

Light-Build Rules  
Brooksville Pulling Association

## Rule Unification Notice

Other promoters' rules have been **adapted to match Light Weld standards** for consistency and fairness.

## Key Rules

1. **Cheating will not be tolerated.** Penalties may include **hidden loaded plates, frame welds not listed in the rules, pinning of frame rails, and hidden transmission braces.**

## Vehicle Eligibility

1. Only the following passenger cars are permitted:
  - o 1977 and newer Metric GM vehicles
  - o 1980 and newer Ford passenger cars
  - o GM midsize passenger cars
  - o Chrysler passenger cars with pinch frames

**No hearses, limousines, or trucks are allowed.**

2. **Frame Inspection Requirement**

Painting of inner or outer frames is strictly prohibited. Frames must remain clearly visible for inspection. If officials are unable to properly inspect the inner or outer frame due to paint or coatings, the vehicle **will not pass tech and will not be allowed to compete.**

## Fenders / 4 Panels

1. A maximum of **four (4) 3/8" bolts per fender or quarter panel** is permitted. Bolts must use **store-bought washers no larger than 3/8"**.
2. Each fender/quarter panel is limited to **4 bolts, 8 washers, and 4 nuts**, installed **through sheet metal only.**
3. **No added brackets and no creating new factory bolt locations.**
4. If replacing factory bolts, you may use **bolts, washers, and nuts no larger than 3/8"**.
5. **Rear quarters and fenders may be creased, packed, or pre-dented, but no welding or doubling of metal is allowed.**
6. If **larger bolts or washers** are used, **they will be removed by officials.**
7. **Quarter panels must remain upright. No wedging allowed.**

## Hood

1. A maximum of **six (6) total hood attachment points** is permitted.
2. You may run **1" all-thread through the front two body mounts (radiator support mounting holes).** This will count as **two (2) attachment points.** The **remaining four (4) attachment points must be sheet metal to sheet metal, using no larger than a 1/2" × 5" bolt.**
3. **Hood washers may not exceed 4" × 4" × 1/4", flat plate or angle.**

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4. Up to **fourteen (14) 3/8" bolts, nuts, and washers** may be used to secure **webbing across the header opening on the hood**.
5. **Hood hinges must remain factory or be completely removed.**

### Roof

1. **No seam welding or bolting is permitted unless specifically stated in the rules.**

### Doors

1. **Exterior door seams** may be reinforced with **5" × 5" × 1/4" weld plates**, applied in a **5" on / 5" off pattern**. Each plate must be **individual**.
2. **Driver and front passenger doors** may be reinforced on the **inside or outside**, but the reinforcement may extend **no more than 3" past the door seams** and must use **steel no thicker than 1/4"**.

### Trunk

1. **Exterior trunk seams** may be reinforced with **5" × 5" × 1/4" weld plates**, applied in a **5" on / 5" off pattern**. Each plate must be **individual**.
2. The **speaker deck must remain in its factory location**. Removing the speaker deck **will result in loss of trunk seam welds** across the back of the trunk lid.
3. A **12" hole must be cut in the top center of the trunk lid**. Officials must be able to see behind the wheels and above the rear frame rails; if visibility is blocked, **an additional hole will be required**.
4. The trunk lid **may be dished no more than 8" in the center** for visibility. This includes the speaker tray area.

### Rust Repair

1. All **rusted areas must be completely removed**. New metal patches must overlap the existing metal by **1/2"**. **New rust patches may not overlap each other**. Patches must be **butt-welded using stitch welds**—do **not stagger welds** to create one continuous weld across multiple patches.
2. **New metal must not exceed the thickness of the factory metal.**
3. Welding must be done in a **1" on / 1" off pattern**. **Zero tolerance for abuse**—any violations will result in removal of the patch.

### Floor Pan

1. All **rust repair rules** stated in the Rust section **apply to the floor pan**.
2. **No doubling of floor pans** is allowed.

### Body Mounts

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1. Body mounts may be **replaced with bolts no larger than 1/2" in diameter and 5" in length** (top side frame to body).
2. **4" × 4" × 1/4" free-floating washers** may be used to secure the body to the frame.
3. A **minimum 1" free-floating individual spacer** must be maintained between the body and frame. Spacers may be made from **3" × 1/4" max round or square tubing**. **No additional body mounts may be added, and factory body mount locations may not be relocated.**
4. If a body mount is changed, the **1" minimum gap between body and frame must still be maintained.**

### Windows

1. **Front window:** Maximum of **two (2) 3" × 1/4" flat window bars** allowed.
2. **Rear window:** Window bar may be **no larger than 2" × 2" square tubing**.
3. Window bars must have **3" of attachment at both the top and bottom.**
4. Window bars must be **mounted within 3" of the windows opening.**
5. Window bars **cannot contact the halo, roof sign, or halo bracing.**

### Core Support

1. The **opening in front of the radiator** must be filled with **1/8" max store-bought expanded metal. No homemade materials allowed.** The filler must remain **within the core support body mounts** and may be secured with a **maximum of eight (8) 3/8" bolts.**
2. **Spacers may not exceed 3" × 3" tubing. No welding is allowed** on core support spacers.
3. **No seam welding is permitted** on the core support.

### Interior Cage

1. **4-point cage** only, using **material no larger than 6"**.
2. **Dash bar** must be positioned **6" from the firewall and/or transmission tunnel.**
3. **Rear seat bar** must not extend **further back than the rear kick panel** and must be **6" off the floor.**
4. **Center bar** (optional) may be **3" max and 6" from all sheet metal.**
5. **Gas tank protector** must be **32" wide, 6" max, with no gap required. Do not attach the gas tank protector to any part of the car.**
6. **Roll bar** must be **6" max material, straight up and straight across,** and positioned **no further back than the rear kick panel.** If welded to the floor, it must be welded to **floor sheet metal only,** not the frame. **Halo bar may be bolted to the roof in 2 spots only,** with bolts going **directly through the halo bar. No tails off the halo.**
7. **Inner cage corners** may be gusseted.
8. **No kickers** are allowed.
9. **Door bars** cannot extend **further forward than the inside of the firewall or further back than the rear kick panel.**
10. **All cage material must remain inside the passenger compartment.**

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

1. **No components may be used to strengthen the car** under any circumstances.
2. Components must be **fastened to sheet metal or the cage only**.

**Frame**

1. **No patching of rust** is allowed. Refer to Rust Rule #4.
2. **No frame clipping or stubbing** is permitted.
3. The **front frame may be shortened** only up to the **front edge of the radiator support mounting hole/bracket**. **Do not shorten into the hole**. **No rear frame shortening is allowed**.
4. **Frame repairs require prior approval from an ICP official**. Photos documenting rust and proposed repairs **must be submitted before the event**.
5. **No welding on the frame** except as explicitly allowed in these rules.
6. **Metric GM cars are allowed a 22" × 6" × 1/4" 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 backside** where the bumper mounts to the frame or shock mounts. **No point may be larger than a factory Chrysler pointy**.
2. Bumpers may be **hardnosed with two (2) 2" × 6" × 1/4" plates**—one plate on each side of the frame (top & bottom or inner & outer). **The two plates cannot touch each other**. This rule applies to the **rear bumper** as well.
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. **Factory OEM spindle swaps** are permitted.
2. **No aftermarket or GM lift spindles** allowed.
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 the **factory manner**.
7. **1" all-thread is permitted in place of shocks**, but must run through the **factory shock hole**. **No all-thread shocks on 2003 and newer models**.
8. A **single factory OEM coil spring per side is allowed**. No aftermarket coils or added metal in the coil spring pockets. **Only the coil spring itself may be in the pocket**.
9. **Sway bars** must be mounted in the **factory working manner**, using **all factory rubber components**. **No welding** of sway bars or mounting brackets. Cannot contact the pulley protector.

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10. **Front suspension may be solid, with one (1) 2" × 4" × 1/4" plate welded to the front and back of the upper A-arm only.**
11. **Aftermarket steering columns are permitted.**

### Rear Suspension

1. **Factory OEM upper and lower trailing arms** may be reinforced with **2" × 2" × 1/4" square tubing**.
2. Trailing arms must **mount in their factory location and manner** on top and bottom. **No aftermarket mounting brackets** allowed.
3. The car must use the **exact number of trailing arms it was designed with**.
4. **Rear coil swaps are permitted** (factory coil may be replaced with a heavier coil).
5. **1" all-thread shocks** are permitted in the factory shock location.
6. **Chain, cable, or 9-wire** may be used to hold coil springs in place but must run **through the coil spring tower and around the rear end only. Nothing may be welded**. On leaf cars, chain may have **two links welded to the unibody hump, with no oversized links**.
7. **Leaf springs** must remain in **stock location**. Maximum **7 leaves with 2" stairstep**, no thicker than **5/16"**. Up to **3 aftermarket clamps per side** (2" × 4" × 1/4" max with 1/2" bolts) are allowed. Springs must be made of **factory spring steel**.

### Drive Train

1. Only the **listed aftermarket parts** are permitted; there are **no acceptable gray areas**.
2. Engine may be mounted using a **simple lower cradle with a pulley protector**.
3. Engine must be mounted to the **engine K-frame within 2"** of the **factory frame motor mounts** using **rubber OEM mounts or equivalent aftermarket mounts with rubber bushings**. **No pinning or solid mounting of rubber mounts**.
4. **One 3/8" × 18" chain per side** is allowed, welded from the lower engine cradle or front plate to the frame. **Maximum 2 chain links welded to the frame**. **Welding more than 2 links will void the chain**. No oversized links.
5. **No halos, half halos, distributor protectors, mid-plates, header protectors, or breather protectors** allowed.
6. Nothing may be mounted **between the engine and transmission** or between the **firewall and trans tunnel**, except air.
7. **Factory OEM oil pan** may be reinforced.
8. **Factory OEM transmission pan** may be reinforced. **No aftermarket transmission pans**.
9. **No transmission bracing** of any kind.
10. Aluminum **bolt-on bellhousing** is permitted; no other part of the transmission may be modified.
11. **Transmission mount** must be **rubber or poly** and in the **factory location**.
12. **Crossmember** must mount in factory location and run straight across using **OEM crossmember or 2" box tubing**, mounted on **3" × 3" × 1/4" angle iron, 5" long**, with a total of **5" attachment welded to the inside of the frame rail**.
13. **Slider driveshafts** are permitted.
14. **Driveline brakes** are permitted.

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15. **Aftermarket rear ends** are permitted; all bracing must **remain within the width of the rims and cannot contact the frame.**
16. **Brakes must be working.**
17. **All tires are permitted.**
18. **Aftermarket shifters, gas pedals, brake pedals, transmission/oil coolers, and battery boxes** are permitted.

**Specific Rules for 1980–2002 Ford, Lincoln, Mercury, and Metric GM**

1. **Front tilting** is allowed in **one spot only** as described below. **Do not tilt the A-arm forward.**
2. You may **cut the outside flap at the crush box, tilt the front frame, and reweld the flap.** This is the **only accepted method.**
3. **Coil spring cars** may use a **Watts link conversion.**
  - **Upper brackets** must be **two separate brackets**, no larger than **6" × 12" × 3/8"**, and attached with **four (4) 5/8" bolts.**
  - **Lower trailing arm mounting brackets** may only be **4" long, 3" × 3" × 1/4" square tubing**, welded to the frame with **1" bead of weld per side.**
4. **Metric GM cars** may tilt the frame by **cold bending at the firewall** or **cut and tilt at the crossmember.** The frame may be tied back together using **3" × 3" × 1/4" × 5" long angle iron crossmember mounts.**
5. **2003 and newer Ford models cannot tilt the frame.** Must use **factory OEM aluminum cradle and rack.** **No aftermarket truck racks.** Only **bolt-in SMW-type engine cradles** allowed. **No welding of engine cradle** at any point. Must use **factory OEM struts.**

**Fix-It Plates and #9 Wire**

1. All cars will receive **four (4) 4" × 4" × 1/4" fix-it plates**, except **GM and Chrysler product cars**, which will receive **six (6) 4" × 4" × 1/4" fix-it plates.**
2. **Fix-it plates** may be used **anywhere and in any formation**, but **plates may not be cut apart.**
3. **#9 wire** may be used **only after the car has passed inspection**, in **six separate spots.**

**Rule Clarifications**

- **1/8" stamped or cut radiator guards** will be accepted.
- **Lower 4" sections** may be folded between the body and frame, but a **gap must be maintained between the body and frame** at the rear frame rail mounts.
- **Bumper clarification:** Bumpers **cannot exceed 8" in height or width.** All other bumper rules listed above still apply.

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