

# "Preble Fireman's Demolition Derby"

## 2018 Rules

**\* NOT ALL CLASSES OFFERED AT EACH SHOW, CHECK SPECIFIC SHOW SCHEDULE FOR CLASSES OFFERED \***

WE RESERVE THE RIGHT TO REFUSE ANY ENTRY OF DRIVERS, PIT CREW MEMBERS, OR SALES OF PIT PASSES TO INDIVIDUALS WHO WE FEEL WILL BE DISORDERLY, HAS HAD A BAD PAST RECORD WITH US OR MAY BE IN THE BEST INTEREST OF SAFETY REASONS THAT THE INDIVIDUAL SHOULD NOT BE IN THE ARENA OR PIT AREA.

### \*DRIVER'S ENTRY\*

- E-1. Each driver is required to fill out an entry blank. Only one entry per driver, per class. Entries are not transferable.
- E-2. Derby officials may accept or reject any entry, driver or pit crew member.
- E-3. Those issued pit passes may be refused entry by derby officials should officials deem it necessary for safety or the smooth operation of the derby.
- E-4. Pit passes will not be issued to those 14 years of age or younger at some shows. Check minor regulations for each specific location. Anyone under 18 years of age must be accompanied by an adult and have an adult/guardian waiver signed.
- E-5. Everyone in the pits must sign a waiver.
- E-6. Any driver 18 or younger must have a notarized minor's release signed by the parent or guardian. The minimum age for drivers is 14 unless prohibited by the individual derby host (fair board etc.) regulations. Entrant will be responsible for securing approval from said host.
- E-7. Intoxicating beverages, illegal substances or the use of such are prohibited prior to or during the event. Any violator will be disqualified. This includes car, driver and crew.
- E-8. The last moving vehicle making contact with another live vehicle in all events will be declared the winner.
- E-9. The Decision of the derby officials will be final!
- E-10. Any driver and/or crew member(s) disobeying the rules will cause their car to be disqualified.
- E-11. The driver and the car qualify for the feature. No driver or car changes. Only cars and drivers entered in previous heats qualify for consolation heat or feature.
- E-12. You must stay in your car. Do not leave your car unless you are told to do so by a derby official or the red flag (or checkered flag) has been displayed and all cars have stopped. Leaving your car or "STANDING UP" is grounds for disqualification. If an emergency arises during an event and cars must be moved for safety, running cars will be returned to original position for the restart. E-13. If a driver does not hit another live car within 1 minute they will be disqualified.

### \*INSPECTION\*

- I-14. Anyone found blatantly cheating (hidden welds, pitched frames where not allowed, etc.) will be given the option to correct the issue and charged a \$100 cash re-inspection fee payable at time of

inspection. Derby officials reserve the right to inspect any car at any time.

I-15. Inspection will close 20 minutes before the starting time. "LATE ARRIVALS ARE SUBJECT TO AN INSPECTION FEE OR REFUSAL".

**\*MODIFIED CAR REGULATIONS\***

M-16. Any Year, front engine, 107 1/2" or greater wheelbase, hard top automobile or station wagon is allowed. No Trucks, No Imperial, Jeeps, Hearses, Limos, SUV's, or carry-alls.

M-17. Seat belts, approved helmet, and eye protection are required at all times during the heat or feature.

M-18. All glass including windshield, doors, headlights, taillights, mirrors, etc. must be "removed" not broken and laying in the doors. The car must be swept clean of all dirt and loose pieces. All chrome and decorative ornaments must be removed from the outside of the car. Protruding fenders or sheet metal must be cut off or bent over. All this work must be done before entering the pit area.

M-19. Fuel to be gasoline only, no alcohol. Only tanks permitted are STEEL boat tanks or metal fuel cells "NO PLASTIC TANKS" and must be mounted in the area of the back seat and suitably covered. Gas tank protectors may not be more than 26" wide, and be 3" minimum off floor. Tanks must fit within the 26" tank protector area and not be excessive in size. Rubber and steel lines can be run under floorboards. Steel lines may run inside the car. Rubber lines inside the car must be run inside another hose. Tanks must be secured to floor or cage (not to side walls or doors) with bolts, chain, metal straps, or wire. No nylon strap fasteners or welding tanks to floors. Tanks must be covered and cover must be suitably attached at all times. ALL FUEL LINES AND TANKS WILL BE AT THE DISCRETION OF THE INSPECTORS! Vehicles requiring electric fuel pumps must have an operational fuel pump kill switch. All original tanks must be removed.

M-20 A. BUMPERS: Cutting bumpers (and fenders) for wheel clearance and/or restriction of steering is permissible. Front bumpers may be factory or homemade. Bumper dimensions as follows: Bumper can only measure 8" front to back. Measurement will be a straight line from the point the bumper meets the bumper shock mount. If you are building a bumper with a point it MUST taper at least 18" from center both ways. SEE ATTACHED PHOTO FOR EXAMPLES. Maximum bumper thickness of homemade bumpers (top to bottom) is 6". Factory bumpers may be loaded, seam welded, and reinforced behind the factory shell. You may NOT alter any factory bumper from its original shape or dimensions other than it may be shortened. Chrysler pointy bumpers are not allowed! We realize some factory bumpers may exceed the 8" rule but being factory they will not have an advantage over a homemade bumper. Homemade rear bumpers, same specifications other then MUST BE FLAT.

M-21B.: You may cut front frame rails short (see M-39 for specifications) then remount bumper shocks. You may replace core support mounts with up to a 4"x 4" flat plate on top of the frame. Bumper shocks may be factory stock or homemade and may be remounted and welded or bolted up to 12" (welds may extend the entire 12" length of shock) inside frame or outside frame depending on original factory mounting. Shocks factory mounted in frame must remount in frame, shocks factory mounted outside frame must remount outside frame. Cars with no factory bumper shocks may add one (factory or

homemade) to either the inside or outside of the frame rail, the same 12" rules apply. Bumpers may be welded to bumper shocks and bumper shocks may be welded to frame, any steel besides the shock used to mount bumper may not extend back further than front of core support. Bumpers may be chained or bolted, chain or bolt may be welded to frame forward of core support and may go around bumper or be bolted to bumper. Bumpers may be flipped over. Car bumpers only, max. 22" (front) and min. 15" (rear) from bottom of bumper to the ground.

M-22. All doors must be wired, banded, chained, or may be welded a maximum of 5" on, 5" off with up to 3" wide straps on ALL door seams. You may wire tops of door skins to inside door sheet metal and wire top of window frames to adjoining roof sheet metal but no wire is allowed (vertical or horizontal) in the window opening. You Gas doors may be welded. ANY PLATES OR WELDS LONGER THAN 4" WILL BE CUT. Pre-ran sheet metal damage may be patched ON DOORS ONLY with up to same gauge material and no more than 1" overlap. "Driver's door may be welded solid with up to 3" strap and must also be reinforced with a suitable strong bar or cage (see M-23). IF NO CAGE IS USED DRIVER'S DOOR MUST BE PAINTED WHITE. Numbers to be painted on both front doors with a contrasting color for ease of scoring and CONTAIN NO ADVERTISING.

M-23. A FOUR POINT CAGE may be installed consisting of one dash bar, one bar behind the seat, one door bar per side (may be inside doors but may not extend forward of the firewall), and an optional center bar from the behind the seat bar to the dash bar. Center bar may not extend rear of the seat bar or forward of the dash bar. An optional X bar behind the seat may replace single straight bar and may be welded to door post and floor SHEET METAL ONLY (not frame) and must be 5" from any body bolt. Dash bar must be straight with no kickers and must have 6" clearance from bar to distributor protector. Door bars may be mounted to body at the dash area or to dash bar and to the door post and may have two down legs per side welded to floor "SHEET METAL ONLY" (not frame). Down legs must be 5" or more from any body mount. One mounting plate per side approximately 6" X 12" may be welded and or bolted to the door post and or door. The door bars may extend a maximum of 12" behind front door post and be no more than 15" above lower inside door seam. An optional seat bar without a four-point cage may be installed conforming to above "seat bar" specifications. Cage must be at least 3" above floor. An optional roll bar may be added but must stand straight up and may be attached to inside cage and roof only (bolted to roof not welded).

M-24. "HOOD MUST BE OPEN FOR INSPECTION" Hoods may be held down with up to six double strands of #9 or smaller wire, sheet metal to sheet metal only, no welding washers or other material to hood or fenders. Core support bolts that pass through hood (see rule M-28) will count as 2 of the 6 hood fasteners. Hoods must cover fan blades and transmission coolers. Hood safety latch must be removed. Hood hinge bolts may be up to 3/8". You may add up to 8 bolts in hood sheet metal (plus hinge bolts). There must be a minimum 12" hole in hood above carburetor.

M-25. If you run a trunk lid it must be a factory trunk lid, no plate steel and must be attached to factory hinges at factory location. Front half of trunk lid "SIDES" must stay above drip edge and drip edge must remain in original location. Back half may be folded down but not folded in half (doubled over). You may push center of trunk lid down but must remain above drip edge at sides. Trunk lid (or tailgate) may be wired with double strands of wire in up to 7 spots or welded in up to 7 spots with a maximum of 3" x 4"

flat steel or max. ½" rod, sheet metal to sheet metal only. There MUST be a 12" hole or otherwise clear view inside trunk area! You may add a vertical bar in rear window from top of window opening to front edge of trunk lid "NOT THE FLOOR". Window bar will count as one of the "7" trunk fasteners and may weld to one of the plates or rods. If you choose to remove the package tray you will not be allowed to run a deck lid, window bar, or any wire. If you choose to remove the tailgate on station wagons you will not be allowed to run a window bar or any wire. You may NOT fold rear quarter panels over or smash them down, they must stand up in stock position. NO REMOVING ROOF, TUCKING, OR WEDGING!

M-26. NEW OPTION: Option #1: You may run a full engine cradle (engine armor) "OR" Option #2: you may run a 2x2 kicker (one per frame rail) from the dash bar to the top of the front frame rail (nothing down the sides) behind the a-arms. Choose one or the other, not both.

M-27. Fenders: A small amount of weld may replace broken lower rear fender bolts (below rocker panel just in front of doors). You may add 2 strands per side from fender to core support, sheet metal to sheet metal only.

M-28. The battery and wiring, may be rear of the firewall. You may run up to two starting batteries but they must be safely secured and suitably covered at all times. A separate cooling fan battery may be added, see rule M-35 for specifications.

M-29. No homemade radiators. Radiator must remain in original location and must be filled with water only, no antifreeze. No radiator tank protectors (tanks must be exposed). Radiator may be mounted with one piece of steel (maximum of 3") per side to core support or wired in place. No adding anything in the center across the top of the core support. You may use a/c condenser, screen, or expanded metal in front of radiator but may not be welded or excessive. Overflow hose must point down.

M-30. Cars must have brakes before the beginning of the heat.

M-31. Any vehicle visibly leaking fuel will be disqualified.

M-32. Tires: Any tire any size is permitted, may be doubled, no studs, screws, or wheel weights. Rims may be reinforced Valve stem protectors are allowed.

M-33. Stacks are permitted but must point up or down, NOT FORWARD OR SIDEWAYS

M-34. Air cleaner is mandatory.

M-35. Transmission / transmission and oil coolers: Transmission braces and steel bell housings are allowed. Transmission coolers may be under the hood or inside the driver's compartment but must have high pressure line and be suitably covered or shielded. A separate battery (other than start batteries) may be added for transmission cooling fan if safely mounted and suitable covered at all times. No engine oil coolers allowed.

M-36. A minimum of one vertical safety wire or bar must be in Windshield area SHEET METAL TO SHEET

METAL ONLY. If steel is used it must be left and or right of distributor protector and may not be used as a kicker.

M-37. Suspension may be solid, car need not bounce front or rear. Suspension jack screws (twisty jacks) or other material may be used in coils or 2 pieces (per a-arm) of up to 2"x4" flat may be welded to the UPPER a-arm and frame. Or, you may use a chain over the top of a-arm and weld chain end (maximum 4" weld per end) to frame to hold a-arms down. No race type spring jacks, no welding washers, plates, or any material over top of spring pockets. If anything is found in this area there is no fix, car will not run. No ball joint protectors are allowed. You may run a chain from the upper front A-arm to the lower front A-arm but it may only be bolted on, not welded and must have some slack. You may change front upper a-arms to other factor a-arms (Ford to Ford, Ford to GM, etc.) but must attach to original factory mounts that came on the car you are running, "no replacing with brackets from other frames". A-arms may not be reinforced. Sway bars (torsion bars) may be altered in the center area for pulley clearance and may be bolted down to lower A-arms. They may not be welded to frame, must have free travel, and must use "stock strap type brackets" (no square tube etc.) with nothing welded (or attached) to bars at sides of brackets. In the event a bolt breaks off inside frame a small amount of weld equal to the size of the original bolt may be used in its place. Where applicable leaf springs must be equal to or less than factory stock and have no more than 6 clamps per side. Rear shocks may be solid shocks or all thread. Cars with struts may weld struts solid.

M-38. Body bolts may be changed with up to 5/8" bolts and may not extend to bottom of frame. Washers 3" maximum (round or square), may not be welded to frame or any sheet metal. A minimum of 1/2" body spacers (material of your choice) must be in place. Core support spacers (max 3" diameter including end washers), min of 1/2", no maximum height limit, "MAY" be welded to frame at core support mount (see mount rule M21B) but not core support and may NOT GO THROUGH CORE SUPPORT. Core support bolts may be up to 3/4" and may extend from top of frame (not bottom) through core support and hood, may not be welded to frame, core support, or hood. Core support bolts that extend up through hood will count as 2 of the hood fastener bolts. A maximum of 4 double strands of up to #9 wire may run from core support (not hood) to front bumper. You may cut lower sides of core support beside radiator, raise bottom then overlap and re-weld to raise radiator. At least 50% of core support (when measured from top to bottom in the center) must remain in place. No other welds or added bolts to core support or other sheet metal with exception of hood rule 24.

M-39. Frame / Rear-end: Front frame may be tilted in "one" location, either by bending at the cross member area or at the box by cutting the flaps (cut no more than 3 sides), pulling down, and re-welding. Rear frame may NOT be tilted. No adding steel or excessive welding. No squaring of frames anywhere. You may dimple frame at rear humps only. No engine cradle swaps. You may weld up to 6" of angle or flat steel to frame to mount transmission cross member but it must be at least 6" from front corner brace (gusset) or cars with no corner brace mount must be at least 9" from the box. You may add gussets (frame to box and or rear frame gussets) to cars that came without them but they must be

factory gussets (not homemade) and out of 2002 and older and use the same amount of weld as factory. 2003 and newer frames cannot be clipped with 2002 and older. Chain links or one bolt may be welded (one chain or bolt per frame rail) with be a maximum of 3" long weld, to frame "FOR MOTOR MOUNTS". Chains must be attached in front of A-arms and MUST CONNECT FROM FRAME TO ENGINE. No welding, chain, or bolts to frame after inspection including between a heat and feature. Any frame rust repair will be same gauge material, no more than 1" overlap (from rusted area to non-rusted area, no overlapping patches, and will be AT THE OFFICIALS DISCRETION, "CALL FIRST"! Pre-ran (vehicles run at a Previous show or a Previous day) "full frame" (not uni body) cars and trucks with damaged frames may be repaired with up to 2 patches per side (4 total) with a maximum of 4 x 4 x 1/4 plate. Previous damage must be visible. You may NOT weld frame patches between heats and the feature. When installing an old style rear end under '98 and up models weld just enough for the 4 rear-end brackets. The lower rear trailing arms must be mounted in factory location on the frame and must be free to travel (not welded solid). You may weld in rear end cross member from earlier models, brackets may not be welded in any way that strengthens the car. Rear-end housing braces may be added but may not be used to support frame in any way, When measured from the rear axle housing (near frame rails) to the farthest rear point of brace it may not measure more than 3". With exception to those covered in rule 39 and 39A no other welding to frame is allowed. You MAY run 8 lug floating rear-ends. Rear ends with multi-lug pattern axles may run 10 studs and nuts. No trailer hitches or other reinforcements are permitted. Front frame may be shortened as follows: Must be at least 12" when measured from the back edge of the top idler arm bolt access hole. The bottom hole must be untouched and clear of any obstructions for inspection. On frames with steering behind the engine cross member, frame must measure at least 22" from front edge of engine cross member (at attachment point) to the front end of the frame rail. 2003 and newer frames may not be shortened.

M-40. Full size cars may add 1 hump plate to the outside of each rear frame rail. Plates to be flat and a maximum of 1/4" thick and 22" long ('77 and newer GM 30") when measured straight across end to end (not following curve of plate) and must be centered over axle not ahead or behind center. Plate may be straight or contoured to frame and must have at least 2" clearance from axle housing.

M-41. Skid plates may attach to transmission cross member, transmission and or engine but not to engine cross member. Skid plates may extend no farther than from the back of the engine cross member to the transmission cross member.

M-42. No undercoating or painting inside car, under car, on frame, or suspension parts. No material of any kind such as paint, undercoat, dirt, torch smoke, etc. inside frame.

M-43. Distributor protectors, engine cradles, and engine armor are allowed but nothing further forward than the back of water pump other than lower pulley protectors.

M-44. All entries must have roof sign (18" x 24" suggested size) and may not be attached to rear window bar or used to strengthen car. Sign may be attached to roll bar or roof but not both and must be 2 inches from roll bar if mounted to roof.

M-45. You may alter, reinforce, or build steering components including tie rods. Idler arm bolts may go through both frame walls but no spacers (sleeves) are allowed inside the frame. On '03 and newer you must run the factory rack and pinion.

**\*STREET STOCK CLASS\***

SS-66. Any 1980 and newer front wheel drive car with "6" cylinders or less, may be pre run but must still conform to fresh car rules with exceptions listed below in 103 and Cars may be painted.

SS-67. Windshield is preferred but optional, if removed you must have a vertical bar or wire in windshield area. All other glass must be removed. \*Cars with broken glass inside doors or around any window openings (covering with tape is not acceptable) will not run\*

SS-68. Body/Bumpers: Bumper covers, outside moldings, mirrors, outside lights, hood latch, and exhaust must be removed (catalytic converter and forward may stay in place). No cutting, bending, hammering, or creasing body is allowed. Trunk lids and rear bumpers may not be removed. Cars with factory installed plastic or fiberglass "FRONT" bumper may replace them with a comparable bumper. You may not replace a missing or damaged bumper with a chrome bumper unless it came factory on that car. Bumper may be bolted on with up to four 3/8 bolts per side (8 total) or four 1/2 inch tack welds per side (8 total). The same will apply to pre-ran cars to replace bumpers that have been torn off in a previous event. Front bumpers may be wired to core support in 2 spots, two strands per spot (4 strands total). Rear bumpers must be stock and remain in place.

SS-69. Broken tie rods may be welded but no adding steel or strengthening in any way.

SS-70. Gas tank, computer, all electrical components (except inertia switches), shifter, and wiring must remain operational and in original location and not be protected in any way other than spray foam insulation around battery. Fuel gauge should not read more than 1/4 tank, 5 gal maximum. Battery may remain in original location or be moved inside car if secured through the floor and suitably covered.

SS-71. Doors may be wired or chained shut only at vertical seams and not to front fenders and MUST have car number in contrasting color. Driver's side must have bar inside door for safety. One optional bar behind the seat may be bolted in place.

SS-72. Hood must have 12" hole, hood and trunk may be wired shut in 4 spots sheet metal to sheet metal.

SS-73. Original rims (must have all four) and radial tires, no snow tires or tubes. You may run donut spares on the back.

SS-74. Driver's side air bag must be removed or deactivated, any others are optional, no other interior to be removed with the exception of door panels for glass removal.

**\*WIRE CLASS\***

W-75. Any year, front engine, over 107 1/2" wheel base, hard top automobile or station wagon is allowed. No trucks, imperial, Jeeps, hearse, 4X4, SUV's, or carryalls.

W-76. Tires: Same as modified class rule.

W-77. Aftermarket or modified Rear-ends 8 lug or less are allowed. Axles made with dual bolt patterns may run up to 10 studs and nuts. Trailing arms must be mounted in factory location on the frame and must be free to travel.

W-78. Engine and transmissions swaps are allowed. Aftermarket shifters and homemade cross members are allowed. The bottom of the oil pan and transmission may be reinforced but not connected to each other or to anything else. No skid plates allowed. Stacks must point up or down, not forward, backward, or to the sides.

W-79. No full engine cradles (engine armor). You may run a lower engine cradle (motor mount area), no pulley protectors or transmission protectors allowed.

W-80. NEW OPTION: You may choose "one" of the following: A: You may run a simple distributor protector (no halo, no carburetor protector, nothing wider than the engine, and nothing down the sides of the engine), "OR" B: You may run a slider drive shaft.

W-81. Cage rules same as full size car rule M-23 except for the following: Cage door bars may not be inside the doors and dash bar must be 7" from the distributor or 5" from the distributor protector if choosing the distributor protector option.

W-82. Bumpers may not be homemade and must be stock appearing from the front and have factor front and back. You may add any material to the "INSIDE" the bumper. You may fold and or weld any seam in the bumper and may use any year "CAR" bumper but you may NOT alter the shape or contour of the bumper. No trailer hitches allowed. No Chrysler "pointy" bumpers allowed. Bumper shocks may be collapsed and welded. You may build a shock by welding metal to the bumper and sliding it into frame no further than the back of core support mount. Core support mount must remain in stock position. Nothing in the frame may extend past factory bumper shock bolt hole. Bumpers may be flipped over. Bumper height max. 22" (front) and minimum 15" (rear) measured from bottom of the bumper to the ground. On 1971 to 1976 Pontiac, Buick, Oldsmobile you may change bumper mounts to Chevy cup style (shock boxes) on the front but no excessive welding. On rear bumpers one piece of up to 2" by 8" strap per frame rail may be welded to frame rail ('74 to '76 GM wagons to bumper shock bracket) and bumper only, not body or frame cross member.

W-83. Driver's door may be welded solid and must have safety bar. All other doors must be fastened with wire only. Unlimited wire on doors may run from sheet metal to sheet metal only, not frame and not in window openings. Both front doors must contain car number in contrasting color and contain no advertising.

W-84. Steering components may not be altered other than steering columns which may be altered from gear box to steering wheel. No altering or reinforcing suspension components other than rear control arms may be aftermarket or braced.



W-85. See Modified Car regulations M-20 for fuel, M-28 for battery (one battery only), M-38 for gas tank requirements, and M-39 for frame repair on pre-ran cars.

W-86. You may notch or pre-bend rear frame. No hump plates allowed.

W-87. Core Support / Radiator: You may change core support bolts with up to a 3/4" bolt and add up to 5" spacers, bolts may extend thru hood but not bottom of frame and no washers may be welded in place. No homemade radiators. Radiator must remain in original location and must be filled with water only, no antifreeze. No radiator "tank" protectors (tanks must be exposed). Radiator may be mounted with one piece of steel (maximum of 3") per side to core support or wired in place. No adding anything in the center across the top of the core support. You may use a/c condenser, screen, or expanded metal in front of radiator but may not be welded or excessive. Overflow hose must point down.

W-88. Hood and trunk must have a minimum of 12" inch inspection hole. Hood may be held down with up to 4 double strands of #9 or smaller wire and the two core support bolts, or up to six double strands of wire only. You may remove or cut trunk lid (or tailgate) in half. Trunk lids may be wired in up to 8 places with single or double strands of #9 or smaller wire sheet metal to sheet metal only. No welding washers or other material to any sheet metal. If you choose to not run a trunk lid (or tailgate on wagons) you may not use any wire in that area. No rear window bars or wires allowed. No pre-bending, tucking, or wedging trunks. A bar or wire is mandatory in windshield area.

W-89. You may change the back four body bolts in trunk floor area with up to 1/2" bolts and 3" washers. All other body bolts must remain untouched. If a body bolt is broken it may not be replaced but may be repaired with up to one double strand of #9 or smaller wire. No welding washers to any sheet metal.

W-90. You may add up to four double strands of #9 or smaller wire from the core support to the bumper, not through the hood. You may add up to 2 strands per side #9 or smaller wire from front fenders to core support (sheet metal to sheet metal only), no washers welded to sheet metal or core support).

W-91. Fuel to be gasoline only, no alcohol. Only tanks permitted are STEEL (NO PLASTIC) boat tanks or metal fuel cells and must be mounted in the area of the back seat and suitably covered. Gas tank protectors may not be more than 26" wide, 3" minimum off floor. Tanks must fit within the 26" tank protector area and not be excessive in size. Rubber and steel lines can be run under floorboards. Steel lines may run inside the car. Rubber lines inside the car must be run inside another hose. ALL FUEL LINES AND TANKS WILL BE AT THE DISCRETION OF THE INSPECTORS! Vehicles requiring electric fuel pumps must have an operational fuel pump kill switch. All original fuel tanks must be removed.

W-92. Suspension jack screws (twisty jacks) or other material may be used in coil springs but suspension must move up and down. No chaining up or down any suspension or welding to any support. Where applicable leaf springs must be equal to or less than factory stock and have no more than 6 clamps per side. Rear shocks must be working "factory manufactured shocks". No coil spring to leaf spring conversions.