



2026 UTC TEAM MOTOR SWAP CLASS

General Rules:

1. Any car will be permitted except Hearses, Limos, Convertibles, 61 to 69 Lincolns, 73 and older Imperials, LeBaron's, Imperial swaps, or El Caminos.
2. When using chain, it's a max of 3/8" diameter and when using wire, it's 4 strands of #9 from TSC or similar. No washers may be used to reinforce a hole you run wire through.
3. Car must be clean and free of trash. No part of the frame may be painted. You get 1 roof sign and can only mount to the tin. Must be no longer/wider than 30" x 30" and must be 4" away from rear window bars.
4. **Interior** may have aftermarket wheel and column, pedals, battery box, gas tank, trans/oil cooler, fuel pump, and shifter. If any of these components are found to be used for more than their intended use, you will cut or load.
5. **No Frame, Body, or Clip swapping**

Drive Train:

1. Engine

- Engine swaps are allowed
- Lower cradle **must be** mounted on rubber or polyurethane. If it has front plate or pulley protector the (entire) sway bar must be removed. **Engine must mount within 4" of factory location, Cadillacs and Mopars may use extra plate on the engine saddle only, can not touch the frame anywhere else or reinforce anything but the engine mount pads.**
- Floating engine oil pan plate is ok.
- Plug wire/valve cover protectors are ok
- Header protectors & carb halos air cleaner protectors are ok (nothing can go past the carb by more than 2")
- If you choose to not use any cradle, 2 engine chains may weld to the frame within the footprint of the upper a-arm tower. One welded link per side.
- **No other protectors may be used on the engine. That includes but not limited to radiator or distributor protectors!**

2. Radiator

- **Must be in factory location**

- The maximum mounting you can use is four total 8" long pieces of 2"x 1/4" flat strap. 2 on top and 2 on bottom with 4 pieces of 3/8 all-thread to mount radiator to mounting straps
- 1 condenser or 1/8" thick expanded steel that can only be between the core support mounts. May be mounted to core support using a total of 4-3/8 bolts and 1.5" washers or 4-1" welds.
- **If any of these mounts are used to strengthen the radiator/core support, you will be cutting**

3. Transmission

- No aftermarket cases
- Must use **THE factory cross** member for your car
- Transmissions may have aftermarket bells and tail shafts, steel or aluminum **(may only be bolted to transmission, No welding)**
- May plate bottom of pan as long as it doesn't connect to anything else
- No other transmission parts will be allowed
- Transmission must be mounted on rubber or polyurethane and the OEM crossmember may be mounted on 6" long pieces of 2"x2"x1/4" angle welded to the frame.

4. Driveshaft

- Slider driveshafts are ok.

5. Differential

- Any OEM **Stock Appearing** rear end may be used
- No bracing allowed
- 14 bolt rear ends are ok
- Tubes may be welded to the case
- Postal style mounting brackets are ok
- Factory sized spring perch is ok
- Fabricated upper ears are ok
- Pinion brakes are ok. However, the lateral mounts/bracing to mount them may have no gussets added to them. It does not matter what the kit came with. Anything deemed to be bracing and/or not directly used for mounting purposes will be cut off.

Body and Frame:

1. **NO CREASING OF THE BODY OR FRAME IS PERMITTED OTHER THAN WHAT IS SPECIFIED IN THIS SECTION. DO NOT TOUCH ANY PART OF THE BODY OR FRAME WITH A HAMMER OR ANY OTHER TOOL.**

- **Frame:** The rear frame behind the humps may be dimpled or notched and at no time can this be re-welded. Refer to bumper section for frame shortening.
 - **Body:** Fender tips in front of the front tire may be trimmed off and the bottom corner of the quarter panel behind the rear tires may be trimmed off. Front edge of hood may be trimmed off. Firewall may be cut. Fenders can be cut above tires for clearance and folded once. You can re-bolt using 5-3/8" bolts per rear wheel well. 3-3/8" bolts can be used on front fenders. Washer size: 1.5" max.
2. **Body bolts**, cones, mounts, and washers must be factory stock for that car installed just as they were from the factory. If they are broken, rusted off or pulled through, you may add 4 loops of wire in the immediate area to secure the body, just as the bolt did.
 3. **Doors** must be wired, welded, or chained. Must choose only 1 of the 3 options.
 - a. No more than 8 wire loops per door (4 strands per loop) and the wire at the bottom of the doors may go around the frame.
 - b. If welded, only 4 total-2"x4" patches per door seam (includes window frame) are permitted.
 - c. No more than 8 chains per door and the chain at the bottom of doors may go around the frame, but cannot bolt to anything other than itself. 1-3/8" bolt per chain.

Driver's door may be reinforced on the outside and welded solid with flat strap but don't overlap the door seam by more than 3". 1/4" material max.

4. Hoods

- Must remain factory for model
- Hood can be attached in no more than 6 total places. Sheet metal to sheet metal only they can be bolted, wired, or chained. You can mix and match these options
- Options for attaching hood
 - a. Using 2x2 1/4, 3" long angle iron with one 1/2 bolt each
 - b. 1" all-thread 8" long
 - c. Wire 4 strands per loop
 - d. Chain 1-3/8" bolt per chain
 - e. Hood hinges
- An additional 1" all-thread may be added through the front body mount hole with 5" floating washers on top and bottom
- You may weld the 1" all-thread to the side of the frame as close to the factory location as possible if you are not going through the core support hole. All-thread must be 100% vertical
- All-thread may have a 3"x3" 3" tall core support spacer welded to the top of the frame

- Hood can be cut out and have up to 10-3/8" bolts with 1.5" washer's max bolting hood skins back together. Hood must be open for inspection unless the inside of the hood is cut out.

5. TRUNK

- Must be open for inspection or have an 8" inspection hole cut in it or in the trunk floor
- You may tuck the trunk by means of a single 90-degree bend
- You have 3 options for the trunk; you must only pick one.
 - a. 6 spots of wire 4 loops each
 - b. 6 spots of chain 1-3/8" bolt per chain
 - c. 6 2"x4" flat straps welded on the trunk seams only.
- All attachment points must be trunk sheet metal to trunk sheet metal only, **don't read into this you will cut them**
- Wagon tailgate is considered trunk lid
- You cannot remove speaker deck or push it down at any time, it does not matter if it's a pre-run.

6. Windshield: You must have a front windshield bar: you have 2 options for windshield bars, pick one style only!

- **Option A-** Two (up to 2"x3"x39" max tubing) in the center of the windshield area welded from firewall to the roof. 4"x4"x1/4" landing plates are ok.
- **Option B-** One (up to 2"x3" max tubing) attached from halo to dash bar only, may not connect to firewall at all.

7. Rear window

- You can have up to 2 (2"x2") bars, and they must be 6" away from the pillars
- Bottom of rear window bars can only attach to the sheet metal for a total of 4" or can be attached to a 4"x4"x1/4" landing plate that is welded to the sheet metal. They cannot go any farther back than where the factory trunk lid starts
- Top side of rear window bars must attach within the first 4" of roof using a 4"x4"x1/4" landing plate bolted or welded
- **Wagons-** Window bars can be attached to the top of the tailgate and to the roof the same way.

Cage:

1. Cage

- Max 12" tall, 62" long door bars including the widths of the dash and seat bar
- Dash and shifter bar must remain a minimum of 4" off the tunnel and firewall
- Halo is mandatory and must be made from at least 2"x2"x 1/4" material, 4"x4"x 3/8" being the maximum. No leaning halo bar back, must stay perpendicular with the

frame. It may weld to the frame or body. It must be at least 1" in front of the rear body bolt and It must be wired or bolted ½ bolt max to the roof in 2 places.

- 2 down bars in addition to your halo, 2"x3" tube max can be added per side, down bar may be added perpendicularly to each door bar and may weld to the floor, side, or top of the main frame rail
- Down bars may not be angled or touch the crush boxes or front frame rails in any way and must be within the 62" door bar.

2. Gas tank protector

- May touch but not be pressured into the rear sheet metal
- It can be a max of 36" wide and have its own halo no taller than the speaker deck
- 2"x3" square tubing max gussets allowed that attach from gas tank protector to halo upright bars or back bar only landing inside of the 36" protector footprint on protector side and no gussets can go above the height of the doors window seal.
- Gas tank protector in wagons cannot go any farther back than the center factory floor pan seam for the rear end tunnel.

Steering, Suspension and Tires/Wheels

- 1. Front Suspension:** Front suspension modifications that are allowed (A Arms, Tie Rods, Drag Link, Ball Joints, and Spindles only) must be from the same make as the car only (Ford to Ford, GM to GM, or Chrysler to Chrysler). No aftermarket parts are allowed! To raise the front, choose 1 of the following ways:

- a. you may use twist in spacers in the springs
- b. you may hold the a-arm down with a 4" long, ½ bolt through the center of it
- c. 3 wraps of 9 wire around the upper a-arm and frame
- d. a length of chain vertically on both side of the upper arm with only the end links welded or bolted
- e. a flat piece of 2"x2" ¼" plate welded to each side of the upper a-arm to frame

03 and newer must keep their factory suspension along with steering rack except you may replace upper a-arms and spindles, with ford car replacements.

2. Rear Suspension

- Must have factory upper and lower trailing arms that you can lengthen or shorten with no more than 2" of overlap
- Rear coils can be swapped to bigger coils and wired, bolted or welded to the differential
- Leaf spring cars can have a max of 7 leafs with factory stance. Leafs must be stock to car. You will be allowed 2 additional clamps, 1 in front of the housing and 1 behind (max size 2"x4" ¼" thick per side max of 4-3/8 bolts per clamp)

- Mopars or cars without the rear spring hanger directly under the frame or unibody are allowed to fabricate leaf spring hanger brackets out of ¼" thick 2" wide by 6" long flat strap to reposition the leaf springs underneath the rear sub
 - **NO shortening the factory length of leaf spring**
 - 2 absolutely vertical loop of chain (2 per side) may be used to attach the differential to the frame. This chain must go through the original upper shock mount hole or through the center hole of the upper coil spring perch. **Chain may not pass through the body, except on Unibody Cars but do not get carried away.**
3. **Steering:** Tie rods can be reinforced with one-piece of 1"x1"x1/8" angle only.
 4. **Air filled tires** only. doubled are ok, no foam filled. Must start with stock wheel and an 8" wheel center may be added along with a valve stem protector. Narrowed is ok. May have a maximum of 2" x ¼" thick bead lip protector. No bead locks!

Bumpers

1. **Bumper:** **NO New Yorkers or Imperial (Pointys) are allowed.** Any other swaps are permitted by using any seam welded car bumper or a straight piece of open ended ¼" thick tube measuring 4"x4", 4"x5", 5"x5", 3"x7", 4"x6", 4"x7" with a max length no wider than the center of the tires. No homemade or loaded bumpers.
2. **Mounting the bumper:** no other way than what is listed below!
 - a. Stock to the car bumper brackets and shock tubes must stay in the stock locations and may be welded to the front 10" of the frame only. Compression shocks can be collapsed and welded together, bumper brackets/shock tubes may not be stretched out over 10"
 - b. Or remove ALL factory brackets and shock tubes and, in its place, use a 10"x4"x1/4" plate welded to the outside or top of the frame. Only 1 bracket per frame rail. Formed plates are ok, but it must have started as a 4" plate.

You can cut the frame square to weld the bumper on, but you can't shorten the frame more than 1" in front of the front edge of body mount hole.

Cadillacs must stay **18"** in front of the front side of the spring pocket, measured in a straight line.

Y Frame Cadillacs and Mopars can cut and notch the front frame from the end of the factory weld forward to enclose the frame. 1" of overlap in the halves and one 3/8" wide seam weld over top and bottom starting where the original frame seam weld ended. No doubling the vertical sections and anything cut off goes in the garbage.

Call if you have questions. **Max front bumper height will be 24" to the top, rear min 20" to the top.** 2 places of wire or chain may go around each bumper up to sheet metal only.

80s and Newer Special Rules:

1. 80s and newer cars (**excluding 03 and up**) may cold tilt **between transmission crossmember and boxes only (not including the boxes)**
2. 80s and newer cars (**including 03 and up**) get a 6"x6" 1/8" or 4"x6" 1/4", plate on the outside center of each hump. This doesn't count as any of your repair plates.
3. 03 and up Fords may utilize **a Budde or SMW type bolt in engine saddle with aluminum under it still only.** Can not tie in with repair plates at any time.
4. 03 and up may use an aluminum upper or steel lower spacer.

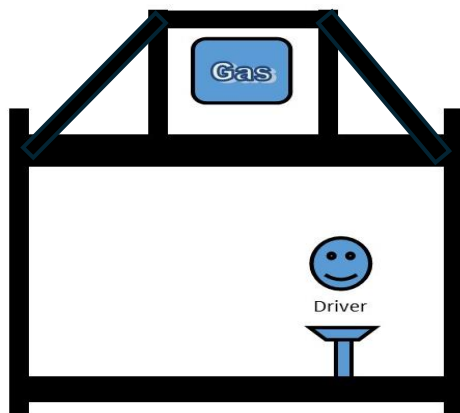
Fixer Plates and Repairs:

1. Cars may install their **4 frame** repair plates prior to the first inspection. They will be either **4"x6"x1/4" Rectangle, or 6"x6"x1/8" Square**. Plates can not be diamond cut.
2. After the heats, you get **4** additional repair plates.
3. **Most aggressive drivers from heats and Consolation will get an additional 2 repair plates per driver PER Team.**
4. When installing repair plates, they need to be entirely visible and measurable. They may not be ripped and lengthened or cut into smaller pieces to be used elsewhere. Plates can be installed minimally with intentions of moving them after the heat.

Just because it doesn't say you can't doesn't mean you can!

FOR ALL TECH QUESTIONS TEXT DEREK KOHRT AT: (605)759-0048

Cage Design



Halo example

