. Laptops prohibited in vehicle during competition.

Approved Data Loggers:

- Racepak: V300SD, Sportsman Series/IQ3
- AEM: AQ-1
- Port-a-Tree Data: Electronic Switch Panel
- Computech: Data Max
- RPM Performance Products: DL10
- Performance Trends: DataMite III
- Altronics: DataQuest
- Holley Digital Dash
- Haltech IC-7 Colour Display Dash
- Motec C1

TOW VEHICLES

The use of tow vehicles is permitted. Vehicles must drive on/off or manually be pushed on/off the scales.

DRIVER: 10

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA or an IHRA competition license is mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the FORD FEST class requirements as well as ***all NHRA safety requirements***. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the FORD FEST and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.

DRIVER

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, **is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times**

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.