

2022 Big Truck Rules

General

- No wire #9, etc.
- ½ and ¾ ton trucks only
- 4 door trucks allowed (see cab section for details)
- If you have a 4x4 truck, no power to the front tires
- No adding or moving stock cross members except as follows:
 - If you need to, you can remove your stock transmission cross member and substitute a piece of C channel. Only welded or bolted along the bottom of the frame rail.
 - You can add a support to hold your radiator/radibarrel. 3” channel max only connected to frame. Must be directly under radiator/radibarrel. This is not intended to be a crossmember to support the frame rails.

Frame Repairs

- You are allowed 8 total frame bent/kink repairs. No more.
 - Each fix has to be at least 4” apart
 - You cannot sandwich the frame with steel at a bend. Choose to either fix it on the outside or the inside.
 - Material can only extend past the bent/kink by 2”.
 - Material can only be ¼” thick

Drivetrain

- Engine and transmission swaps allowed
- Rim diameters stay between 15” - 16 ½”
- Full weld in center allowed
- Rear differentials can be swapped by must be 8 bolt max. No braced rear ends.
- Aftermarket gas pedals, shifters, sliders, brake pedals, etc. allowed. Pinion brake also allowed.
- Lower engine cradles allowed. Welded or bolted, but not both. Details below:
 - Lower cradle made from plate steel only. No front plates, no pulley protector, no mid plates, no tube reinforcing cradle
 - Lower cradle cannot attach to cylinder heads or cylinder head bolts
 - Lower cradle attaches to engine at factory engine mount location and does not wrap around the front of the engine
- Cradle, if bolted in, must be bolted within the stock location only using 2 bolts
- Cradle can also be welded in using flat stock, square tube, etc., but must still only use 12” worth of total weld connecting it to your frame. Welded only between front pulleys and carburetor.
- If not using lower cradle, you may bolt in factory mounts along with welding engine down. You may weld between front pulleys and carburetor. Cannot

bridge from side to side or go over the engine. Must not have more than 12” total weld connecting to frame.

- Transmission bracing and aftermarket bellhousings are allowed. If you use one of these, you cannot bolt or weld to your transmission to a crossmember. It has to be floating on top of your crossmember.
- You can only mount your transmission to the crossmember if it is in stock form with no bracing or aftermarket bellhousings. Must be bolted or welded in a stock manner (single location).

Suspension

- Front bumper must be between 24” – 30” off the ground measured from the top of the bumper.
- Rear frame cap must be 24” – 30” off the ground measured from the top of the cap.
- Front suspension can be welded to obtain a height.
- Tube steel can be used to weld your suspension up, 2” max. Must stay vertical and have no gussets.
- If leaf springs are used, you are not allowed to add/stack front leaf springs.
- Allowed 6 clamps per leaf pack

Front of Truck

- Front bumper can be no bigger than 4”x4” tubing. No pointed bumpers. Bumpers must have bumper skin over the face of it.
- No car bumpers allowed – tube only.
- No angled gussets connecting your bumper to the frame. You can only use 2x2 angle iron to overlap your welds to make sure your bumper doesn’t break loose.
- You are allowed 2 pieces of 1 ½ x 1 ½ square tube to reinforce your frame. Connecting engine saddle to front bumper. Cannot go further back than front edge of engine saddle. Do not place it on outside face of the frame.
- The only other tube steel allowed in the front of the truck is:
 - A piece of tube (3” max) across the top of the core support.
 - 2 down bars (3” max) connecting your core support bar to your frame rails. These 2 down bars must stay vertical. You are not allowed to have kicker bars from the core support bar to the engine mount area.
 - The 2 down bars can have 6” triangle gussets at the bottom where they meet the frame. 3/8” max thickness plate steel. No tube gussets.
- Radiator or radibarrels allowed. Barrel width stay inside of your frame rails. 3” max. Mounted to vertical uprights only in 4 locations. 4 – 2x2 angle 6” long cannot touch frame. Must be mounted in factory position.
- You can have a max of 8 hood bolts (1” max). Bolts can only connect sheet metal to sheet metal.

- 2 of your hood bolts are able to run down to your frame rails by the core support area.
- Your hood must either be removable or have a large enough hole cut in it to fully inspect the front area.
- You cannot add an engine saddle/crossmember if it did not come with on from the factory.

Cab Area

- Floating cab steel only meaning none of your dash bars, door bars, etc. can be welded to your frame.
- Cab bolts can only be welded along the outside of your frame rail or bolted to the top lip.
- You can add 6 additional bolts (1" max) inside the cab. 6" washer max and no washers can be connected.
- Ay bolt cab to box with up to 3 bolts (1" max) – 6" washer.
- You can patch rusted through floor pans with 1/8" sheet metal.
- Doors are to be welded shut. Your material shouldn't venture more than a couple inches past your door seams. Same applies to welding your box to your cab (1/8" max thickness).
 - No re-sheeting body panels
- If you build a roll bar inside your cab, all of it must stay inside your cab and not anchored into the bed.
- If you run a 4 door, all your cab steel must stay within the front area just like if it was a single cab. Nothing more than 10" behind the driver seat. Your additional bolts can extend behind the driver seat.

Bed Area

- Rear frame must be capped. Use either C channel or square tube
- You are allowed 8 additional box bolts (1" max). 6" washer max and no washers can be connected.
- Box bolts can only be welded along the outside of your frame rail or bolted to the top lip.
- You are allowed to use C channel as a gas tank protection. Laid flat along the bed floor. Must stay in front of the wheel wells and cannot be connected to your cab steel.
- You can only use 4 of your additional box bolts through this gas tan protection down to the frame.
- If you choose to have a roll cage in the box, it must stay in the box no wider than the width of the frame, no further back than 3' from the front of the box and stay in front of the wheel wells. This can be anchored in the same manner as the gas tank protection and not connect to cab steel. May choose either gas tank protection or a roll bar, not both in the box.

- You can lay a piece of angle iron along your box where it meets the tailgate (3" max)
- Weld your tailgate so it does not fall off your box
- No wedging or flattening your box and tailgate