**FULL SIZE LIGHT BUILD TRUCKS:**

**NO 1 tons: ¾ ton and under**

If you have Questions: Text with question and answer will be returned in a reasonable amount of time, before modifying.

Pat: 763-744-7183

No adding extra braces in frame or engine cradles outside what is stated.

No welding other than specified.

**Hood:** You can chain, wire, or bolt your hood down in any 6 locations. You can use up to a 1” rod along the core support, no more than one down to each frame rail with no bigger than 5”x5” washers. You may also use angle iron no larger tha 2”x2”X ¼” 6” long, 2 sets on each side of hood and attached to front fenders to tie hood down, with no bigger than ½” bolts through the angles for opening hood.

**Core Support** : may be replaced with up to 2”x2” square tubing ,one bar on each side, coming from the frame up and one across the top.

**Radiators or Radii** : barrels are okay. Barrels must be inside the frame rails for width but cannot touch rails. Bolt or weld to core support, not frame.

**Bumpers:** Bumpers are required. NO HOMEMADE POINTIES. Any factory bumper is okay, as long as the bumpers do not exceed the width of the fenders. Bumpers may be made with up to 5”x5” tube or pipe up to 3/8”thick with skin on it, welded to frame. 2”x 2” angle the height of the frame, may be used also to secure bumper to the frame. Bumpers MUST be between 22” and 30” to top of bumper for height.

**Cab:** You can have a dash bar. Must be 4” away from transmission bell or mid plate or fire wall. You can use 6”x 6” plates on the ends of the dash bar and behind the seat bar. You can run a bar no more than 10”behind the seat. You may connect the dash bar to behind the seat bar. 4 down bars. 2 down bars off the drivers side door bar to floor or may kick inward passing through floor and attach to side of the frame. For the passenger side door bar. Go from passenger side door bar to floor for protecting battery. You may also attach a rollover bar from seat bar to roof you can run from rollover bar to dash bar. 5” max on material for cage.

**Doors:** May be chained, wired, or welded up to 6 spots per door. If welded, no more than ¼” thick 3” wide x 6” patches only to be used. Drivers door- May be welded solid and reinforced for safety.

**Box**: Must look like truck box. No wedging. Roll over bar mounted in front of box is okay. Must be a 5” gap Minimum away from the top of the cab vertical not angled. You can weld or bolt to the box floor or to box washer plates. NOT THE FRAME. The bottom uprights must not be wider than the frame and no wider than the cab at the top. You can have 2 kickers, 2 feet back from the uprights. One cross bar across the bottom of kickers. It cannot attach to interior cage components. You can bolt the box to the cab in 4 locations using up to 1” bolt size 5”x 5” plates. You can use up to 16” of strap per side to weld the cab and box together.

**Body Bolts:** May bolt the box down in 8 locations with chains, bolts or U- bolts to the frame. Cab can have 6 locations and 2 core support also. 1” is the maximum bolt allowed, with plates no bigger than 8” square or round. The bolting must go through the frame, like factory or weld to the outside of the frame. Do Not Pin frame.

**Tailgate:** Is required and MUST be ran in upright position. May be chained, wired, or welded. May use angle iron on the bottom without touching a box washer. 3”x 6”x ¼”plates, 2 on each side of tailgate, from tailgate to box side.

**Suspension:** Front axle, non-leaf spring trucks, may install ¾” bolt in center of a- arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height. Stock leaf packs, No adding or Restacking leafs. You may have 6 leaf clamps per leaf pack total. No coil to leaf conversion on front axles. Factory leaf spring perches may be welded or bolted to frame. May add 2 chains per axle to frame 3/8”chain. ½ tons may swap to ¾ ton rear ends. May be welded to posi-traction. No added bracing on rear ends.

**Tires:** Any ply tire allowed. Stuffed, skid and ag ok for steer tires. No split rims. No bead locks or full centers. No Snow, bar, or lug tires on drive wheels regardless of tread condition. Will be at judge’s discretion. ▪

**Cross member and plating**: For older c channel frame trucks with no engine cross member this is your allowance: you will be allowed to build an engine cross member out of 2x6 ¼ inch thick tube max, you will be allowed to have a piece of the 2x6 tube 6 inches long welded or bolted in the c channel part of the frame, from there you can weld the 2x6 tube straight across off those pieces. This cross member must be directly above the front axle of the truck, absolutely no gussets or extra bracing from cross member to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Cross member cannot be used as a brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the cross member you will be allowed to box frame from front frame horns to this cross member. Max thickness on plate will be 3/16, no internal reinforcement behind plate. Must have inspection hole in frame capping.

Engine/Trans: Engine swaps okay as long as bolted to mounts and no added or extra braces in frame. Full cradles, steel or aluminum bells are ok, as long as using factory mounts and bolts. May chain or weld motor down. No added support. Floating tranny braces are okay as long as not welded in, but can be bolted in factory location. Tranny coolers are allowed. Any drive shaft may be used. If you run a full engine cradle, your mid plate must be 4” away from fire wall or dash bar.

**Steering:** Steering shaft from box to steering wheel may be altered. Tie rods may be reinforced.

**Battery/Gas tank:** 2 batteries max. Must be properly mounted and covered. No Bungie straps. Factory Gas tank must be removed. 8 gallon max. May use electric fuel pump.