TRUCK RULES 2021

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General

No straight frames or van frames will be permitted.

Firewall

No modifications other than flattening window wiper area and removing enough of the firewall to provide you with distributor clearance. You may attach window bars per the rules, and/or welding hood bolts on to secure hood per the rules. No re-welding factory firewall seams or adding metal allowed.

Hoods

Hoods must be off for inspection but will be a part of the inspection process. No metal may be added to hood for any reason. Access holes and/or exhaust holes may be bolted back together in a total of (12) locations by using (3/8) inch bolts and (1) inch outer diameter washers or (1) inch long welds. Hoods can be secured to the car in (8) locations. Factory hinges will be considered (2) of the (8) locations if used. Bolts to secure hood cannot exceed (1) inch diameter and (6) inches tall. Bolts can be welded to fender and/or firewall. A (4) inch by (4) inch by (¼) inch thick plate can be added to each bolt location to assist with welding bolts to fender or firewall. Plate may be folded into an angle if desired. Washers to secure hood cannot exceed (5) inches by (5) inches by (¼) inch thick. All hood bolts must be outside of the exhaust tube width.

Doors

Shaping of sheet metal on doors is allowed but sheet metal cannot be doubled over and / or welded. Doors can be completely welded to truck on the outside of truck only by using (3) inch wide by (1/8) inch thick strapping. Do not overlap strapping. Both front doors can be reinforced with (3/16) inch thick metal. Metal plate cannot extend more than (3) inches from front factory door in any direction.

Beds/Cabs

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Beds may be welded to the cab of the truck with a 3" (1/4) strap directly behind the doors. Bed Seams where the bed sides meet the floor may be welded inside of the bed ONLY. No metal may be added.

Quarter panels/Tail gates

Quarter panels can be bolted together using (5) 3/8 inch bolts with (1) inch diameter washers. Shaping of sheet metal on quarter panels is allowed but sheet metal cannot be doubled over and / or welded. Absolutely no metal may be added to quarter panels. Quarter panels must remain vertical. It is understood the shaping of sheet metal effects the vertical appearance. Top of quarter panels cannot be pushed in any farther than the inner edge of frame rail on the same side of truck. The top of the quarter panel must measure (10) inches tall from the body bolt elevation. This measurement will be taken at the top of the quarter panel above bed area.

Tailgates may be welded shut using 3"x ¼" strap. A maximum of 48" of strap may be used.
These straps may weld to the bumper. 48" piece of ¼"x2"x2" angle may be welded on the inside of the tailgate.

Window bars

Two (3) inch wide by (¼) inch thick flat bars on front window. Front flat bars can be attached (6) inches onto roof and (6) inches onto firewall or to top of dash tube. No rear bars will be permitted. Metal flat bars cannot connect in anyway. All window bars can be attached by bolting and welding. Both flat bars in front window must be within exhaust tube width.

Cage/Halo/Gas Tank Protector

No cage component, including halo bar, can be larger than (6) inch material (round or box tubing). No double stacking of cage components or halo bar. No cage component can be contoured or rounded. Four-sided cage surrounding driver consisting of dash bar, two side bars and rear seat bar. Dash bar must remain (4) inches above topside of transmission tunnel. Two down legs can be welded to frame. Down legs must be vertical and can only attach to side bars. Down legs must be within the factory cab. All cage components must be at least (4) inches above body bolt elevation and (4) inches above topside of transmission tunnel with exception of down legs. All cage components must stay within the cage except for gas tank protector. Gas tank protectors may not extend further back into the bed area than 24". Gas tank may not be connected to bed/frame in any way but rather free floating. Gas tank MUST bolt to protector and not the bed.

Cage, gas tank protector, and halo bar can have one gusset per corner. Gussets are considered a cage component and must adhere to the size limitations.

Body mounts

Maximum bolt size are (1) inch diameter and (8) inches in length. Washers for body bolts can be no larger than (5) inches by (5) inches by (1/4) thick. Body bolts cannot be moved from factory location for any reason. Bolts must start in factory location on frame and can be ran thru the body and washered/nutted on top. No extra body mounts for any reason. (unless otherwise stated) core support mounts can run from bottom of frame thru core support and can act as two of the 8 hood mounts. Five nuts and washers per core support mount. Nuts and washers can be welded if desired on core support body mount only. Washers on core mount must be standard store bought (1) inch washer with a

diameter no bigger than 3 inches. Two nuts and washers for all other body mounts and must be free floating. All body mounts with the exception of core support must have a (1) inch tall spacer between frame and body. Maximum size for spacer is (3) inch diameter or (3) inch by (3) inch square and must be free floating. Body spacers are allowed to be threaded.

Interior bolt-ins

Aftermarket components for controlling the truck are allowed. However, no interior component including pedals, battery box, and steering column may strengthen the car in anyway. Mounting of these components may not attach to the frame, crossmember, and/or firewall. Transmission coolers are allowed but again, cannot be mounted in a way that strengthens the car in anyway. Fuel cells and batteries must be safely mounted (2 batteries max).

Front frame

Engine saddle can be plated with (10) inch by (10) inch by (¼) inch thick plate where engine mounts. Plates can be welded on top side of saddle only. Frame locators that locate the two halves must be visible. Width measurements will also be taken and compared to factory dimensions. C-channel front frame trucks can run kickers off the front bar to back of the A arms no bigger than 2”x 2” square tubing. This tubing must be to the frame. Boxed framed trucks down bars have to stop at firewall.

Center frame

No modifications on center rails beyond what is allowed to mount crossmember and seam welding stated in front frame section.

Rear frame/Rear Suspension

No hump plates.

Leaf springs may be up to 1 ton leaf springs with no more than a stack of 8 per side and 6 leaf clamps per side that are staggered by 1”.

Rear suspension may be solid using 1 stick of 1” all-tread straight up and down.

Front bumper

Any oem automotive bumper allowed. Bumper may be seam welded and stuffed. Aftermarket replica bumpers are allowed but must be to factory measurements. No sharp or jagged edges allowed anywhere on bumper for safety reasons. Front bumper height max 25" to center.

Front bumper can be welded to frame with (2) – (3) inch wide, by (1/4) thick, by (6) inch long straps per side.

Rear bumper

Any oem automotive bumper allowed. If using tubing, no more than 4” by 6” ¼” tubing may be used. Bumper or tubing can not be wider than the bedsides. Bumper may be seam welded and stuffed. No sharp or jagged edges allowed anywhere on bumper for safety reasons. Rear bumper can be welded to

fame with (2) – (3) inch wide, by (1/4) thick, by (6) inch long straps per side. Rear bumper height 16" to bottom of bumper.

Front suspension

A-arms must be oem factory from passenger car/truck origin. A-arms are interchangeable but must be a direct bolt on to factory configuration with no modifications. No aftermarket coil springs or coil spring spacers allowed. One inch all thread can replace the factory shock. Three nuts and three washers per all thread. Nut and washer on bottom can be welded. Measurement for bottom washer is (5) inches by (5) inches by (¼) inch thick (or 5 inch round).

Top nut and standard store bought (1) inch washer with (3) inch diameter can be welded. No welding on bottom a- arm other than nut and washer for all thread shock, ball joint rings, and bump stops for spindles. Bump stops can be no larger than (2) inches by (2) inches by (¼) inch thick box tubing and cannot be longer than (2) inches. Upper a-arm can have strapping to weld the a-arm down. One strap on front side toward bumper and one strap on back side of arm toward driver. Measurement of flat strap can be (3) inch wide, (¼) inch thick, and (8) inches long. Strapping must follow contour of a-arm on front and back sides going down to ball joint. A-arms cannot be moved from factory location. Towers and brackets cannot be moved, welded, or altered.

4-wheel drive trucks, you are allowed 2” by 2” square tubing straight up and down from axle to frame in the front. Must be located in factory a-arm location.

Steering

Steering components are interchangeable but must mount in factory location. Hydraulic steering will be allowed but call first. You may use an adapter plate, but it cannot strengthen the car in anyway. Aftermarket tie rods are allowed.

Wheels / tires

(4) tires max per truck. Wheels and tires can be any configuration with exception of no foam filled or studded tires on rear. Tires cannot be replaced with steel paddles. (21) inch outer diameter max on bead locks.

Rust

A phone call to the head inspector must be made prior to fixing any rust on body and/or frame. Head inspector will provide direction on how repairs are to be made. The conversation will be documented. No car will be allowed to compete if rust repairs are made without having a pro-active conversation with head inspector. This rule will be strictly enforced.

Drivetrain

Any automotive engine and trans are allowed. Aftermarket driveshafts are allowed. Any rear-end is allowed. Bracing for the rear-end cannot extend more than 13” in any direction from center line of rear-end. Bracing cannot extend more than 10 inches from the center line of rear-end on the last 12 inches on ends of rear toward tires. Crossmember can be factory or a (2) inch by (3) inch by (¼) inch wall tube. Angle iron to mount cross member can be no bigger than (6) inch by (6) inch by (¼) inch thick angle iron and no longer than (8) inches.

No full engine cradle will be permitted. Lower cradle and pulley protector and mid plate between trans/engine and a trans protector are only permitted.

Prequel to the King

You will be allowed to add four fix-it plates to your truck in any configuration. However. Plates cannot be cut in multiple pieces to increase number of total plates. Plates will be (4) inches by (6) inches by ¼ inch thick.

Any modifications made to trucks that are not stated in the rules will result in that truck not competing. All welds must not exceed ½ inch wide and must be a single pass.