

1/2- 3/4 ton LIGHT BUILD TRUCK RULES 2019

1/2 - 3/4 ton American made pickup, ext, crew cabs, suburbans are allowed, NO 1 tons or frame swaps.

Frames must remain stock and not shortened or altered in any way. No welding other than specified!!!! NO adding extra braces in frame or engine cradles. If officials suspect a 1 ton frame it will be drivers responsibility to have written proof by frame code, vin number it is $\frac{3}{4}$ or less or will not run. Hood may be chained $\frac{3}{8}$ chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper, U will be allowed two 1in. Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5 inches per rod (5 inch long filler material can be used to reach core support if not resting tight against), u will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1in. max hood pins, wires, chain, or 5 inch long angle iron welded to inner fender with pin welded on, must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches $\frac{1}{4}$ thick, hood pins must be straight up and down 1 ft. max length. U may use 4 $\frac{3}{8}$ bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3 in diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for drivers safety.

Doors may be chained two locations per seam, or welded 24 inches of total weld outside only (1/4 In. strap no wider than 2 inches) each chain or wire location will count as 4 inches of weld. Drivers door may be welded solid and reinforced for safety (highly recommended) and can have a drivers window net. Tail-gate must be ran in upright position, no removing, may be chained in two locations per side OR welded using 2x2 angle iron inside, or 2" flat strap outside 24 inches total on the sides plus an additional 12 inches of 2" angle or 4 chains on bottom of tail-gate to box (not bumper or frame). Angle on bottom of tailgate to box must not be connected to box plates. Tail-gate may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is not 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.

BUMPERS Front and rear bumpers may be changed to a seam welded, loaded car bumper, rear may have no larger than a 3 inch point. No adding bumper brackets to frame, If u choose not to install a factory car bumper u can use a (FLAT only) 6 ft. long max, 5 inch diameter or less, $\frac{3}{8}$ thick square or round tube behind factory truck bumper welded to frame, No other metal can be added to bumper besides bumper skin, no sharp edges, cannot protrude past fenders (must be covered by a skin on front side). Bumpers may be welded to frame plus added 2x2 inch wide $\frac{1}{4}$ thick angle iron also to help secure to frame on all sides (do not run lengthways down frame as a bracket- bumper attachment only) no welding, or bolting of factory brackets, Bumper height max 27 inches to the top of bumper- min. 22 top of bumper. No open frame rails.

TIRES Any ply tire allowed, stuffed, skid, ag ok, split rims allowed but ring must be fully welded. Any automotive rim. Uni-lug wheel centers 9 inch max. diameter may be used, may have outer rim bead lip protectors 1 $\frac{1}{2}$ wide no beadlocks or full centers. **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 leaves, u may have 6 leaf clamps per leaf pack total, 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. 1/2 ton may swap to 3/4 ton rear ends, may be welded posi-traction, no bracing on rear ends.

ENGINE/TRANS May crossbreed engines and transmissions, No adding engine cradles or extra braces in frames. For older trucks with no engine crossmember this is your allowance: u may use a 5x5 8 inches long $\frac{3}{8}$ max. thickness piece of tubing to weld solid to frame vertical or horizontal and build out from tubing to mount engine mount, cannot connect mount to mount, no homemade or car cradles allowed to tie rails together, can be gusseted back to tube but not to frame. Do not use firewall as a brace. May have 2 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 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to cross-member. Block saver

lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protectors, ultra-bells, steel tailshafts will not be allowed. Any driveshaft may be used, sliders ok. No radi-barrels must use a radiator in factory location, or loop hoses.

BODY BOLTS Trucks may have 8 locations of chains, bolts or u-bolts to secure box to frame, cab 6, and core support 2, (suburbans, suvs, may only use 10 total throughout cabin compartment and 2 at core support) 1 in. diameter max size bolts with plate size no larger than ¼ inch thick x 8 inches square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. Bolts MUST be ran VERTICAL. In addition u may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid u loose option to use extra factory location. **BOX** Roll over bar (strongly recommended) mounted in front of box, (must remain 5 inches gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior cage components. Box may be bolted to cab in 4 locations 1 inch bolt size 5x5 plates AND may weld 12 inches of strap per side (24 total) to weld cab and box together. U will be allowed one location to wire box side to box side location of choice- cannot go to or around frame (4 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 inch washers max. threads must point inward. Outside fender creasing is allowed.

CAGE MANDATORY= Must run a bar behind seat (no further back than 10 inches behind seat THIS INCLUDES EXT. CAB AND CREW CABS) and across dash may use 6x6 plates on ends, may connect dashbar to seat bar along with two down bars to floor on drivers door for protection, these bars may kick back inward and attach to side of frame after going through the floor. U may also add one down bar on pass door to floor to protect battery. U may attach a rollover bar from seat bar up to or over roof and down to dash bar but these bars cannot connect or come in contact with rollover bar in trucks with boxes to stop truck from bellying . 5 inch diameter max. on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburbans, suvs may attach a floating gas tank protector off seat bar 24x24 protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.

BATTERY/GAS TANK 2 battery's max. allowed on pass floor, properly mounted and covered, NO BUNGE STRAPS!! Gas tank must be removed and one relocated in front of box, 8 gal. max. May use electric fuel pumps if well labeled (FUEL SHUT OFF). **FRAME** If frame bent, may plate 1 inch past bend both directions 1/4 in thick one side of frame only. if long area over 6 inches is bent please call ahead for authorization, No boxing of frames, must have minimum 1 inch gap between plates, 10 plates maximum per truck. **MISC.** Stock steering components, may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Shifter may be altered, ign. and starter wires may be altered. This is a low build class, if rules don't say u cant do it don't assume u can!!! MUST REMAIN STOCK OTHER THAN STATED IN RULES.