



2026 TECHNICAL REGULATIONS

Revision Date: **January 14, 2026**

Series:

MAZDA MX-5 CUP



Sanctioned by:

**INTERNATIONAL
MOTOR SPORTS
ASSOCIATION**

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Foreword:

For all Members, the IMSA RULES of the International Motor Sports Association establish the foundation for the organization and conduct of all IMSA Sanctioned Events. The IMSA RULES take effect immediately upon publication.

The purpose of the RULES is to: (i) promote safety, the sport of automobile Competition and IMSA, (ii) enhance Competition, (iii) ensure the quality, fairness and integrity of the IMSA programs and operations and (iv) achieve prompt finality in the Competition results (“Purpose”).

ALL MEMBERS ARE REQUIRED TO REVIEW THESE IMSA RULES CAREFULLY.

The IMSA RULES consist of following three (3) sections and the Event Supplementary Regulations (SR):

- The Technical Regulations, which outline the rules and regulations for the specific cars and equipment. The Technical Regulations may be modified or changed at any time by the publication of a Technical Bulletin, amending the Technical Regulations.
- The IMSA Sporting Regulations (ISR), which concern Competitor and Event procedures, as well as guidelines for the safe and uniform operation of the sport. The ISR may be modified or changed at any time by the publication of a Competition Bulletin, amending the ISR.
- The Series Supplementary Regulations (SSR) that provides Series-specific information about each IMSA Series. The SSR is integrated into the ISR and are designated with “(SSR)” next to the Paragraph title. The SSR may be modified or changed at any time by the publication of a Competition Bulletin, amending the SSR.

Any portion of the RULES may be modified through Bulletins (Competition Bulletins and Technical Bulletins, respectively) and take force when published. Once published, the Bulletin shall take precedence over the applicable portion of the RULES. Additionally, the RULES may be modified for an Event by the Race Director through the mandatory briefing instructions.

HOW TO READ THE RULES

- 1) These Technical Regulations grant specific permissions for modification, change, or adjustment of the Specification of the Car. Unless specifically defined as permitted, any modification, change, or adjustment is inherently prohibited.
- 2) The Technical Regulations are specific to particular categories, classes and types of race cars in a Series. Where the Technical Regulations conflict with the ISR or the SSR, the Technical Regulations shall govern.
- 3) The SR is specific to an Event and published in conjunction with the Event schedule. Where SR conflicts with the ISR, SSR, and/or Technical Regulations, the SR shall govern.

EXECUTIVE LEADERSHIP MASTHEAD

John Bishop* / Bill France Sr.*	Founders of IMSA
Dr. Don Panoz*	Legacy Vice Chairman
Jim France	Chairman
Michael Helton	Vice-Chairman, NASCAR
Lesa Kennedy	Director
Ed Bennett	Chief Executive Officer
John Doonan	President
Amanda Oliver	General Counsel
David Pettit	Senior Vice President of Marketing and Business Operations
Simon Hodgson	Vice President, Competition
Brandon Huddleston	Vice President, Partnership Marketing and Business Development

*Deceased

ARTICLE 1. PREFACE

1.1. Preface

- 1.1.1. The Rules apply to the MX-5 CUP Series Events. Each Member has been provided with or has been given access to a copy of the Rules, is deemed to have a full awareness and understanding of the Rules and has agreed to abide by and be personally responsible for compliance with the Rules.
- 1.1.2. Further information may be obtained by contacting the MX-5 CUP Series offices c/o Andersen Promotions, 10101 US Highway 41 North, Palmetto, Florida 34221, (941) 845-2500.

ARTICLE 2. OFFICIALS

2.1. Officials

- 2.1.1. Officials include any and all authorized Andersen Promotions officers, employees, agents, representatives, and subcontractors. Officials specifically referenced in the Rules include:
 - a. "CEO", Dan Andersen
 - b. "COO", Michelle Kish
 - c. "Series Director", Keith Dalton
 - d. "Race Director", Randy Buck
 - e. "Technical Director", Al Ludington
- 2.1.2. The CEO and/or Race Director may replace any Official with another Official(s) at any time. The above-named Officials may delegate their authority in whole or in part to another Official(s) at any time.

2.2. Conflict Resolution

- 2.2.1. These IMSA /MX-5 Technical Regulations shall govern in any case where a conflict exists with the Homologation Regulations and Documentation.

2.3. Final Authority

- 2.3.1. IMSA/MX-5 is the Final Authority with respect to these Technical Regulations.

ARTICLE 3. TECHNICAL SPECIFICATIONS

3.1. General

- 3.1.1. All components specified in the MAZDA MX-5 Homologation must be used as provided unless otherwise stated in these rules or in Technical Bulletins. For avoidance of doubt these rules currently prohibit modification of any component. The Technical Director's decisions are Conclusive.
- 3.1.2. All original Manufacturer identification markings and/or tags must remain as supplied.
- 3.1.3. The only binding means of communication is in writing.
- 3.1.4. The current version of the MX-5 Cup Vehicle Homologation and Manufacturer issued Technical Service Bulletins (TSB) will be recognized as the only authorized document which references required specification of parts.

3.2. Technical Inspection

- 3.2.1. The responsibility remains with the Entrant to make sure the Car conforms to all Rules throughout the course of an Event.
- 3.2.2. All registered entries must complete a MX-5 Technical Inspection to be eligible for an Event. For avoidance of doubt, the Car's registered VIN number must match the registered Car number.
- 3.2.3. Officials may inspect all items for conformity at any time.
- 3.2.4. Completion of Technical Inspection does not guarantee against disqualification or other penalty if any violation is discovered during any subsequent inspection.
- 3.2.5. Technical Inspection does not ensure, certify or warrant that the Car or any part of it is safe or totally and ultimately compliant with all applicable rules nor does it in any way change the fact that the Driver, crew members and Entrant are ultimately responsible for the safety and operations of the Car and equipment.
- 3.2.6. By conducting a Technical Inspection, IMSA, Andersen Promotions, Flis Performance, Mazda and/or the MX-5 Cup Series and each of its directors, officers, employees and officials make no representations or warranties or assurances that the Technical Inspection, including any written information will:
 - a. Detect every or any problem with the Car or a Driver's personal equipment or clothing;
 - b. Detect every problem with rule compliance and;
 - c. Prevent bodily injury, death or personal monetary damages.
- 3.2.7. Entrant agrees to bear the ultimate responsibility at all times to ensure the safety of their Car.
- 3.2.8. Data Download - Entrants must not download data unless directed by Officials or until the Car has been released from Technical Inspection.
- 3.2.9. Impound Area - Officials shall direct selected Qualified Cars to a designated "impound area" to check for compliance. A maximum of three (3) crewmembers per Car are permitted in the impound area.
- 3.2.10. Cars - Officials reserve the right to seal any component.
- 3.2.11. Fuel - A fuel sample may be taken from any Car prior to and/or after any Official Session.
- 3.2.12. Technical Violations - If a Car does not successfully complete post-Qualifying Technical Inspection, Officials may penalize the Car.

3.3. Technical Violations

- 3.3.1. Entrant acknowledges, understands and agrees that they are responsible to fully know every component of their Car and that even if a third party has caused the Car to be non-compliant, Entrant remains responsible for and incurs any applicable violation and penalty.
- 3.3.2. Car must be compliant prior to going on track. Cars found to be non-compliant during a session may incur a penalty.
- 3.3.3. Officials may impound or confiscate a Car, Car part, equipment, item or data associated with a Car, Driver or Entrant at any time.
- 3.3.4. Officials may examine any Car involved in a crash and determine its suitability for further participation and all Members shall cooperate in the preparation of damage reports, photographs, videotaping and impact recording analysis. Any Entrant refusing to follow the prescribed inspection procedures may be penalized.

3.4. Vehicle Dimensions

- 3.4.1. All dimensions are maximum dimensions and are measured in the listed units below.
- 3.4.2. Front Track - As measured between the wheel centerline - 1495 mm (58.9 in)
- 3.4.3. Rear Track - as measured between wheel centerline - 1505 mm (59.3 in)
- 3.4.4. Wheelbase - 2310 mm (90.9 in)
- 3.4.5. Length - 3915 mm (154.1 in)
- 3.4.6. Width - as measured at the outer wheel rim - 1735 mm (68.3 in)
- 3.4.7. Minimum Ride Height - As measured on Dry tires **as raced without** Driver and ballast and from the aft front tire to the fore of the rear tires - 4 inches/102mm. As measured on Wet tires **as raced** with Driver and ballast and from the aft front tire to the fore of the rear tires - 3.875 inches/99mm.
- 3.4.8. Scrutineering Tire Pressures are set at 30.0 psi +/- 0.5 psi.
- 3.4.9. Ride height bar must fit freely with no obstacles.
- 3.4.10. After a crash, the Entrant must present the following items and any others to the Series upon request:
 - a. Driver's Helmet
 - b. Driver's Head Restraint System
 - c. Driver's Seat
 - d. Steering Wheel
 - e. Nets
 - f. Seatbelts
- 3.4.11. The Series will inspect the items. Any item that does not successfully complete inspection must be repaired, re-certified or replaced by the Entrant at Entrant's cost, prior to use.

3.5. Car Specifications

- 3.5.1. ND.2 Car - specified as a 2019 or newer built MX-5 Cup Car. The ND2 Car is also specified ND2 with the Mazda supplied upgrade kit as installed to the ND.1 2016-2018 MX-5 Cup Car. **Upgraded to the Homologation components. are as follows:**
 - ~~a. 181 HP SKYACTIV G Engine.~~
 - ~~b. 2019 wiring harness.~~
 - ~~c. Bosch Motorsports ECU.~~
 - ~~d. Enhanced cooling system for driveline.~~

3.6. Aerodynamics

- 3.6.1. Attachments or devices that are moveable or adjustable while the Car is in motion and which may affect airflow are not permitted.
- 3.6.2. Tape and/or Adhesive films are prohibited on bodywork seams/openings, suspension openings or cooling ducts. Clear "helicopter-tape" must only be used on the front tow strap trim cover.

3.7. Bodywork

- 3.7.1. Bodywork must be the as-delivered Mazda/MX5 Cup Car components. All bodywork colors must match the current Car livery. Teams/Drivers may be given a one (1) Event waiver for all Car bodywork to match their current Car livery.
 - a. Car Appearance - Andersen Promotions has the right to control the appearance of Cars to distinguish one Car from another. This may include, without limitation Car color. Cars are required to display significantly different colors. In general, Andersen Promotions may require different color schemes.
- 3.7.2. Fit and finish is permitted, provided it does not alter the components' internal or external shape in any way.
- 3.7.3. Side Rocker panels:
 - a. Alternative external hardware is permitted to secure the OEM Mazda body components provided it does not alter the components' internal or external shape in any way. Screws and fasteners must match surrounding body color.
- 3.7.4. Unless specified in the Homologation, stress bearing devices, including but not limited to body panels and engine compartment stiffening kits, are prohibited.

3.8. Repairs

- 3.8.1. All repairs must conform to the Manufacturer's original design criteria, including weight.
- 3.8.2. Structural Repairs - The Technical Director at his sole discretion determines whether components are repairable or must be replaced, based on specific safety criteria. Such determination is Conclusive.
- 3.8.3. Repairs may be performed by Teams or by alternate repair companies, provided the original shape and design is maintained.
- 3.8.4. Fender Liners - Taping or repair of fender liners is permitted. Both the inner and outer sides must be taped or repaired. The Technical Director may at any time require fender liners be replaced with new or undamaged ones.

3.9. Fasteners

- 3.9.1. All fasteners must be used and remain in the locations as delivered. Tape is prohibited as a single source of attachment for any component with the exception of the front tow strap trim cover.
- 3.9.2. Fasteners, washers, nuts, spacers, rod-ends, bearings, electrical wiring, switches and fittings must remain as originally fitted unless specified via TSB or updated in the Homologation document.
- 3.9.3. In all cases, titanium and ceramic are prohibited materials.
- ~~3.9.4. Replacement bearings must retain the same number of balls/rollers as originally manufactured and the outer seals and all inner components must remain in place.~~

3.10. Radiators and Coolers

- 3.10.1. Only the approved radiators as supplied must be used without modification. Water and oil pipes must remain as supplied.
- 3.10.2. Glycol based additives and/or coolants are prohibited.
 - a. ~~Radiator systems must run only the MAZDA Homologated coolant at the full mark for all Events/Sessions.~~

3.11. Cockpit

- 3.11.1. Cockpit regulations are intended for the best interests of the Driver's safety, comfort and posture. These must be adhered to in the fullest. Minor changes in the cockpit configuration in order to accommodate Driver comfort and operation of the Car controls is permitted with written approval from the Technical Director.
- 3.11.2. Steering wheels must be fitted with a quick disconnect device. The steering wheel is free but must be approved in writing by the Technical Director.
- 3.11.3. A Driver may be required to demonstrate ability to exit the Car to the Officials' satisfaction by a method determined by Officials. Maximum egress time must not exceed fifteen (15) seconds.

3.12. Seating and Belts

3.12.1. Seats

- a. Only unmodified “racing” seats to FIA 8855-1999, FIA 8862-2009, or a SFI 39.1/39.2 are permitted.
- b. FIA 8855-1999 seats must be on FIA tech. list No. 12. Expiration is five (5) years after manufacturer date.
- c. FIA 8862-2009 seats must be on FIA tech. list No. 40. Expiration is ten (10) years after manufacturer date.
- d. SFI Seats must meet SFI 39.1/39.2 and must be inspected by the original manufacturer for re-certification every two (2) years from the date of original certification. Expiration is on December 31 of the year on the label.
- e. Any material covering seat, including Driver seat inserts, must be of an approved fireproof material.
- f. Material for padding and/or inserts must be compliant with FIA and/or SFI impact and fire resistance criteria.

3.12.2. Belts

- a. An approved 6-point minimum Driver safety harness with a quick-release mechanism must be used.
- b. Both the fastening design and condition of the belt is subject to inspection by the Series.
- c. All belts must conform to the following specifications:
 - i. FIA 8853/98, 8854/98, 8853-2016, or equivalent as approved by the Series.
- d. Seat belts must be worn in such a manner that they are tight and pass around the pelvis at a point below the anterior superior iliac spine.
- e. Seat belts must not pass over the sides of the seat. They must pass through the seat at the bottom on each side thereby wrapping and holding the pelvis over the greatest possible area.
- f. 6-point (crotch) belts must be connected to the main belt quick-release mechanism and securely attached to the chassis or the seat mounting frame.
- g. Both the fastening design and condition of the straps is subject to inspection by the Series.
- h. Belts should be attached level with the top of the Driver’s shoulders or at a slightly downward angle.
- i. All snap-in belts must be safety pinned.
- j. Straps must be date stamped by the manufacturer.
- k. Expiration:
 - i. FIA Homologated: On December 31 of the year printed on the label.
 - ii. SFI Certified (with punched/cut label): On December 31 following two (2) years from the date stated on the label.
- l. If labels are not punched/cut by the manufacturer or their representative, the date for expiration shall be January 1 of the earliest year printed on the label plus two (2) years.

3.12.3. Roll Cage

- a. Forward braces and portions of the main roll cage subject to contact with the Driver must be padded with resilient material. Material must be FIA-8857.2001 Type A compliant or SFI-45.1. **Low profile padding may be used.**

3.12.4. Mirrors

- a. Exterior Mirrors must be used as supplied by the manufacturer.
- b. Interior mirrors are free. Attachment brackets must not have sharp protrusions and must be covered with SFI or FIA padding.

3.12.5. Windshield

- a. Use of tear-offs is permitted, provided they are attached within the OEM windshield opening and do not cover bodywork seams.
- b. Windshield condition (i.e. cracks, stone chips, etc.) is subject to approval by the Technical Director and must be replaced as directed.

3.12.6. Pedals

- a. The pedal faces may be modified to suit individual Drivers. Any changes to the pedal pads must be approved by the Technical Director before use. Mechanical functions must remain as delivered.

3.12.7. Electronics

- a. ECU's are under control of the Series and Flis Performance, mapped and sealed by the supplier. Tampering with the ECU is prohibited.
- b. Data systems are permitted as specified in the Homologation.
- c. It is prohibited to download data systems in Pit Lane or impound after Qualifying or Races, until authorized by a Series Official.
- d. Officials reserve the right to access any and all data at any time.

3.12.8. Battery/Electrical

- a. The battery must be as supplied and securely mounted as specified in the Homologation. Positive terminals must be insulated.
- b. The external emergency switch must be clearly marked as outlined in Homologation.
- c. The on-board starter motor must remain functional. Positive terminals must be insulated.
- d. Car must be equipped with one (1) master circuit breaker accessible from outside the Car to control all electrical power. The circuit must be mounted as specified in the Homologation and clearly marked by the appropriate decal. Positive terminals must be insulated.
- e. All exterior lights must be functional for all on-track activity.

3.12.9. Car Tracking System (ICAR)

- a. The Series approved Car tracking system must be installed in the designated location(s) and must be operational at any time the Car is on-track unless otherwise notified by the Series.

3.12.10. Telemetry

- a. Entrants shall install, operate, use and permit the use of broadcast telemetry equipment, video equipment, sound equipment, data and other positioning informational systems as directed by Andersen Promotions. Entrants must not install any of the above systems unless directed by Andersen Promotions.
- b. Andersen Promotions owns the rights to any telemetry; video, sound, data and other information generated or collected from the Car and controls the use and dissemination.

3.12.11. Timing Transponder

- a. The timing transponder must be fully functional and installed as specified in the Homologation.
- b. A label with the transponder number must be clearly displayed on the Driver's side door between the side mirror and top of the door, or on the driver's side rollcage.
- c. The myLaps X2 Car transponder with direct power option is the only approved transponder. Officials may request a battery or direct power backup transponder to be fitted.
- d. It is the responsibility of the Team to ensure the myLaps subscription is active during all Official Sessions.
- e. The Team may choose the length of subscription at their discretion.

3.12.12. Cameras

- a. On-board cameras must be functional and are required at all times.
- b. Camera must be mounted on the roll cage; no other location is approved.
- c. Cameras must clearly show Driver's helmet, hands and provide a clear view through the windshield.
- d. While there are no regulations regarding the camera manufacturer, the following mounting guidelines must be adhered to:
 - i. The mounting must be able to withstand a minimum deceleration of 25g.
 - ii. Cameras must be securely fastened using the right-hand location of the roll cage only.
 - iii. Must be approved by the Technical Director.
- e. Officials may remove and/or download footage from any on-board cameras for any reason. This may include Driver conduct or technical reasons.

3.12.13. Suspension

- a. As specified in the Homologation, all suspension as provided by the chassis manufacturer must be used within the range of adjustment provided, and without modification.
- b. Suspension bushings (hats, spacers) for dampers, push-rods, anti-roll bars and bell cranks must remain without modification.
- c. Suspension must not be offset. Track must be equally disposed to the longitudinal centerline of the chassis. Bushings must not be compressed to manipulate chassis adjustments.
- d. Toe, camber and castor may be adjusted. **Camber must not exceed the limits per the Michelin Precos document.**
- e. Ride control - front and rear ride control (example - 3rd springs, dampers) systems are prohibited.
- f. Steering - The rack must be used as supplied by the chassis Manufacturer.
- g. Uprights - Uprights must be used as specified by the chassis Manufacturer.

3.12.14. Brakes and Ducts

- a. As specified in the Homologation.

3.12.15. Dampers and Springs

- a. As specified in the Homologation. Dampers must be run without modification as supplied by the Manufacturer.
- b. Dampers are sealed and must only be rebuilt by the Manufacturer or authorized supplier.
- c. Packers and bump rubbers are prohibited.
- d. Dampers, as specified in the Homologation, must be externally adjustable only and must not be adjusted by the Driver. Damper canister pressure outside the specification is considered "out of spec" and subject to penalty.
- e. Only the linear rate steel springs as specified in the Homologation are permitted. Springs must not be modified in any manner. Springs found outside the specification in the Homologation are non-compliant.

3.12.16. Driveshafts & Hubs

- a. Only parts specified by the Homologation. These must be used as supplied without modification.

3.12.17. Chassis Fire Walls

- a. The OE fire wall between the cockpit and engine compartment must be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the fire wall and the wall between the cockpit and trunk must be completely sealed and approved by the Technical Director.

3.12.18. Wheels

- a. Wheels must be as supplied and labeled with corresponding Car number. Painting or powder coating of wheels is permitted.

3.13. Weight and Driver Weight

3.13.1. Car Weight

- a. At all times, the minimum Car weight shall be 2475 pounds including the Driver **but without**, fuel and **ballast**.
- b. Driver weight used in Car weight calculated per Art. 3.13.4.

3.13.2. Cool Suit

- a. Is permitted and counts towards minimum Car weight. Car must be presented in all safety checks and Technical Inspections with all Cool Suit equipment present.
- b. Failure to present Car with Cool Suit equipment installed, for any Technical Inspection/safety check shall negate the inclusion of the Cool Suit equipment as part of the minimum Car weight during the Event.
- c. Cool Suit box must be mounted over the ballast box, or if the ballast box and lid is removed, the Cool Suit box must be secured to the seat track assembly, which must be installed to the factory seat mounts in the passenger seat area.
- d. All strapping must be ratcheted tight, with secure permanent mounting. Strapping must be in like-new condition. Cool Suit box must be electrically wired with a quick disconnect fitting and in-line fuse.
- e. Electrical wiring must only be run rearward and must be a separate wiring harness. Cool Suit shirt to coolant box connection must be quick disconnect type.

- 3.13.3. Ballast - The Homologated ballast box must be used if ballast is required.
- a. The only permitted location for ballast is within the Homologated ballast box and with the ballast box cover secured.
 - b. Permitted ballast plates must be used with the supplied studs and nuts. Permitted plates are:
 - i. 5 pounds: P/N 0000-08-5128-05
 - ii. 10 pounds: P/N 0000-18-5128-10
- 3.13.4. Driver Weight
- a. Drivers are weighed at the tech pad during their first official Event and prior to the first Official Session.
 - b. It is the Driver's responsibility to ensure his/her weight has been documented before any official on-track activities. Drivers may be asked to weigh in again at random. Drivers are weighed with all of their driving equipment present.
 - c. A Driver may be weighed at any time during an Event.
 - d. Any Entrant not following the rules regarding chassis and Driver weight is subject to penalties.
- 3.13.5. Fuel & Fuel System
- a. The only approved fuel is Sunoco 260 GT. Fuel must be stored and used at ambient temperature and additives must not be used. Fuel is subject to testing at any time.
 - b. The fuel system must remain as supplied by the chassis manufacturer.
 - c. During any session, fueling is prohibited on Pit Lane.
 - d. Fuel must not be stored in an Entrant's garage.
- 3.13.6. Exhaust
- a. The exhaust system must be used without modification as specified in the Homologation. Internal or external coatings or wraps are prohibited. Hanger for the exhaust system must be as delivered.
- 3.13.7. Clutch Assembly
- a. As specified in the Homologation.
- 3.13.8. Hoses & Fittings
- a. As specified in the Homologation.
- 3.13.9. Gearbox / Differential
- a. As specified in the Homologation and sealed by the manufacturer.
 - b. Differential - The differential must be unmodified and sealed as specified in the Homologation.
 - c. Only the gearbox and differential fluids specified in the Homologation permitted.

ARTICLE 4. ENGINE REGULATIONS

4.1. General

- 4.1.1. The Mazda SKYACTIV 2.0-liter engine as supplied and sealed by Mazda Motorsports or Long Road Racing and/or Flis Performance must be used without any modification.
- 4.1.2. Any variation from specifications regarding installation, oil and filters, fuel, or exhaust, may result in loss of championship points and a fine not to exceed \$50,000. Teams must follow the operating manual as provided by the Engine Manufacturer.
- 4.1.3. The engine's alternator and drive belts must always be connected and in working order. Positive terminals must be insulated.
- 4.1.4. Spark Plugs - Mazda P/N PE5R-18-110, PE5S-18-110, (NGK ILKAR7L11) or Denso ZC20HPR11
- 4.1.5. Air Box - The air box must not be modified in any way. No material or substance of any kind may be added to the air box. **For 2025 or newer Cars, the airbox may be taped per the Homologation.**
- 4.1.6. All air entering the Engine must pass through the air filter before entering the throttle body. Air filter - P/N (PEES-13-3A0)
- 4.1.7. ECU - The ECU is controlled, administered and provided by the Series and Flis Performance. **Any software changes must take place under the direction of the Technical Director only.** Officials may inspect or replace an ECU at any time.
- 4.1.8. Oil Filter - P/N PE01-14-302B, PE01-14-302A-MV or 1WPE-14-302.

ARTICLE 5. SAFETY

5.1. Safety Inspections

- 5.1.1. Officials may inspect any equipment prior to each Event and re-inspect equipment at any time including, without limitation, before, during or after each Event. An Entrant may be required to replace without limitation, seats, seat belts, helmets, headrests, head restraint systems, and other equipment at any time, as determined by IMSA and/or Andersen Promotions Officials.

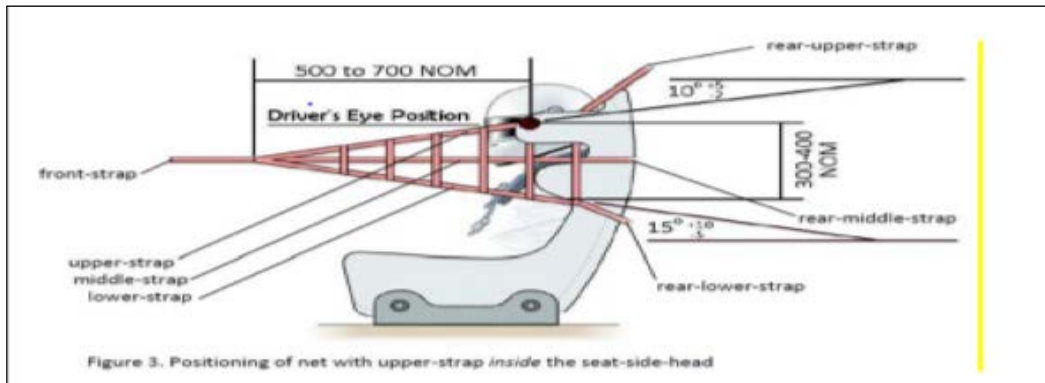
5.2. ~~Window and~~ Right Side / Center Net

- 5.2.1. Only safety nets meeting FIA 8863-2013 (FIA technical list #48) or SFI Spec 37.1 are permitted.
- 5.2.2. Nets must be installed and tensioned per manufacturer specifications.
- 5.2.3. Approved release mechanisms are the "Safecraft" bullet style, or as supplied by Long Road Racing and/or Flis Performance.
- 5.2.4. All Cars must have a right side net or center net installed between the main roll hoop and the dash.
- 5.2.5. Horizontal webbing must be installed facing the Driver, providing the smoothest surface for the helmet to glide on.
- 5.2.6. The strap dimensions must be as per the FIA diagram below, noting installed angles and heights.
 - a. Note that the upper strap and rear upper strap is inside the seat side of the head.

5.3. ~~Window/Debris~~ Left Side Net

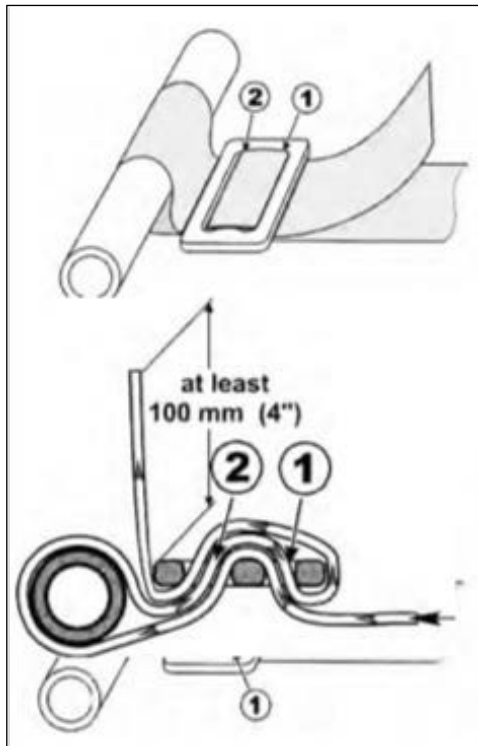
- 5.3.1. Only Homologated safety nets ~~meeting FIA 8863-2013 (FIA technical list #48) or SFI Spec 37.1~~ are permitted.
- 5.3.2. Nets must be installed and tensioned per manufacturer specifications.
- ~~5.3.3. Approved release mechanisms are the "Safecraft" bullet style, or as supplied by Long Road Racing and/or Flis Performance.~~
- ~~5.3.4. All Cars must have a left side net installed between the main roll hoop and the dash.~~
- ~~5.3.5. Horizontal webbing must be installed facing the Driver, providing the smoothest surface for the helmet to glide on.~~
- ~~5.3.6. The strap dimensions must be as per the FIA diagram below, noting installed angles and heights.~~

a.— ~~Note that the upper strap and rear upper strap is inside the seat side of the head.~~



5.4. Adjuster

- 5.4.1. 3-bar adjusters must be used for wrap mounting shoulder belts and Driver nets around harness bars or mounting bars.
- 5.4.2. They must be placed as close to the mounting points as possible.
- 5.4.3. Figures below show the correct wrapping techniques that must be adhered to.



5.5. Impact Data Recorder

- 5.5.1. Entrants must utilize the FIA Impact Data Recorder (IDR) provided by IMSA (image below).
- 5.5.2. IDR must be installed in the Manufacturer-defined location and consistent with Manufacturer orientation requirements - flat on the top of the tunnel next to the Driver seat.
- 5.5.3. IDR must be installed and functional for all on-track activity.
- 5.5.4. Data collected by the IDR is property of IMSA.
- 5.5.5. IDR must be surrendered upon request by IMSA.

