

B M MODIFIED
By
Brown Motorsports

Rules and Regulations
2012

For Information Contact
Anderson Motor Speedway
864-882-0220
or
Brown Motorsports
864-386-6836

Revised *January 2012*

Forward

This document contains the regulations, specifications and procedures of Brown Motorsports BM Modified Racing Events, hereafter referred to as the manufacturer (Mfg.). The information contained here is effective January 2012, and will remain in effect for two full years. Additions and deletions deemed necessary by the Mfg. will be in an updated document released by the Mfg. at the time.

Disclaimer

The rules and regulations presented are to establish an orderly conduct of events and the minimum acceptable requirements for these events. These rules will govern the BM Modified Racing Events. By participating in this series, all participants agree to comply with the conditions set forth by these rules.

Important Notice

The rules and/or regulations set forth herein do not express or imply warranty or safety from publication of, or compliance with these rules and/or regulations. The rules and/or regulations are intended to serve as guide for the conduct of the sport and are in no way a guarantee against injury or spectators, or others.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

I – Introduction and General Regulations

100 – Statement of Purpose

100.1-- Rules Familiarity: All participants, owners and or drivers, pit crew, and others entering the pit area of the racing complex are required to be familiar with these regulations. Any additions, deletions, or instructions governing an event are also a part of rules familiarity. Participation by any individual in any capacity of the Event is bound by the rules, regulations and or any official supplementary instructions or rules.

100.2 -- Responsibilities: The primary responsibility for the safe condition and operation of any car entered into an Event rests with the Owner and or Driver. The Track Operator has the responsibility of providing a racing facility that is prudently maintained to acceptable known standards.

The issue of safety is a shares responsibility between Participants, Event Director, Mfg., and Track Operator.

100.3 – Intent: The intent of this document is to promote the uniformity of procedures and standards and to establish legal components for the Event participant. The rules and regulations are used to guide Event Officials. The Event Officials are authorized to decide if a change or design is an attempt to “Beat the Rules.” An Event Official and or Representative will have the right to take corrective action to non-compliance within the Event Rules and Regulations of Hazardous conditions.

There is no claim to having a foolproof set of rules and regulations. There have been many attempts to test the rules by deviating from the purpose for which the basic sport is intended. These rules set forth will be the standard by which modifications are an attempt to “Break the Rules.” The Event Officials can and will disqualify an entry that is in violation of the rules and regulations. The Event Officials and or representatives shall also have the right to initiate action-correcting conditions that are not in compliance.

Within the rules, regulations and specifications that are listed, any item not appearing or not mentioned does not imply nor guarantee legality and may be determined to be illegal.

101 – Driver Requirements

101.1 – A Minors Release: A minors release for driving participants under the age of 18 must be signed by the minor and minor’s parent and or legal guardian. A Birth Certificate or other certified legal documentation may be required for proof of age.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

102 – Drivers Rules

102.1 – Conduct: All drivers should conduct themselves in an orderly manner. Physical abuse or physical violence toward any individual at the event site will subject the offender to immediate ejection from the event site and suspension.

102.2 -- Verbal Abuse: Verbal abuse toward any individual at the event site will subject the offender to immediate ejection from the event site and suspension.

102.3 -- Substance Abuse: All participants (owners, drivers, crews, and other) entering the Event site will be sober and not under the influence of any substance that might impair their ability to perform in a safe and orderly manor. If in the judgment of the Event officials, an individual is under the influence of alcohol, illegal or controlled substances during an Event, the individual(s) may be ejected from the site and or suspended.

102.4 -- Pit Crews: Drivers are responsible for members of their pit crews. Inappropriate actions by pit crewmembers may subject the driver to disqualification and or suspension. The crewmember will be subject to removal from the Event site and suspension from future Events.

102.5 -- Restricted Areas: All participants in an Event will sign all Event related documents in order to participate. Failure to do so will result in disqualification and or suspension.

102.6 -- Drivers Meeting: The Drivers Meeting will be ***Mandatory!*** Roll call will be held. Special instructions, conditions, and regulations for the event may be established by officials at this time. Those not in attendance will give up their right to protest, face disqualification and or suspension.

103 – General Racing Rules

103.1 – Sportsmanlike Driving: The intent of sportsmanlike driving is to race on the track without touching, endangering equipment, or your fellow competitor. The reality of racing is that inadvertent contact will happen. However, if in the judgment of the officials, a participant is rubbing, crowding, blocking, chopping, or pushing other participants other than inadvertently, that participant will be subject to immediate disqualification and or suspension. At any time unsportsmanlike conduct is noticed whether on or off the track, the Offender will be subject to disqualification and or suspension.

103.2 -- Flag Rules: ***Items 103.2-103.7 will be discussed in the drivers' meetings.***

103.3 – Lapped Cars:

103.4 – Starting Procedures:

103.5 – Red Flag Restart:

103.6 – Red Flag Adjustments or Work on Cars:

103.7 – Yellow Flag Restarts:

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

104 – Race Officials

104.1 – Director: Will be the Official in complete charge of the events.

104.2 -- Flagman: Will be the Official in charge of flag signals to drivers.

104.3 – Tech Inspector: Will be the Official in charge of pre and or post race inspections, in areas of rules, regulation and safety compliance. The Technical Inspector and his Assistants will officially verify compliance or non-compliance and validate all results.

104.4 – Scorer: Will be the Official in charge of timing, scoring and posting Official results.

104.5 – Support Personnel: Other Officials may be appointed by the Event Director to supervise and assist in the operation of an Event. All Officials must report all rule violations to the appointed Event Director.

105 – Protest Procedure:

105.1 – Top of Engine: \$ 150.00

105.2 – Top and Bottom: \$ 300.00

105.3 – Bottom of Engine: \$ 200.00

105.4 – Camshaft: \$ 100.00

105.5 – Check Fuel: \$ 60.00

105.6 – Check Flywheel, Transmission and Drive Shaft: \$ 150.00

105.7 – Any Other Item: \$ 100.00

105.8 – 1/3 of protest fee goes to the Tech Inspector.

105.9 – The first time of a refusal to tear down for track inspection or protest will result in the car and or driver starting in the rear of its next Main Event and disqualification.

105.10 – The second time of a refusal to tear down for a Tech Inspection or protest will result in a one-race suspension for the car and driver and disqualification.

105.11 – The third time of a refusal to tear down for a Tech Inspection or protest will result in a suspension until the car is pulled down for inspection and disqualification.

106 – Appeal Procedures: 107-110 will be Forth coming.

107 – Suspension and Termination

108 – Miscellaneous

109 -- Safety Equipment: It is **HIGHLY RECOMMENDED** that a participant uses the following:

109.1 – Head Gear: Full-Face helmets designed for competitive motorsports use with Minimum Snell Foundation 1995 specifications is mandatory. Helmet must be in good condition and is subject to Technical Inspection. Helmet must be secure with a strap. Failure to comply may result in disqualification.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

- 109.2 – Eye Protection: Eye protection is mandatory.
- 109.3 – Neck Brace: Optional.
- 109.4 – Driver Apparel: A Proban or two layers Normex made for racing driving suit with Nomex underwear is Highly Recommended.
- 109.5 – Fire Extinguishers: A Halon System with coverage to the driver, engine, and fuel compartments is Highly Recommended.
- 109.6 – Window net and or arm restraints: Will be Highly Recommended.
- 109.7 – Seat: Appropriately designed for competitive motorsports racing seat is required.
- 109.8 – Pre Tech Inspection: All equipment (car, safety) is subject to re-inspection at any time.

II -- Division Regulations

200 – Chassis: It is required that an original BM Modified Chassis be purchased from Brown Motorsports with the appropriate identification number.

Any modifications to BM Modified Chassis made after purchase is strictly prohibited. Any desired changes to the BM Modified Chassis must be in writing, signed and submitted in a sealed envelope to Mfg.

200.1 – Chassis Repairs: Repairs may be made by anyone the owner chooses. However, all repairs must be made back to Mfg. specs. All repairs must be made with mild steel. The mainframe rails must be 1-1/2 x 3” square .120 wall thickness. The sub frame (all areas above the main frame rails) must be 1-1/2 x 1-1/2” square tubing .083 wall thickness. The roll cage must be 1-1/2” round tubing .095 wall thickness. The windshield must be made of Le3xan.

200.2 – Body Work: Body repairs may be made by anyone the owner chooses. However, all body work must be made back to the Mfg. specifications. A specification sheet may be obtained from the Mfg.

200.3 – Bumpers and Nerf Bars: Front Bumper and Nerf Bars must be made at maximum of 1-1/4” .095 round tubing. The Rear Bumper must be made at a maximum of 1-3/4” .095 round tubing. Both must be made to Mfg. specifications.

201 – Engine

201.1 – The Stock OEM Ford 2300 4 Cylinder is the only accepted engine. The block can be bored to 60 over. (060).

201.1.1 – Engine claim rules will be: Entire engine \$ 1500.00, to exclude flywheel, clutch, all pulleys and belts, water and fuel pumps and distributor. The Holley 500 Carburetor #0-4412 or #0-4412S is \$ 200.00 and will be claimed as raced. The Holly 350 #0-7448 is \$ 260.00 as raced. The cylinder head is \$ 800.00 and will be claimed compete as raced.

201.2 – No Turbo, Rotary, Cosworth, Multiple Carburetor, or Injection Engines Allowed.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

201.3 – Cylinder Head: Stock OEM head with a minimum thickness of 3.7 inches. No roller cams allowed. Only 1 cam is permitted. (No double cams.) Valves must be stock with maximum lift at the valve .454 with zero lash. The valves must be stock diameter for the head being used. No more than two (2 only) valves per cylinder will be allowed. There will be no bowl cuts, hand grinding or blending allowed. Three – (3) angle valve job allowed (3 cuts) with the inside cut a maximum of 70 degrees. Hydraulic cam and lifters only (No Roller Cams.) No doubt valve springs. The Head claim rule is \$ 800.00 and will be claimed complete as raced. (To include valves, valve springs, followers, and cam (no pulley.)

201.4 – 1 (one) spark plug per cylinder.

201.5 – Rods: Rods must be 5.2” in length and stock appearing. Stock Ford, Crower, or Manley Road permitted. Balancing permitted. (NO POLISHING ALLOWED.) No aluminum, titanium, “H-beam”, lightweight, or billet rods will be allowed.

201.5.1 – Rod Bolts: The use of aftermarket rod bolts will be permitted.

201.6 – Piston: Only flat Top pistons with 0(zero) deck height will be allowed.

201.7 – Crank: A Stock crankshaft only. No lightweight crankshafts allowed. The crankshaft may be balanced without being lightened.

201.8 -- Header: Only Schoenfeld #F234V, # F235V, F238V, or F239V will be allowed. Schoenfeld Tri Y type # F32VY and F33VY are NOT allowed.

202 – Carburetor

202.1 – Any stock two barrel or only the Holly 500 #0-4412, 0-4412S or Holley 350 #0-7448. There will be a carburetor claim rule. Holly 500 #0-4412 or 0-4412S is \$ 200.00 as raced. The Holly 350 #0-7448 is \$ 260.00 as raced.

203 – Ignition

203.1 – Distributor: Any stock OEM Ford distributor. Any stock Ford ignition box allowed. No magnetos allowed.

203.2 – Coil: Any stock OEM Ford coil.

204 – Intake

204.1 – Stock only. No after market intakes allowed. There will be no polishing in the intake allowed. No fuel injector intakes allowed. Grinding for deburring purposes only.

205 – Wheels and Tires

205.1 – Wheels will be steel with an 8” maximum width by 13 and all wheels must have a 4-inch offset.

205.2 – The tires will be the Hoosier Sport 8 X 13.

206 – Axles and Hubs

206.1 – Stock production

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

207 – Steering

207.1 – Stock rack and pinion: Stock Ford.

208 – Brakes

208.1 – Only stock disc brakes will be allowed in the front.

208.2 – Stock drum in the rear.

208.3 – Brakes must be operational on all four wheels.

209 – Driveline Components

209.1 – Drive Shaft: The drive shaft must be steel and painted white with a minimum diameter of 2.75.

210 – Body Work

210.1 – Specifications and measurements from Mfg.

211 – Bumpers and Nerf Bars

211.1 -- Specifications and measurements may be picked up from the Mfg.

212 – Rear End

212.1 – Stock Mustang

212.2 – The rear end must be locked. (Welded or Magnetic steel spool.)

212.3 – The adapter plate for the Panhard Bar must be mounted to the rear end so that it is located on the back side of the rear end OEM shock bracket and parallel to the axle tube. The rear of the adapter plate must be toward the center section and pointing upward. The shock mount hole is to be ½” in diameter and located 1 – 1.25 inches below the existing factory brake line hole. Upper control arm bracket must be obtained from Brown Motorsports.

213 – Shocks

213.1 – Only the following shocks are permitted Steel Body, Non-rebuildable:

CARRERA # 3174

QA1 # 5574

DOETSCH # DT74

DOETSCH # DT7403

AFCO # 1074

PRO # WB74

214 – Springs: No rule on springs.

215 – Front Suspension

215.1 – Upper Control Arm AFCO # 20002S or 20003S Max length 9 ¾.” center to center. Plus or minus ¼.”

215.2 – Left hander 9 ½” # 001-595

215.3 – Pro Tek 9 ¾” # UP30975

215.4 – Lower Control Arm AFCO Kit # 20038LF 5/8” - Press-in. 1 Max. length 14 ¼ “ end to end. Plus or minus ¼.”

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

215.5 – Rod Ends: Only standard length rod ends shall be used. 1/2” rod ends maximum shank length 1-1/2”. 5/8” rod end maximum shank length 1-5/8”. All rod ends will be installed as per Mfg. specifications. 1.5 times the diameter of the shank, i.e. 1/2” rod ends = 3/4” of tread.

III – General Tech Inspection and Procedures

300 – Purpose

300.1 – General: Technical specifications and procedures are intended to provide the orderly conduct of the Brown Motorsports BM Modified events with regard to reasonable safety and competitive equality.

300.2 – It is virtually impossible to establish procedures that can provide for every condition encountered in the sport of racing. In the case of rule interpretations, the primary consideration will be the intent and spirit of the written rule for the entry level racing of a BM Modified Racing Event. Establishing the spirit and intent of the written rule in the field is the responsibility of the Event Official or their designee.

300.3 – Attitude: The attitudes of those individuals with the responsibility of handling the technical inspection should be to make the competitor aware of deficiencies that may pose a safety threat or rules infraction. Maintaining and establishing equality for all Event competitors is also a part of the attitude.

300.4 – Pre-Race Inspection: The purpose of pre-race inspections is to establish that all competitors have met safety requirements before entering the track. It is the responsibility of the Event competitor to present the car to the inspector, as it will be raced. If changes are made by the entrant after pre-race inspections and not brought to the attention of the inspector before the race the inspection can and will be invalidated. The entrant can and will be subject to disqualification.

300.5 – Post-Race Inspection: It is the responsibility of the Event competitor to proceed directly to the post-race inspection area including the scales or impound area following Qualifying or Heat races, and Main Events. Once the entry or its components have entered the impound area for inspection they cannot be removed without the permission of the official in charge. The number of finishers to be inspected and the extent of the inspection will be at the discretion of the Event official or His designee. It is required that once an entrant has entered the impound area the entrant (or appointed individual) remain with the entry until released by the official in charge. Failure to do so can and will result in disqualification.

301 – Procedures

301.1 – Personal Safety Gear: The driver’s personal safety gear and equipment should be ready for pre-race inspection.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

301.2 – Workmanship: Suitability for competition, craftsmanship and appearance of a car will be considered for approval as an entrant in an Event. The decision of the Official in charge will be final.

301.3 – Entrant Responsibility: It is the responsibility of the Event competitor to insure that the technical safety requirements are met. This includes but is not limited to safety wiring or other safety items listed in the technical manual.

301.4 – Any Event competitor disqualified for illegal fuel and or oil will be subject to disciplinary action. This also includes the use of any potentially hazardous or prohibited substance anywhere on the car.

301.5 -- Post Race Tech: It is recommended that post race inspection consist of weight check, fuel and engine check or any item chosen at the discretion of the Event Director.

301.6 -- Refusal to tech: Refusing to submit to technical inspection or giving up parts under the claim rule is considered as an admission of non-compliance to the rules and regulations of the Event. This non-compliance will result in disqualification for that Event and or suspension.

301.6.1 – Refusal to have any claimed part marked for identification purposes will result in disqualification and suspension for a period determined by the Event Director.

301.7 – Tech Tools: The Tech Inspector may use any Event approved tool necessary to carry out the tech procedures. (No-Go Gauges, Plugs, or Others.)

301.8 – Tech Area: At the discretion of the Official in charge, competitors and or their owners will be allowed in the tech area.

301-9 – Parts Identification: It is required that all parts submitted for inspection be tagged with the entrant's name and car number so that it will be returned to the rightful owner.

301.10 – Inspection Markings: The methods of engine, tire and or car marking is left up to the discretion of the Event Director and carried out by the Officials in charge. Any method taken by a competitor to duplicate, counterfeit, or other wise avoid the selected marking procedure is caused for immediate disqualification and possible suspension.

301.11 – Tire Requirements: Spec. Tires for use in the Events will be determined by the Event Director to be safe and economical. Any means taken to alter or remove code identification numbers is illegal and can result in disqualification. Any tire hardness reading of 50 points or less at anytime will result in disqualification. The official durometer furnished by the Race Director will be the final deciding measurements.

301.12 – Weight: The minimum weight (1800 pounds total, 55% left side) is defined as the total weight of driver and car in as-raced condition observed on the official weighing device.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

301.13 – Non Structural weights: Must be lead only. Weight in less than 3-pound increments is prohibited. Any weight added to meet minimum requirements must be securely bolted to the car. Bolts must be a minimum of 3/8" diameter. To secure weights over 5 pounds it is required that two (2) or more 3/8" bolts be used. All bolts must be secured by cotter key, nylock nuts, steel lock nuts or double nutted. Weight located in areas other than within the frame rails (nerf bars, bumpers, other) is prohibited. Violations will result in corrective or disciplinary actions.

302 – Engine: The Stock OEM Ford 2300 4 cylinder is the only accepted engine. The block can be bored to 60 over. (060). The engine claim rule will be \$ 1500.00 for the entire engine, to exclude flywheel, clutch, all pulleys and belts, water and fuel pumps and distributor.

303 – Cylinder Head: Stock OEM head with a minimum thickness of 3.7 inches. No roller cams allowed. Only 1 cam is permitted. (No double cams). Valves must be stock with the maxim lift at the valve .454 with zero (0) lash. The valves must be stock diameter for the head being used. No more than two (2) valves per cylinder will be allowed. There will be no bowl cuts, hand grinding or blending allowed. Three (3) angle valve job allowed (3 cuts) with the inside cut a maximum of 70 degrees. Hydraulic cam and lifters only (No Roller Cams.) No double valve springs. The Head claim rule is \$ 800.00. If the head is claimed, it will be complete as raced.

304 – Intake

304.1 – Stock only. No market intakes allowed. There will be no polishing in the intake allowed. No fuel injector intakes allowed. Grinding for deburring only.

305 – Fuel Checks

305.1 – When at Anderson we will purchase the track fuel and follow their rules and regulations. When at other tracks fuel use will be at the discretion of the Event Director. At no time will any type of fuel additive be allowed.

306 – Carburetor

306.1 – Any stock Ford two barrel or (Holly 500 #0-4412S or 350 #0-7448 only). There will be a carburetor claim rule. Holly 500 #0-4412, #0-4412S is \$ 200.00. The Holly 350 #0-7448 is \$ 260.00. The claim will be as raced.

307 – Ignition

307.1 – Distributor: Any stock Ford distributor or ignition box allowed. No magnetos allowed.

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

308 – Ride Heights

308.1 – No minimum allowed ride height.

309 – Weight Restrictions

309.1 – Minimum Weight is 1800 pounds with driver.

309.2 – There will be a 55% maximum left side weight.

309.3 – At post race inspection the entrant may choose to add fuel or deduct one (1) pound per lap to meet weight requirements.

310 – Clutches and Fly Wheels

310.1 – Shock Fly wheel and clutch only.

310.2 – The Flywheel only may be lightened and balanced to sixteen (16) pounds. Center mast type fly wheel is not allowed. See Tech Inspector for clarification.

311 – Claim Rule

311.1 – Only the top three (3) finishers can make claim. The claim can only be made forward.

311.2 – Event Director may claim any competitor regardless of finish.

311.3 – The protest rule is open to all competitors, however, an entrant cannot protest and make a claim in the same event. Once protested and found legal the protested entry cannot be claimed in the same event. If protested or claimed after the heat race the protested or claimed entry will be marked and identified by the Tech Inspector. The inspection will take place after the main event.

311.4 – **The Event Director or Designee may penalize and or over rule the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.**

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

AMMENDMENDS TO BM MODIFIED RULES

Effective August 15, 2003 the BM Modified Class will run under BM Modified Rules and regulations dated January 2012 at all venues.

Drivers Meeting

102.6a – Drivers Meeting will be mandatory for all car owners.

105.12 – Only car owners will be allowed to file a protest.

105.13 – If at anytime a car owner refuses a protest tear down, then he will lose all rights to protest himself, until his car is pulled down for inspection.

Front Suspension

215.2a – Lower Control Arm (AFCA # 20013R-1 or # 20014R-1) length 14 ¼” end to end, plus or minus ¼”. Control arm cannot be modified only repaired back to manufacture specifications.

Lower Radius Rod 18 ¼” \pm ¼”

Rear Suspension

- a. Lower Radius Rod length 19” \pm ¼”
- b. Panhard Bar length 26 ½” \pm ¼”
- c. Upper Radius Rod length 15 ¼” \pm ¼”

311.4 – **The event Director or Designee may penalize and or over rule the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.**

Final Drive Ratio

For Anderson Motor Speedway the Final Drive Ratio at the rear wheels shall not exceed 6.25. i.e. 1.97 second gear x 3.08 rear gear.

$$(1.97 \times 3.08 = 6.06)$$

JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.

BM MODIFIED PARTS LIST AND NUMBERS

Timing Belt	# 95014 Advance Auto Parts
Brake M/Cylinder Albany	# 20-4005
Brake Shoe (Rear)	74-78 # 090
Accelerator / Cable	79-83 Six Cylinders # 04134
Clutch Cable	78-80 # 14805
Plugs Autolite	# 764
Fuel Pump	# 60328 1984 2.3 Ranger
Oil Filter	# PH43 FRAM
Ball Joint Upper	# FA480
Ball Joint Lower	# 921
Water Hose Upper	Dayco 71636
Water Hose Lower	# S555
Water Pump Belt	27 ½" # 15275 Advance Auto Parts
Clutch Kit	NU 1177D
Transmission Input Seal	Timken 2503 NAPA 101093
GM Module	OR-100
Shock	Doetsch Tech # 740R
Front Brake Pads	Pinto 75-79
Brake Calipers	Pinto 75-79
Front Brake Lines	Pinto 75-79
Header Gasket	Felpro – MS 92424 Advance Auto Parts
Intake Gasket	Felpro – MS 90266-1 Advance Auto Parts
Distributor	302491MA Advance Auto Parts
Cap & Rotor	KCR-240X Advance Auto Parts
Pilot Bearing	14657 Advance Auto Parts
Ford Module	1986 Mustang
Ford Module Pigtail Plug	Advance Auto # PT752 or NAPA # TPC41
Coil Pigtail Plug	Advance Auto # PT753
Clutch Kit (76 Pinto)	NU11772 or # K0315-01
Pro Shock	# WB74
Rack and Pinion	# 22-203A
Large Lower Ball Joint	# K6141
Radiator	9R-06360-02