



2020 Historic Bolivar Speedway Street Stock Rules

The guidelines and/or regulations set forth herein are designed to establish minimum acceptable requirements. No expressed or implied warranty of safety shall result from publication of, or compliance with these guidelines and/or regulations. And are no way a guarantee against injury or death.

1. The track reserves the right to modify these rules as may be necessary to keep the class competitive for all participants.
2. The track cannot anticipate every situation, circumstances or interpretation of these rules. There for it reserves the right to INSPECT, TECH or TEAR DOWN any competing car at any time.
3. Additional weight may be added to any car at track's discretion to keep the class competitive.
4. Any parts found to be illegal by Historic Bolivar Speedway rules will be confiscated by Chief Tech Official and not returned to team found to be illegal.
5. Anyone under the age of 18 (Driver or crew member) must have a *signed and notarized* minor's parental waiver / release form(s). Both parents must sign. Questions, please call before showing up at track. *Proof of age is required.*
6. At no time is anyone allowed to ride in or on the car with any part of their body outside the car. This includes in the pit or on the track. Disqualification from event can result.

Stock production class designed as an entry-level division.

With a minimum wheelbase of 101-inches.

(Must call Tech Official if shorter than 101-inches)

Left side weight – maximum 55% after race

Rear wheel drive V8 cars – minimum weight 3150 pounds after race with driver.

No 4 wheel or all-wheel drive vehicles allowed

A) Excessive cubic inches (394 +) **minimum 3250 lbs.**

B) 602 Crate with Holly 650 carburetor – **6400 RPM maximum with minimum 3250 lbs.**

A. BODY / FRAMES

1. Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame in any way. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Leaf Spring cars must have prior tech approval for rear suspension chassis construction.
2. All cars must have stock firewall and floor-pan in place. Rusted firewall or floorpan must be replaced with same gauge steel. All holes must be sealed with same gauge metal patches or aluminum / sheet metal.
3. Cars must have factory roof, and factory upper portion of rear 1/4 panels with factory lines and dimensions. No chopping. All other body panels must be made out of steel and be stock appearing. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are not allowed. Front fenders must retain stock body line. No notching or “bending” fenders to improve performance.
4. Must run a stock-type bumper if no bumper-cover is used. Aftermarket bumper covers must match factory body style and must cover all fabricated bumpers and brace supports and all metal must be behind and covered by the cover. Fabricated bumpers may use up to 1.75” steel round tubing. Rear bumper/tail- light area must be enclosed (no open tail sections). Bumpers must be securely mounted in stock location for make and model of car, reinforcement allowed. Headlight and taillight covers are permitted.



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5. Must have tow hook or cable, front and rear, capable of supporting car, minimum of ¼" cable.
6. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled.
7. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
8. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat.
9. Minimum roof height with standard roof rake is 48 inches.
10. Rear Spoilers (up to 5" tall X 60" wide – clear Lexan only if in an area to impede vision) and non- functional hood scoops (up to 3" tall and with good vision) are allowed. Both must be approved by Head Tech Official. No holes cut in hood for air cleaners.
11. Body, rocker panels or any other mounted items must be no closer to the ground than 5 inches.
12. No convertibles, t-tops, two seat sports cars, specialty, or all wheel steer cars.
13. Intermarriage of body and frame between corporate manufactures not permitted.
14. Any factory body allowed. No aftermarket bodies.
15. Frame rails of uni-body cars may be reinforced, but must not replace stock frame rails with tubing.
16. Uni-body cars must have 10-inch circumference square or rectangular frame rails added with .125-inch wall thickness connecting front and rear sub-frame.
17. All glass is to be removed. Lexan windshield or screen with 3 support bars required. Lexan must be clear, not tinted.
18. Rust and other damage to body components may be replaced with same gauge steel / sheet metal permitted.
19. Spare wheel well may be cut out and replaced with same gauge flat steel or aluminum / sheet metal.
20. All OEM inner metal panels, braces, reinforcements, etc. must remain intact, unless specifically permitted in these rules.
21. Doors must be welded and/or bolted shut. Trunk lid and hood must be pinned down.
22. Must have all side glass, trim and upholstery removed, including soft dash components. All flammable material carpeting, etc. must be removed.
23. Rear view mirror must not extend outside of body.
24. Steel hood may be debraced, but factory stock aluminum hood (only permitted if was factory installed) must remain braced and unaltered.
25. Front inner fenders may be removed.
26. Stock interior floorpan must remain from frame rail to frame rail. No cockpit-type interiors permitted.
27. Rusted interior floorpan must be replaced with same gauge steel only. No aluminum permitted.
28. Driver must have easy access into and out of car on both sides.
29. Roof may only be debraced for roll cage clearance.
30. Window and door operation hardware may be removed.
31. Inner front door panels may be removed to allow for curved door bars.
32. Steel trunk lid may be debraced, but factory stock aluminum trunk lid (only permitted if was factory installed) must remain braced and unaltered.
33. Only outer half of rear wells may be trimmed for tire clearance. Any sharp edges or tire cutting edges must be trimmed.
34. Wheel openings may be enlarged a maximum of 20 inches from center of hub.



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35. Numbers are required to be registered with track. Car must have brightly painted, easily visible, contrasting color from body and at least 4 inches thick and 24 inches high number on roof (reading from passenger side) and at least 4 inch thick by 18 inches high number on both doors, and numbers at least 1 inch thick by 6 inches tall on front (driver side) and rear (passenger side) of car. See general rules. Numbers must be registered with track before racing.
36. Car must be kept in good condition all season long.
37. Fabricated core supports are allowed. Minimum 1.5-inch square tubing for core support.
38. Fabricated or stock steering columns are allowed with removable steering wheel.
39. Wheelbase +/- 1/2" from side to side
40. Side skirts up to 4" width allowed as ok'd by tech official

B. ROLL CAGE

1. Must consist of continuous hoops not less than 1 3/4 inch outside diameter and must have a wall thickness of at least .095-inch carbon steel round mechanical tubing.
2. Must be welded to frame in at least 6 places or welded to 6" by 6" upper sandwich plate made of 1/4" steel and connected to the bottom sandwich plate by four - 1/2" diameter grade 5 bolts. Body mounted roll cages are not acceptable.
3. Must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector.
4. Driver's head must not protrude above cage with helmet on, while strapped in driver's seat. A minimum of 3 inches of clearance to nearest tubing.
5. Roll cage must have 3/16-inch inspection hole in non-critical area.
6. Minimum requirements for all roll cages are as follows:
 - A) 4 upright bars and 3 overhead bars
 - B) Must have at least 4 curved horizontal bars at driver's door welded to front and rear cage members and must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars. And 3 in passenger door connected by vertical tubing.
 - C) 1 horizontal bar in dash area connecting front uprights.
 - D) Roof support bar (see diagram #2).
 - E) Rear hoop brace (see diagram #3).
 - F) Tubing to protect driver's feet (see diagram #4).
 - G) Vent window brace on driver side (see diagram # 4).
7. Must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars.
8. Bends must not have any kinks.

C WHEELS / TIRES

1. 2020 TIRES – 8" AR-870, American Racer G-60 or Hoosier G-60 IMCA modified tires.
2. Steel wheels only must be racing wheels on right side. 8" maximum width 2, 3 or 4" backspacing only.
3. May start off year with up to 6 new and buy 1 new tire per every 4 races ran.



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5. Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications; alteration or defacing of tire identification numbers; labels; code numbers or serial numbers. Any violation of this nature causes the tire(s) to be deemed ineligible for competition.
6. May run up to 78 inch tread width front and rear from outside of tire to outside of tire at spindle height. Any wider is a DQ.
7. At least ½ inch bolts and 1-inch heavy duty lug nuts recommended.
8. No bleeders allowed.

D. WEIGHT

1. See Option 1 & 2 below for tolerances per style of car.
2. Added weight is permitted. All ballast must be in block form, of 5 pound minimum, painted white, must have car number painted on it, and be securely fastened. Cannot be located in drivers compartment.
3. Additional weight may be added to any car at track's discretion to keep the class competitive.

E. BRAKES

1. Must have operating brakes on all 4 wheels, at all times.
2. Floor mounted pedals with dual master cylinder are legal.
3. No brake bias or adjustable valves allowed.
4. No shut off valves.
5. May run disc brakes on rear.

F. SEAT, SEATBELTS & SAFETY ITEMS

1. Full containment, high backed steel or aluminum racing seat is mandatory.
2. Seats must be attached with a minimum of 6, 7/16 inch or larger bolts (minimum of grade 8) with fender washers; 4 on bottom and 2 in back.
3. All cars must be equipped with an approved quick release type seat belt and shoulder harness, securely fastened to frame and roll cage.
4. Seat belt and shoulder harness material should be at least 3 inches wide and **CANNOT be older than 5 years**. Minimum requirements consist of lap belt, shoulder harness and crotch strap. And should be routinely checked and maintained through-out the season. No sewing or altering allowed on seat belt material. Seat belts must be attached to main structure with a minimum of 1/2-inch grade 8 bolts with double or self-locking nuts.
5. Seat and steering wheel may be located to suit driver, but must be kept on the left side.
6. Drivers are required to wear a helmet (with the latest Snell Foundation label, rated for SA (Special Application) at all times while on the track. See general rules for additional information. Head & neck support/brace devices are highly recommended.



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7. Drivers are required to wear fire retardant driving suit and fire resistant gloves at all times on track. Fire resistant socks and shoes are recommended.
8. An approved safety net with quick release is required.
9. Master "ON/OFF" switch on battery cable must be located just inside driver side window, between ledge and roof, just behind driver for easy access.
10. Must be equipped with a fully charged fire extinguisher with working gauge and must be mounted in a quick release holder to be accessible by the driver. Onboard fire-out system is recommended.

G. FUEL SYSTEM / FUEL CELL

1. Cars without the fuel pump mounted in tank must use a fuel cell or marine type tank mounted in the trunk. Maximum fuel cell size is 16 gallons. If mounted below the trunk floor, fuel cells are *mandatory*. Fuel cells with a bladder highly recommended and must be encased in an approved metal container of no less than 20 gauge steel or 1/8 inch aluminum. Cell must have an additional 1/16 inch steel or aluminum protection plate between fuel cell and rear end housing that is attached to square tubing, straps or frame of car. See diagram # 1.
2. Fuel cells must be mounted between frame rails as far forward as possible and using minimum of 2, 2 inch by 1/8-inch metal straps. Must have check valve on vent tube or cap.
3. Fuel cell must not extend below the rear end housing. Fuel cell height is measured from ground to lowest point of bottom of fuel cell, 10 1/2 inches is minimum permitted. Must be equipped with a drag loop extending below the bottom of the cell.
4. Stock tanks allowed if mounted in front of the rear axle, must have a minimum .062" thick steel skid plate mounted underneath entire tank.
5. Must have a sealed steel or aluminum / sheet metal firewall mounted between driver and fuel cell.
6. Tanks must not be mounted within 10" of the rear panel or extend beyond the frame rails.
7. Cars with fuel pump mounted in tank must use a Main Shut-Off switch for electric fuel pump and must be located at the base of the drivers "A" pillar and clearly labeled as such.
8. Steel lines must fit tight against bottom of floor pan. Use high pressure fuel hose at ends for final connections. Fuel lines must be armored hose, or installed in metal conduit, or steel fuel lines. And must not be routed through driver compartment.
9. Gasoline only. Must meet track specifications.

H. ENGINE OPTION # 1

1. Must be of same manufacture as car (GM engine to GM car, Ford engine to Ford car, etc.).
2. Engine must remain completely stock.
3. Engine must be in stock location with stock mounts.
4. No modifications allowed.
5. No cylinder head or intake porting or polishing allowed. No gasket matching allowed.
6. Must run either factory cast iron intakes, Edelbrock Performer 2101, 2121, 2131, 2161, 2176, 2181, 2186, or 2716, or factory manufactured aluminum intake with factory casting #'s and pre-approved by head of tech (factory intake must be deemed to have no advantage over Edelbrock performer).
7. Heads must have GM, Ford or Chrysler ID. No angle plug, W2, or other exotic OE heads. 305 heads on 305's only. Vortec heads are allowed.



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8. The following and only the following cast iron stock production or aftermarket steel stock replacement heads are permitted: GM – EQ Part #CC167ES2 or #CH350I; Dart Part #10024267 or #10024360; World Products Part #043600 or #042670; Ford – World Products Part #53030; Chrysler – EQ Part #CH318B; RHS/Indy Part #20300 or #20301. Heads may be flat milled to reach the 10.5:1 compression rule. Valve size no larger than 2.02 intake and 1.60 exhaust.
9. Hydraulic camshaft only, no solid lifter, solid roller, or hydraulic roller cams permitted.
10. Rev-kits are not permitted.
11. Roller rockers are allowed, stud girdles allowed, Poly Locks allowed Shouldered screw in studs allowed but no shaft mounted rockers.
12. Engine must maintain 14 inch of vacuum at 1000 RPM'S. **Carb must have vacuum port, rear of the Carb for testing vacuum. IF NO PORT YOU WILL BE DISQUALIFIED!!!**
13. Centerline of crankshaft must be a minimum of 12 inches above the ground.
14. Stock appearing, press fit rods only. No light weight, no floating rods, 5.7" rod maximum on G.M.
15. No high performance pistons allowed. Pistons must be stock type replacement flat top or dish piston. A maximum of 3/16 hole may be drilled in the piston at the wrist pin. This hole must be drilled STRAIGHT. Piston may not extend above top of block. Minimum weight for piston pin and rod is 1200 grams.
16. Only stock appearing cranks allowed, no lightened, knife-edged, or lightweight crankshafts. Crank must be a minimum of 48 lbs.
17. Extra capacity oil pans are permitted. No dry sumps allowed. Oil pump must mount in stock position. MUST HAVE 3/4" INSPECTION HOLE ABOVE OIL LEVEL FOR INSPECTION. Inspection hole needs to be installed in a manner were Tech officials can see crankshaft & rods for proper inspection. If not pan may be removed for inspection.
18. Maximum compression in any motor will be 10.5 to 1

ENGINE OPTION # 2 – CRATE MOTOR

All crate engines must have FULL documentation of engine purchase and all history with car at all times. It is the Car owner or driver's responsibility to provide paperwork on Crate motor. Otherwise no points or payoff will be issued until proper paperwork is provided, within 5 business days.

Engine must be registered with Historic Bolivar Speedway and documentation along with spec sheet on file with Historic Bolivar Speedway. All engines used must be sealed by the manufacturer and / or Certified Engine Rebuilder and must remain in the "as shipped" condition. A double redundant sealing system, which must be visible at all, times. All engines, with or without this seal are subject to testing and / or confiscation at any time during an event. Competitor's refusing confiscation, impounding and / or replacement will be disqualified from the event, and all future events until engine issue has been resolved. Teams fined or penalized for engine infractions are not eligible for competition until all fines and / or penalties have been paid or fulfilled.

May run sealed stock GM 602 crate motor with Holey 650 C.F.M. 4-Barrel carburetor, with minimum weight of 3250-pounds and a 6400 RPM maximum chip. Must have a MSD soft touch Rev Control.

I. EXHAUST

1. May run headers (maximum header tube diameter 1 5/8", maximum collector diameter 3").
2. Exhaust must exit behind the driver and beneath car or under frame.



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3. Only OEM cast iron exhaust manifolds allowed. No factory tubular manifolds, no LT1 exhaust manifolds, maximum manifold outlet is 2".
4. Maximum outside diameter 2 1/2" on exhaust pipe (if running headers with 3" collectors there must be an reducer down to exhaust pipe.
5. H, X and crossover pipes are allowed with maximum outside diameter 2 1/2" on exhaust pipe .
6. Catalytic converter may be removed or gutted.
7. Noise level is at a maximum of 100 db measured 100 feet from car.
8. Exhaust must be sealed and securely mounted.
9. **4 1/2" minimum ground clearance on exhaust. NO EXCEPTIONS!!!!**
10. No car expelling flame, smoke or backfiring allowed.
11. Top and bottom of air cleaner must be solid and be of the same diameter as the air cleaner.

J. ENGINE PROTEST RULE

1. \$275.00 cash engine protest rule. (\$25.00 goes to wrecker and \$50.00 to official). Remainder goes back to protested driver if nothing found illegal. If illegal remainder goes as bonus in next week's race.
2. Protested driver must be willing to pull heads, carburetor, intake and oil pan (if there is no inspection hole in oil pan that identifies protest) depending on the stated protest.
3. Track or any competitor finishing on the lead lap of Street Stock feature and has run at least 3 consecutive features within class are eligible to make protest. Protest is to be made in cash and protest must be in writing. Protest must be given to Tech Official within 5 minutes of the end of feature.
4. Refusal to accept protest will result in loss of accumulated points for season & that's night's winnings and the car and driver will receive a 4 week suspension from competition in Street Stock class.
5. One car or driver may only make 3 protests per race season on any other car or combination of cars in the Street Stock class.

K CARBURETOR

1. A Carburetor claim rule will be in effect:
 - A) Claim will be \$300 with NO EXCHANGE.
 - B) Track or any competitor finishing on the lead lap of Street Stock feature and has run at least 3 consecutive features within class are eligible to make claim. Claim is to be made in cash and claim must be in writing. Claim must be given to Tech Official within 5 minutes of the end of feature.
2. Stock Holley 4412 or Rochester - 500 CFM carburetor only.
3. Alterations to allow additional air to be picked up below opening of venturi will not be permitted.
4. Base plate must not be altered in any way.
5. No modifications, No polishing, grinding or drilling of holes permitted.
6. Boosters may not be changed or altered in any way. No Epoxy!
7. Venturi area must not be altered in any way. Casting ring may not be removed.
8. 1-inch thick maximum aluminum adapter. Cannot be ported or modified in any way (strictly judged by head tech official, if you want to know its legal present it to head tech official).

L. FUEL INJECTION

1. Entire Fuel Injection System must be kept totally stock and must be factory equipment for car being raced.
2. ECM of Computer Control System must be kept totally stock and must be factory equipment for car being raced.
3. No aftermarket programming allowed.



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M. IGNITION / ELECTRICAL SYSTEM / BATTERY

1. Must have working starter and be capable of starting engine on demand.
2. Must be stock in stock location.
3. Factory style distributor and Max 48,000 volt coil only. HEI distributors allowed. **602 Must have MSD soft touch Rev Control.**
4. Battery may be relocated to an area behind driver or in trunk. If so it must be securely mounted and encased in a sealed box. No 16 volt Battery or system, No Digital tach!

N. ENGINE COOLING SYSTEM

1. All engine-cooling radiators must be mounted in engine compartment.
2. Must have operational radiator overflow tank with a minimum capacity of 1 gallon, securely mounted.
3. NO ANTI-FREEZE permitted. WATER ONLY, NO ADDITIVES!! Violators subject to penalties.
4. Fan shroud must cover a minimum of top 180 degrees of fan. Must extend at least to centerline of fan blades.
5. Radiator may have protection hoop.

O. TRANSMISSION

1. Automatic or manual transmission allowed. Must have all forward and reverse gears in good working condition. No lightened internals. Must remain stock.
2. Stock 12" torque converter only if running automatic. \$100.00 claim on any torque converter.
3. Powerglides are allowed, *must add 50 pounds to car in front of firewall.*
4. 10.5" minimum diameter for clutch assembly, no carbon fiber, mini clutches or racing clutches. \$100.00 claim on any clutch / flex plate.
5. Stock, unlightened flywheels ONLY.

P. MISCELLANEOUS

1. **No 2-way communication allowed.** This includes radios, cell phones, etc. Scanners are highly recommended. Driver will be allowed a scanner to monitor track frequency; scanner can only monitor track frequency and cannot use a spotter.
2. **RACEceiver will be used.** You can purchase or rent from track.

I. REAR WHEEL DRIVE CARS - BODY / FRAME

Any American made car, front engine, and rear wheel drive may be used with a minimum wheelbase of 101".
Anything shorter call track/tech to get verification.

II. REAR WHEEL DRIVE CARS - DRIVE SHAFT

1. Minimum 2-inch diameter, painted white, steel drive shaft. No carbon fiber or aluminum.
2. Steel slip-yokes only.
3. 360 degree drive shaft loop required and must be constructed of at least ¼ inch by 2 inch steel, or 1 inch tubing, mounted six inches back from front U-joint.



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III. REAR WHEEL DRIVE CARS - REAR END

1. Only Steel approved OEM passenger car or truck non-cambered rear end permitted.
2. **Spool allowed in rear-end. No locker or gleason type rear-ends allowed.**
3. Must be centered in chassis.
4. Floaters are allowed. All components must be steel, except lowering blocks, axle caps and drive flange.
5. Open tube rear end not permitted.
6. Independent rear axles not permitted.
7. Aluminum rear end is not permitted.
8. 9-Inch Ford rear ends OK.
9. Ring gear, center section and yoke cannot be lightened.
10. No posi, limited slip, or lockers allowed. No tru-trac, gold track etc.
11. **Solid steel axles only. No gun drilled axles!**
12. Inspection hole in housing or cover is required.

IX. REAR WHEEL DRIVE CARS - SUSPENSION / STEERING COMPONENTS

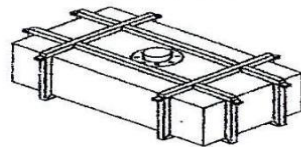
1. All suspension parts must be made of steel.
2. Completely stock suspension in stock location required, no modifications allowed except strut/shock towers can be reinforced and altered for camber.
3. Sway bar – must have factory mounts at frame with rubber or urethane bushings and only adjustable at lower A frames.
4. **Can run weight jacks both front and/or rear, but can only run maximum caster camber as stock upper, same make and model as car.**
5. No other adjusters of any kind allowed unless listed in these rules.
6. May run approved aftermarket upper A – arm, steel cross shafts only. No aluminum cross shafts.
 - a. Monte Carlo 78 to 88 metric
 - b. Speedway Motors 8 inch on right and 8-½ inch on left front.
 - c. Big metric Chevy cars 78 and up.
 - d. Chevelle 73 to 77 metric.
 - e. Camaro 73 to 81 metric (8 ¾ inch on right front and 9 ¼ inch on left front).
 - f. Ford LTD 79 to 91 metric (8 ¼ inch on right front and 8 ¾ inch on left front).
 - g. Mopar – See Head Tech Official
7. Rubber or poly urethane bushings only, no steel bushings.
8. **Steering quickener allowed.**
9. Racing springs are allowed in stock location.
10. Steel, non-adjustable shocks only. \$100.00 each – track claim on shocks.
11. **5” ground clearance minimum at the lowest point on the chassis with driver out of car. NO EXCEPTIONS!!!!**
12. Stock steering components only, no heim joint tie rod ends.
13. No Bump-Stops or suspension travel limiting devices. No coil binding.

IF A DIRT CAR OR CAR FROM ANOTHER TRACK SHOW UP THEY WILL BE ALLOWED TO RUN BUT MUST ADD 50LBS OF WEIGHT ON FIREWALL ABOVE DISTRIBUTOR FOR EACH MAJOR INFRACTION (IE – MAJOR BODY INFRACTIONS) THEY WILL BE ALLOWED TO RUN 1 RACE AND CAR MUST BE WITHIN RULES BY NEXT RACE



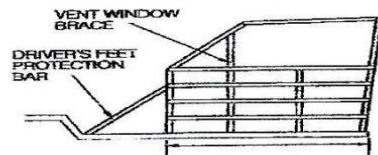
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DIAGRAM #1



1 INCH STEEL SQUARE TUBING
OR
2 INCH BY 1/8 INCH STEEL STRAP

DIAGRAM #3



THIS AREA TO BE .095 INCH WALL THICKNESS BY
1.66 INCH O.D. TUBING MINIMUM.

DIAGRAM #2

TOP VIEW
FRONT

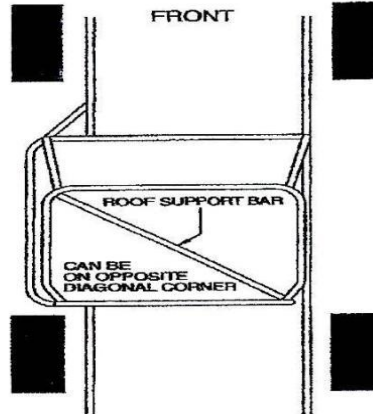
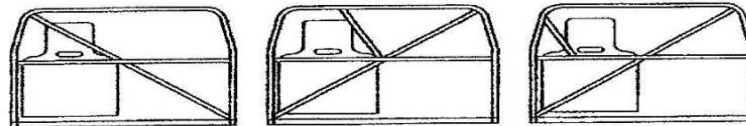


DIAGRAM #4
BACK VIEW



ADDITIONAL BRACING BEHIND DRIVER'S HEAD IN MAIN HOOP REQUIRED.
THESE DIAGRAMS ARE MEANT TO BE SUGGESTIONS ONLY.

PROPER DRIVER SIDE DOOR PLATE INSTALLATION

Diagram #5
Preferred Method

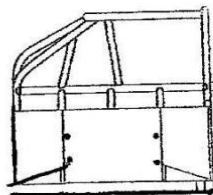
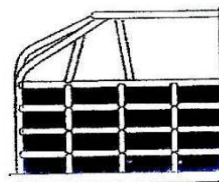


Diagram #6



SEAT / SAFETY HARNESS

3-bar adjuster should be positioned as close possible to harness bar or snap-on/bolt-on bracket.
This applies to both lap and shoulder belt points. The final wrap as pictured in # 9 is mandatory. At
Least 4-inches of webbing material must extend out from the adjuster after this final wrap is completed.

Diagram #7
Lap Belt Angle

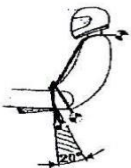


Diagram #8
Sub Strap Angle

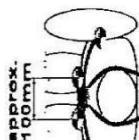


Diagram #9
Proper Wrapping of
Shoulder Harness Belts

