

## Just another 87 Spec car build

Posted by xsboost90 - 11 Mar 2011 19:46

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Ok so i was told that i could not use my turbo tub for a spec car build, but i was determined to stick w/ a late chassis. Came across this on Craigslist and decided to buy it and get some cash back from some of the aftermarket parts on the car. It also came w/ some factory 15's besides the D90 wheels on it. Then im trading the rear lower turbo valance for another set of late 15's from my brother in law who swapped wheels on his S. Right now im in the collecting phase and after the turbo is parted i'll start ripping into her. Just picked up my 88 motor tonite from a friend down the street- he's been hoarding this for some time.

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## Re: Just another 87 Spec car build

Posted by cgktexas - 23 Mar 2011 05:11

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per the CCR:

15.8

An electrical master switch is recommended on all cars, and required on some, as listed in the class rules. It shall be mounted so that it is easily accessible from the outside. If mounted outside the cockpit, it should be mounted in an area where it is least likely to be damage (e.g. cowlng near wipers). The switch shall shut off the motor and cut all power except to the on-board fire system and any other life support / medical device. The switch location must be clearly marked. Any marked switch must function as per this rule, or the indication decal must be removed.

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## Re: Just another 87 Spec car build

Posted by joepaluch - 23 Mar 2011 05:18

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The kill switch needs to be the 6 plug kind. 2 connections for the main power cables and then 4 small spade connectors for killing the alternator directly. These cars will run off the alternator so you must kill that too.

There should be some wire diagrams around here for how to wire it right.

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## Re: Just another 87 Spec car build

Posted by cgktexas - 23 Mar 2011 06:40

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### joepaluch wrote:

The kill switch needs to be the 6 plug kind. 2 connections for the main power cables and then 4 small spade connectors for killing the alternator directly. These cars will run off the alternator so you must kill that too.

There should be some wire diagrams around here for how to wire it right.

Here is a pdf from pegasus

[Kill switch instructions](#)

and the link to the tech article here

[Kill switch tech article](#)

Hope it helps

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## Re: Just another 87 Spec car build

Posted by xsboost90 - 23 Mar 2011 13:13

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ive wired them up before- we have one in the dragon race car- but just wasnt sure where to mount it. Found that pdf online this morning- now to figure out a good spot. BTW- only need a four pole switch - run the ground wire through the switch between the ground and the battery- and run the coil 12v wire through the smaller poles and that will kill spark. Works great.

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## Re: Just another 87 Spec car build

Posted by Sterling Doc - 23 Mar 2011 14:28

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I put the kill switch on the A-pillar of the roll cage, close to the dash. I can reach it, and it's easy for the safety crew to reach it from the outside, as well.

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## Re: Just another 87 Spec car build

Posted by xsboost90 - 09 Apr 2011 19:02

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so friday night i officially started pulling the new car apart. Got the full interior stripped out and pulled the soaking wet matting out from under the carpet- guess i need to search for the leak- prob. the battery box.

Now to get to work removing the nasty glue and stuff from the floor of the car. Havent tried anything yet.

Love looking at all the new stuff sitting on the roof but i guess its about time to start installing things. I have the Hanksville cage in crates still sitting in the garage and eight late offset phonedials stacked up in the corner. Just ordered some RA1's from treadzone.com since i never heard back from the last place.

found some rust on my lower rocker in front of the ds rear wheel- guess i'll be doing some welding while im at it.

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