



Super STOCK Big Trucks 6in ½ ton max

1. Bumpers: Any factory loaded bumper or homemade 8in max with 8in point spread over 32in no sharp points. May be mounted to frame 24in max to bottom of the bumper in front and 18in min to the bottom of the rear bumper where bumper mounts to frame must have bumper on both ends. You may shorten the frame to core support mount or front of factory core support. You may hard nose bumper to frame using anything in 1st 6in from where bumper mounts to frame no welding of frame of any kind period past that point unless stated in rules or you will not run or it will be cut zero exceptions. You may chain bumper to body/core support in 2 places with 3/8in max chain or 4 loops of #9 wire or 2 straps of 3x1/4in 24in long. Weld rear bumper to tailgate with 24in of 3x1/4in Please weld or bolt bumpers on good to frame I don't want to pick bumpers up all day! Rear bumper may be factory to truck or a minimum of 6in tall a minimum of rail to frame rail tube or same as front bumper rule loaded stock or replica. Bumpers can be welded per rules to the tailgate and the truck must have a tailgate and a rear bumper at the start of the event or you will not run. I don't want unsafe or scary pointy stuff as far as bumpers. I want these to be safe! You will not be allowed to make a thin pointy or anything that's designed to create a scooper. Let's tone these back a smidge.

2. Doors: Drivers door may be welded shut and steel may be added for driver's safety only 6 in past door seam max nothing to frame. All other doors and cab to box may be chained with up to 4 chains 3/8 max per door and only 1 chain may go around the frame per door. Or 12in of weld 3x1/8thin strap per vertical seam. Box may be welded to the cab with 1/8th inch on the outside and only 2in past seam.

3. Box: You may body shape or fold the fenders on the box. They must have a box and nosedagons. You may have 2 3in straps per window on suv or burban type welded 3in on roof and fender or tailgate also roof or box sides must be a minimum of 6in off floor on fresh or pre-ran. You may bolt box sides together with 2 1/2in bolts with a 3in washer. You must have a washer on the inside and outside or welded to the box side. Option 1 you may chain shut with 6 chain 3/8 max. Option 2 you may use 10 bolts with a 2in max washer per bolt per side. Option 3 may weld 20in total using 3x1/4in max. You may use 1 option never all 3 You may replace or add 6 bolts per rail 3/4in max must go through body mount must be up inside the frame in factory location with 3X3X 1/4in washer or bolt welded to the outside of frame vertical and bolt only with no washer no pinning of frame and have a max 3x3x1/4in washer on box floor all other bolts remain factory location and size with 3in round washer max. No welding of any kind anywhere on



washers. You may have 1 chain 3/8in from frame rail to frame rail wrapped around frame and bolted only. May have 6 bolts with 2in washer max per fender or box side. You may shape box or crease fenders of box, no sedagons or smashing roof to floor on suv no bolting of roof or box sides to frame or floor tin. You are allowed 2 bolts 1in max in the tailgate or factory rear frame mount with a 3x3x1/4in plate welded to the frame. It can be at the end of the rear bumper bracket. This bolt may be welded to tailgate a max of 12in this is measured start to finish. You may also run a 3x3x1/4in angle iron from rail to rail bolting to frame and weld to box floor and tailgate on the inside. You may bolt the cab to box using a 3x3x1/4in washer. You may weld box to cab solid with 1/8th inch steel 3in past seam on outside only not top or bottom.

4. Hood: You maybolt or chain in 8 places with only 2 of these going to frame in the core support area. Core Support bolts may go through frame and bolted or welded to side of frame must be in factory location with up to 1in bolt with 2x2 or 3in round sleeve and a 3x3x1/4in washer and bolt may be weld to core support with weld only no added metal. All other bolts must be free floating 3/4in max with 3x3x1/4in washer or welded to tin 6in max under hood including plate or 3/8in chain max. You may weld 6in of 3x3in angle iron to the fender and hood with 2 bolts per angle iron will count as 1 of the 8 places. 12x12in min hole for fire header holes with count may use 6 bolts with 2in max washer per cut out 12 bolts total per hood. 2 windshield bars 2x2x1/4in from cowl to roof with 6x6x1/4in mount plate must be within windshield opening seams. Must not touch engine or transmission components or support or strengthen the truck in any way must be 6in away. May attach to the dash poll using 2x1/4in flat you may attach window bars the same material as window bars.

5. Fenders: You may use 6bolts with 2in washer per fender. May have 3 extra per side of the truck to bolt fender to core support. May crease front and rear.

6. Interior: Plate floors with factory thickness where rusty and leave rust in and only 2in past rust. 4 point cage welded to door posts 6in past front door seam going forward and 18in behind front door rear seam only must be 6in off floor besides drivers door it may be tight to floor tin. May have halo welded to floor tin and frame in 4 locations 2 per side 3x3 down bar must be vertical and may weld to top or outside of frame top to bottom no further back then center of rear axle. Halo may attach to the cab cage and your box bolts may pass through or weld to halo. Battery box or seat or fuel tank may be bolted to tin floor or cage only never both or to frame. You may have 4 body bolts in the cab from frame to body floor 3/4in with 3x3x1/4in plate of floor tin bolt may be welded to the side and no pinning of frame. You are allowed 4 cage down bars



3x3x1/4in must be vertical no further forward than front cab mount and not behind the 18in front door seam rule welded to outside frame top to bottom or top not allowed to pin frame.

7. Engine: Any engine or transmission may be used with full protector and full trans brace must be free floating and not locked or touch tin at any point if running full brace there will be zero tolerance. This rule is for protection only and must not support or stop the truck from bending in any way. Must be mounted in a factory location with minimum of a 3in slide with a ramp style backing at brace or trans pan and factory sized mount. You are allowed a factory engine cross member that came with that truck. Or any engine cross member welded to the frame in the factory engine mount area. A max of 8in of weld top and bottom welds must line up top to bottom and 8in weld start to finish no stitch welded this rule will be as straight cross 8in max to frame anything more will be cut. Or up to 8in tubes running straight across. Cross member may be welded to the frame and the motor may be welded to the Cross member area only with a 8x1/4in 8in max strap along with bolt nothing to frame. Transmission may be mounted to factory mount or 3/8in chain. If the truck doesn't have a factory cross member you may have a 4x4x1/4in square tube running straight across side to side and welded in that area only no added metal. If you have a full cradle or aftermarket transmission it must be free floating on trans cross members not allowed to lock in at any point. This rule is to protect your investment not help strengthen your rig. Zero tolerance decision is final!

8. Frame Plates Or Tin Repair : Rust repair 2in past rust factory thickness leave rust. 3 fix plates per rail trans cross member forward and 2 per rail behind these plates are 6x6x1/4in max and must not be a gusset and 1in minimum between plates including the weld not attached to rear end or engine or trans protector in any way. No double plates unless approved. Any frame legal to run in this class may run any body legal to run in this class. Frame stub or shortening is allowed at one location vertical butt weld with a 2in strap welded on 3 sides only.

9. C-Channel Frames. If your truck is c-channel engine cross member forward you are allowed to cap with flat plate 1/4in thick and 1in above and below frame with a 1in hole in plate or frame for inspection. If your frame is c-channel engine cross member to front cab mount you are allowed up to 3 plates 6in long 1/4in thick may go 1in above frame and 1in below no overlapping. These are for the C-channel part only. You are not allowed to plate anything that isn't c-channel or anything behind the front factory cab mount. (Example) If your frame is c-channel 2in in front of the front factory cab mount that's all you get is 2in.

10. Front/ Rear End: You may bolt or chain or use screw in spring spacers. 2x2x1/4in steel may be used but not be placed to strengthen the frame. Vertical only and above axle not in front or behind welded to frame to bottom or outside of frame and front end with at max 4x4x1/4in mount plate. You may brace steering parts. The front end must remain factory but Any braced rear end is allowed. Factory leaf springs 2in stager minimum and 10 springs max. Factory leaf clamps plus 4 extra spring clamps 3in flat with 2 3/8 bolts per side of clamp. Rear end brace can be no more than 10in wide but must never be used to brace frames.



11. Frame: You may weld bumpers on per rules and weld core support and bolt from frame to sub. That's zero exceptions. May weld frame seam top side only from a-arms or center of front axle forward 1/2in bead.

12. Tires: No tire rules I don't want flat tires!

13. CoreSupport Radiator Guard. 3x3x1/4in angle iron may be welded from fender to fender on top of coresupport and 2in max past frame rails on bottom. You may use 1/4in plate and tie top and bottom together and top of core support plate must go straight up from 3in outside of frame rails and not too end of angle iron on top. Weld plate to core support and bumper plate must be behind the front bumper. This is to help save your \$200 radiator and nothing else, do not abuse this rule.

14. Any year truck, van or suv 1 ton or less. **This IS A STOCK CLASS IF IT DOESN'T SAY IT IN THE RULES DON'T TRY IT! NO EXTRA WELDING OR FRAME PLATING ALLOWED PRE RANS MUST MEET ALL RULES** see rule #8 for plate rules. Fair Fun!

15. Any Questions Please Contact Dylan Andrews 320-808-0325 Officials Have Final Decision.