

2026 Chisago County Fair Big Trucks

Any questions on rules text question to Mike 651 775-3609 and the question will be answered in a timely manner.

General

- No year limit.
- ½ and ¾ ton trucks only!
- 4 door trucks and SUVs allowed. (see cab section for details)
- If you have a 4x4 truck, no power to the front tires.
- **Be sure to pay attention to sizes and thickness of material used. The dimensions will be fully enforced.**
- No gray area building- Judges discretion and decisions are final.
- Cab and front clip must be of the same year, make and model of the frame.
- No cab/chassis type frames

Crossmember Rules

- If you need to, you can remove your stock transmission cross member, and substitute a piece of C channel or tube, 4" C-channel max or 2" square tube max. No gussets of any manner allowed.
- —May use a 3x3 by 1/8" thick max angle to support bottom of radiator. Must not be wider than the outside of the frame at that location.
- May add a single 2x6 tube or channel as an engine crossmember in trucks that didn't come with one from factory. Must be located directly above front axle. Cannot use an automotive crossmember from another vehicle, must be tube or channel. No gussets allowed.

Repairs

- Each fix must be at least 4" apart.
- The plate must be no larger than 6"x6" by ¼ thick.
- The plate can be formed to fit the surface its going on but must remain 6"x6".
- Nine wire will only be allowed for fixing sheet metal- cannot go around any part of frame or crossmember.
- May use 3"x1/8" strapping to fix sheet metal

Drive train:

- Tire size 14"-16.5"
- Straight tread drive tires only
- Full weld in center allowed.
- Rear differentials can be swapped but must be no larger than 8 bolt standard pickup differential. No braced rear ends.
- Aftermarket gas pedals, shifters, sliders, brakes pedals, etc. allowed. Pinion brakes are also allowed.

For engine mounting you may use ONE of the following options

Option 1 - LOWER CRADLE OPTION

- Lower cradle made from plate steel only- No front plates, no pulley protector, no mid plates, no tube reinforcing cradle.
- Lower cradle cannot attach to cylinder heads or cylinder head bolts.
- Cradle, if bolted in, must be bolted within the stock location. With rubber style mount. Only using 2 bolts.
- Cradle can also just be welded in. Using flat stock, square tube, etc., but must only use 12" (6" per side) worth of total weld connecting it to your frame. Welded only between front pulleys and carburetor.
- Lower cradle attaches to the engine at the factory engine mount location and does not wrap around the front of the engine.

Option 2 - CRADLE with MID-PLATE OPTION

- Cradle must be bolted in with rubber style mount at factory location only – one bolt per side. Two max. No welding
- This combination includes the lower cradle, front plate, pulley protector, and "block saver" style mid-plate.
- "Block Saver" style mid-plate must follow contour of bell housing with a max height of 1 inch larger than bell housing. This means 360 degrees around bell housing
- Nothing over top of engine- Will be judge's discretion if there are any questions.

Option 3 - No Cradle / No cradle- mid plate option

- If not using a lower cradle, you may bolt in factory mounts, along with welding engine down. You may weld between front pulleys and carburetor. May bridge from side to side, but bridging can only be above water pump/timing chain area.
- Must not have more than 12" total weld connecting to frame.

Transmission mounting

- Transmission bracing, aftermarket transmission cases & aftermarket bellhousings are allowed. If you use one of these, you cannot bolt or weld to your transmission to a cross member. It must be floating on top of your cross member. No pressuring in any manner. Any part of the transmission and transmission brace must be able to slide past the crossmember. May chain or strap down with cloth type strap.
- You can only mount your transmission to the cross member if it is in stock form, with no bracing, or aftermarket bellhousings or aftermarket transmission cases. Must be bolted in a stock manner. (Single location.)

Suspension / Steering

- Front bumper must be between 24-30" off the ground. Measured from the top of the bumper.
- Rear frame cap also must be 24-30" off the ground. Measured from the top of the cap.
- Front suspension can be welded to obtain a height.
- Tube steel can be used to weld your suspension up. (2" max) Must stay vertical, and have no gussets. One per side directly above front axle
- NO suspension style swaps.
- Leaf spring pack must remain stock for that truck. No stacking springs.
- Spring perches and suspension mounts must remain in factory location.
- Allowed 6 clamps per leaf pack.
- No flat stack leaf packs
- Automotive style steering boxes only-
- May run hydro steering type box steering but no full hydraulic steering.
- No aftermarket steering components. No aftermarket suspension components. No aftermarket tie rods, ball joints, spindles, hubs, axles housings, kingpins, leaf springs, trailing arms, sway bars, drag links, control arms etc.

Front of truck

- Front bumper can be no bigger than 6x6 tubing. Including replica bumpers - Must use the 6x6 version of the replica.
- No homemade pointed bumpers. (see below)
- May use a manufactured replica type bumper. No Chrysler pointy bumpers (replica-factory or home-made) max point can be the equivalent of a '74 chevy type bumper.
- May use a loaded factory automotive bumper, but max type of point is also a '74 chevy type bumper. No Chrysler pointys' at all.
- No angled gussets connecting your bumper to the frame. You can only use 2x2 angle. iron to overlap your welds to make sure your bumper doesn't break loose.
- You are allowed 2 pieces of 1½ x 1½ square tube to reinforce your frame. Connecting engine saddle to front bumper. Cannot go farther back then front edge of engine saddle. Can not place it on outside face of the frame.
- The only other tube steel allowed in the front of the truck is:
 1. A piece of tube (3" max) across the top of the core support.
 2. And 2 down bars (3" max) connecting your core support bar to your frame rails. These 2 down bars must stay vertical. You are not allowed to have kicker bars from the core support bar to the engine mount area.
 3. The 2 down bars can have 6" triangle gussets at the bottom where they meet the frame. 3/8" max thickness plate steel. No tube gussets
- Radiator or Radi-barrels allowed. Barrel width stays inside of your frame rails. 3" max. Mounted to vertical up rights only in 4 locations. 4-2x2 angle 6" long, cannot touch frame. Must be mounted in factory position.
- Radiator protectors allowed. Must be mounted in the same manner as radi-barrel.

- You can have a max of 8 hood bolts. (1" max) Bolts can only connect sheet metal to sheet metal.
- 2 of your hood bolts can run down to your frame rails by the core support area.
- Your hood must be able to open. No welding hood solid.

Cab Area

- Dash bar, door bars, behind the seat bar allowed.
- Down bars allowed but must remain vertical and only mounted to door bars. None of the cage may be welded or attached to the frame, body bolts (factory or additional) or body bolt washers.
- Dash bar, and any cage material and all body bolts must be at least 6 inches away from mid-plate, cylinder heads, valve covers, bell housing, tranny case, tranny brace etc. This will be judges call if something is too close.
- You can add 6 additional bolts (1" max) inside the cab. 6" washer max, and no washers can be connected.
- Cab bolts may only be welded along the outside of frame rail or bolted to the top lip. No pinning. Must be vertical and cannot pigtail the rod. The length of rod along the frame can only be as long as the frame height at that location. Example- if frame is 6 inches tall where the rod first touches the frame, you are allowed up to 6 inches of rod along the frame at that location.
- When replacing factory bolts. The replacement bolt AND washer must be the same size as the original bolt and washer. Must go back to factor mount at factory location in factory manner. If not, then it will count toward your addition 6 cab bolts.
- May bolt cab to box with up to 3 bolts, (1" max)- 6" washer
- You can patch rusted through floor pans with 1/8" sheet metal.
- Doors are to be welded shut. May seem weld or patch weld doors with max 3 inch wide by 1/8-inch strap. Same applies to welding your box to your cab.
 - No re-sheeting body panels
- If you build a roll bar inside your cab, all of it must stay inside your cab. (and not anchor into the bed)
- If you run a 4 door or SUV, all your cab steel must stay within the front area. Just like if it was a single cab. Nothing more than 10 inches behind the driver seat. Your additional 6 cab bolts must be in front of 10" behind the seat also.

Bed Area

- Rear frame must be capped. Use either C channel or square tube.
- Rear bumper allowed
- You are allowed 8 additional box bolts. (1" max) 6" washer max, no washers can be connected.
- Box bolts may only be welded along the outside of frame rail or bolted to the top lip. No pinning. Must be vertical and cannot pigtail the rod. The length of rod along the frame can only be as long as the frame height at that location. Example- if frame is 6 inches tall where the rod first touches the frame, you are allowed up to 6 inches of rod along the frame at that location.
- When replacing factory bolts. The replacement bolt AND washer must be the same

size as the original bolt and washer. Must go back to factor mount at factory location in factory manner. If not, then it will count toward your addition 6 cab bolts.

- If you run an SUV your 8 additional box bolts must be behind the 10" behind drivers' seat
- You are allowed to use C channel as a gas tank protection. Laid flat along your bed floor. Must stay in front of the forward part of the wheel wells and cannot be connected to your cab steel. Can not be wider than the frame rails at that location. This is intended to be used to mount your gas tank/ gear to. This can be anchored to the frame by using 4 of your box bolts- two for each frame rail- following the same body bolting standards for cab and bed area in these rules.
- If you choose to have a roll cage in the box, the uprights and kickers can be No wider than the width of the frame, no farther back than 3 feet from the front of the box. And stay in front of the forward part of the wheel wells. This can be anchored to the frame by using 4 of your box bolts- two for each frame rail- following the same body bolting standards for cab and bed area in these rules. If you choose to run the roll bar over the cab, it may connect to the dash bar only and at two locations max. Top of roll bar may not be wider than top of cab. Top bar may be attached to roof sheet metal
- Weld your tailgate so it does not fall off your box.
- Tailgate must be automotive type tailgate.
- No wedging or flattening your box and tailgate.
- Roofs, tailgates, rear doors of SUV's must remain in place and in factory location.