

IMPERIAL RULES 2016

GENERAL PREPARATION

1. No Imperial subs under another car. No frame swapping.
 2. All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of trunks, doors, or floors.
 3. All outer hardware must be removed- door handles, mirrors, chrome molding, fiberglass, etc. Rear seats in all cars must be removed.
 4. All flammable materials must be removed from the car other than padding for safety and driver's seat.
 5. All cars must be standard makes, no convertibles, no Imperial sub-frame cars. Imperials only.
 6. No painting, buffing, oiling or undercoating of frames. These cars will not be inspected or allowed to compete.
- No painting in engine compartment or inside of car.
7. All cars to remain stock, unless modifications are stated in the rules!!!

ENGINE/ DRIVETRAIN/ COOLING

1. Any motor combination, but must be mounted in same factory location as Mopar drivetrain.
2. Transmission cradles will not be allowed.
3. No skid plates of any kind (Motor or Tranny).
4. If transmission housings are aftermarket steel, tranny tunnel will be sliced at top. Factory aluminum trannys do not need to cut tranny tunnels.
5. Distributor protectors will be allowed, but cut firewall 2" larger than D.P. guard, including entire mid-plate. Mid-plate may not contact the firewall. Nothing in contact of engine cradles allowed. No part of the distributor protector will be allowed inside driver's compartment or firewall. Distributor protector must stay in engine compartment. No extensions to get closer to dash bar. 2" larger cutout will be enforced!!!
6. Engine may be welded down to cross member or frame behind rear of harmonic balancer or lower pulley to front of A-arm area. No welding motor behind the A-arm.
7. No transplanting new style K-member to old style.
8. Slider shafts are allowed.
9. Tranny cooler, gas tank, battery box, fuel pump, etc. may be welded or bolted to tin only. At NO time can these items be used to reinforce or hold frame.
10. No rear engine strapping from engine cradle to frame or torsion bars.
11. Radiators may be used OR water barrels may be used, but NOT BOTH. Max size of water barrel is 2'x2'x2'. Must be centered over hump in back seat. Must have a 6" clearance off floor over center hump. Mounted by bolting through floor with washers- No welding of washers. May be braced forward to cage bar- no bracing to rear of car. Must be vented down through floorboards.

BODY- MOUNTS

1. Do not modify factory front body mount in any manner. This is the body mount under fire wall area on new and old style frames. Leave factory washers, rubber, and bolts. (Leave this mount alone or you will not run – leave it factory)
2. Inside drivers compartment you can re-bolt and re-washer all factory body mounts- bolts can be up to 1" and washer cannot exceed 1/4" x 6".
3. Mount washers may be welded to floor tin only not to the frame, may be welded to rocker.
4. Add a max of 4 new body mounts using 1" bolts and 6" washers welded to tin only.
5. If your car has rust on floors may only replace with same gauge tin! No layers of tin or steel to repair rust holes. Buy a cleaner car if this is going to be a problem.
6. Please do not mount anything within 6" of a body bolt- ONLY the 6" washer.
7. No patching floors that are not rusty. If rust repair is needed you need to remove rust and install same gauge steel so there is still only one layer of sheet metal.
8. The 4 extra bolts need to be on cross member on a new style. Old style may add mount in back seat floor area with a 4" x 14" x 1/4" plate welded to floor with same size plate under frame and 1" bolt to clamp plates together. This body mount has 2 bolts per side, which equals 4 total body bolts.

BODY- TRUNK AND DOORS

1. No seam welding on any part of body. No seam welding in driver's compartment or trunk floor including wheel humps.
2. May weld wheel cutouts if material is removed or bolt body skins together.
3. No seam welding trunk skins together.
4. Trunk lids may be welded shut using 1/8"x4" material. No filling of drip edge before welding trunk shut.
5. Must have 12" inspection hole on floor of trunk. (NO HOLE = NO RUN)
6. Trunk must remain empty.
7. Trunks may be folded or tucked, but must remain 80% stock location.
8. May run 1" all thread to frame in 4 locations. (May use 1" tube in replace of all thread).
9. May weld 6" washers to trunk lid sheet metal.
10. May weld all thread to top or side of frame.
11. May not pig tail all thread on top of frame.
12. One bar 2"x2" or smaller may be welded in back window from roof to first trunk seam.
13. Doors may be welded 6" on 6" off using 1/8"x4" material- Exterior doors only. Only the driver's door may be welded solid.
14. Do not cap top of doors- leave stock.
15. Do not fasten bottom of doors to rocker panels from inside.
16. May run window netting on driver's side windows.
17. Rear bumpers may be welded on with 1/8" x 4" straps 2 only.

REAR ENDS

1. Stock Imperial rear end housings with factory 5 lug axles. No aftermarket axles.
2. No modification of spring hangers front or rear.
3. Max of 5 leaf spring clamps per side 1 1/2" x 1/4" material. Only 2 bolts per clamp per side.
4. Factory shocks- coil covers allowed. Coil springs allowed with single loop chain or cable. No welding allowed.
5. Rear end housings may not be reinforced in any way.
6. No aftermarket axles- no machined axles. (Will make you pull if in doubt).
7. No lug tires on drive axles.
8. Rear end of choice- gear ratio, posi, weld, ect.
9. No welding, bolting, or tapping of spring packs.
10. May use oversize lug nuts.
11. No homemade wheel centers or rims. May use aftermarket rims. No reinforced rims. Valve protector is fine.
12. Leaf springs may be altered, factory size leafs only 5/16". Only one main. Up to seven leafs may be used. Driver can determine length and stagger of seven leaf springs. No leafs on top of main leafs.

BODY- DRIVERS COMPARTMENT

1. Full cage allowed in drivers compartment to wheel humps. Cage includes dash bar, seat bar, and rear dash bar, tied into horizontal door bars. Bars may not extend past door bars into body or doors.
2. Can only be 4 vertical down legs, 2 in center may be 4" x 4" tube, 2 in front will be 1/2" x 4" flat stock welded to tin and top of rocker on inside of door – not to any floor plates or bolts. No down legs on rear dash bar. May gusset with 6" gussets.
3. No halo bars allowed.
4. Cage may not be welded to any part of frame and must be at least 8" off the floor and tranny tunnel.
5. No gas tank protectors.
6. Dash bars may not be mounted within 6" of distributor protector.

BUMPERS

1. Stock bumpers only!! No shock or V-bumpers will be allowed. Front beam must be flat, covered with factory chrome.
2. New styles may have a 4x4 beam behind bumper in front of stock beam. May go to bumper chrome.
3. Bumper may be welded to beam. Tube must remain hollow.
4. Old styles may add a 4x4 beam between frame rails but in front of core support. Beam cannot go farther back than factory core support location.
5. Old style may have a second beam, 4x4 in size, behind bumper. May not extend past bumper ends.
6. Old styles may not alter the pitch or angle of frame on engine side of core support.

7. Nothing will be inside the frame at this location.
8. Only thing added will be 1" threaded rod or 1" tube with a 2"x 2" plate at frame (No gussets). Remember rod must be vertical. 2 x 2 plates may be welded to frame.
9. May weld any part of bumper to beam, but no further back than core support.
10. Outside brace on old styles must be removed and discarded.

HOOD

1. 8 hood bolts 1"max all tread or 1"pipe. No sleeving all thread.
2. 4 in front of A-arm. May go to frame. May weld to top of frame with a 2" x 2" plate- vertical only!!!
3. 4 behind A-arms can only be bolted tin to tin or welded to tin with a 6" x 6" plate no gussets.
4. Hoods must be open for inspection and must be with the car during inspection.
5. Core support and inner fenders A-arm forward may be welded to frame using 1/8" 2" x 2" angle.
6. Radiator guard may be used. Can be bolted to core support, but only 1" past radiator. May be up to 1/8" thick sheet or corrugated steel.
7. May bolt or screw hood openings around stacks and radiator holes.
8. Remember No angled threaded rod!! No Pigtail on end of rod, tube, etc. ran on top or side of frames

FRAME

1. Factory stock A-arm may be reinforced and welded to frame using minimal plating. Only to hold suspension up- Not used to reinforce car frame. Solid suspension in front is allowed.
2. No seam welding on any part of frame.
3. No pinning of frame or creasing, pinching, or altering the frame in any way. No reshaping the frame. Factory shock and shock tower must remain stock. No tubing of shock tower.
4. No reinforcement or altering of torsion bars allowed.
5. Cross members in stock location and cannot be welded to torsion bar member. Must be free from each other.
6. New body bolts may go through frame, washers on frames may not be welded to frame.
7. K-members on new styles may be welded in front, but not in back. We want nothing welded or on frame from back of A-arms to cross members on New or Old styles!!!