

# Turbo Coyote Shootout

Turbo Coyote Shootout features some of the quickest and fastest Turbo powered Coyote's in the U.S. battling it out for cash, prizes and major media exposure.

The Turbo Coyote Shootout class is for mildly modified to heavily modified high performance S197 & S550 chassis (VIN verified) '05-'16 Mustang V6/GT, 99'-04' Mustang V6/GT, 94'-98' Mustang V6/GT, '79-'93 Mustang (4cyl, SVO, GT, LX) and Any Ford Truck, stock bodied vehicles using Ford modular 5.0 Coyote based engines only

## **Qualifying, Ladder, format Information**

¼ mile, All Run, .400 pro tree, Heads-Up, NHRA Sportsman ladder

## **MINIMUM WEIGHT**

3300 LBS

## **COOLING SYSTEM**

Cooling system modifications Allowed.

## **RADIATOR**

OEM production-style or aftermarket radiator is optional. Stock core support or modified core supports allowed.

## **WATER PUMP**

Any, aftermarket belt drive or electric drive pump permitted.

## **COOLING FANS**

Any permitted.

## **ENGINE**

Engine must be a Modular 5.0 Coyote based V-8 Ford engine. Internal modifications are permitted.

## **HEADERS & COLLECTORS**

Any headers and/or collectors permitted.

## **EXHAUST TUBING/SIZE**

Any tubing size permitted.

## **TAILPIPES**

Not required.

## **FUEL-DELIVERY SYSTEM DELIVERY SYSTEM**

All fuel lines must originate and return to a single, non- segmented, fuel cell or OEM fuel tank.

## **GASOLINE**

Any Gas, and Ethanol based fuels permitted (E85, E98, Any FTW, VP, Renegade, Fuse). Methanol Prohibited.

## **TURBOCHARGER**

Any single or twin turbo setup permitted. Meth injection allowed, Nitrous Oxide may be mounted but not used; bottle must be kept outside of the vehicle.

#### **OIL SYSTEM OILING SYSTEM**

Any permitted. Any oil pan permitted. Dry sump systems permitted.

#### **OIL RETENTION DEVICE**

All entries must be equipped with a properly fitting lower engine ballistic/restraint device meeting SFI Spec 7.1.

#### **VALVETRAIN**

Any permitted.

#### **INTAKE MANIFOLD**

Any permitted.

#### **DRIVESHAFTDRIVESHAFT**

Any permitted.

#### **REAREND**

Any automotive type rear end permitted.

#### **TRANSMISSION**

Any automatic or manual transmission permitted

#### **K-MEMBERS**

Aftermarket K- Members permitted, but must attach to the chassis using only the original factory OEM type mounting bolts in the factory mounting location. No part of the K-member may be permanently attached to the chassis. K-member may be modified in oil pan area to allow oil pan enlargement or removal. Motor Mount supports may be removed for motor plate based applications.

#### **CONTROL ARMS**

OEM or tubular stock type control arms required which are attached in stock location.

#### **SHOCKS/STRUTS**

OEM or aftermarket style shocks/struts & springs required in stock location.

#### **SPRINGS**

Aftermarket springs permitted.

#### **COIL OVERS**

Coil over struts permitted. Stock OEM mounting location required.

#### **CAMBER PLATES**

Bolt on type camber plates permitted.

#### **REAR SUSPENSION:**

Suspension may utilize aftermarket, direct replacement type suspension components including aftermarket replacement shocks, springs, and/or control arms. All 3-link and 4-link suspensions allowed. Aftermarket torque arms permitted.

#### **REPLACEMENT CONTROL ARMS**

Replacement aftermarket upper and lower control arms permitted. Control arms may use any type bushing, bearing, or rod end. Control arms may be adjustable to any length.

#### **PANHARD BARS**

Panhard bars permitted to control lateral movement of reared housing. Panhard bars must be located aft of reared housing, and control only lateral reared movement. Panhard bars may be welded.

#### **SWAY BARS**

Aftermarket or factory sway bars permitted. Aftermarket sway bars may be welded to both chassis and rearend housing.

#### **TORQUE ARMS**

Permitted.

#### **WHEELIE BARS**

Prohibited.

#### **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**

Stock, unaltered frame rails required in front subframe. Subframes may be joined under car. If connector protrudes through floor, floor must be completely welded to connector. Stock front /rear subframes must remain stock, unaltered, and in stock location.

#### **TIRES**

Any tire allowed

#### **WHEELS**

Spindle mount wheels prohibited

#### **INTERIOR**

Must maintain stock appearance; including factory OEM or OEM appearing dashboard & steering column cover (Unless modified or custom steering column then cover not required). Factory center console, door panels and all factory trim from behind the driver's seat forward required. Heater/air conditioners may be removed.

#### **CARPET**

Floor and tunnel where visible must be upholstered or carpeted. Headliner not required.

#### **SEATS**

Upholstered OEM or aftermarket seats in stock location are required. Passenger seat may be removed for weight reduction. Rear seat may be removed

#### **DOOR PANELS**

Door panels must be covered and stock appearing.

#### **BODY**

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body kits and or doors are permitted. Hood is required, may be made of lightweight material. Any rear wing permitted. OEM safety glass windows required & must be functional. Lexan prohibited. Optic Armor windows permitted per manufactures recommendations. Side windows must be OEM glass.

#### **FIREWALL**

Stock, unaltered firewall required,

#### **SUPPORT GROUPS**

Trans brake and 2 step ok

#### **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

#### **CRENDENTIALS**

A Valid NHRA competition license is mandatory at an NHRA Member Track. NHRA/IHRA competition license mandatory at an IHRA Member Track.

#### **CLASS & SAFETY REQUIREMENTS**

It is the participant's responsibility to familiarize oneself with the class requirements as found in the NMCA rulebook and the safety requirements as found in the NHRA rulebook. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle and to ensure that participant complies with all applicable NHRA & NMCA rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable NHRA & NMCA rules.