

#### **17.1.4. IMPROVED TOURING CATEGORY**

These specifications are part of the SCCA General Competition Rules (GCR) and all automobiles shall conform with GCR Section 17., Automobiles.

##### **A. PURPOSE**

Improved Touring classes are intended to provide the membership with the opportunity to compete in low cost cars with limited modifications, suitable for racing competition. To that end, cars will be models, as offered for sale in the United States. They will be prepared to manufacturer's specifications except for modifications permitted by these rules.

Cars from the previous four (4) model years and the current model year will not be eligible. No car older than a 1968 model of any listed vehicle will be accepted for Improved Touring competition. Turbocharged/Supercharged cars are not eligible for Improved Touring competition. Cars need not be eligible for state license or registration.

##### **B. INTENT**

It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe race car. This class is intended to allow a variety of popular, inexpensive cars to be eligible; however, those determined by the Club to be outside of these parameters will not be classified. Entrants shall not be guaranteed the competitiveness of any car, and competition adjustments, other than *as outlined in section 17.1.4.C*, are not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed for the purpose of obtaining any competitive advantage.

Note: This new statement of purpose and intent eliminates the dual purpose version which does not accurately reflect the current IT technology. In addition, it emphasizes the philosophy that we will give you a place to race your car and have fun, but not guarantee that you will be competitive.

##### **C. SPECIFICATIONS**

The SCCA shall publish the Improved Touring Category Specifications (ITCS) containing the officially recognized specifications for each car eligible to compete in the Improved Touring Category during the calendar year.

To maintain the stock basis of Improved Touring, updating and/or backdating of components is only permitted within cars of the same make, model, body type (e.g., sedan, station wagon, convertible, etc.), and engine size as listed on a single Improved Touring Specification Line. Any updated/backdated components shall be substituted as a complete assembly (engine long block, transmission/transaxle, induction system, differential/axle housing). No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly (such parts may, however, be coated, painted or plated). Additionally, it is not permitted to "create" a model or type of car by updating or backdating assemblies. Parts or assemblies which the manufacturer lists in factory service manuals or parts guides for a particular model which supersede or replace original parts or assemblies

are permitted. Documentation of the superseding parts or assemblies must be supplied to the Club Racing Department and the appropriate part numbers listed on that particular model's specification line.

Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.

To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile. This manual shall be presented when so requested at any technical inspection. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. The proof of legality shall rest upon the protestor and/or protestee.

The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

The SCCA shall specify the minimum weight for each classified car as qualified or raced, with driver.

During the initial vehicle classification process, the Club shall assess vehicle performance factors such as—but not limited to—manufacturer's published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based on such factors, a minimum allowable weight shall be established. At the end of the second, third, and fourth years of classification, the vehicle's racing performance relative to other vehicles in its class shall be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification shall be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such a "performance compensation adjustment" shall be made. Any performance compensation adjustments made after the second and third years of classification shall be provisional. At the end of a vehicle's fourth year of Improved Touring classification, an assessment of class equity shall be made and the vehicle's minimum weight shall be established.

On rare occasion—and only after careful review of the actual racing performance of a particular make/model/year of vehicle—the Club may reclassify a vehicle, revise a vehicle's minimum allowable weight, and/or in the most extreme situation an intake restrictor may be required. Such an action shall be taken solely for the purpose of restoring equity within the vehicle's class.

#### **D. AUTHORIZED MODIFICATIONS**

The following modifications are authorized on all Improved Touring Category cars. Modifications shall not be made unless authorized herein. No permitted component/modification shall additionally perform a prohibited function.

1. Reciprocating Engines (only)
  - a. Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized. The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.
    1. Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.
    2. External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified.
    3. The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as allowed by rule D.1.I.
    4. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet. Air intake source shall be within the confines of the engine compartment or stock location.
    5. All single carbureted cars may fit an approved optional carburetor. Approved optional carburetors are:

1 Weber 32 DGV/DGAV/DGEV  
1 Weber 32/36 DGV/DGAV/DGEV  
1 Weber 32/36 DFV/DFAV/DFEV  
1 Weber 34 DAT/DATR/DATRA/DMTR  
1 Holley-Weber 5200

Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by Sections D.1.a., and D.1.a.2., above.

6. Fuel injected cars may alter or replace the engine management computer, or ECU, provided that all modifications are done within the original OEM ECU housing. Only the stock (unmodified) OEM ECU connection to the wiring harness may be used. The allowance to modify the ECU in no way permits the addition of wiring, sensors, or piggybacked computers outside of the OEM ECU housing. The stock (unmodified) wiring harness must be used. *The installation of a resistor is allowed between the sensor and the OEM wiring harness.* Adjustable fuel pressure regulators are permitted.
  - b. Any fuel pump(s)/filter(s) may be used. Pump(s) may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened. An external fuel pump pressure regulator may be installed.
  - c. Air cleaner assemblies may be modified, removed or replaced. Velocity stacks, ram air or cowl induction are not permitted unless fitted as original equipment. Air intake source shall be within the confines of the engine compartment or stock location. Air intake hoses, tubes, pipes, resonators, intake mufflers, housings, etc., located ahead of the *carburetor/throttle body* may be removed or substituted. *On cars so equipped, the air metering/measuring device (i.e. air flow meter, air mass meter, MAF) must be operational and shall not be modified.*
  - d. Exhaust emission control air pumps, associated lines, nozzles, and electrical/mechanical EGR devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged. Water to an intake manifold may be blocked or removed as part of the emission system.
    1. If fitted, catalytic converter(s) may be removed.
    2. Those vehicles which have emission control devices removed and which are not registered and licensed for street operation may use any gasoline meeting the requirements of GCR Section 17.4., Fuel.
    3. Those vehicles registered and licensed for street use shall use the fuel specified by the workshop/owner's manual.
  - e. Any ignition system which utilizes the original distributor for

spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Crankfire ignition systems are prohibited unless fitted as original equipment. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted. Batteries may be replaced with those of alternate manufacture provided they are of similar amp-hour capacity and weight and are fitted in the standard location. Additional battery hold-down devices may be used, and are strongly recommended. Cars originally equipped with two (2) 6-volt batteries may replace them with one (1) 12-volt battery installed in either of the original battery locations.

- f. Cars originally equipped with plastic/phenolic timing gears may substitute metal gears, provided that the design, dimensions, and cam timing remain as stock. Adjustable timing gears are prohibited on all cars unless fitted as stock.
- g. Any exhaust header and exhaust system may be used. Exhaust shall exit behind the driver, and shall be directed away from the car body. Original exhaust system heat shields may be removed. A suitable muffler may be necessary to meet sound control requirements (see GCR Section 12).
- h. Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose (i.e. Aeroquip). A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. Dry sump systems are prohibited unless fitted as standard equipment. Engine oil and oil additives are unrestricted.
- i. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment. Original valve cover(s) may be modified to alter or to add breather/filler.
- j. Engines may be bored to a maximum of .040 inch over standard bore size. Factory oversize replacement pistons or their exact equivalent shall be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring thickness and spacing, pin height relationship, weight, and compression ratio as factory replacement oversize pistons. Piston rings are unrestricted.
- k. Balancing and "blueprinting" of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.

- i. Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting face(s). Carburetor mounting surface(s) shall not be modified, and external dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two piece manifolds are not intended to be port matched at their intermediate point.

Valve guide material is unrestricted.

Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025 inch less than the service limit will be permitted. Under no circumstances may the compression ratio be increased by more than one-half (.5) point. An offset key may be used to return cam timing to the factory specifications. On engines with dual overhead camshafts, this key shall be installed on the crankshaft only.

- m. Any clutch disc and pressure plate of stock diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Balancing of the flywheel/clutch/pressure plate assembly is permitted. Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited. The addition of an external scattershield per GCR 17.24., is permitted and recommended.
- n. Alternate water pump, alternator, power steering, *and* *crankshaft* pulleys of any diameter or material may be used. Type of accessory drive (e.g., V-belt, toothed belt, etc.) shall remain as stock.
- o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.
- p. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts. Where factory specifications are absent or unclear, e.g., cylinder head thickness and/or combustion chamber depth, etc., the Club may establish an acceptable dimension and/or allowable tolerance from stock. Engine compartment cosmetic trim pieces may be removed.
- q. The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, including intake manifold internal surface, is prohibited.

- r. One (1) engine stayrod may be added.
  - s. The engine management computer or ECU may be altered provided that all modifications are done within the original housing.
- 2. Rotary engines (only)**
- a. Any porting or polishing is prohibited.
  - b. Rules D.1.a.-k., and D.1.m.-s., also apply.
  - c. Crankshaft pulley is unrestricted.
  - d. Alternate rotor seals and springs are permitted.
- 3. Engine Cooling System**
- a. Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core and requires no body or structure modifications to install. No new openings created by fitting an alternate radiator may be used for the purpose of ducting air to the engine.
  - b. Oil cooler(s) may be added or substituted. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment.
  - c. Cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted.
  - d. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
  - e. Air conditioning systems may be removed in whole or in part.
  - f. Screens of one-fourth (1/4) inch minimum mesh may be mounted in front of the radiator and/or oil cooler(s) and contained within the bodywork.
  - g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted. Heater core and hoses shall not be removed.
- 4. Transmission/Final Drive**
- a. Any final drive ratio is permitted provided it fits the stock differential/transaxle housing without modification to the housing.
  - b. Any limited-slip or locked differential is permitted.

- c. No alteration to the stock transmission gear ratios for the make, model, type and engine size of automobile is allowed.
- d. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).
- e. Shift lever may be bent above tunnel or floor.
- f. *Traction control, if available, must be disabled by disconnecting or removing all the wheel speed sensors.*

## 5. Chassis

### a. Ride Height

- 1. Minimum ride height is five (5) inches, to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners.

### b. Springs and Shock Absorbers

- 1. Shock absorbers may be replaced provided they attach to the original mounting points. The number and type (e.g., tube, lever, etc.) of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. Remote reservoir shock absorbers are prohibited beginning 1/1/03. As of 1/1/03, external adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion.
- 2. MacPherson strut equipped cars may substitute struts, and /or may use alternate inserts. Spring seat ride height location may be altered from stock. Remote reservoir struts and/or inserts are prohibited.
- 3. Springs of any origin may be used, provided they are of the same number and type as originally fitted, i.e., coil, leaf, torsion bar, and that they shall be installed in the original location using the original system of attachment. The joining of two or more coil springs by any means is prohibited. The use of tender springs (designed to capture the spring within the perches at full droop) are permitted provided the tender springs are completely compressed when the car is at static ride height. Shackles or spacers may be used to adjust leaf spring ride height. Spacers, including threaded units with adjustable spring seats, may be used with coil springs. Coil over threaded body shock/struts are permitted.
- 4. Spacers or lowering blocks may be used between leaf springs and the point(s) of attachment to the axle housing.

### c. Suspension Control

- 1. Any anti-roll bar(s), traction bar(s), panhard rod or



watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. Traction bars used to control axle rotation shall be one piece solid bar or tube. Heim rod ends may be fitted.

2. On those cars where an anti-roll bar also acts as a suspension locating device, the diameter of the bar may be changed. Bar attachment and pivot points on the chassis and control arms shall remain as stock, except as provided for in these Rules, Sections D.5.d.1., and 3.

**d. Suspension Mounting Points**

1. Cars equipped with MacPherson strut suspension may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not serve as a reinforcement for that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.
2. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
3. All forms of suspension may adjust caster by means of shims or eccentric bushings. Additionally, MacPherson strut-equipped cars may adjust caster at the upper strut mounting point/plate.
4. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.
5. Cars may add one (1) front stayrod, located in one of the following areas:
  - A. Between lower suspensions mounting points.
  - B. Between the upper strut towers on Mac-Pherson strut equipped cars.
  - C. Between upper front shock absorber mounts on cars with other forms of suspension.

6. Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted.
7. Rubber bump stops may be removed, but their chassis mounts, brackets, etc., may not be altered in any way.
8. No other relocation or reinforcement of any suspension component or mounting point is permitted.
9. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

## 6. Brakes

- a. Brake pads, brake linings, and brake fluid are unrestricted.
- b. Backing plates and dirt shields may be ventilated or removed. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. Brake rotors and drums shall not be modified other than for truing within manufacturer's specifications.
- c. Brake lines may be replaced with steel lines or Teflon-lined metal braided hose. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adaptors, and connectors are unrestricted. Brake system circuitry may be revised, but no modification or substitution of the original master cylinder, its location, or mounting is permitted. Cars with antilock braking systems must have the system disabled as specified in GCR 11.2.1.E. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.
- d. Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.
- e. Parking brakes, mechanisms, and actuating components may be removed.

## 7. Wheels/Tires

- a. Any wheel/tire may be used within the following limitations:
  1. Cars originally equipped with twelve (12) inch wheels may fit thirteen (13) inch wheels. Cars originally equipped with metric 365 wheels may fit fourteen (14) inch wheels, and cars originally equipped with metric 390 wheels may fit fifteen (15) inch wheels. The above-mentioned cars as well as those cars originally equipped with thirteen (13) inch or fourteen (14) inch wheels may fit up to a fifteen (15) inch wheel. *Cars may not fit wheel diameters smaller than those listed on their spec line.* All other cars shall retain the wheel diameter

fitted as original equipment for their make, model, and type. Knockoff/quickchange type wheels are prohibited. Wheels must be made of metal.

2. Any DOT-approved tire is permitted. Racing, recapped, or regrooved tires are not allowed. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued."
3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
5. Any wheel stud, bolt, and or nut is permitted.
6. Maximum allowable rim widths: classes ITS and ITA - seven (7) inches; classes ITB and ITC - six (6) inches.

## **8. Body/Structure**

- a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.
- b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening. This body outline does not include bumpers or bumper mounts. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, cooler, and radiator. Dealer installed or limited production front/rear spoilers/air dams/wings are prohibited. The spoiler shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

NOTE: Integrated bumper assemblies are defined as those designs where an external non-metallic bumper cover completely encloses the primary energy-absorbing bumper

and where this cover could be installed in its normal position with the underlying bumper removed. On cars with integrated bumpers, the front spoiler or airdam may be attached to the bumper cover.

Where an air dam/spoiler is used, two total openings may be cut in the front valance to allow the passage of up to a three (3) inch diameter duct leading to each front brake/rotor assembly.

Where no air dam/spoiler is used, two total openings of a maximum size five (5) inches by seven (7) inches maybe cut in the front valance so that brake ducts can be added with a three (3) inch diameter hose leading to each front brake/rotor assembly.

- c. No part of the car, except for the exhaust system and suspension components, shall be lower than the lowest part of the wheel rims.
- d. Windshield clips and rear window straps per the GCR Section 17.33. are permitted and recommended.
- e. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used. Engine compartment insulation may be removed.
- f. Convertible tops and attaching hardware shall be completely removed. Note: Convertible model cars are permitted if they were *only* available as convertibles (e.g. MG Midget), or if the convertible model is specifically allowed on the vehicle spec line. Manual and electric sunroofs, original or aftermarket, where the panel is not normally removable shall be retained and run in the closed position. Components (motors, cables, rails) may be removed provided the panel is securely retained. Removable sunroof or T-top may be retained if bolted or welded in, or removed completely. Glass sunroofs must be removed. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material.
- g. Any paint scheme and markings meeting GCR Section 17., specifications are permitted.
- h. All chassis/structural/electrical repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.
- i. Body repair shall be performed using every reasonable effort

to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor. Cars shall meet the requirements of GCR Section 11.2.1.C., Appearance, at all times.

- j. Radio antennas may be removed. Antennas for two-way radio may be added.
- k. Body side moldings, rocker panel moldings and wheel opening trim pieces (not stock flares) may be removed. Resulting holes may be filled.

#### **9. Driver/Passenger Compartment - Trunk**

- a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced per GCR Section 18.4.5 and Section 18.1.2. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. All other seats may be removed.
- b. Any steering wheel except wood rimmed types may be used. Any shift knob may be used.
- c. Gauges and instruments may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.
- d. Any interior or exterior mirrors may be used.
- e. Front passenger seat, rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of rear seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills such opening shall be installed (See GCR 19.1)
- f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Door interior trim panels may be replaced with 0.060" aluminum securely attached to the door. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted. The door window glass, window operating mechanism, and

inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR-style side protection extending into the door.

- g. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/ trunk/spare tire area.
- h. Dead pedal/foot rest and heel stop may be added.
- i. Ducting may be added to provide fresh air to the driver/passenger compartment. This ducting shall be located in the driver and/or passenger window area, with no modifications to the bodywork. Only the cooling duct is permitted in the window area. It is not permitted to otherwise fill in the window area.
- j. Radio receivers may be removed or replaced. Two-way radios are permitted.
- k. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.
- l. Ballast may be used. All ballast shall be located in the front passenger footwell area, aft of the firewall and any footwell angle, and forward of the OEM front passenger seat location.
  - 1. It shall be in segments no heavier than fifty (50) pounds, and shall be capable of being removed to be weighed apart from the car.
  - 2. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large-diameter, load-distributing washers.
  - 3. Holes may be drilled in the front passenger footwell floorpan for purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.

## 10. Safety

- a. All cars shall have a roll cage installed. The cage shall meet GCR Section 18., requirements for Showroom Stock cage configuration, tubing size, and material, except as provided for in these rules.

On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty Bar"). Alternatively, the rear window may be removed and a clear, Plexiglas replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.

1. The cage need not be removable. It shall be bolted and/or welded to the car.
  - A. Mounting plates shall be welded or bolted to the car.
    1. Each mounting plate shall be at least .080" thick if welded and 3/16" thick (with appropriate backing plates) if bolted. There shall be a minimum of three (3) bolts per mounting plate.
    2. Each mounting plate shall not be greater than 100 square inches and shall be no greater than 12 inches or less than 2 inches on a side. Cars registered prior to 10/1/95 are exempt from this rule.
    3. Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).
    4. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane.
    5. Any number of tubes may attach to the plate or each other which shall be considered one point.
2. It shall attach to the car at no more than eight (8) points, consisting of the basic cage with six (6) points and two optional braces.
3. The forward part of the cage shall be mounted to the floor of the vehicle. In addition, if the two optional braces referred to in 10.a.2 are utilized they shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells (see GCR Section 18.2, Figure 1). No braces shall pass through the front firewall.

4. Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.
  5. A lateral, diagonal main hoop brace illustrated in Figure 1, GCR Section 18., is required. Any number of additional reinforcing bars are permitted within the structure of the cage. Such reinforcing tubes may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around such reinforcing tubes.
- b. Steering lock mechanisms shall be removed.
  - c. The stock fuel tank may be replaced with a fuel cell. The fuel cell shall be located within twelve (12) inches of the original fuel tank location. Additional reinforcement may be added to support the fuel cell, but such reinforcement shall not attach to the roll cage. Floor pan may be modified for installation. See GCR Section 19., for requirements.
  - d. An electrical master ("kill") switch is required. See GCR Section 17.27., for requirements.
  - e. Installation of a fire extinguisher or fire system as specified in GCR 17.22., is required.
  - f. Safety harness systems, window nets, and fire extinguishers shall meet or exceed all requirements for Showroom Stock vehicles.
  - g. Exposed headlights, parking lights, and side marker lights shall be taped. OEM light assemblies mounted on or below (but not in) the bumper shall be removed.
  - h. Towing eyes per GCR Section 17. *shall* be fitted.
  - i. Spare wheels and tires may be removed.
  - j. Air bag *systems* shall be disarmed and may be removed.

#### **E. CAR CLASSIFICATION**

No vehicle with an automatic transmission shall compete in the Improved Touring Category. Station wagons are prohibited.

#### **F. MEASUREMENT STANDARDS**

Measurement standards shall be as specified in GCR 11.4. with the following exceptions: Wheelbase has a tolerance of + 2"/- 1".



<b>ITSA</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Acura Integra GS-R (92-93)	4 Cyl DOHC VTEC	81.0 x 81.4 / 1678	33.0(I) 38.0(E)	9.3	100.4	14	3.31, 2.11, 1.46, 1.11, 0.88	(F)262 x 21 Vented Disc (R)239 x 10 Solid Disc	2680	
Acura Integra GS-R (3 door) (94-00)	4 Cyl DOHC VTEC	81.0 x 87.2 / 1797	33.0(I) 28.0(E)	10	101.2	15	3.23, 1.9, 1.36, 1.0, 0.79	(F)262 x 21 Vented Disc (R)239 x 10 Solid Disc	2690	
Alfa Romeo GTV-6 (81-86)	V-6 SOHC	88.0 x 68.3 / 2492	41.0(I) 36.5(E)	9	94.5	15	3.50, 1.96, 1.26, 0.95, 0.78	(F)267 Disc (R)249 Disc	2680	Bosch L-Jetronic Fuel Injection
Alfa Romeo Milano 2.5L (87-89)	V-6 SOHC	88.0 x 68.3 / 2492	41.0(I) 36.6(E)	9	98.8	15	2.88, 1.72, 1.23, 0.95, 0.78 or 3.50, 1.96, 1.26, 0.95, 0.78 or 3.50, 1.96, 1.35, 1.03, 0.78 or 2.88, 1.72, 1.23, 0.95, 0.78	(F)267 Disc (R)249 Disc	2780	Bosch L-Jetronic Fuel Injection
Alfa Romeo Milano 3.0L (87-89)	V-6 SOHC	93.0 x 72.6 / 2959	44.0(I) 36.6(E)	9.5	98.8	15	2.88, 1.72, 1.23, 0.95, 0.78	(F)267 Disc (R)249 Disc	2780	Bosch L-Jetronic Fuel Injection
BMW 323i (E46) (98-00)	6 Cyl DOHC	84.1 x 75.0 / 2494	33.0(I) 30.5(E)	10.5	107.3	15 / 16	4.23, 2.52, 1.66, 1.22, 1.00	(F)286 Vented Disc (R)276 Vented Disc	3000	
BMW 325i/is (87-91)	6 Cyl SOHC	3.31 x 2.95 / 2494	41.9(I) 36.1(E)	8.8	101.0	14	3.83, 2.20, 1.40, 1.00, 0.81	(F)262 Disc (R)259 Disc	2750	Trunk mounted fuel cell with no larger capacity than stock. Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 56mm hole. A .250" (max) thick steel plate or aluminum spacer is permitted between the throttle body and the throttle restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.). Throttle body spacer bore shall be no larger than the stock throttle bore diameter at the gasket surface, and shall not be radiused in any way.

<b>ITS<sub>B</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
BMW 325i/is (2 & 4door) (92-95)	6 Cyl DOHC	84.1 x 75.0 / 2494	33.0(I) 30.5(E)	(1992): 10.0 (93-95): 10.5	106.3	15 / 16	4.23, 2.52, 1.67, 1.22, 1.00	(F)287 Disc (R)280 Disc	2850	Trunk mounted fuel cell with no larger capacity than stock.
Ford Mustang LX V-6 (94-98)	V-6 OHV	96.8 x 86.0 / 3797	45.0(I) 37.0(E)	9	101.3	15	3.35, 1.93, 1.29, 1.00, 0.73	(F)275 Vented Disc (R)267 Disc	2850	
Ford Probe GT (1993)	V-6 DOHC	84.5 x 74.2 / 2495	32.2(I) 27.8(E)	9.2	102.9	15 / 16	3.31, 1.83, 1.31, 1.03, .80	(F)258 Disc (R)261 Disc	2730	
Ford Contour V-6 (non-SVT) (1995)	V-6 DOHC	82.4 x 79.5 / 2544	32.0(I) 26.0(E)	9.7	106.5	15	3.42, 2.14, 1.45, 1.03, 0.77	(F)259 Disc (R)252 Disc	2870	
Honda Civic Del Sol VTEC (94-96)	4 Cyl DOHC	81.0 x 77.4 / 1595	33.0(I) 28.0(E)	10.2	93.3	14	3.307, 2.105, 1.458, 1.107, 0.848	(F)262 Disc (R)239 Disc	2360	Petty-bar style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Honda Civic Si (1999)	4 Cyl DOHC	81.0 x 77.4 / 1595	33.0(I) 28.0(E)	10.2	103.2	15	3.23, 2.11, 1.46, 1.11, 0.88	(F)262 Vented Disc (R)239 Solid Disc	2360	
Honda Prelude Si (92-93)	4 Cyl DOHC	87.0 x 95.0 / 2259	34.0(I) 29.0(E)	9.8	100.4	15	3.31, 1.86, 1.32, 1.03, 0.81	(F & R) 259 Disc	2715	
Honda Prelude Si VTEC (93-96)	4 Cyl DOHC	87.0 x 90.0 / 2157	35.0(I) 30.0(E)	10	100.4	15	3.31, 1.95, 1.36, 1.07, 0.87	(F) 280 Vented Disc (R) 258 Solid Disc	2905	
Honda Prelude SH (97-00)	4 Cyl SOHC	87.0 x 90.0 / 2157	35.0(I) 30.0(E)	10	101.8	16	3.31, 1.95, 1.31, 1.07, 0.87 & 3.29, 1.96, 1.34, 1.03, 0.81	(F)280 x 24 Vented Disc (R)258 x 9 Solid Disc	2905	
Honda Prelude non-SH (97-00)	4 Cyl SOHC	87.0 x 90.0 / 2157	35.0(I) 30.0(E)	10	101.8	16	3.31, 1.95, 1.31, 1.07, 0.87 & 3.29, 1.96, 1.34, 1.03, 0.81	(F)280 x 24 Vented Disc (R)258 x 9 Solid Disc	2825	

<b>ITS<sub>C</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm) / Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Jensen Healey (Roadster) (73-79)	4 Cyl DOHC	95.2 x 69.3 / 1973		8.4	92.0	13	3.37, 2.16, 1.58, 1.24, 1.00	(F)254 Disc (R)229 x 45 Drum	2240	(2) Zenith-Stromberg IV Carburetors
Mazda 626 LX/ES (93-97)	V-6 DOHC	84.5 x 74.2 / 2495	32.2(I) 27.8(E)	9.2	102.9	15	3.31, 1.83, 1.31, 1.03, .80	(F)258 Vented Disc (R)261 Solid Disc	2730	
Mazda MX-3 V-6	V-6 DOHC	75.0 x 69.6 / 1844	28.5(I) 23.1(E)	9.2	96.3	15	3.31, 1.83, 1.31, 1.03, 0.80	(F)257 Disc (R)252 Disc	2510	
Mazda MX-5 / Miata (1999)	4 cyl DOHC	83.0 x 85.0 / 1839	33.10(I) 28.15(E)	9.5	89.2	14/15	3.14, 1.89, 1.33, 1.00, 0.81	(F)255 Vented Disc (R)252 Solid Disc	2375	Detachable hardtop may be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed.
Mazda MX-6	V-6 DOHC	84.5 x 74.2 / 2495	32.2(I) 27.8(E)	9.2	102.9	15	3.31, 1.83, 1.31, 1.03, .80	(F)258 Disc (R)261 Disc	2730	
Mazda MX-6 (1993)	V-6 DOHC	84.5 x 74.2 / 2495	32.2(I) 27.8(E)	9.2	102.9	15	3.31, 1.83, 1.31, 1.03, .80	(F)258 Vented Disc (R)261 Solid Disc	2730	
Mazda RX-7 (13B) (84-85)	2 Rotor	2616		9.4	95.3	14	3.62, 2.19, 1.42, 1.00, 0.76 & 3.62, 1.19, 1.42, 1.00, 0.81	(F)250 Disc (R)256 Disc	2530	
Mazda RX-7 (13B) (86-91)	2 Rotor	2616		9.4/9.7	95.7	14 / 15	3.48, 2.00, 1.37, 1.00, 0.71 & 3.48, 2.00, 1.37, 1.00, 0.70 & 3.48, 2.00, 1.37, 1.00, 0.76	(F)250 Disc (R)256 Disc alt. (F)277 Disc (R)272 Disc	2680	16" wheel not allowed. 5th and 6th intake port actuators and valves may be removed or disabled.
Mercedes-Benz 190 E 2.3L 16V	4 Cyl SOHC	96.5 x 80.3 / 2299	38.0 (I) 33.0 (E)		104.9	15			2800	
Mercedes-Benz 190 E 2.6L 12V (87-93)	6 Cyl SOHC	82.9 x 80.3 / 2599	40.0(I) 35.0(E)	9.2	104.9	15	3.86, 2.18, 1.38, 1.00, 0.80	(F)262 Disc (R)258 Disc	2880	
Mercury Cougar (1999)	6 Cyl DOHC	82.4 x 79.5 / 2544	32.0(I) 28.0(E)	9.7	106.4	16	3.42, 2.14, 1.48, 1.11, 0.85	(F)278 Vented Disc (R)253 Solid Disc	2650	

<b>ITS<sub>D</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Nissan/Datsun 240-Z (70-73)	6 Cyl SOHC	83.0 x 73.3 / 2380	42.0(I) 33.0(E)	9	90.7	14	3.55, 2.20, 1.42, 1.00 & 3.59, 2.25, 1.42, 1.00	(F)272 Disc (R)229 x 41 Drum	2430	(2) Hitachi-SU (1V) Carburetors
Nissan/Datsun 260-Z (73-74)	6 Cyl SOHC	83.0 x 79.0 / 2565	42.0(I) 35.0(E)	8.8	90.7	14	3.59, 2.25, 1.42, 1.00	(F)272 Disc (R)229 x 41 Drum	2610	(2) Hitachi-SU (1V) Carburetors
Nissan/Datsun 280-Z (75-78)	6 Cyl SOHC	86.1 x 79.0 / 2760	44.2(I) 35.3(E)	8.3	90.7	14	3.32, 2.08, 1.31, 1.00 & 3.32, 2.08, 1.31, 1.00, 0.86	(F)272 Disc (R)229 x 41 Drum	2730	Nissan (Bosch) L-Jetronic fuel injection
Nissan/Datsun 280-ZX 2+2 (79-83)	6 Cyl SOHC	86.1 x 79.0 / 2760	44.2(I) 35.3(E)	8.3	102.6	14	3.32, 2.08, 1.31, 1.00 & 3.32, 2.08, 1.31, 1.00, 0.86	(F)252 Vented Disc (R)258 or 269 Solid Disc	2820	Nissan (Bosch) L-Jetronic fuel injection
Nissan/Datsun 280-ZX (79-83)	6 Cyl SOHC	86.1 x 79.0 / 2760	44.2(I) 35.3(E)	8.3	91.3	14	3.32, 2.08, 1.31, 1.00 & 3.32, 2.08, 1.31, 1.00, 0.86	(F)252 Vented Disc (R)258 or 269 Solid Disc	2770	Nissan (Bosch) L-Jetronic fuel injection
Nissan 200-SX V-6 (1987)	V-6 SOHC	87.0 x 83.0 / 2960	42.0(I) 35.0(E)	9	95.4	15	3.32, 1.90, 1.31, 1.00, 0.76	(F) 274 Disc (R) 290 Drum	2885	
Nissan 240-SX / S13 (91-94)	4 Cyl DOHC	89.0 x 96.0 / 2389	38.1(I) 31.8(E)	9.5	97.4	15 / 16	3.32, 1.90, 1.31, 1.00, 0.76	(F)257 Disc (R)258 Disc	2650	
Nissan 240-SX / S14 (95-98)	4 Cyl DOHC	89.0 x 96.0 / 2389	38.1(I) 31.8(E)	9.5	99.4	15 / 16	3.32, 1.90, 1.31, 1.00, 0.76	(F)257 Vented Disc (R)258 Solid Disc	2650	
Nissan 300-ZX (84-88)	6 Cyl SOHC	87.0 x 83.0 / 2960	42.0(I) 35.0(E)	9	91.3	15	3.35, 2.06, 1.38, 1.00, 0.78 or 3.32, 1.90, 1.31, 1.00, 0.76	(F)274 Disc (R)290 Disc	2865	Bosch L-Jetronic Fuel Injection
Nissan 300-ZX 2+2 (1986)	6 Cyl SOHC	87.0 x 83.0 / 2960	42.0(I) 35.0(E)	9	95.7	15				Bosch L-Jetronic Fuel Injection
Oldsmobile Achieva SCX (92-93)	4 Cyl DOHC	92.0 x 85.1 / 2263	36.6(I) 31.5(E)	10	103.4	14 / 15	3.50, 2.05, 1.38, 1.03, 0.81	(F)259 Disc (R)200 Drum	2655	Alternate rear bearing, flange and disc brakes from (General Motors) Saturn are allowed. 16" wheel not allowed.

<b>ITS<sub>E</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm) / Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Oldsmobile Calais (88-91)	4 Cyl DOHC	92.0 x 85.1 / 2263	36.6(I) 31.5(E)	10.1	103.4	14 / 15	3.50, 2.05, 1.38, 0.94, 0.72 & 3.50, 2.19, 1.38, 1.03, 0.81	(F)247 Disc (R)201 x 46 Drum	2655	Alternate rear bearing, flange and disc brakes from (General Motors) Saturn are allowed. 16" wheel not allowed
Pontiac Grand-Am (Quad 4) (88-91)	4 Cyl DOHC	92.2 x 85.1 / 2272	36.6(I) 31.5(E)	10.1	103.4	14 / 15	3.50, 2.05, 1.38, 0.94, 0.72 & 3.50, 2.19, 1.38, 1.03, 0.81	(F)247 Disc (R)201 x 46 Drum	2655	Alternate rear bearing, flange and disc brakes from (General Motors) Saturn are allowed. 16" wheel not allowed
Porsche 911 T & E (68-69)	6 Cyl SOHC	80.0 x 66.0 / 1991	42.0(I) 38.0(E)	9.1	1968: 87.0 1969: 89.3	14 / 15	3.09, 1.89, 1.32, 1.04, 0.79	(F)282 Disc (R)290 Disc	2385	
Porsche 911 T & E (70-71)	6 Cyl SOHC	84.0 x 66.0 / 2195	46.1(I) 40.1(E)	9.1	89.3	15	3.09, 1.89, 1.32, 1.04, 0.79	(F)282 Disc (R)290 Disc	2485	
Porsche 911 T & E (72-73)	6 Cyl SOHC	84.0 x 70.4 / 2341	46.1(I) 40.1(E)	8	89.3	15	3.09, 1.89, 1.32, 1.04, 0.79	(F)282 Disc (R)290 Disc	2585	
Porsche 924-S (86-88)	4 Cyl SOHC	100.0 x 78.9 / 2479	45.0(I) 40.0(E)	10.2	94.5	15 / 16	3.60, 2.13, 1.46, 1.07, 0.83	(F)283 Disc (R)289 Disc	2715	
Porsche 944 (2V) (83-88)	4 Cyl SOHC	100.0 x 78.9 / 2479	45.0(I) 40.0(E)	10.2	94.5	15 / 16	3.60, 2.13, 1.46, 1.07, 0.73 & 3.60, 2.13, 1.46, 1.07, 0.83	(F)283 Disc (R)289 Disc	2715	Maximum wheel size is 16 x 7 @ all 4 corners.
Porsche 944 2.7L (1989)	4 Cyl SOHC	104.0 x 78.9 / 2681	45.0(I) 40.0(E)	10.2	94.5	15 / 16	3.60, 2.13, 1.46, 1.07, 0.73 & 3.60, 2.13, 1.46, 1.07, 0.83	(F)283 Disc (R)289 Disc	2865	Maximum wheel size is 16 x 7 @ all 4 corners.
Porsche 944S (4V) (87-88)	4 Cyl DOHC	100.0 x 78.9 / 2479	37.0(I) 33.0(E)	10.9	94.5	15 / 16	3.50, 2.059, 1.40, 1.034, 0.829	(F)282 Disc (R)289 Disc	2850	
Toyota Celica GT Coupe/Liftback (89-93)	4 Cyl DOHC	87.0 x 91.0 / 2164	32.0(I) 27.0(E)	9.5	99.4	14	3.29, 2.04, 1.32, 1.03, 0.82	(F)255 Disc (R)201 Drum	2590	
Toyota MR-2 (91-92)	4 Cyl DOHC	87.0 x 91.0 / 2164	32.0(I) 27.0(E)	9.5	94.5	14	3.29, 1.96, 1.32, 1.03, 0.82	(F)258 Disc (R)263 Disc	2545	Rear cage braces may pass through the rear window per ITCS 17.1.4.D.10.a.

<b>ITS<sub>F</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Toyota Supra (82-85)	6 Cyl DOHC	83.0 x 85.0 / 2759	44.0(I) 36.0(E)	9.2	103.0	14 / 15	3.29, 1.89, 1.28, 1.00, 0.78	(F)256 Disc (R)264 Disc	2890	
Toyota Supra (86 1/2-87)	6 Cyl DOHC	83.0 x 91.0 / 2954	32.0(I) 27.5(E)	9.2	102.2	16	3.29, 1.89, 1.28, 1.00, 0.78	(F)299 Disc (R)290 Disc	3380	
Triumph TR8 (80-82)	8 Cyl OHV	88.9 x 71.1 / 3528	39.9(I) 34.3(E)	8.1	85.0	13	3.32, 2.09, 1.39, 1.00, 0.83	(F)249 Disc (R)229 x 46 Drum	2610	(2) Stromberg 1V Carburetors or Lucas/ Bosch L-Jetronic Injection Convertible al- lowed @2560 lbs.
Volkswagen Corrado SLC	V-6 DOHC	81.0 x 90.3 / 2782		10	97.3	15	3.30, 1.94, 1.31, 1.03, 0.84	(F)280 Disc (R)226 Disc	2680	
Volkswagen Golf GTI VR-6 (95-99.5)	V-6 DOHC	81.0 x 90.3 / 2782	39.0 (I) 34.2 (E)	10	97.3	15	3.30, 1.94, 1.31, 1.03, 0.84	(F)280 Vented Disc (R)226 Solid Disc	2880	
Volkswagen Jetta VR-6 (94-96)	V-6 DOHC	81.0 x 90.3 / 2782	39.0 (I) 34.2 (E)	10	97.3	15	3.30, 1.94, 1.31, 1.03, 0.84	(F)280 Vented Disc (R)226 Solid Disc	2680	
Volvo 850 GLT (93-97)	Inline 5 DOHC	83.0 x 90.0 / 2435		10.5	2665.0	15	3.38, 1.90, 1.19, 1.03, 0.84	(F)279 Vented Disc (R)292 Solid Disc	2880	

ITAA	Engine Type	Bore(mm) x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Acura Integra 1.6 (86-89)	4 Cyl DOHC	75.0 x 90.0 / 1590	30.0(I) 27.0(E)	9.3	96.5	14	3.18, 1.95, 1.29, 1.03, 0.85	(F)242 Disc (R)239 Disc	2380	
Acura Integra (90-93)	4 Cyl DOHC	81.0 x 89.0 / 1835	31.0(I) 28.0(E)	9.2	100.4	14	3.17, 1.86, 1.26, 0.94, 0.74	(F)262 Disc (R)239 Disc	2480	
Acura Integra GS/LS/RS(3 door) (94-00)	4 Cyl DOHC	81.0 x 89.0 / 1835	31.0(I) 28.0(E)	9.2	101.2	14	3.23, 1.9, 1.27, 0.97, 0.71	(F)262 x 21 Vented Disc (R)239 x 10 Solid Disc	2555	
AMC Spirit (79-83)	6 Cyl OHV	95.3 x 99.1 / 4235	45.5(I) 35.9(E)	8.3	96.0	14	3.98, 2.14, 1.42, 1.00 & 3.50, 2.21, 1.43, 1.00 & 4.04, 2.39, 1.49, 1.00	(F)274 Disc (R)254 Drum	2730	
Audi GT Coupe (1987)	5 Cyl SOHC	82.5 x 86.4 / 2309	39.5(I) 31.0(E)	8	99.8	14	2.85, 1.52, 0.97, 0.70, 0.54	(F)256 Vented Disc (R)245 x 10 Solid Disc	2490	
BMW 318 (E36) (92-94)	4 Cyl DOHC	84.0 x 81.0/ 1796		10	106.3	15	4.23, 2.52, 1.67, 1.22, 1.00	(F)287 x 23 Vented Disc (R)280 x 11 Solid Disc	2840	Trunk mounted fuel cell with no larger capacity than stock.
BMW 318i/is Twin Cam (90-91)	4 Cyl DOHC	84.7 x 81.0 / 1799	33.0(I) 30.5(E)	10	101.2	14 / 15	3.72, 2.02, 1.32, 1.00, 0.81	(F&R) 259 Disc	2600	
BMW 318ti & Club Sport (1995)	4 Cyl DOHC	84.0 x 81.0/ 1796	33.0(I) 30.5(E)	10	106.3	15 / 16	4.23, 2.52, 1.67, 1.22, 1.00	(F) 286 Solid Disc (R) 272 Solid Disc	2625	
BMW 318ti Sport (96-99)	4 Cyl DOHC	85.1 x 83.6/ 1895	33.0(I) 30.5(E)	10	106.3	16	4.23, 2.52, 1.67, 1.22, 1.00	(F) 286 Solid Disc (R) 272 Solid Disc	2750	
BMW 325e/es (2 & 4 door) (84-87)	Inline 6 Cyl SOHC	84.0 x 81.0 / 2693	40.0(I) 34.0(E)	9	101.2	14	ZF: 3.84, 2.20, 1.39, 1.00, 0.81 & Gertrag: 3.83, 2.20, 1.40, 1.00, 0.81	(F)287 x 23 Vented Disc (R)280 x 11 Solid Disc	2750	Trunk mounted fuel cell with no larger capacity than stock.
BMW 2002tii (71-74)	4 Cyl SOHC	89.0 x 80.0 / 1990	46.0(I) 38.0(E)	9	98.4	13	3.76, 2.02, 1.32, 1.00	(F)256 Disc (R)230 Drum	2310	Kugelfischer Mechanical Fuel Injection

<b>ITAB</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
BMW Z3 1.9 (96-98)	4 Cyl DOHC	85.1 x 83.6/ 1895	33.0(I) 30.5(E)	10	96.3	16	4.23, 2.52, 1.66, 1.22, 1.00	(F) 286 Solid Disc (R) 272 Solid Disc	2675	Detachable hardtop may be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed.
Buick Skyhawk V-6 (75-80)	6 Cyl OHV	96.6 x 86.4 / 3786	43.5(I) 38.1(E)	8	97.0	13	3.50, 2.48, 1.66, 1.00 & 3.11, 2.20, 1.47, 1.00 & 3.10, 1.89, 1.27, 1.00, 0.80 & 2.95, 1.94, 1.34, 1.00, 0.80	(F)254 Disc (R)242 Drum	2810	
Chevrolet Cavalier Z-24 (86-87)	6 Cyl OHV	89.0 x 76.0 / 2800	43.6(I) 36.2(E)	8.9	101.2	14	3.92, 2.04, 1.36, 0.92, 0.75	(F)247 Disc (R)200 Drum	2480	Alternate rear bearing, flange, and disc brakes from Saturn are allowed. 16" wheels not allowed.
Chevrolet Citation X-11 (81-83)	6 Cyl OHV	89.0 x 76.0 / 2800	43.6(I) 36.2(E)	8.9	104.9	14	3.31, 1.95, 1.24, 0.81	(F)247 Disc (R)200 Drum	2620	
Chevrolet Corvair 140 (68-69)	6 Cyl OHV	87.3 x 74.7 / 2685	43.8(I) 34.6(E)	8.6	108.0	13	3.11, 2.20, 1.47, 1.00	(F & R) 242 Drum	2580	(4) Rochester Carburetors: (2) 7025023 & (2) 7026026, All w/1.375" venturi.
Chevrolet Cosworth Vega Twin Cam (75-76)	4 Cyl DOHC	88.9 x 80.3 / 1998		8	97.0	13	3.41, 2.08, 1.40, 1.00, 0.80	(F)251 Disc (R)242 Drum	2580	Bendix MPC Fuel injection
Chevrolet Monza V-6 (78-80)	6 Cyl OHV	96.6 x 86.4 / 3786	43.5(I) 38.1(E)	8	97.0	13	3.50, 2.48, 1.66, 1.00 & 3.11, 2.20, 1.47, 1.00 & 3.10, 1.89, 1.27, 1.00, 0.80 & 2.95, 1.94, 1.34, 1.00, 0.80	(F)254 Disc (R)242 Drum	2810	
Chrysler Neon SOHC (2&4 door) (incl. ACR) (95-99)	4 Cyl SOHC	87.5 x 83.0 / 1995	33.0(I) 28.0(E)	9.8	104.0	14	3.54, 2.12, 1.36, 1.03, 0.81	(F)257 x 20 Disc (R)257 x 9 Disc	2450	
Chrysler Neon DOHC (2 & 4 door) (incl. ACR) (95-99)	4 Cyl DOHC	87.5 x 83.0 / 1995	34.8(I) 30.5(E)	9.6	104.0	14	3.54, 2.12, 1.36, 1.03, 0.81	(F)257 x 20 Disc (R)257 x 9 Disc	2650	



ITAc	Engine Type	Bore(mm) x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Dodge Daytona (1986)	4 Cyl SOHC	87.5 x 104.0 / 2501	40.6(I) 35.4(E)	9	97.0	14	3.29, 2.08, 1.45, 1.04, 0.72	(F)257 Disc	2620	
Dodge Omni GLH 2.2	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9.6	99.1	15	3.29, 2.08, 1.45, 1.04, 0.72	(F)256 Disc (R)200 Drum	2350	
Dodge Shelby Charger (83-84)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9.6	96.5	15	3.29, 2.08, 1.45, 1.04, 0.72	(F)256 Disc (R)200 Drum	2430	
Dodge Stratus (95-00)	4 Cyl DOHC	87.5 x 83.0 / 1995	33.0(I) 28.0(E)	9.8	108.0	15	3.54, 2.13, 1.36, 1.03, 0.72	(F)254 Vented Disc (R)229 Solid Disc	3000	
Ford Escort GT/LX-E 1.8L 16V (91-96)	4 Cyl DOHC	83.0 x 85.0 / 1839	33.0(I) 28.0(E)	9.0	98.4	14 / 15	3.30, 1.83, 1.31, 1.03, 0.79	(F) 235 Disc (R) 232 Disc	2430	
Ford Escort ZX2 (98-00)	4 Cyl DOHC	84.8 x 88.0 / 1988	32.0(I) 28.0(E)	10.0	98.4	15	3.32, 1.83, 1.23, 0.91, 0.72	(F) 259 Vented Disc (R) 228 Drum	2400	
Ford Focus ZX-3 (00-01)	4 Cyl DOHC	84.8 x 88.0 / 1988	32.0(I) 28.0(E)	9.6	103.0	15	3.67, 2.14, 1.45, 1.03, 0.77	(F) 258 Solid Disc (R) 252 Solid Disc or 203 Drum	2400	
Ford Mustang II V-6 (74-78)	6 Cyl OHV	93.0 x 68.6 / 2796	39.9(I) 32.3(E)	8.2	96.2	13	3.50, 2.21, 1.43, 1.00	(F)237 Disc (R)229 Drum	2840	
Ford Mustang V-6 (1979)	6 Cyl OHV	93.0 x 68.6 / 2796	39.3(I) 32.3(E)	8.7	100.4	14	3.98, 2.14, 1.42, 1.00	(F)237 Disc (R)229 Drum	3000	
Honda Civic Del Sol S (1993)	4 Cyl SOHC	75.0 x 84.5/ 1493cc	29.0(I) 25.0(E)	9.2	93.3	13	3.25, 1.76, 1.17, .91, .70	(F)240 Disc (R)180 Drum	2140	Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Honda Civic Del Sol Si (93-97)	4 Cyl SOHC	75.0 x 90.0 / 1590	30.0 (I) 26.0 (E)	9.2	93.3	14	3.25, 1.90, 1.25, 0.90, 0.75	(F) 240 Disc (R) 239 Disc	2330	Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.

ITAD	Engine Type	Bore(mm) x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Honda Civic Si (89-91)	4 Cyl SOHC	75.0 x 90.0 / 1590	29.0(I) 25.0(E)	9.1	98.4	14	3.25, 1.89, 1.26, 0.94, 0.77	(F)242 Disc (R)181 Drum	2175	PGM Fuel Injection
Honda Civic Si (92-95)	4 Cyl SOHC	75.0 x 90.0 / 1590	29.0(I) 25.0(E)	9.2	101.3	14	3.25, 1.90, 1.25, 0.91, 0.70	(F)262 Disc (R)201 Disc	2330	
Honda Civic DX (sedan & HB) (88-91)	4 Cyl SOHC	75.0 x 84.5/ 1493cc	29.0(I) 25.0(E)	9.2	98.4	13	3.25, 1.89, 1.26, 0.94, 0.77	(F)242 x 21 Vented Disc (R)181 x 39 Drum	2225	
Honda Civic DX (3 & 4 door) (92-95)	4 Cyl SOHC	75.0 x 84.5/ 1493cc	29.0(I) 25.0(E)	9.2	3 door: 101.3 4 door: 103.2	13	3.25, 1.76, 1.17, 0.91, 0.70	(F)240 x 21 Vented Disc (R)180 Drum	2330	
Honda Civic EX Coupe (96-98)	4 Cyl SOHC	75.0 x 90.0/ 1590cc	30.0 (I) 26.0 (E)	9.6	103.2	14	3.25, 1.90, 1.25, 0.91, 0.70	(F)262 Vented Disc (R)201 Drum	2450	
Honda Civic EX Coupe VTEC (94-95)	4 Cyl SOHC	75.0 x 90.0 / 1590	30.0 (I) 26.0 (E)	9.2	103.2	15	3.25, 1.90, 1.25, 0.91, 0.70	(F) 262 x 20 Vented Disc (R) 201 Drum or Solid Disc	2305	
Honda Civic Si VTEC (94-95)	4 Cyl SOHC	75.0 x 90.0 / 1590	30.0(I) 26.0(E)	9.2	101.3	14	3.25, 1.90, 1.25, 1.10, 0.70	(F)240 Disc (R)239 Disc	2305	
Honda CRX Si (88-91)	4 Cyl SOHC	75.0 x 90.0 / 1590	29.0(I) 25.0(E)	9.1	9.2	14	3.25, 1.89, 1.26, 0.94, 0.77	(F)242 Disc (R)181 Drum (R)239 Disc	2140	
Honda CRX 1.5L (standard) (88-91)	4 Cyl SOHC	75.0 x 84.5/ 1493cc	29.0(I) 25.0(E)	9.2	90.6	13	(3.25, 1.65, 1.03, 0.82) or (3.25, 1.89, 1.26, 0.94, 0.77)	(F)242 x 21 Vented Disc (R)181 x 39 Drum	2105	
Honda CRX Si (88-91)	4 Cyl SOHC	75.0 x 90.0 / 1590	29.0(I) 25.0(E)	9.1	90.6	14	3.25, 1.89, 1.26, 0.94, 0.77	(F)242 Disc (R)181 Drum (R)239 Disc	2140	
Honda Prelude-S (1992)	4 Cyl SOHC	85.1 x 95.0 / 2157	34.0(I) 29.0(E)	9.4	100.4	14	3.31, 1.86, 1.32, 1.03, 0.81	(F & R) 259 Disc	2680	
Honda Prelude Si (88-91)	4 Cyl	80.0 x 91.0 / 1950	30.0(I) 35.0(E)			14	3.181, 1.842, 1.250, 0.937, 0.771		2550	

<b>ITAE</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Honda Prelude Si (90-91)	4 Cyl DOHC	83.0 x 95.0 / 2056	33.1(I) 28.1(E)	9.4	101.0	13/14	3.31, 1.81, 1.29, 0.96, 0.81	(F) 214 Vented Disc (R) 208 Vented Disc	2550	
Isuzu Impulse (83-87)	4 Cyl OHC	87.0 x 82.0 / 1949		9.2	96.0	14			2855	
Mazda Cosmo (76-78)	2 Rotor	2616		9.2	99.0	14	3.68, 2.26, 1.40, 1.00, 0.86	(F)204 Disc (R)242 Drum	2780	
Mazda MX-5 / Miata (90-93)	4 Cyl DOHC	78.0 x 83.6 / 1597	31.1(I) 26.3(E)	9.4	89.2	14	3.14, 1.89, 1.33, 1.00, 0.81	(F)235 Disc (R)232 Disc	2205	Detachable hardtop may be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed.
Mazda MX-5 / Miata includes R (94-95)	4 Cyl DOHC	83.0 x 85.0 / 1839	33.10(I) 28.15(E)	9.0	89.2	14	3.14, 1.89, 1.33, 1.00, 0.81	(F)255 Disc (R) 251 Disc	2380	Detachable hardtop may be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed.
Mazda Protege LX (90-93)	4 Cyl DOHC	83.0 x 85.0 / 1839	33.0(I) 28.0(E)	9	98.4	14	3.30, 1.83, 1.31, 1.03, 0.79	(F)257 Vented Disc (R)252 Solid Disc	2510	
Mazda Protege ES (95-98)	4 Cyl DOHC	83.0 x 85.0 / 1839	33.0(I) 28.0(E)	9.4	102.6	14	3.42, 1.84, 1.29, 1.02, 0.78	(F)257 Vented Disc (R)252 Solid Disc	2510	
Mazda RX-2 (71-74)	2 Rotor	2292		9.4	97.2	13	3.68, 2.26, 1.40, 1.00, 0.86	(F)232 Disc (R)201 Drum	2300	
Mazda RX-3 / 3SP (72-78)	2 Rotor	2292		9.4	91.0	13	3.74, 2.20, 1.44, 1.00, 0.79 & 3.74, 2.20, 1.44, 1.00, & 3.68, 2.26, 1.40, 1.00, 0.86 & 3.38, 2.00, 1.39, 1.00, 0.79	(F)232 Disc (R)201 Drum (R)229 Drum	2280	
Mazda RX-4 (74-78)	2 Rotor	2616		9.2	99.0	13	3.68, 2.26, 1.40, 1.00 & 3.38, 2.08, 1.32, 1.00, 0.79	(F)232 Disc (R)229 Drum	2550	

<b>ITAF</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Mazda RX-7 (12A) (79-85)	2 rotor	2292		9.4	95.3	13	3.68, 2.22, 1.43, 1.00, 0.83	(F)227 Disc (R)200 Drum (R)236 Disc	2380	
Mercedes-Benz 190E 2.3L 8V	4 Cyl SOHC	95.5 x 80.3 / 2299	46.1(I) 39.1(E)	9	104.9	14 / 15	3.91, 2.17, 1.37, 1.00, 0.78	(F)262 Disc (R)258 Disc	2730	
Mercury Capri I V-6 (72-74)	6 Cyl OHV	90.0 x 66.8 / 2550 93.0 x 68.5 / 2796	** *(I) ** *(E) 39.9(I) 32.3(E)	8.2	100.8	13	3.65, 1.97, 1.37, 1.00	(F)244 Disc (R)229 Drum	2390	
Mercury Capri II V-6 (76-77)	6 Cyl OHV	93.0 x 68.5 / 2796	39.9(I) 32.3(E)	8.2	100.8	13	3.65, 1.97, 1.37, 1.00	(F)249 Disc (R)229 Drum	2670	
Mercury Capri (91-94)	4 Cyl DOHC	78.0 x 83.6 / 1597	31.1(I) 26.3(E)	9.4	94.7	14 / 15	3.31, 1.83, 1.23, 0.97, 0.80	(F)260 Vented Disc (R)221 Solid Disc	2440	Detachable hardtop may be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed.
Mercury Tracer LTS (91-96)	4 Cyl DOHC	83.0 x 85.0 / 1839	33.0 (I) 28.0 (E)	9.0	98.4	14	3.30, 1.83, 1.31, 1.03, 0.79	(F) 235 Disc (R) 232 Disc	2430	
Mitsubishi Eclipse (95-98)	4 Cyl DOHC	87.5 x 83.0 / 1997	34.93 (I) 30.63 (E)	9.6	98.8	14	3.54, 2.13, 1.36, 1.03, 0.81	(F)204 Vented Disc (R)222 Solid Disc or 231 x 41.3 Drum	2700	
Nissan 200 SX SE-R (95-97)	4 Cyl DOHC	86.0 x 86.0 / 1998	34.2 (I) 30.2 (E)	9.5	95.7	15	3.06, 1.83, 1.29, 0.98, 0.76	(F) 247 Vented Disc (R) 234 Solid Disc	2490	
Nissan 240-SX / S13 (89-90)	4 Cyl SOHC	89.0 x 96.0 / 2389	34.0(I) 40.0(E)	9.5	97.4	15	3.32, 1.90, 1.31, 1.00, 0.76	(F)252 Disc (R)258 Disc	2530	Front brake discs may be stock 257 x 22mm ABS discs w/ 4-lug hub & ABS front calipers.
Nissan NX-2000 (91-93)	4 Cyl DOHC	86.0 x 86.0 / 1998	34.2(I) 30.2(E)	9.5	95.7	14	3.06, 1.83, 1.29, 0.98, 0.76	(F)257 Disc (R)234 Disc	2515	
Nissan Sentra SE-R (91-94)	4 Cyl DOHC	86.0 x 86.0 / 1998	34.2(I) 30.2(E)	9.5	95.7	14	3.06, 1.83, 1.29, 0.98, 0.76	(F)249 Disc (R)234 Disc	2490	

<b>ITAg</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Nissan Pulsar NX (87-91)	4 Cyl DOHC	76.0 x 88.0 / 1597	37.0(I) 30.0(E)	9.4		13	3.06, 1.83, 1.21, 0.90, 0.76	(F)258 Disc (R)203 Drum	2250	KN13 engine
Plymouth Laser / Eagle Talon / Mitsubishi Eclipse 2.0L	4 Cyl DOHC	85.0 x 88.0 / 1997	34.0(I) 30.5(E)	9	97.2	13	3.36, 1.95, 1.29, 0.94, 0.76	(F & R) 264 Disc	2755	
Pontiac Fiero GT & Formula V-6 2.8 (1988)	6 Cyl OHV	89.0 x 76.0 / 2837	43.7(I) 36.3(E)	8.5	93.4	15	3.50, 2.05, 1.38, 0.94, 0.72	(F & R) 260 Disc	2780	"Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Pontiac Fiero V-6 2.8 (85-87)	6 Cyl OHV	89.0 x 76.0 / 2837	43.7(I) 36.3(E)	8.5	93.4	14 / 15	3.31, 1.95, 1.24, 0.81 & 3.50, 2.05, 1.38, 0.94, 0.72	(F)258 Disc (R)269 Disc	2560	"Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Porsche 912-E (1976)	4 Cyl OHV	94.0 x 71.0 / 1971	42.0(I) 36.0(E)	7.6	89.4	15	3.18, 1.83, 1.26, 0.96, 0.72	(F)282 Disc (R)180 Drum	2480	
Saab 900 16V (B212i) (91-92)	4 Cyl DOHC	2118							2680	
Saturn SC Coupe & SC2 (91-96)	4 Cyl DOHC	82.0 x 90.0 / 1901	32.3(I) 27.4(E)	9.5	99.2	15	3.25, 2.01, 1.42, 1.03, 0.73	(F)251 x 18 Vented Disc (R)245 x 11 Solid Disc or 200 x 30 Drum	2330	
Saturn SL2 (91-95)	4 Cyl DOHC	82.0 x 90.0 / 1901	32.3(I) 27.4(E)	9.5	102.4	15	3.25, 2.01, 1.42, 1.03, 0.73	(F)251 x 18 Vented Disc (R)245 x 11 Solid Disc or 200 x 30 Drum	2360	

ITAH	Engine Type	Bore(mm) x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Saturn SC1 & SC2 Coupe (1997)	4 Cyl DOHC	82.0 x 90.0 / 1901	32.3(I) 27.4(E)	9.5	102.4	15	3.25, 2.01, 1.42, 1.03, 0.73	(F)251 x 18 Vented Disc (R)245 x 11 Solid Disc or 200 x 30 Drum	2360	
Toyota Celica Supra (79-81)	Inline 6 Cyl DOHC	83.0 x 85.0 / 2759		8.8	102.9	14	3.29, 1.89, 1.28, 1.00, 0.79		2930	
Toyota Celica GTS (86-88)	4 Cyl DOHC	86.0 x 86.0 / 1998	33.5(I) 29.0(E)	9.2	94.5	14	3.59, 2.02, 1.38, 1.00, 0.86	(F)232 Disc (R)231 Disc	2680	
Toyota Celica GTS Coupe & HB (1989)	4 Cyl DOHC	86.0 x 86.0 / 1998	33.5(I) 29.0(E)	9.2	99.4	14	3.29, 2.04, 1.32, 1.03, 0.82	(F)258 Disc (R)269 Disc	2615	
Toyota Corolla GTS (84-85)	4 Cyl DOHC	81.0 x 77.0 / 1587	30.7(I) 26.0(E)	9	95.0	14	3.59, 2.02, 1.38, 1.00, 0.86	(F & R) 231 Disc	2210	
Toyota Corolla GTS (86-89)	4 Cyl DOHC	81.0 x 77.0 / 1587	30.7(I) 26.0(E)	9.4	94.5	14	3.59, 2.02, 1.38, 1.00, 0.86	(F & R) 231 Disc	2410	
Toyota MR-2 1.6L (85-89)	4 Cyl DOHC	81.0 x 77.0 / 1587	30.7(I) 26.0(E)	9.4	91.3	14	3.17, 1.90, 1.31, 0.97, 0.82 & 3.23, 1.91, 1.26, 0.92, 0.73	(F)244 Disc (R)239 Disc (F)257 Disc (R)262 Disc	2370	Factory aero package allowed (wing & skirts). Trunk mounted fuel cell with no larger capacity than stock is permitted. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Triumph GT-6 Mk.III (70-74)	6 Cyl OHV	74.2 x 76.0 / 1998	36.5(I) 32.0(E)	9.25	83.0	13	2.65, 1.78, 1.25, 1.00, 0.80	(F)247 Disc (R)203 Drum	2005	(1) Stromberg 150CP
Volkswagen Golf GTI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 / 1780		10	97.3	14	3.45, 2.12, 1.44, 1.13, 0.91	(F & R) 245 Disc	2220	
Volkswagen Golf Golf GTI 2.0 16V (90-92)	4 Cyl DOHC	82.5 x 92.8 / 1984	32.0 (I) 28.0 (E)	10	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F & R) 245 Disc	2475	

<b>ITA<sub>1</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm) / Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Volkswagen Jetta GLI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 / 1780		10	94.5	14	3.45, 2.12, 1.44, 1.13, 0.89	(F) 239 Disc (R) 180 x 30 Drum	2280	
Volkswagen Jetta GLI (1991)	4 Cyl DOHC	82.5 x 92.8 / 1984	32.0 (I) 28.0 (E)	10	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F & R) 245 Disc	2475	
Volkswagen Scirocco 16V (86-88)	4 Cyl DOHC	81.0 x 86.4 / 1780		10	94.5	14	3.45, 2.12, 1.44, 1.13, 0.91	(F)256 Disc (R)239 Disc	2320	Bosch K-Jetronic Fuel Injection

<b>ITB A</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Alfa Romeo Alfetta GT, GTV, Sprint Veloce (75-79)	4 Cyl DOHC	84.0 x 88.5 / 1962	44.2(I) 40.2(E)	9	95	14	3.30, 2.00, 1.37, 1.04, 0.83	(F)261 Disc (R)249 Disc	2520	Detachable hardtop may be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
Alfa Romeo Alfetta Sedan (75-79)	4 Cyl DOHC	84.0 x 88.5 / 1962	44.0(I) 41.0(E)	9	98.8	14	3.30, 2.00, 1.37, 1.04, 0.83	(F)261 Disc (R)249 Disc	2605	Detachable hardtop may be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
Alfa Romeo GTV2000 (72-75)	4 Cyl DOHC	84.0 x 88.5 / 1962	44.0(I) 41.0(E)	9	92.5	14	3.30, 2.00, 1.37, 1.04, 0.83	(F)261 Disc (R)267 Disc	2410	Detachable hardtop may be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
Alfa Romeo all Spider models (72-89)	4 Cyl DOHC	84.0 x 88.5 / 1962	44.0(I) 41.0(E)	9	88.6	14	3.30, 2.00, 1.37, 1.04, 0.83	(F)268 Disc (R)263 Disc	2400	77-81 SPICA Mech. fuel injection, 82-Bosch L-Jetronic injection 5. Detachable hardtop may be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
Alfa Romeo Spider Quadrifoglio (85-89)	4 Cyl DOHC	84.0 x 88.5 / 1962	44.0(I) 41.0(E)	9	88.6	15	3.30, 2.00, 1.37, 1.04, 0.83	(F)268 Disc (R)263 Disc	2400	Detachable hardtop may be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
Alfa Romeo all Spider models (90-94)	4 Cyl DOHC	84.0 x 88.5 / 1962	44.0(I) 41.0(E)	10	88.6	14/15	3.30, 2.00, 1.37, 1.04, 0.83	(F)268 Disc (R)263 Disc	2400	Detachable hardtop may be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
Audi 4000 & 4000S (1986)									2500	
Audi 5+5 (81-83)	5 Cyl SOHC	79.5 x 86.4 / 2144 81.0 x 86.4 / 2226	38.0(I) 31.0(E)	8	99.8	14	2.85, 1.52, 0.97, 0.70, 0.54	(F)239 Disc (R)200 Disc	2490	
Audi Coupe (81-84)	5 Cyl SOHC	79.5 x 86.4 / 2144 81.0 x 86.4 / 2226	38.0(I) 31.0(E) 2226cc = 33.0(E)	8 2226 = 8.5	99.8	14	2.85, 1.52, 0.97, 0.70, 0.54 or 3.45, 1.70, 1.10, 0.75, 0.60, or 3.46, 1.94, 1.29, 0.97, 0.80	(F)239 Disc (R)200 x 40 Drum	2490	



<b>ITB<sub>B</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Audi GT Coupe (84-86)	5 Cyl SOHC	81.0 x 86.4 / 2226	38.0(I) 33.0(E)	8.5	99.8	14	3.45, 1.70, 1.10, 0.75, 0.60 or 3.45, 1.70, 1.06, 0.77, 0.60 or 2.85, 1.52, 1.07, 0.78, 0.64	(F)256 Vented Disc (R)200 x 40 Drum	2540	
BMW 318i (84-86)	4 Cyl SOHC	89.0 x 71.0 / 1767	44.0(I) 38.0(E)	9.3/9.0	101.2	14	3.72, 2.02, 1.32, 1.00, 0.81	(F)261 Disc (R)229 Drum	2395	Trunk mounted fuel cell with no larger capacity than stock is allowed.
BMW 320i 1.8 (80-83)	4 Cyl SOHC	89.0 x 71.0 / 1767	44.0(I) 38.0(E)	8.8	100.9	13	3.68, 2.00, 1.33, 1.00, 0.80	(F)254 Disc (R)250 Drum	2460	Trunk mounted fuel cell with no larger capacity than stock is allowed.
BMW 320i 2.0 (77-79)	4 Cyl SOHC	89.0 x 80.0 / 1990	44.0(I) 38.0(E)	8.1	100.9	13	3.76, 2.02, 1.32, 1.00	(F)254 Disc (R)250 Drum	2510	Trunk mounted fuel cell with no larger capacity than stock is allowed.
BMW 2002 (68-76)	4 Cyl SOHC	89.0 x 80.0 / 1990	44.0(I) 46.0(I) W/E12 head 38.0(E)	8.5	98.4	13	3.76, 2.02, 1.32, 1.00	(F)240 Disc (R)232 Drum	2280	
Chevrolet Cavalier Z24 2.0										
Dodge Charger / 024 (81-85)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9	96.6	13 / 14	3.29, 1.89, 1.21, 0.88 or 3.29, 1.89, 1.21, 0.88, 0.72 or 3.29, 2.08, 1.45, 1.04, 0.72	(F)228 Disc (R)200 Drum	2320	
Dodge Colt GT 2.0 (76-77)	4 Cyl SOHC	84.0 x 90.0 / 1995	41.9(I) 34.0(E)	8.5	95.3	13	3.37, 2.04, 1.36, 1.00, 0.86	(F)229 Disc (R)229 Drum	2280	
Dodge Daytona 2.2 (84-89)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9	96.6	14	3.29, 2.08, 1.45, 1.04, 0.72	(F)257 Disc (R) Drum	2630	
Dodge Omni 2.2 (80-90)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9	99.2	13 / 14	3.45, 1.94, 1.29, 0.97 or 3.29, 1.89, 1.21, 0.88 or 3.29, 1.89, 1.21, 0.88, 0.72 or 3.29, 2.08, 1.45, 1.04, 0.72	(F)229 Disc (R)201 Drum	2320	

<b>ITB C</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Dodge Shadow (89-91)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9.5	97.2	14 / 15	3.29, 2.08, 1.45, 1.04, 0.72	(F)259 Disc (R)200 Drum	2680	Bosch/Holley TBI
Fiat 124 Spider 2.0 (79-83)	4 Cyl DOHC	84.0 x 90.0 / 1995	41.7(I) 36.3(E)	8.5	89.7	13 / 14	3.67, 2.10, 1.36, 1.00, 0.88	(F & R) 227 Disc	2330	Weber 28/32 DHA Carburetor, Bosch L-Jetronic injection, Bosch CIS injection
Fiat Brava 2.0 (79-81)	4 Cyl DOHC	84.0 x 90.0 / 1995	41.7(I) 36.3(E)	8.1	98	13	3.61, 2.04, 1.35, 1.00, 0.87	(F)227 Disc (R)229 Drum	2530	79-mid 80: Weber 28/32 ADHA carburetor, Mid 80 on: Bosch CIS injection
Fiat Spider 1.8 (74-78)	4 Cyl DOHC	84.0 x 79.2 / 1756	41.7(I) 36.3(E)	8	89.7	13	3.67, 2.10, 1.36, 1.00, 0.88 or 3.61, 2.05, 1.36, 1.00, 0.87	(F & R) 227 Disc	2230	
Ford Capri I 2.0	4 Cyl SOHC	91.0 x 77.0 / 1993	42.2(I) 36.2(E)	9.2	100.8	13	3.65, 1.97, 1.37, 1.00	(F)244 Disc (R)229 Drum	2300	
Ford Escort/GT 1.9 (86-90)	4 Cyl SOHC	82.0 x 88.0 / 1859	42.0(I) 37.0(E) or 39.0(I) 34.0(I)	9	94.2	13 / 14 / 15	3.21, 1.81, 1.15, 0.78 or 3.60, 2.12, 1.39, 1.02, 0.75 or 3.60, 2.12, 1.39, 1.02, 0.77	(F)235 Vented Disc (R)180 or 203 Drum	2280	
Ford Escort EXP (86-88)	4 Cyl SOHC	82.0 x 88.0 / 1859	42.0(I) 37.0(E)	9.5	94.3	14 / 15	3.60, 2.12, 1.39, 1.02, 0.77 or 0.75	(F)235 x 24 Vented disc (R)180 Solid Disc	2415	
Ford Mustang 2.3 (79-93)	4 Cyl SOHC	96.0 x 79.4 / 2301	44.1(I) 38.1(E)	9.5	100.4	13 / 14 / 15	3.98, 2.14, 1.42, 1.00 or 3.98, 2.14, 1.49, 1.00 or 4.07, 2.57, 1.66, 1.00 or 3.72, 2.23, 1.48, 1.00, 0.76 or 3.97, 2.34, 1.46, 1.00, 0.79 or 4.05, 2.43, 1.48, 1.00, 0.82	(F)237 or 255.5Disc (R)229 Drum	2640	
Ford Mustang II 2.3 (74-78)	4 Cyl SOHC	96.0 x 79.4 / 2301	44.1(I) 38.1(E)	9	96.2	13	3.98, 2.14, 1.42, 1.00	(F)237 Disc (R)229 Drum	2830	
Ford Pinto 2.0 (71-74)	4 Cyl SOHC	91.0 x 77.0 / 1993		8.6	94	13	3.65, 1.97, 1.37, 1.00	(F)237 Disc (R)229 Drum	2230	

<b>ITB<sub>D</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Ford Pinto 2.3 (74-80)	4 Cyl SOHC	96.0 x 79.4 / 2301	44.1(I) 38.1(E)	9	94.5	13	3.98, 2.14, 1.42, 1.00 or 3.65, 1.97, 1.37, 1.00	(F)237 Disc (R)229 Drum	2490	
Geo Prism GSi (1990)	4 Cyl DOHC	81.0 x 77.0 / 1588	30.5(I) 25.4(E)	10.3	95.7	14	3.17, 1.90, 1.31, 0.97, 0.82	(F)259 Disc (R)242 Disc	2455	
Geo Storm GSi (90-91)	4 Cyl DOHC	80.0 x 79.0 / 1588	31.0(I) 28.0(E)	9.8	96.5	14 / 15	3.91, 2.15, 1.45, 1.03, 0.83	(F)248 Disc (R)200 Drum	2380	
Honda Accord 1.7L (79-83)	4 Cyl SOHC	77.0 x 94.0 / 1751	34.1(I) 28.1(E)	8.8	93.7	13	3.18, 1.84, 1.20, 0.90, 0.72 or 3.38, 2.80, 2.38, 1.56, 0.97	(F)191 Disc (R)193 Drum	2270	
Honda Accord Lxi 12V Coupe & HB (86-88)	4 Cyl SOHC	82.7 x 91.0 / 1955	30.1(I) 35.1(E)	8.8	102.4	13 / 14	3.181, 1.842, 1.208, 0.878, 0.694	(F)240 or 214 Disc (R)200 x 42.5 Drum	2550	
Honda Civic Si (86-87)	4 Cyl SOHC	74.0 x 86.5 / 1488	27.1(I) 33.0(E)	8.7	93.7	13	2.92, 1.76, 1.81, 0.85, 0.71	(F)231 Disc (R)180 Drum	2130	PGM Fuel Injection
Honda CRX Si (84-87)	4 Cyl SOHC	74.0 x 86.5 / 1488	27.1(I) 33.1(E)	8.7	86.6	13 / 14	2.92, 1.76, 1.18, 0.85, 0.71	(F)231 Disc (R)180 Dum	2130	Plastic front fenders, nose, lower body segments (Aero package) permitted. PGM fuel injection.
Honda CRX HF 1.5L (88-91)	4 Cyl SOHC	75.0 x 84.5 / 1493	29.0(I) 25.0(E)	9.6	90.6	13	3.25, 1.65, 1.03, 0.92, 0.69	(F)231 x 17 Solid Disc (R)180 x 39 Drum	2030	
Honda Prelude 1.8 (83-87)	4 Cyl SOHC	80.0 x 91.0 / 1829	30.0(I) 35.0(E)	9.1	96.5	13 / 14	3.18, 1.94, 1.25, 0.93, 0.76	(F)229 Disc (R)237 Disc	2350	
Honda Prelude Si (1987)	4 Cyl SOHC	82.7 x 91.0 / 1955	30.1(I) 35.1(E)	8.8	96.5	13	3.181, 1.842, 1.250, 0.937, 0.771	(F)207 Vented Disc (R) 208 Solid Disc	2450	
Isuzu Stylus XS (1991)	4 Cyl OHC	80.0 x 79.0 / 1588	31.0(I) 28.0(E)	9.8	96.5	14	3.91, 2.15, 1.45, 1.00, 0.83	(F)246 Disc (R)254 Disc	2430	

<b>ITB E</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Mazda 323 1.6 (1989)	4 Cyl SOHC	78.0 x 83.6 / 1597	38.1(I) 32.1(E)	9.3	94.5	14	3.42, 1.84, 1.29, 0.92, 0.73	(F)238 Disc (R)200 Drum	2190	
Mazda 323 1.6 (86-88)	4 Cyl SOHC	78.0 x 83.6 / 1597	38.1(I) 32.1(E)	9.3	94.5	13 / 14	3.42, 1.84, 1.29, 0.92, 0.73 or 3.42, 1.84, 1.29, 0.92	(F)238 Disc (R)200 Drum	2060	
Mazda 626 (83-84)	4 Cyl SOHC	86.0 x 86.0 / 1998	44.0(I) 36.0(E)	8.6	98.8	14	3.31, 1.83, 1.23, 0.97, 0.80	(F)231 Disc (R)229 Drum	2300	
Mazda 626 DX/LX (93-97)	4 Cyl DOHC	83.0 x 92.0 / 1991	31.6 (I) 27.7 (E)	9.0	102.8	14	3.31, 1.83, 1.23, 0.91, 0.72	(F) 258 Vented Disc (R) 261 Solid Drum	2550	
Mazda MX-6 (88-91)	4 Cyl SOHC	86.1 x 94.0 / 2189	32.5(I) 34.0(E)	8.6	99	14	3.31, 1.83, 1.23, 0.91, 0.72	(F)265 Disc	2830	
Mercury Bobcat 2.3 (74-80)	4 Cyl SOHC	96.0 x 79.4 / 2301	44.1(I) 38.1(E)	9	94.5	13	3.98, 2.14, 1.42, 1.00 or 3.65, 1.97, 1.37, 1.00	(F)237 Disc (R)229 Drum	2520	
Mercury Capri 2.3 (79-86)	4 Cyl SOHC	96.0 x 79.4 / 2301	44.1(I) 38.1(E)	9.5	100.4	13 / 14	3.98, 2.14, 1.42, 1.00 or 3.98, 2.14, 1.49, 1.00 or 4.07, 2.57, 1.66, 1.00 or 3.72, 2.23, 1.48, 1.00, 0.76 or 4.05, 2.43, 1.48, 1.00, 0.82	(F)237 or 255.5Disc (R)229 Drum	2640	
MGB 1.8 (68-80)	4 Cyl OHV	80.3 x 89.0 / 1798	41.4(I) 34.3(E)	8.8	91	14	3.64, 2.21, 1.37, 1.00, 0.79 (0.82 or 0.88), or 3.44, 2.17, 1.38, 1.00	(F)273 Disc (R)254 Drum	2050	68-72: (2) SU HS4 Carburetors, 73-74: (2) SU HIF Carburetors, 75-80: (1) Zenith/Stromberg Carburetor.
MGB GT 1.8 (68-74)	4 Cyl OHV	80.3 x 89.0 / 1798	41.4(I) 34.3(E)	8.8	91	14	3.64, 2.21, 1.37, 1.00, 0.79 (0.82 or 0.88)	(F)273 Disc (R)254 Drum	2100	(2) SU HS4 Carburetors.
Nissan/Datsun 200-SX / S10 (L20) (77-79)	4 Cyl SOHC	85.1 x 86.1 / 1952	42.1(I) 35.2(E)	8.5	92	13	3.38, 2.01, 1.31, 1.00, 0.85	(F)244 Disc (R)229 Drum	2350	

<b>ITB<sub>F</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Nissan/Datsun 200-SX / S10 (Z20) (80-81)	4 Cyl SOHC	85.1 x 86.1 / 1952	42.2(I) 38.2(E)	8.5	94.5	14	3.32, 2.08, 1.31, 1.00, 0.86	(F)254 Disc (R)270 Disc	2530	
Nissan/Datsun 200-SX / S11 (Z22) (82-83)	4 Cyl SOHC	87.0 x 92.0 / 2187	42.2(I) 38.2(E)	8.5	94.5	14	3.59, 2.24, 1.41, 1.00, 0.81	(F)254 Disc (R)270 Disc	2705	
Nissan/Datsun 200-SX / S12 (CA20) (84-86)	4 Cyl SOHC	84.5 x 88.0 / 1974	41.2(I) 35.2(E)	8.5	95.5	14 / 15	3.59, 2.24, 1.41, 1.00, 0.81 or 3.59, 2.08, 1.36, 1.00, 0.81	(F)254 Disc (R)270 Disc	2530	
Nissan/Datsun HL-510 2.0 (78-81)	4 Cyl SOHC	85.1 x 86.1 / 1952	42.1(I) 35.2(E)	8.5	94.5	13	3.17, 1.92, 1.31, 1.00, 0.85 or 3.38, 2.01, 1.31, 1.00, 0.85	(F)247 Disc (R)229 Drum	2280	
Nissan/Datsun 610 (1973)	4 Cyl SOHC	85.0 x 78.0 / 1770	42.2(I) 35.2(E)	8.5	98.4	13	3.38, 2.01, 1.31, 1.00	(F)232 Disc (R)229 Drum	2450	
Nissan/Datsun 610 (74-76)	4 Cyl SOHC	85.1 x 86.1 / 1952	42.2(I) 35.2(E)	8.5	98.4	13	3.38, 2.01, 1.31, 1.00	(F)232 Disc (R)229 Drum	2450	
Nissan Sentra / B12 (1989)	4 Cyl SOHC	76.0 x 88.0 / 1597	29.0(I) 32.8(E)	9.4	95.7	14	3.33, 1.96, 1.29, 0.90, 0.76	(F)239 Disc (R)204 Drum	2165	
Nissan Sentra E/XE/CXE/SL/ Limited Edition (91-94)	4 Cyl DOHC	76.0 x 88.0 / 1597	34.0 (I) 24.0 (E)	9.5	95.7	13	3.33, 1.96, 1.29, 0.93, 0.73	(F) 239 Disc (R) 258 Disc	2520	
Opel 1900 Sedan (71-75)	4 Cyl SOHC	93.0 x 69.9 / 1897	40.0(I) 42.0(I) 34.0(E)	7.6	95.7	13	3.43, 2.16, 1.37, 1.00	(F)247 Disc (R)229 Drum	2180	
Opel GT 1900 (69-73)	4 Cyl SOHC	93.0 x 69.9 / 1897	40.0(I) 42.0(I) 34.0(E)	9	95.7	13	3.43, 2.16, 1.37, 1.00	(F)247 Disc (R)229 Drum	2180	(1) Solex 32 DIDTA-4 Carburetor
Opel Manta 1.9 (71-75)	4 Cyl SOHC	93.0 x 69.9 / 1897	40.0(I) 42.0(I) 34.0(E)	7.6	95.7	13	3.43, 2.16, 1.37, 1.00	(F)247 Disc (R)229 Drum	2230	(1) Solex 32 DIDTA-4 Carburetor or Bosch L-Jetronic injection

<b>ITB G</b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Plymouth Fire Arrow 2.6 (79-80)	4 Cyl SOHC	91.0 x 98.0 / 2555	43.0(I) 35.0(E)	8.2	92.1	13	3.37, 2.04, 1.36, 1.00, 0.86	(F)226 Disc (R)229 Disc	2360	
Plymouth Horizon 1.7 (78-79)	4 Cyl SOHC	79.5 x 86.4 / 1716	34.0(I) 31.2(E)	8.2	99.2	13	3.45, 1.94, 1.29, 0.97	(F)229 Disc (R)201 Drum	2280	
Plymouth Horizon 2.2 (80-90)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9	99.2	13 / 14	3.45, 1.94, 1.29, 0.97 or 3.29, 1.89, 1.21, 0.88 or 3.29, 1.89, 1.21, 0.88, 0.72 or 3.29, 2.08, 1.45, 1.04, 0.72	(F)229 Disc (R)201 Drum	2320	
Plymouth Horizon TC3 1.7 (79-80)	4 Cyl SOHC	79.5 x 86.4 / 1716	34.0(I) 31.2(E)	8.2	96.7	13	3.45, 1.94, 1.29, 0.97	(F)229 Disc (R)201 Drum	2320	
Plymouth TC3 / Turismo 2.2 (81-85)	4 Cyl SOHC	87.5 x 92.0 / 2213	40.6(I) 35.4(E)	9	96.6	13 / 14	3.29, 1.89, 1.21, 0.88 or 3.29, 1.89, 1.21, 0.88, 0.72 or 3.29, 2.08, 1.45, 1.04, 0.72	(F)229 Disc (R)201 Drum	2320	
Pontiac Fiero 2.5 (84-87)	4 Cyl OHV	101.6 x 76.2 / 2471	43.7(I) 36.3(E)	9	93.4	13 / 14	3.53, 1.95, 1.24, 0.84 or 3.73, 2.04, 1.45, 1.03, 0.74	(F)247 Disc (R)256 Disc	2550	GM Throttle body injection. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Pontiac Fiero 2.5 (1988)	4 Cyl OHV	101.6 x 76.2 / 2471	43.7(I) 36.3(E)	9	93.4	13 / 14	3.53, 1.95, 1.24, 0.84 or 3.73, 2.04, 1.45, 1.03, 0.74	(F)247 Disc (R)256 Disc	2550	GM Throttle body injection. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Porsche 914-4 1.8 (74-75)	4 Cyl OHV	93.0 x 66.0 / 1795	40.9(I) 34.0(E)	7.3	96.5	15	3.09, 1.89, 1.26, 0.93, 0.71	(F)280 Disc (R)282 Disc	2080	"Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Porsche 914-4 2.0L (73-76)	4 Cyl OHV	94.0 x 71.0 / 1971	42.0(I) 36.0(E)	7.6	96.5	15	3.09, 1.89, 1.26, 0.93, 0.71	(F)280 Disc (R)282 Disc	2260	Torsion bar front suspension. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.

<b>ITB<sub>H</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Porsche 924 & Sebring (77-82)	4 Cyl SOHC	86.5 x 84.4 / 1984	38.0(I) 40.0(I) 33.0(E)	8.0, 8.5, 9.0	94.5	14 / 15	3.60, 2.13, 1.36, 0.97, 0.73	(F)257 Disc (R)232 Drum (F)282 Disc (R)290 Disc	2600	
Renault Alliance GTA (1987)	4 Cyl SOHC	3.23 x 3.66 / 1965	38.5(I) 32.5(E)	9.5		15	3.09, 1.84, 1.32, 0.97, 0.76	(F)239 Disc (R)204 Drum	2140	
Saab 900 (79-88)	4 Cyl SOHC	90.0 x 78.0 / 1985	42.0(I) 35.5(E)	9.3	99.1	15	3.54, 2.00, 1.34, 0.96, 0.78 or 3.80, 2.15, 1.44, 1.04, 0.84	(F)278 Disc (R)268 Disc (R)258 Disc	2680	Bosch K or L-Jetronic injection
Saab 900 16V B202i (86-90)	4 Cyl DOHC	90.0 x 78.0 / 1985	32.0(I) 29.0(E)	10.2	99	15	3.80, 2.15, 1.44, 1.04, 0.84	(F)276 Disc (R)276.5 Disc	2680	
Saab 99E (1972)	4 Cyl SOHC	87.0 x 78.0 / 1854		9	97.4	15	3.39, 2.15, 1.45, 0.95	(F & R) 270 Disc	2637	Bosch injection
Saab 99EMS 2.0 (73-80)	4 Cyl SOHC	90.0 x 78.0 / 1985	42.0(I) 35.5(E)	9	97.4	15	3.44, 2.07, 1.39, 1.00 or 3.57, 2.08, 1.39, 1.00 or 3.31, 2.00, 1.34, 0.98	(F)280 Disc (R)270 Disc	2540	Bosch injection
Suzuki Swift GT/GTi (89-94)	4 Cyl DOHC	73.9 x 75.4 / 1299	36.0(I) 30.0(E)	10	2265	14	3.42, 1.89, 1.28, 0.91, 0.76	(F)248 Vented Disc (R)237 Solid Disc	1895	
Suzuki Swift GA (89-94)	4 Cyl DOHC	73.9 x 75.4 / 1299	36.0(I) 30.0(E)	10	2265	14	3.42, 1.89, 1.28, 0.91, 0.76	(F)229 x 17 Vented Disc (R)180 x 25 Drum	1735	
Toyota Celica I 2.0L (71-73)	4 Cyl SOHC	88.5 x 80.1 / 1968		8.5	95.5	13	3.58, 2.08, 1.40, 1.00	(F)232 Disc (R)228 x 40.6 Drum	2350	
Toyota Celica I 2.2 (74-77)	4 Cyl SOHC	88.5 x 89.0 / 2189	43.0(I) 36.6(E)	8.4	95.5	13	3.29, 2.04, 1.39, 1.00, 0.85	(F)232 Disc (R)228 Drum	2510	

<b>ITB<sub>I</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Toyota Celica II 2.2 (78-80)	4 Cyl SOHC	88.5 x 89.0 / 2189	43.0(I) 36.6(E)	8.4	98.4	14	3.29, 2.04, 1.39, 1.00, 0.85	(F)254 Disc (R)229 Drum	2430 (CP) 2490 (HB)	
Toyota Celica II 2.4 (81-82)	4 Cyl SOHC	92.0 x 89.0 / 2366	45.0(I) 37.0(E)	9	98.4	14	3.57, 2.06, 1.39, 1.00, 0.85	(F)254 Disc (R)229 Drum	2470 (CP) 2510 (HB)	
Toyota Celica III 2.4 (83-85)	4 Cyl SOHC	92.0 x 89.0 / 2366	45.0(I) 37.0(E)	9	98.4	14	3.29, 1.89, 1.28, 1.00, 0.78	(F)256 Disc (R)229 Drum	2530	(1) Aisan 2 bbl or Bosch L-Jetronic injection
Toyota Celica III GTS (83-85)	4 Cyl SOHC	92.0 x 89.0 / 2366	45.0(I) 37.0(E)	9	98.4	14	3.29, 1.89, 1.28, 1.00, 0.78	(F)256 Disc (R)229 Drum	2630	Bosch L-Jetronic injection
Toyota Celica ST (1986)	4 Cyl SOHC	84.0 x 90.0 / 1995		8.7	99.4	13	3.29, 2.04, 1.32, 1.03, 0.82	(F)241 Disc (R)200 Drum	2480	
Toyota Corolla 1.8 (80-82)	4 Cyl OHV	85.0 x 78.0 / 1770	41.9(I) 35.9(E)	9.1	94.5	13	3.59, 2.02, 1.39, 1.00, 0.86	(F)226 Disc (R)228 Drum	2310	
Toyota Corolla SR-5 (1987)	4 Cyl SOHC	81.0 x 77.0 / 1587		9	94.5	13		(F)226 Disc (R)228 Drum	2330	
Toyota FX-16 (1987)	4 Cyl DOHC	81.0 x 77.0 / 1587	30.7(I) 26.0(E)	9.4	95.7	14	3.17, 1.90, 1.31, 0.97, 0.82	(F & R) 244 Disc	2445	
Triumph TR-7 2.0 (76-81)	4 Cyl SOHC	90.3 x 78.0 / 1998	39.6(I) 32.5(E)	8	85	13	3.32, 2.08, 1.39, 1.00, 0.83 or 2.65, 1.78, 1.25, 1.00	(F)248 Disc (R)229 Drum	2440 (CP) 2420 (Conv.)	
Volkswagen Golf III (93-97))	4 Cyl SOHC	82.5 x 92.8 / 1984		10	97.3	14	3.45, 1.94, 1.29, 0.97, 0.80 or 3.45, 1.94, 1.37, 1.03, 0.85	(F)257 Disc (R)227 Disc	2350	
Volkswagen Golf GTI / GT / GL (85-91)	4 Cyl SOHC	81.0 x 86.4 / 1780	40.0(I) 33.0(E)	10	97.3	13 / 14	3.45, 2.12, 1.44, 1.13, 0.89	(F & R) 244 Disc or (R)244 Drum	2280	Includes 1985 Golf Cup cars prepared to IT specifications.



<b>ITB<sub>J</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Volkswagen Jetta/ GL / GLI (85-91)	4 Cyl SOHC	81.0 x 86.4 / 1780	40.0(I) 33.0(E)	10	97.3	13 / 14	3.45, 2.12, 1.44, 1.13, 0.89	(F)244 Disc (R)244 Disc or Drum	2280	
Volkswagen Jetta III (93-97)	4 Cyl DOHC	82.5 x 92.8 / 1984		10	97.3	14	3.46, 1.94, 1.21, 0.97, 0.81	(F) 257 Disc (R) 227 Disc	2350	
Volkswagen Rabbit GTI (83-84)	4 Cyl SOHC	81.0 x 86.4 / 1780	40.0(I) 33.0(E)	8.5	94.5	14	3.45, 2.12, 1.44, 1.13, 0.91	(F)239 Disc (R)180 Drum	2180	Bosch K-Jetronic injection
Volkswagen Scirocco II 8V (83-88)	4 Cyl SOHC	81.0 x 86.4 / 1780	40.0(I) 33.0(E)	8.5	94.5	13 / 14	3.45, 2.12, 1.44, 1.13, 0.91	(F)239 Disc (R)180 Drum	2270	Bosch K-Jetronic injection.
Volvo 142 / 144 2.0 (69-74)	4 Cyl OHV	88.9 x 80.0 / 1986	44.0(I) 35.0(E)	10.5	103	15	3.13, 1.99, 1.36, 1.00, 0.80	(F)272 Disc (R)295 Disc	2640	Bosch injection - 1970 Ser. #112400 up.
Volvo 240 2.3 (83-85)		96.0 x 80.0 / 2320		10.3	104.3	14 / 15	4.03, 2.16, 1.37, 1.00, 0.80 or 4.03, 2.16, 1.37, 1.00, 0.82	(F)262 x 15 Vented Disc (R)280 x 11 Solid Rotor	2780	
Volvo 242 / 244 2.0 (1975)	4 Cyl OHV	88.9 x 80.0 / 1986	44.0(I) 35.0(E)	8.7	104	14	3.41, 1.99, 1.36, 1.00, 0.80	(F)262 Disc (R)280 Disc	2780	
Volvo 242 / 244 2.1 (76-81)	4 Cyl SOHC	92.0 x 80.0 / 2127	44.0(I) 37.0(E)	9.3	104	14 / 15	3.71, 2.16, 1.37, 1.00, 0.80	(F)265 Disc (R)282 Disc	2780	Bosch CIS injection

<b>ITC<sub>A</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Austin-Healey Sprite (68-69)	4 Cyl OHV	71.0 x 81.0 / 1275	33.2(I) 30.6(E)	8.8	80	13	3.20, 1.92, 1.34, 1.00	(F)211 Disc (R)178 Drum	1615	
BMW 1600 (68-71)	4 Cyl SOHC	84.0 x 71.0 / 1573	42.0(I) 35.0(E)	8.6	98.4	13	3.84, 2.05, 1.35, 1.00	(F)257 Disc (R)232 Drum	2160	One barrel manifold
Chevrolet Chevette 1.6 (76-87)	4 Cyl SOHC	82.0 x 75.7 / 1598	39.1(I) 32.1(E)	8.6	94.3	13	3.75, 2.16, 1.38, 1.00 or 4.13, 2.50, 1.48, 1.00, 0.86	(F)246 Disc (R)201 Drum	2130	
Dodge Colt (89-92)	4 Cyl SOHC	75.5 x 82.0 / 1468	35.0(I) 30.0(E)	9.4	93.9	13	3.36, 1.95, 1.29, 0.94, 0.78	(F)232 Disc (R)181 Drum	2270	
Dodge Colt 1.6 (FWD) (79-84)	4 Cyl SOHC	76.9 x 86.0 / 1597	38.3(I) 31.3(E)	8.5	90.6	13	4.23, 2.37, 1.47, 1.11 or 3.27, 1.83, 1.14, 0.86	(F)227 Disc (R)229 Drum	2040	
Dodge Colt 1.6 (RWD) (71-78)	4 Cyl SOHC	76.9 x 86.0 / 1597	38.3(I) 31.3(E)	8.5	92.1	13	3.21, 2.00, 1.31, 1.00, 0.85 or 3.53, 2.19, 1.44, 1.00	(F)227 Disc (R)229 Drum	2190	
Fiat X-1/9 1.3 (74-78)	4 Cyl SOHC	86.0 x 55.5 / 1290	36.2(I) 31.2(E)	8.5	86.7	13	3.58, 2.24, 1.45, 0.96 or 3.58, 2.24, 1.45, 0.85	(F & R) 227 Disc	2090	Trunk mounted fuel cell with no larger capacity than stock is allowed. "Petty Bar" style cage is permitted. Rear cage braces may pass through the rear window per ITCS 17.1.4.D.10.a.
Fiat Bertone & X-1/9 1.5L (79-87)	4 Cyl SOHC	86.4 x 63.9 / 1498	36.0(I) 33.0(E)	8.5	86.7	13	3.58, 2.24, 1.45, 0.85 or 3.58, 2.24, 1.45, 1.04, 0.86 or 3.58, 2.24, 1.46, 1.03, 0.86	(F & R) 227 Disc	2150	79-80 Carburetor, Mid-80 Bosch L-Jetronic injector. Trunk mounted fuel cell with no larger capacity than stock is allowed. "Petty Bar" style cage is permitted. Rear cage braces may pass through the rear window per ITCS 17.1.4.D.10.a.
Fiat 124 Coupe (70-73)	4 Cyl DOHC	80.0 x 79.2 / 1592 80.0 x 80.0 / 1608	41.7(I) 36.3(E)	8.0 / 8.5	95.3	13	3.80, 2.18, 1.41, 1.00, 0.91 or 3.67, 2.10, 1.36, 1.00, 0.88	(F & R) 227 Disc	2200	
Fiat 124 Spider (70-73)	4 Cyl DOHC	80.0 x 79.2 / 1592 80.0 x 80.0 / 1608	41.7(I) 36.3(E)	8.0 / 8.5	89.7	13	3.67, 2.10, 1.36, 1.00, 0.88 or 3.61, 2.05, 1.36, 1.00, 0.87	(F & R) 227 Disc	2170	

ITC <sub>B</sub>	Engine Type	Bore(mm) x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Fiat 128 Coupe	4 Cyl SOHC	86.0 x 55.5 / 1290	36.0 (I) 31.0 (E)	8.5	87.5	13	3.583, 2.235, 1.454, 0.959	(F) 227 Solid disc (R) 185.4 Drum	1950	
Ford Cortina GT (68-70)	4 Cyl OHV	80.97 x 77.62 / 1598			98	13			1780	
Ford Escort EXP (82-85)	4 Cyl SOHC	80.0 x 79.5 / 1598	42.0(I) 37.0(E)	9	94.2	13	3.60, 2.12, 1.39, 1.02 or 3.58, 2.05, 1.36, 0.95	(F)236 Disc (R)203 Drum	2130	
Ford Escort / GT (81-85)	4 Cyl SOHC	80.0 x 79.5 / 1598	42.0(I) 37.0(E)	8.8	94.3	13	3.21, 1.81, 1.15, 0.78 or 3.60, 2.12, 1.39, 1.02, 0.75 or 3.60, 2.12, 1.39, 1.02, 0.77	(F)236 Disc (R)203 Drum	2100	
Ford Festiva (88-93)	4 Cyl OHV	71.0 x 83.6 / 1324		1989 = 8.6 1990 = 9.7	90.2	13 / 12	3.45, 1.94, 1.28, 0.86	(F)218 Disc (R)170 Drum	1870	Induction: 1989 = Carburetion, 1990 = Fuel Injection.
Ford Fiesta (78-80)	4 Cyl OHV	81.0 x 78.0 / 1598	35.8(I) 31.5(E)	9	90	13 / 12	3.58, 2.06, 1.29, 0.88	(F)221 Disc (R)178 Drum	1780	
Geo Spectrum (1989)	4 Cyl SOHC	77.0 x 79.0 / 1481		9.6	86.8	13		(F)239 Disc (R)180 Drum	2020	
Geo Storm 1.6L (90-93)	4 Cyl SOHC	80.0 x 79.0 / 1588	28.0(I) 32.0(E)	9.8	96.5	15	3.909, 2.150, 1.448, 1.027, 0.829	(F)247 Disc (R)200 x 25 Drum	2355	
Honda Accord 1.6 (76-78)	4 Cyl SOHC	74.0 x 93.0 / 1599	35.1(I) 28.1(E)	8	93.7	13	3.18, 1.82, 1.18, 0.84, 0.71	(F)188 Disc (R)180 Drum	2180	
Honda Civic 1.2 (73-79)	4 Cyl SOHC	72.0 x 76.0 / 1237	EB1&2: 34.0(I) 30.0(E) EB3: 36.0(I) 32.0(E)	8.3	86.8	13 / 12	3.00, 1.79, 1.18, 0.85 or 3.18, 1.82, 1.18, 0.85, 0.66	(F)229 Disc (R)180 Drum	1710	

<b>ITC<sub>C</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Honda Civic CVCC 1.5 (75-79)	4 Cyl SOHC	74.0 x 86.5 / 1488	35.0(I) 29.0(E)	8.1	86.6	13 / 12	3.00, 1.74, 1.13, 0.78, 0.66 or 3.18, 1.82, 1.18, 0.85 or 3.18, 1.82, 1.18, 0.85, 0.71	(F)229 Disc (R)180 Drum	1820	
Honda Civic CVCC (80-83)	4 Cyl SOHC	74.0 x 86.5 / 1488	35.1(I) 28.1(E)	9.3	88.6	13	2.92, 1.76, 1.18, 0.85, 0.71 or 3.18, 1.82, 1.18, 0.85, 0.71	(F)229 Disc (R)180 Drum	1870	
Honda Civic standard (HB & Sedan) (88-91)	4 Cyl SOHC	75.0 x 84.5 / 1493	29.0(I) 25.0(E)	9.2	98.4	13	3.25, 1.65, 1.03, 0.82	(F)240 Disc (R)180 Drum	2140	
Honda Civic HB / Sedan (84-87)	4 Cyl SOHC	74.0 x 86.5 / 1488	27.1(I) 32.1(E)	9.6	93.7	13	2.92, 1.76, 1.18, 0.85, 0.71	(F)231 Disc (R)180 Drum	1955	CVCC Cylinder head
Honda Civic CX (3-door HB) (92-95)	4 Cyl SOHC	75.0 x 84.5 / 1493	29.0(I) 25.0(E)	9.1	101.2	13	3.25, 1.76, 1.07, 0.85, 0.70	(F)240 x 21 Vented Disc (R)180 Drum	2170	
Honda CRX 1.5 (84-87)	4 Cyl SOHC	74.0 x 86.5 / 1488	27.1(I) 32.1(E)	9.6	86.6	13	2.92, 1.76, 1.18, 0.85, 0.71	(F)231 Disc (R)180 Drum	1955	Plastic front fenders, nose, lower body segments. CVCC Cylinder head.
Hyundai Excel (86-94)	4 Cyl SOHC	75.5 x 82.0 / 1469	35.0(I) 30.0(E)	9.4	93.9	13	3.36, 1.95, 1.29, 0.94	(F)242 x 19 Vented Disc (R)182 x 45 Drum	2370	
Isuzu (Buick/Opel) I-Mark (76-82)	4 Cyl SOHC	84.0 x 82.0 / 1817	42.4(I) 34.0(E)	8.5	94.3	13	3.51, 2.17, 1.42, 1.00 or 3.79, 2.18, 1.42, 1.00, 0.86	(F)237 Disc (R)229 Drum	2280	
Isuzu I-Mark (88-89)	4 Cyl SOHC	77.0 x 79.0 / 1471		9.6	94.6	13	3.73, 2.04, 1.33, 0.92, 0.74 or 3.27, 2.04, 1.45, 1.03, 0.83	(F)225 Disc (R)180 Drum	2130	
Mazda GLC (RWD) (1980)	4 Cyl SOHC	77.0 x 76.0 / 1415	36.0(I) 31.0(E)	9	91.1	13	3.66, 2.19, 1.43, 1.00 or 3.66, 2.19, 1.43, 1.00, 0.83	(F)207 Disc (R)200 Drum	2080	

<b>ITC<sub>D</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Mazda GLC (FWD) (81-85)	4 Cyl SOHC	77.0 x 80.0 / 1490	36.0(I) 31.0(E)	9	93.1	13	3.42, 1.95, 1.29, 0.92, 0.73	(F)226 Disc (R)180 Drum	2000	
Mercury LN7 (82-85)	4 Cyl SOHC	80.0 x 79.5 / 1598	42.0(I) 37.0(E)	9	94.2	13	3.60, 2.12, 1.39, 1.02 or 3.58, 2.05, 1.36, 0.95	(F)236 Disc (R)203 Drum	2130	
Mercury Lynx 1.6 (81-84)	4 Cyl SOHC	80.0 x 79.5 / 1598	42.0(I) 37.0(E)	8.8	94.3	13	3.58, 2.05, 1.23, 0.81	(F)236 Disc (R)203 Drum	2100	
MG Midget (68-74)	4 Cyl OHV	71.0 x 81.0 / 1275	33.2(I) 30.6(E)	8.8	80	13	3.20, 1.92, 1.34, 1.00	(F)211 Disc (R)180 Drum	1615	
MG Midget Mk III (75-79)	4 Cyl OHV	73.7 x 87.5 / 1491	36.6(I) 29.7(E)	8	80	13	3.41, 2.11, 1.43, 1.00	(F)211 Disc (R)180 Drum	1740	
Mitsubishi Mirage (1989)	4 Cyl SOHC	75.5 x 82.0 / 1468	35.0(I) 30.0(E)	9.4	93.9	13	3.36, 1.95, 1.29, 0.94, 0.78	(F)231 Disc (R)180 Drum	2270	
Nissan/Datsun 1200 (71-73)	4 Cyl OHV	73.0 x 70.0 / 1171		9	90.6	13 / 12	3.76, 2.17, 1.40, 1.00	(F)213 Disc (R)198 Drum	1740	
Nissan/Datsun 210 1.4 (79-82)	4 Cyl OHV	76.0 x 77.0 / 1397	37.2(I) 30.0(E)	8.9	92.1	13	3.51, 2.17, 1.39, 1.00 or 3.51, 2.17, 1.32, 1.00, 0.82	(F)245 Disc (R)203 Drum	2080	
Nissan/Datsun 210 1.5 (79-82)	4 Cyl OHV	76.0 x 82.0 / 1488	35.0(I) 30.0(E)	8.9	92.1	13	3.51, 2.17, 1.39, 1.00 or 3.51, 2.17, 1.32, 1.00, 0.82	(F)245 Disc (R)203 Drum	2080	
Nissan/Datsun B210 (74-78)	4 Cyl OHV	76.0 x 77.0 / 1397	37.2(I) 30.0(E)	8.5	92.1	13	3.51, 2.17, 1.39, 1.00 or 3.51, 2.17, 1.32, 1.00, 0.82	(F)245 Disc (R)203 Drum	2010	
Nissan/Datsun PL-510 (68-73)	4 Cyl SOHC	83.0 x 73.7 / 1595	41.9(I) 33.0(E)	8.5	95.3	13	3.38, 2.01, 1.31, 1.00	(F)231 Disc (R)229 Drum	2170	
Nissan Pulsar NX (83-86)	4 Cyl SOHC	76.0 x 88.0 / 1597	37.0(I) 30.0(E)	9.4	95.1	13	3.06, 1.83, 1.21, 0.90, 0.73	(F)240 Disc (R)203 Drum	2080	

<b>ITC<sub>E</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Nissan Sentra / B11 1.5 (82-83)	4 Cyl SOHC	76.0 x 82.0 / 1488	37.0(I) 30.0(E)	9.3	94.5	13	3.33, 1.95, 1.29, 0.90, 0.73	(F)239 Disc (R)180 Drum	1980 (SD), 2100 (HB)	
Nissan Sentra / B12 1.6 (83-86)	4 Cyl SOHC	76.0 x 88.0 / 1597	37.0(I) 30.0(E)	9.4	94.5	13	3.33, 1.95, 1.29, 0.90, 0.73	(F)239 Disc (R)180 Drum	1980 (SD), 2100 (HB)	
Nissan Sentra / B12 (E16) (87-88)	4 Cyl SOHC	76.0 x 88.0 / 1597	37.0(I) 30.0(E)	9.4	95.7	13 / 14	3.33, 1.96, 1.29, 0.90, 0.76	(F)238 Disc (R)203 Drum	2180	
Plymouth Arrow 1.6 (76-80)	4 Cyl SOHC	76.9 x 86.0 / 1597	38.0(I) 31.0(E)	8.5	90.6	13	3.21, 2.00, 1.31, 1.00, 0.85 or 3.53, 2.19, 1.44, 1.00	(F)227 Disc (R)229 Drum	2190	
Plymouth Champ 1.6 (79-83)	4 Cyl SOHC	76.9 x 86.0 / 1597	38.0(I) 31.0(E)	8.5	90.6	13	4.23, 2.37, 1.47, 1.11 or 3.27, 1.83, 1.14, 0.86	(F)227 Disc (R)155 Drum	2040	
Plymouth Colt 1.5 (1989)	4 Cyl SOHC	75.5 x 82.0 / 1468	35.0(I) 30.0(E)	9.4	93.9	13	3.36, 1.95, 1.29, 0.94, 0.78	(F)232 Disc (R)181 Drum	2270	
Porsche 914-4 1.7 (70-73)	4 Cyl OHV	90.0 x 66.0 / 1679	39.4(I) 33.0(E)	8.2	96.4	15	3.09, 1.89, 1.26, 0.93, 0.71	(F)280 Disc (R)282 Disc	2080	"Petty Bar" style cage is permitted. Rear cage braces may pass through rear window per ITCS 17.1.4.D.10.a.
Renault Alliance 1.4 (83-87)	4 Cyl OHV	76.0 x 77.0 / 1397	34.2(I) 30.3(E)	8.8	97.8	13 / 14	3.72, 2.06, 1.27, 0.90, 0.73		2070	Bendix T.B. injection
Renault Alliance 1.7 (84-87)	4 Cyl SOHC	81.0 x 83.5 / 1721		9.5	97.8	13 / 14	3.72, 2.06, 1.32, 0.97, 0.79		2100	Bendix T.B. injection
Renault Encore 1.4 (83-87)	4 Cyl OHV	76.0 x 77.0 / 1397	34.2(I) 30.3(E)	8.8	97.8	13 / 14	3.72, 2.06, 1.27, 0.90, 0.73		2070	Bendix T.B. injection
Renault Encore 1.7 (84-86)	4 Cyl SOHC	81.0 x 83.5 / 1721		9.5	97.8	13 / 14	3.72, 2.06, 1.32, 0.97, 0.79		2100	Bendix T.B. injection

<b>ITC<sub>F</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm) / Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Renault LeCar/R-5 1.3 (76-78)	4 Cyl OHV	73.0 x 77.0 / 1289	33.5(I) 29.0(E)	9.5	95.8L, 94.6R	13	3.89, 2.38, 1.52, 1.03	(F)229 Disc (R)180 Drum	1910	
Renault LeCar/R-5 1.4 (79-84)	4 Cyl OHV	76.0 x 77.0 / 1397	34.2(I) 30.3(E)	8.8	95.8L, 94.6R	13	3.84, 2.38, 1.52, 1.03	(F)229 Disc (R)180 Drum	1910	
Toyota Corolla / SR5 (83-87)	4 Cyl OHC	81.0 x 77.0 / 1587		9	94.5	13	3.586, 2.021, 1.383, 1.000, 0.860	(F)231.5 Disc (R)229 x 40 Drum	2270	
Toyota Corolla / SR5 (2TC) (71-74)	4 Cyl OHV	85.0 x 70.0 / 1588	41.0(I) 36.0(E)	8.5 fed., 9.0 cal	91.9	13	3.59, 2.02, 1.38, 1.00 or 3.59, 2.02, 1.38, 1.00, 0.86	(F)229 Disc (R)231 Drum	2130	Screwed-on fender flares standard equipment on SR5.
Toyota Corolla / SR5 1.6 (75-79)	4 Cyl OHV	85.0 x 70.0 / 1588	40.0(I) 34.0(E)	8.5	91.9	13	3.59, 2.02, 1.38, 1.00, 0.86	(F)229 Disc (R)231 Drum	2230	Screwed-on fender flares standard equipment on SR5.
Toyota Starlet (81-83)	4 Cyl OHV	75.0 x 73.0 / 1290	36.0(I) 29.0(E)	9	90.6	13	3.79, 2.12, 1.32, 1.00, 0.86	(F)226 Disc (R)200 Drum	1850	
Triumph Spitfire (73-80)	4 Cyl OHV	73.7 x 87.5 / 1493	36.6(I) 29.7(E)	8	83	13	3.75, 2.16, 1.39, 1.00	(F)229 Disc (R)178 Drum	1840	
Triumph Spitfire Mk III (68-70)	4 Cyl OHV	73.7 x 75.9 / 1296	33.0(I) 29.7(E)	9	83	13	3.75, 2.16, 1.39, 1.00	(F)229 Disc (R)178 Drum	1750	
Volkswagen Beetle (68-77)	4 Cyl OHV	85.5 x 69.0 / 1584	35.5(I) 32.0(E)	7.3	94.5	15	3.78, 2.06, 1.26, 0.93	(F & R) 230 x 40 Drum	2002	
Volkswagen Super Beetle (71-77)	4 Cyl OHV	85.5 x 69.0 / 1584	35.5(I) 32.0(E)	7.5	94.5	15	3.78, 2.06, 1.20, 0.93 or 3.80, 2.06, 1.26, 0.89	(F)244 Drum (R)231 Drum		
Volkswagen Beetle (98-99)	4 Cyl SOHC	82.5 x 92.8 / 1984	39.5(I) 32.9(E)	10	98.9	16	3.78, 2.12, 1.36, 1.03, 0.84	(F)280 Vented Disc (R)232 Solid Drum	2760	
Volkswagen Jetta 1.7 (82-84)	4 Cyl SOHC	79.5 x 86.4 / 1715	34.0(I) 31.0(E)	8.2	94.5	13	3.45, 1.94, 1.29, 0.91, 0.71	(F)239 Disc (R)180 Drum	2080	

<b>ITC<sub>G</sub></b>	<b>Engine Type</b>	<b>Bore(mm) x Stroke(mm)/ Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Comp. Ratio</b>	<b>Wheel-base (inch)</b>	<b>Wheel Dia. (inch)</b>	<b>Gear Ratios</b>	<b>Brakes Std. (mm)</b>	<b>Weight (lbs.)</b>	<b>Notes</b>
Volkswagen Rabbit (75-80)	4 Cyl SOHC	79.5 x 73.4 / 1457 76.5 x 80.0 / 1471 79.5 x 80.0 / 1588	34.0(I) 31.0(E)	8.2	94.5	13	3.45, 1.94, 1.37, 0.97 or 3.45, 1.94, 1.29, 0.97 or 3.45, 1.94, 1.29, 0.97, 0.76	(F)239 Disc (R)200 Drum (R)180 Drum	2000	78-79: Bosch CIS injection, 80: carbureted, 76: carbureted, 77, 80: Bosch CIS injection
Volkswagen Rabbit 1.7 (81-84)	4 Cyl SOHC	79.5 x 86.4 / 1715	34.0(I) 31.0(E)	8.2	94.5	13	3.45, 1.94, 1.29, 0.91, 0.71	(F)239 Disc (R)180 Drum	2050	Bosch CIS injection
Volkswagen Scirocco (75-80)	4 Cyl SOHC	79.5 x 73.4 / 1457 76.5 x 80.0 / 1471 79.5 x 80.0 / 1588	34.0(I) 31.0(E)	8, 8.2 (8.0 in 79)	94.5	13	3.45, 1.94, 1.37, 0.97 or 3.45, 1.94, 1.29, 0.97 or 3.45, 1.94, 1.29, 0.97, 0.76	(F)239 Disc (R)180 Drum	2040	
Volkswagen Scirocco I 1.7 (1981)	4 Cyl SOHC	79.5 x 86.4 / 1715	34.0(I) 31.0(E)	8.2	94.5	13	3.45, 1.94, 1.29, 0.91, 0.71	(F)239 Disc (R)180 Drum	2110	Bosch CIS injection
Volkswagen Scirocco II 1.7 (82-84)	4 Cyl SOHC	79.5 x 86.4 / 1715	34.0(I) 31.0(E)	8.2	94.5	13	3.45, 1.94, 1.29, 0.91, 0.71 or 3.45, 2.12, 1.44, 1.13, 0.89	(F)239 Disc (R)180 Drum	2110	Bosch CIS injection
Yugo GV (1986)	4 Cyl SOHC	80.0 x 55.5 / 1116	36.15(I), 31.15(E)	9.2	84.6	13	3.91, 2.06, 1.35, 0.96	(F) Disc (R) Drum	1850	