

Limited Weld Trucks

- Any American made pickup, ext, crew cabs, and suburban are allowed. Older C-Channel trucks can not be taller than 7.25" tall. Nothing bigger than a 1 ton (F350, Chevy and Dodge 3500). Any Questions please call first. SUV FRAMES MUST REMAIN UNDER SUV BODY AND PICKUP FRAMES MUST REMAIN UNDER PICKUP BODYS. Frames must remain stock and unaltered in anyway. Shortening front frame rails up to front core support mount without moving core support mount or any leaf spring brackets will be allowed. NO SHORTENING MIDDLE OR REAR FRAME SECTIONS OF ANY KIND. NO MAKING LONG BOX FRAMES INTO SHORT BOX FRAMES. AUTOMATIC LOAD!! Call before cutting!! No welding other than specified!! NO adding extra braces in frame or engine cradles.
- Hood may be chained 3/8" chain, wired or bolted in 6 separate locations, two chains or wire may go from core support to bumper. You will be allowed two 1" max rods welded to frame used for hood pin at core support, rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), you will also be allowed a 5x5" washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1" max hood pins, wire or chain must go from sheet metal to sheet metal only. Hood washers no larger than 5x5" and 1/4" thick, hood pins must be straight up and down 1" max length. You may use four 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3" or two #9 wires in windshield opening to prevent hood from entering driver's compartment
- Doors may be chained or wired in 4 locations per seam or welded 5 on 5 off weld outside only (1/8" strap no wider than 3") Driver's door may be welded solid and reinforced for safety (HIGHLY recommended) and can have a driver's window net. Tailgate must be ran in upright position, no removing, may be chained in 4 locations per side OR welded using 2x2" angle iron inside, or flat strap outside 5 on 5 off on the gate. Welded inside or outside not both. may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is used. If bumper is used may lower tailgate and weld to top of frame only (NOT bumper) and chained in two lower locations. Suburban & SUV back doors use tailgate rules to secure. Make sure tailgates are properly secured, if they fall off at any point of the show it could be means for disqualification. All box sides and tailgate should be properly secured before the start of each show, no loose/flopping panels when pulling onto the track. Interior box seams can be stitched welded 5" on 5" off to help secure box sides to box floor. No open frame rails.
- Front and rear bumpers may be changed to seam welded, loaded car bumper (rear bumper must remain flat and no bigger than 6" material) NO adding bumper brackets to frame. Factory appearing pointy replicas, 74 chevy replicas, and 76 chevy replicas will be allowed. Pointy replicas point must be no further than 14 inches from the back of bumper to tip of point and must spread over same angle as a stock pointy.
- Other homemade bumpers to be no bigger than 8" material, and point on them to be no more then 4" out from the flat front part of the bumper, and spread over a span of at least 32".
- Bumpers may be welded to frame plus added 2"x2" wide 1/4" thick angle iron also to help secure to frame on all sides (DO NOT run lengthways down frame as a bracket- bumper

attachment ONLY) Bumper height max 30" to the top of bumper- min 22" top in the rear. NO open frame rails

- Any ply tire allowed, stuffed, skid, ag, and split rims but ring must be fully welded. Full centers and 1" wide bead lip protectors will be allowed on rims.
- Suspension: Front axle non-leaf-spring trucks may install $\frac{3}{4}$ " 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 leafs, you may have 6 leaf clamps per leaf pack total (factory or aftermarket) . No coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame $\frac{3}{8}$ " chain. $\frac{1}{2}$ ton may swap to $\frac{3}{4}$ ton rear ends, may be welded posi-traction, NO bracing on rear ends.
- May crossbreed engines and transmissions.
- For any truck with no engine crossmember this is your allowance: you will be allowed to build an engine crossmember out of 2x6x1/4" thick tube max. You will be allowed to have a piece of the 2x6" tube 6" 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 crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the crossmember you will be allowed to box frame from front frame horns to this crossmember. Max thickness on plate will be 1/4", no internal reinforcement behind plate. Must have inspection hole in frame capping. Do NOT use firewall as a brace. May have two chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with two bolts not welded. Trans cooler allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to crossmember. Block saver lower engine cradles allowed with pulley protector. Distributer protectors, and steel tail shafts will NOT be allowed. Any driveshaft may be used, sliders okay. No radi-barrels, must use a radiator in factory location or loop hoses.
- You will be allowed an aluminum ultra or steel bell with no extra bracing or supports. Can not come in contact with floor in any way. NO MIDPLATES ALLOWED. Or you can have a skeleton brace for top of tranny only not welded to crossmember in any way. No pan protectors or anything on the bottom. Pick 1 of the 3 (ultra bell, steel bell, or skeleton brace)
- Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame, cab 6, and core support 2, (suburban, SUV, may only use 10 total throughout cabin compartment and 2 at core support). 1" diameter max size bolts with plate size no larger than $\frac{1}{4}$ " thick x 8" square. Bolts may be bolted through top of frame like factory or may be welded to outside of frame, do NOT pin frame. BODY MOUNT BOLTS MUST STOP AT THE BOTTOM OF THE FRAME. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included. If removed and bolted solid you lose option to use extra factory location.

- Halo bar (strongly recommended) mount in front of box, must remain 5" gap min away from top of cab, must stay vertical NOT angled. Can bolt or weld to box floor or to box washer plates or to frame (not as a pin).(1 of the 3) No wider than frame on uprights, no wider than cab on top. May have kickers two feet back from uprights to support welded to sheet metal or to box bolt plate. NOT TO FRAME, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to inner cage components OR You may attach a rollover bar from seat bar up and over roof and down to dash bar. (PICK 1 OF THE 2, NOT BOTH) Halo bars can't be any bigger than 4"x4" material.
- Box may be bolted to cab in four locations 1" bolt size 5x5" plates AND may weld 12" strap per side (24 total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice. Cannot go to or around frame, four strands of wire MAX, no chains. NO folding box-sides over to create a wedge, may bolt fenders with 6- 3/8" bolts to bolt fenders together 2" washers max, threads must point inward. Outside fender creasing is allowed.
- Cage MUST run a bar behind seat (not further back than 10" behind seat) and across dash may use 6x6" plates on ends, may connect dash bar to seat bar. Dash bar must be a minimum of 4" away from firewall and transmission bell.
- For down bars you are allowed the following: two down bars off of driver's side door bar to floor OR may kick inward and attach to top of frame passing thru floor. For passenger side you are allowed two down bars from passenger side door bar to the top side of the frame only to protect the battery. Down bars can be 2"x3"x1/4" max material for down bars, no further forward than firewall sheet metal, can not angle forward or backward at all, must be straight up and down. These are the only down bars you are allowed. 2 of the 4 down bars can be welded off dash bar STRAIGHT DOWN to top of the frame. 5" max diameter on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburban & SUV may attach a floating gas tank protector off seat bar 24x24 protector must remain 4" away from any sheet metal. These are the only internal cage components allowed
- TWO batteries max allowed on passenger floor, properly mount, and covered. NO BUNGE STRAPS!! Gas tank(s) must be removed and one relocated in front of box, EIGHT gallons maximum. May use electric fuel pumps if well labeled FUEL SHUT OFF
- If your frame is bent, max of 8 plates. 4"x6"x1/4 or 6"x6"x1/8". Must stay flat and square shape. Can not overlap in any way. Plates must have gap between other plates.
- Stock steering components, may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Shifter may be altered, ignition, and starter wires may be altered.