

Full Size Truck Rules GENERAL

- ½ ton ¾ and 1 ton trucks, suburban's and full size SUV's, and 4x4 frames are allowed (front driveshaft must be removed on all 4x4 trucks).

no small trucks. No extended frame trucks (deck trucks, service bodies, grain trucks etc.)

- Must have working brakes! Brake test will be mandatory before inspection. This is to ensure spectator and pit crew safety in the pits.

- This is a spectator sport!!!!!!

- Absolutely NO SANDBAGGING!!!!!! 1 WARNING THATS IT!

- The safety for spectators, officials, drivers and pit crew is our main concern. Fire, flying debris and impact injuries are also a concern so please keep this in mind when building and working on your vehicles. • Head Tech's decision will be final!!!

- Hood off inspection if hood hole is not sufficient enough for inspections to look into engine bay. Hood must be with truck for inspection if taken off. To be determined by tech inspectors

- If there are any discrepancies in your build you will be given ONE opportunity to repair your truck. If you are unable to make the changes requested, you WILL BE LOADED, and your entry will not be refunded!

- If you have any questions do not hesitate to call or contact for confirmation.

- Do not come to inspection if your truck is not race ready! This is a waste of our time!!! You must arrive 30 minutes before drivers meeting to compete, unless pre-discussed with race officials.

- There will be no welding on any truck except where the rules clearly state.

- There will be no reinforcing except where the rules clearly state.

- If it does not say it is allowed then it is most likely not.

- We understand there are differences in everyone's builds! And everyone builds are unique in their own way!

- A re-inspection will be done before any truck advances, and/or any prize money is distributed! Trucks can be cut by officials after the main event if needed.

- Head inspection judge can and will disqualify any truck found to have direct rule infractions.

- Seat belts are mandatory; a lap belt is the minimum requirement!

- Helmets, eye protection, long pants, are mandatory! Sandals may not be worn while driving.

- Drivers compartment padding is strongly recommended!

- Driver's door hits are illegal. If deemed careless or intentional by officials, you may be disqualified. If you use your door as defense, then HOLD ON!

1 - Mandatory stripping of trucks:

- 1-1 All interior must be removed including complete dash board. Anything other than driver seat and seat belts.
- 1-2• Remove all glass, lights, lenses, mirrors, and hardware.
- 1-3• Remove all body trim, hub caps, and exterior ornaments.
- 1-4• Remove fuel tank.
- 1-5• Remove trailer hitch and all mounting components.
- 1-6• Remove complete interior with exception of the front seat.
- 1-7• Your truck must be clean of all debris and loose objects, and broken glass, including in the box.

2 - Door reinforcement, cages and cross bars:

- 2-1• We allow almost any cage built around the driver from sturdy, easily assembled material.
- 2-2• Interior or exterior door bars are accepted.
- 2-3• Both drivers and passenger doors Must be reinforced with channel iron, I-beam, or box steel. NO grader blades allowed!
- 2-4• 2"x6" is min, 12"max width, 76"max length.
- 2-5• Exterior bars must be beveled.
- 2-6• Exterior bars must bolt through entire door or post, or box, not just outer skin.
- 2-7• Exterior door bars may extend 8" past front fender seam. With a maximum of 76" overall.
- 2-8• Front dash bar and rear cross bars are mandatory, max size is 6" OD.
- 2-9• Dash bar and rear cross bar may have 2 down bars bolted or welded to floor. Max 3"x3" material. Can NOT attach to body mounts or frame in any way. Max 6" x 6" plate on bottom. Front down bars cannot be mounted more than 2" past the front door seam.
- 2-10• Interior cage may be welded in place with a maximum of 16" of weld. (4 spots at 4" of weld). Interior side bars may not extend past front cross bar and only 6" past rear cross bar.
- 2-11 Rear cross bar must be mounted within the span of the door bars. Cannot be further than 70 inches from the front cross bar.
- 2-12 • Floor to roof head bars are mandatory but cannot attach to frame or body mounts. You may run 2 of these.
- 2-13 • Halo bars are acceptable. Halo may be bolted or welded to the floor but can NOT attach to the frame or body mounts in any way. Max 4" x 6" plate on bottom side. May also be from front to back, attaching to front crossbar, going over the cab, then attaching to rear crossbar.

2-14 • Gas tank protectors are allowed, but must be attached to rear cross bar, or body of the truck only. no connecting to the frame. Max width 36" OD.

2-15 • All doors must be securely fastened shut by means of bolts, chains, clamps, welding etc.

2-16 • Doors may be welded shut 6" weld, 6" no weld, no exception. The no weld space must be 6" if less welding is used. Filler may be 2" x 1/8" flat bar or 1/2" round bar. If seams were fully welded for a previous show you must cut the entire seam weld out every 6". No slice cutting will be allowed! Only exterior seams may be welded.

3 - Engine:

3-1 • Any engine may be used in any truck but must mount within 4" of original mounts.

3-2 • Headers or exhaust manifolds are mandatory.

3-3 • Mounting of engine must not strengthen the truck in any way.

3-4 • Lower engine cradles will be allowed with NO front plates. Pulley protectors will also be allowed. No use other than what it is made for will be permitted. Max 5/8" thick. Cradles cannot extend more than a few inches past the ears on the block where it mounts. Example of engine cradle allowed:



3-5 • Lower motor mounts can be welded to the engine saddle (spacers are acceptable). Must bolt to the cradle. Aftermarket mounts may be used but NO solid mounts. Every motor mount must have rubber bushing between cradle and frame.

3-6 • You may chain engine.

3-7 • You must run an air cleaner.

3-8 • No skid plates.

3-9 • No starting fluids allowed.

4 - Transmission:

4-1 • You may use any type of mounts.

- 4-2 • If not using a factory cross member, you may use 2" x 2" square tubing.
- 4-3 • Any type of coolers are acceptable, but must be securely fastened in passenger compartment.
- 4-4 • 3/4" hose attached to fill tube is recommended.
- 4-5 • Metal or braided lines must be used. No fuel or low-pressure hose allowed.
- 4-6 • Any type of shifter may be used but must not strengthen truck in any way.
- 4-7 • No skid plates.
- 4-8 • You may use a transmission protector/brace but ,must not act as a kicker in any way!!! Floor must be cut out clearly around. Example of transmission brace allowed:



- 4-9 • Protector may only attach to transmission and only to protect the upper half of tranny (see picture of sample trans brace at bottom of file).
- 4-10 • You may only run protector if at least 3/4 of top of transmission is visible.
- 4-11 • If deemed you are using it as a kicker it will be removed, or you will cut firewall and floor out!!!
- 4-12 • No aftermarket bell housings or steel tail shafts will be allowed. Transmission cases must be stock
- 4-13 • Any type of driveshaft is acceptable.

5 - Rear Differential:

- 5-1 • Diff swaps are allowed but must use stock mounting brackets.
- 5-2 • You may weld stock brackets to housing if doing a swap.
- 5-3 • No added bracing allowed.

5-4 • Max 8 lug diff allowed. Must be stock to the truck, or stock to a truck that is legal to compete.

5-5 • Diff may be welded for a posi, or a spool may be used.

6 - Rear Suspension:

6-1 • 10 leaf max, must have a minimum of 1" stagger.

6-2 • 3/8 max thickness, 2 1/2" max width.

6-3 • No extended or reverse spring shackles. No bolt on overload springs.

6-4 • Stock style shocks only.

6-5 • No welding of spring packs.

6-6 • No flat sprung trucks.

6-7 • Coil springs may be bolted, tied, or welded to differential.

6-8 • Coils may be doubled and clamped, chained, or wired together, but NOT welded together. Only welded to housing.

6-9 • 4 leaf clamps per side max.

6-10 • Spring hangers can be welded to the frame.

7 - Front Suspension & Steering:

7-1 • Any steering column is acceptable.

7-1 • Steering u-joints are allowed.

7-3 • All steering and suspension must be of OEM (manufactured by Ford, GM or Dodge) or stock replacement type parts.

7-4 stock size tie rods only. NO reinforced or aftermarket large tie rods

7-5 • Coil spring spacers and or front leaf springs may be added to meet bumper height regulations up to a max of 4 coil spacers per coil, or 8 leaf springs per leaf pack.

7-6 A-arm trucks may weld down their upper control arms using 2" 1/4 thick strapping to gain bumper height as an alternative. You may have a maximum of 3" of strap connecting itself to the A-arm, and 3" of strap connecting itself to the frame. Max 2 straps per A-arm.

7-7 leaf sprung trucks may weld their leaf hangers to the frame. And clamp each leaf pack in a max of 4 spots per pack

7-8 4x4 trucks may interchange front axles between manufacturers (Ford, GM, Dodge). Maximum 8 lug front axles, using all the factory suspension and steering components that go with it.

7-9 • Center link may be lowered.

7-10 • Any power steering pump is acceptable. Any steering box is acceptable

8 - Frame:

8-1 • No frame reinforcements will be accepted other than where stated.

8-2 • Frame repairs: Only to repair rotted out frames, pre-run trucks, or repair at derby. 1: Plate size is 6"x6"x 1/4". A repair must be visibly required before its allowed. 6 plates total per frame rail of the truck

8-3 • You can add additional support to the front of the truck. Max size is 2" square tubing. Must be located entirely inside the engine compartment, behind the rad support, under the hood, and may not stick out more than 3" past the outside edge of the radiator. On each frame rail you may weld one 2" square tubing to the top of the frame, vertically. You can then put a 2" square tubing kicker off that one, back to the frame rail. Must all be in front of the control arms on a arm trucks and within a total of 24" from the rad support on coil over and leaf sprung trucks. Maximum of 2 contact points on each frame rail.

9 - Bumpers:

9-1 • If you choose to hardnose your bumper you may use 6" x 6" x 1/4" thick bumper plates. They can be used to replace original brackets and shocks. One or the other only. Plates may be welded to any side. Top, bottom, or either side. If you choose to cut the plate you can only use 1 piece, not 2.

9-2 • You may use 6" x 4" x 1/4" thick plates to square off the front edge of your frame to make it easier to mount your bumper. May also consist of 1 12" long piece bent at 90° to cover the front of the frame and act as your bumper plate if using that method.

9-3 • Front frame may be shortened up to the first body mount, but the rad support must remain in stock location.

9-4 • Bumper swaps are allowed. You may use a factory truck bumper. A factory car bumper, or build a home-made bumper within the specified dimensions

9-5 • homemade bumper MAX dimensions: 6x6 square tubing or pipe. 1/4" wall thickness. And with a maximum point of 8" with a spread of 28" going back to the main part of the bumper. Or must be a replica of a factory style car bumper.

9-6 • If using a car bumper, you may load the bumper, and pinch and weld the outer chrome skin to the back internal structure of the bumper.

9-7 • Truck front bumpers can be overlapped and bolted or welded together.

9-8 • You may weld bumper to stock brackets and brackets to frame. Car brackets/shocks are permitted.

9-9 • Bracket to frame welding can only reach 10" from front of frame to back.

9-10 • If using a rear bumper, it must stay in the factory position, with the factory mounts. It must be a factory bumper.

9-11 • Max 24" to bottom of front bumper.

9-10 • Bumpers may be chained with one loop of 3/8" chain to hood or core support

10 - Radiators and core support:

- 10-1 • Radiator core must remain in stock position.
- 10-2 • Any fan is allowed.
- 10-3 • 2 rad support spacers are allowed, 4" max length.
- 10-4 • No supplemental cooling devices are permitted.
- 10-5 • No antifreeze.
- 10-6 • The rad support bracket that you run your all thread through can be welded to the frame. This DOES NOT include the rad support. NO welding of the rad support will be tolerated.

11 - Fuel System:

- 11-1 • No plastic fuel tanks.
- 11-2 • 7.5 gallons max capacity.
- 11-3 • Original fuel tanks must be removed.
- 11-4 • Tank is to be securely mounted behind driver's seat, or in the front of the box and securely fastened.
- 11-5 • Any type of gas pedal is allowed.
- 11-6 • Automotive pump gas only. NO ALCOHOL OR METHANOL. THIS IS A SAFETY REASON FOR DRIVERS, RING OFFICIALS AND FIRE DEPARTMENT MEMBERS
- 11-7 • Any type of fuel pump is allowed.
- 11-8 • Electric pumps must have a clearly marked shut off switch.
- 11-9 • All fuel lines passing through any panels must be protected.
- 11-10 • Tank must not reinforce the truck, either before the derby, or after the truck has bent.

12 - Tires, wheels & Brakes:

- 12-1 • You may run any type of air-filled tire. Max 14 ply.
- 12-2 • Max wheel size is 16".
- 12-3 • Weld in wheel center will be allowed. Max 8" centers.
- 12-4 • Flapper tires are allowed. Doubled tires will also be allowed.
- 12-5 • No split rims, studded tires, solid or filled tires allowed.
- 12-6 • No homemade rims allowed.
- 12-7 • Valve stem protectors are permitted.

12-8 • All wheel weights must be removed.

12-9 • Any type of braking system or configuration is allowed.

12-10 • If using a pinion brake the mounting must only be to the center section and not to the axle tubes, or to strengthen the housing.

12-11 • If using floor mounted pedals, they must not strengthen truck at all or will be cut.

12-12 • Any size wheel nuts are allowed.

13 - Batteries:

13-1 • You may run a max of 2x 12V batteries.

13-2 • Must be securely fastened in front of the passenger seat.

13-3 • Batteries must be covered with floor mats or equivalent, unless gel batteries.

13-4 • Must be in a secure battery box.

13-5 • Box must not reinforce the truck, or be attached to the frame in any way.

14 - Hood:

14-1 • Hoods are mandatory.

14-2 • Must have hole in hood to extinguish a fire.

14-3 • Bumper straps will be allowed. 2" x 1/4". Can be welded or bolted to bumper, and hood skin or core support, NOT fenders. May be welded to washer over front hood pins, or have a hole in them and laid over front hood pins. May not cross over each other in an 'X' fashion. Max 36" length.

14-4 • Bumper straps will also be allowed from the rear bumper to the tailgate, following the same rules as above.

14-5 • Hood must be bolted, chained, or fastened in a minimum of 6 places, maximum of 8, including pins through front body mounts.

14-6 • Max washer size is 8.5" x 6.5".

14-7 • 2 may attach to the frame through original body mount.

14-8 • Max redi-rod size is 1-1/4".

14-9 • You may use 2 pcs of 2" x 2" angle iron 6" long welded to body & hood then bolted together with 2 bolts. Max bolt size 1/2". Angle iron may not be welded across the seam.

14-10 • You may use 20 bolts, 3/8" max in size to bolt hood skins together.

15 - Box:

15-1 • Tailgate and box sides must be vertical at the start of the derby. This means no folding the sides of the box down.

15-2 • The front of the box must be bolted to the cab of the box in at least two places.

15-3 • The box can have an additional 4 point of hold down to the frame, besides the factory bolts. Max size of 1 ¼ bolts, Max size of plates are 14" x 8". If factory bolts are replaced, they MUST be of factory size.

15-4 • You can bolt the box sides to the box floor using angle iron. Max 4 spots per side, 8 spots total in the box. Maximum 2" angle iron, max 2" long. Maximum 3/8" bolt.

15-5 • Wheel wells can be bolted to the box floor in the same fashion as stated above. Max 2 hold downs per wheel well.

15-6 • The tailgate can be lowered. Tailgate can NOT be welded to the frame in any way, however you may have 2 of the 4 additional hold down points to the frame as stated above bolted to the tail gate. It can be welded, chained or bolted to the box (sheet metal only). IF WELDING, YOU CAN USE ½" ROD AS FILL, or 2" x 1/8 thick flat bar. You can use 2" angle iron vertically to attach the tailgate to the box sides. If using angle iron, it must stay inside the box. NO WELDED ANGLE IRON ALLOWED HORIZONTALLY ON THE BOX FLOOR.

16 - Body:

16-1 • you may replace your 4 factory cab body bolts with larger bolts or all thread up to a max of 1 inch. All cab bolting must remain inside the cab compartment and not extend forward or back of the cab. Max 6x6 washers.

16-2 • The cab mounts may have the body mounts removed, BUT must have spacers equivalent to stock to maintain cab separation from body. DO NOT suck cab down tight to frame.

16-3 • Wheel wells may be trimmed.

16-4 • Fire wall may be cut out.

16-5 • Any creasing of body is allowed.

16-6 • 8 bolts per wheel are allowed. Max size 7/16" with max 2" washer.

16-7 • Rotted out floors may be replaced with same thickness material and welded in place.

16-8 • 2 vertical front window bars are allowed with 2 horizontal bars across. Minimum of 1 front window bar.

16-9 • 2 rear window bars are allowed.

16-10 • Window bars may be bolted or welded. If welded no more than 6" of weld per end.

16-11 • It is mandatory to have something behind the driver's head to prevent your head from going thru the back window.

16-12 • Trucks may be painted any color.