

Terminator GT500 Shootout Rules

CLASS DESCRIPTION

Terminator / GT500 Shootout is for OEM chassis (VIN verified) 1996-2004 Cobra and 2007-2014 GT500 stock appearing vehicles using a Ford modular 4.6, 5.4 or 5.8 V-8 (4v) based engines only.

QUALIFYING, LADDER, FORMAT INFORMATION

1/4 mile, All-Run, .400 Pro Tree, Heads-up, NHRA sportsman ladder

MINIMUM WEIGHT

3300 LB Minimum weight

ENGINE

Engine must be a Modular 4.6/5.4/5.8 based V-8 Ford engine. Internal modifications are permitted

COOLING SYSTEM

Any radiator (required), water pump and cooling fan/fans permitted. Cooling system must be contained in engine compartment.

EXHAUST

Any header size / tubing permitted. Open headers, downpipe ok. Bumper / fender exit ok.

FUEL-DELIVERY SYSTEM

OEM or aftermarket tank in trunk or stock location. No fuel cells in engine bay.

FUEL

All fuels permitted.

NITROUS OXIDE\SUPERCHARGER\TURBOCHARGER

Any power adder or combination of power adders permitted (nitrous oxide, supercharger, or turbocharger or a combination) Meth injection ok

OILING SYSTEM

Wet sump system only.

Dry sump system prohibited.

INTAKE MANIFOLD

No air intake coolers in passenger compartment.

DRIVETRAIN

REAREND

OEM or Bolt in 8.8 or 9 inch

TRANSMISSION

Any automatic or manual transmission permitted

BRAKES & SUSPENSION

FRONT SUSPENSION:

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. Engine must mount to k-member. 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 Plates permitted.

CONTROL ARMS

OEM or tubular stock type control arms required which must be attached in stock location

SHOCKS/STRUTS/SPRINGS

OEM or aftermarket shocks/struts/springs permitted. May use coil overs.

REAR SUSPENSION

STOCK TYPE SUSPENSION: Stock type suspension may utilize aftermarket direct replacement type suspension components including aftermarket replacement shocks, springs, coil overs and/or control arms. All stock type 3-link and 4- link suspensions must maintain stock lateral angles and attachment points. Rear Coil overs may be moved inward, but factory wheel tubs must be retained. Wheel tubs may be moved up or down on rear axle. Aftermarket torque arms permitted.

PANHARD BARS

Permitted

TORQUE ARMS

Permitted

WHEELIE BARS

Prohibited

FRAME

Stock, unaltered frame rails required. 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 & WHEELS

Tires

Any tire allowed

Wheels

Spindle mount wheels prohibited

INTERIOR

UPHOLSTERY

Must have full factory type upholstery, including carpet, door panels, headliner, and factory dash.

Passenger seat may be removed for weight reduction. Aftermarket front seats are permitted and must be upholstered. Rear seat may be removed.

BODY

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body parts are permitted. Hood is required. Any rear wing permitted.

WINDSHIELD & WINDOWS

OEM glass or NHRA approved Lexan is required and must maintain a Ford OEM appearance. For example: Optic Armor replacement windows. No braces

FIREWALL

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Deleted: Driver's and passenger's seats are required and in the stock location.

Stock, unaltered firewall required

ELECTRONICS

Trans brake, 2 step, and aftermarket ECU permitted

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**

CREREDENTIALS

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 NMRA 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 NMRA 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.