

2026 HARDCORE FULL SIZE MOTORSWAP RULES

General

1: Any mass produced car permitted. No imperials, hearses or any other specialty car.

2: Stock oem car parts only, swapping of all parts are permitted as long as there are no strength enhancing modifications to do so (acceptable examples are Chevy clip on bop cars, square ford body on a bubble frame, Vic spindles on gm....).

3: All parts must mount similar to factory and not be manipulated or used to add structural strength to the car, nothing can be manipulated to make stubber bars, kickers or additional down legs (officials discretion is final).

Body

1: Doors and trunk can be wired, chained, bolted and or welded shut sheet metal to sheet metal only using a 3" on 3" off pattern with 3"x3" plates max, front doors may be plated for driver protection.

2: Cars can be creased and trunks can be dished a maximum of 6" or tucked. No doubling of panels or squeezing trunks, no wedge cars.

3: Wheel wells and hood cut outs can have a max five 3/8" bolts per wheel well and cut out.

4: Body mounts can be changed and must have a minimum 1" space between body and frame with 3" max diameter spacer and two 3" outside diameter washer per mount in factory configuration.

5: 4 hood hold downs must be sheet metal to sheet metal only, 3" outside diameter washers max, 3"Lx3"x3" angle iron can be welded to hood and fender to bolt or wire thru, core support all thread may also extend thru hood for 2 additional mounts, 1" all thread max.

6: Window bars can be up to 3" strapping or 2"x2" tubing or pipe max. Windshield gets up to 2 mounted no more than 6" onto roof or firewall, rear window gets 1 no more than 6" onto roof and trunk lid.

Frame and bumpers

1: Frames can not be tilted, frames can be shortened no more than the first body mount hole on either end, no hump plates, No hybrid frames, Frames cannot be seam welded or altered in any other way other than notching and or dimpling rear frame. You get an additional four 4"x4"x1/4" plates.

2: Any oem car bumper or replica bumpers with a point equivalent to a 74 impala bumper or less, no Chrysler pointy, ramp or climber bumpers. front and rear bumper mounting must use oem brackets and or shocks for the same generation of car (70s gm-70sgm, 80s and newer ford-80s and newer ford...) and can be no longer than 10" onto the frame on the front, the rear bracket and or shock can be up to 14" onto the frame , brackets and shocks must mount in oem fashion and can have an additional 8" of weld per bracket to mount, if you choose to remove bracket and shock to hardnose you get a max 4"x6"x3/8" plate welded solid to attach bumper to frame. Cars that the rear bumper mounts to the body must mount in oem fashion and get four 3"x3"x1/4" additional plates to weld bumper to the body.

3: Crossmember can be swapped or replaced with 2"x2" you get two 3"x3"x6" pieces of angle iron to mount your crossmember to frame rail.

4: Bumper height 22" max 14" minimum to the bottom of the bumper, rear bumper height will be measured to the bottom of frame on cars with tipped or flipped up bumpers.

Cage and drivers compartment

1: You are permitted a 4 point cage with a center bar and 32" wide gas tank protector (centered on seat bar) 6" max size with a minimum of 6" off of floor, fire wall and transmission tunnel, gtp can be tight. You may also have a halo bar connected to cage and roof only.

2: Two 2"x2" down legs from door bar to the top of floor within the front door openings are permitted.

3: After market pedals, shifter, steering shaft and transmission coolers permitted. Batteries must be moved inside cab 2 max.

Drivetrain

1: Any engine with no more than a simple lower cradle with front plate and pulley protector.

2: Any oem transmission with no more than a replacement aluminum bell housing (no aftermarket cases).

3: Any driveshaft, rearend, wheels and air filled tire is permitted (no beadlocks or solids).

Steering and suspension

1: Oem spindle, a arm, ball joint and steering box swaps are permitted may run an adapter plate for steering box.

2: After market steering columns and after market tie rods are all permitted.

3: Oem trailing arms may be reinforced or similar 3 sided homemade may be used.

4: Suspension can be solid, you get two 4"x4"x1/4" a arm straps per upper a arm (must touch a arm) and can replace all shocks with 1" all thread, chain or cable and get two max size 6" outside diameter free floating washers per all thread, chain or cable in place of shock.

5: Leaf springs cars must use an oem car leafpack and clamps.

5: 98 and newer fords get a watts conversion brackets similar to toast inc or ztr.

03 and newer

1: SMW engine plate or equivalent may be used

2: Must run a oem rack and pinion and can have an adapter plate but must mount to the stock location on the aluminum cradle.

Pre ran

1: You get 1 additional repair plate up to 4x4x1/4 per bend as needed but must be able to prove the damage (officials discretion).

2: Pre ran cars are expected to be as close to these rules as possible and should hold no significant advantages by being pre ran.

Rule questions please call or text Brandyn Heath at 740-238-3353 or Frankie Guy 724-557-7428 or please do not call after 9 pm. If the call is missed, please leave a message or text message requesting a returned call. Allow 24 hours for a response.