

Masters of Disasters

2022

Stock Truck Build Rules

1/2 - 3/4 ton American made pickup, ext, crew cabs, suburban's are allowed, NO 1 tons or frame swaps. Frames MUST remain stock and not shortened or altered in any way. NO shortening of the front or rear frame horns. 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 3/4 or less or will not run. NO

1 TON TRUCKS OR FRAMES!!!!

HOOD- May be chained 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/plate 3/16" welded to top of core support for hood pins to go through to hold in position. The 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 plates no larger than 5x5 inches 1/4 thick. Hood pins must be straight up

and down and a 1 ft. max length. U may use 4 3/8 bolts each hole to bolt hood skin together

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- Drivers door only may be welded solid. Other doors may be one of the following chained or #9 wired two locations per seam, or welded with nothing wider then 2" flat strap 1/4 inch thick 5 inches on 5 inches off. Drivers door ONLY may have window net for safety.

Tailgate- Must be ran in upright position, NO removing. It may be done with ONE of the following, chained 3/8 max or #9 (4 loops max per location) wired in two locations per side OR

welded using 2x2 angle iron inside, or 2" flat strap 1/4 inch thick 5 inches on 5 inches off, additional 12 inches of 2" angle or 4 chains (4 loops max) on bottom of tail-gate to box (not

bumper or frame). Angle on bottom of tailgate to box CAN 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, 3/8

thick square or round tube behind factory truck bumper welded to frame, No other metal can

be added to bumper. Any replica bumper may be used. Bumper skin is optional. NO SHARP EDGES. NOTHING can protrude past fenders. Bumpers may be welded to frame plus added 2x2

inch 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) no welding, or bolting of factory brackets,

Bumper height MAX of 27 inches to the top of bumper and MIN of 22 to 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 1/2 wide no beadlocks or full centers. A 1" wide "lip" protector will be

allowed on rims.

SUSPENSION- Front axle non leaf-spring trucks may install 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 a MAX of 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 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 use any engine or transmissions, No adding engine cradles or extra braces

in frames. For older c-channel frame trucks with no engine cross member this is your allowance: you will be allowed to build an engine cross member out of 2x6 1/4 inch thick tube

max, you will be allowed to have a piece of the 2x6 tube 6 inches 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 cross member must be directly above the front axle of the truck, absolutely no gussets or extra bracing from cross member to frame. Must only contact engine /Cradle at mounting bolts ONLY. Outside of Motor Mounts bolts, Cross member cannot be used as a brace

or support for lower engine cradle or any other part of drive train or suspension. DO NOT use

firewall as a brace. May have 2 chains or #9 wire to frame to hold motor in place. You may weld

motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Tranny coolers are allowed if deemed safe. Tranny's may be chained or #9 wired to cross-member. Block saver lower engine cradles are allowed. NO pulley protector, NO distributor protectors, ALUMINUM ULTRA BELLS and SKELETON TRANNY BRACES ARE ALLOWED. NO steel tail shafts. Any driveshaft may be used, sliders ARE 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 may use 6 chains, bolts or u-bolts, and core support 2, (suburban's, 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 6x6 ¼ inch thick). Bolts may be bolted through top of frame like factory

or may be 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 THE 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 the 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 it 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, Dash

bar MUST be 4 inch minimum away from tranny bell and firewall. You may connect dash bar 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. Suburban's, 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 batteries 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- Fresh trucks are allowed 4- 6x6x1/4 plates. (with a total of 10 plates for the year.

ALL

plates MUST have a 1 inch gap between plates and welds. Pre ran truck are allowed 10 plates

total per truck). NO boxing of frames. 10 PLATES MAX per vehicle FOR THE YEAR.

MISC.- Stock steering components may altered. Steering shaft from box to steering wheel and

tie rods may be reinforced in center. Shifter may be altered, ignition. and starter wires may be altered.

This is a stock build class, if rules don't say u cant do it don't assume u can!!! MUST REMAIN STOCK OTHER THAN STATED IN RULES. Any questions call Josh 507-440-0085