

2022 Pro Truck Rules

1. Safety

- A. All trucks will be subject to inspection before being allowed to participate in a sanctioned race.
- B. Approved SFI/FIA 5- or 6-point safety harness required dated within SFI/FIA expiration label.
- C. Approved SFI/FIA Helmet (Snell SA-2015 minimum), fire suit, shoes & gloves are required anytime vehicle is on the racing surface. Nomex head sock is highly recommended.
- D. SFI/FIA Head & neck restraint is mandatory without exceptions.
- E. Window net required and must be current within the SFI expiration label.
- F. Driver's seat must be a full containment style & attach to the roll cage/frame with a minimum six $\frac{3}{8}$ " grade 5 bolts. Seats must be made of aluminum.
- G. All roll bars within the driver's reach are to have high density roll bar padding installed on them.
- H. All vehicles are required to have a minimum 5 lb. on board fire extinguishing system with remote activation button with driver's reach.
- I. Quick release steering wheel mandatory. Center section of steering wheel must be padded.
- J. Master battery disconnect switch must be clearly marked ON/OFF. Switch must be located within reach of the driver and easily accessible from outside the vehicle.

2. Weights & Heights Etc.

- A. Minimum weights with driver are 2850 pounds with open engine (302 Ford/305 Chevy) or 2900 pounds with GM 602 crate engine. 2950 pounds for a rebuilt GM 602 crate engine. See engine section for specifications and guidelines.
- B. Maximum left side weight is 56% of the vehicle total weight with driver.
- C. Cars weight and % (including any added penalty weight) will be displayed on the lower right front window.
Lettering will be 2"x 1" minimum.
It's the Drivers responsibility to know his or her correct weight per the rules, displaying the incorrect weight will result in disqualification of Driver/Car
- D. Minimum chassis/frame height without driver is 6 inches.
- E. Maximum front & rear tread width is 65 inches, measured at spindle center line from inside left tire to outside to right side tire.
- F. Wheelbase is to remain 108 inches plus or minus $\frac{1}{2}$ inch.
- G. Engine location must be centered between frame rails. Centerline of #1 spark plug on a Ford based truck should be no less than 1.75 inches forward than the front side of the cross member. Centerline of #1 spark plug on Chevy based trucks should be no more than .250 of an inch behind the front of the cross member. Plus or minus .250 of an inch on all measurements.
- H. All added lead must be in block form, securely mounted and painted white with the truck number written on it. No tungsten, pellets or exotic metals allowed.
- I. Minimum ground clearance for body, exhaust system, engine oil pan etc. is 3 inches without driver.

3. Body

- A. Truck body must be mounted in an acceptable manner by officials. All body parts are to have a minimum ground clearance of 3 inches prior to qualifying or race without the driver.
- B. Lightening Light, Five Star, AR Bodies & Speedway bodies are approved for use.
- C. No homemade body panels allowed. No adding to any body panels. (i.e., quarter panel extensions) No carbon fiber body panels.

- D. Maximum 6"x60" or 5"x64" rear spoiler mandatory and centered on the rear deck. No forward-facing rudders or braces allowed. 75-degree maximum spoiler angle. Spoiler must be straight and not curved. No wicker bills or gurney lips allowed.
- E. Front nose width is 81" maximum. Only allowed openings in the nose are for the radiator duct work and two 4" maximum diameter openings for brake ducts. Radiator duct work must not be wider than the radiator itself. No belly pans allowed.
- F. Front & rear windows must be a minimum .125" Lexan. Minimum 2 front window braces required. Side vent windows allowed no longer than 12" in length. Rear down bar Lexan allowed but must follow the contour & shape of the roll cage down bars from top of roof down to where they pass through the deck.

4. Chassis/Roll Cage

- 1. 1978 to 1988 GM metric frame only. No plating or boxing of the stock C channel. Rear clip may be replaced with 2"x3" rectangular steel tube (.083 minimum) up to the backside of the rear spring buckets. Notching of the front crossmember is not allowed except to the back side for oil pan clearance.
- 2. No cutting, notching or narrowing of frame to alter the wheelbase. Frame must remain square to factory measurements.
- 3. Roll cage must be constructed of 1.75 OD by .095 wall round steel tubing. No "straight rail" style cages allowed. Cage design subject to approval.
- 4. Minimum 3 driver's side door bars and plated with a minimum .0625 steel plate.
- 5. Unaltered Johnson Chassis GM metric direct replacement front clip #JCI-09-01-011M allowed. Must be installed in the factory position and height.
- 6. Interior must be sealed and shield the driver from the ground, engine compartment & rear fuel cell area. Footbox area must 24-gauge minimum steel.

5. Suspension/Steering

- A. Front suspension must remain stock to the 1978 to 1988 GM metric frame.
- B. Front lower control arms must be OEM or OEM replacement (Allstar Performance). Lower control arm bolt holes must remain in the stock location without modifications. Rubber, polyurethane, steel or spherical bearings or bushings may be used. Eccentric or offset bushings not allowed. Any lower ball joint allowed as long as it presses into the stock location. Spring pocket must remain stock & unaltered.
- C. Any readily available 5 ½ inch front or 5-inch rear springs may be used. No custom springs allowed. No front springs shorter than 7 inches allowed. No coil binding allowed. No pigtail springs allowed.
- D. Spindles must be OEM or OEM replacement (Allstar Performance) without modifications other than reaming ball joint pin holes. No drop or fabricated spindles allowed.
- E. Any length upper control arm with aluminum or steel cross shafts may be used. Any OEM style 4 bolt upper ball joint may be used.
- F. 3 bolt OEM style steering boxes mounted in the stock location permitted. Any ratio allowed.
- G. Tie rods, idler arm, pitman arm & center link must be OEM or OEM style replacement. Adjustable idler arms, pitman arms & center links not allowed. No rod ends allowed in the steering linkage.
- H. Collapsible steering column required.
- I. Stock GM, aftermarket OEM style or hollow sway bars allowed as long as it mounts in the stock location. Maximum sway bar outside diameter is 1.375. 3-piece sway bars are not allowed. No rear sway bars allowed.

- J. Rear suspension is to remain stock to the GM metric frame. Rear upper & lower control arm bolt holes must be in the stock locations without modifications. Upper and lower control arms may be adjustable and have rubber, polyurethane, spherical bushings or rod ends. No spring loaded or rubber biscuit trailing arms allowed. Must have original 4 link configuration, no homemade 3 links allowed. No panhard bars allowed.

6. Shocks

- A. 7" stroke non-adjustable steel body shocks only. No bulb top, Schrader valves or external reservoirs allowed. Rebuildable shocks allowed. Shock shaft must fully compress to the shock eyelet jam nut when removed from the truck.
- B. No bump stops allowed. No shock binding or chassis binding/stops allowed. Absolutely nothing allowed on the shock shaft to limit travel. This will be checked by placing truck on ½ inch blocks and pushing the nose down.
- C. Front shocks must mount through the center of the upper control arms on both sides. Rear shocks must be mounted in the stock position. One shock per wheel only.
- D. No coil over or coil over converted shocks allowed.

7. Rear ends/Driveshafts

GM 7.5

- A. Original 7.5" 10 bolt rear end permitted. No modifications allowed to housing other than welding axle tubes. No cambered rear ends. No modifying or relocating stock brackets. Full steel spool, mini spool or Auburn limited slip differential only. No Detroit lockers allowed. No exotic materials allowed in rear end. (Aluminum, titanium, magnesium etc.)
- B. Any brand gear set may be used but must be for GM 7.5 rear end. No custom ratios or lightweight gear sets allowed. REM polishing allowed. Only ratios allowed are: 2.73, 3.08, 3.23, 3.42, 3.55, 3.73, 3.90, 4.10, 4.30, 4.56
- C. Steel forged axles are required. No gun drilling or lightening allowed.
- D. No internal or external oil coolers allowed.
- E. Rear end must be vented.

Ford 9"

- F. Ford 9" rear ends are allowed but must mount in the same manner as the GM 7.5" rear end. No cambered rear ends, lightweight housings or lightened 3rd members allowed. Only steel mini spools or steel full spools allowed. No limited slip differentials allowed. Steel hubs and drive plates only. No exotic materials allowed in rear end. (Aluminum, titanium, magnesium etc.)
- G. Any brand gear set may be used but must be for the Ford 9". No custom ratios or lightweight gear sets allowed. REM polishing allowed. Only ratios allowed are: 2.73, 3.08, 3.25, 3.50, 3.70, 3.90, 4.11, 4.30, 4.57
- H. Steel forged axles only. No gun drilling or lightening allowed.
- I. No internal or external oil coolers allowed.
- J. Rear end must be vented.

Drive shafts etc.

- K. Steel stock style drive shafts only. Driveshaft must be painted white and have truck number on it. Aluminum, chrome moly or carbon fiber drive shafts are not allowed.
- L. Minimum of 2 drive shaft loops required made out of either 1 inch x .095 round tube or 3" x 3/16" flat stock. Loops must be at each end near each universal joint and must go around the drive shaft 360 degrees.

8. Transmissions

- A. Automatic transmissions only. Chevrolet powered trucks may use either TH350 or Powerglide transmissions only. Ford powered trucks may use either the Ford C4 or C6 transmission only. No cross breeding of engines and transmissions allowed.
- B. OEM type torque converters only. Minimum 10" diameter torque converters. No hollow or two-piece torque converters allowed. No direct drive, exterior valve mechanism or band adjusters allowed.
- C. 1 quart catch can required.

9. Brakes

- A. Front & rear brakes must use OEM or OEM appearing single piston calipers either made out of steel or aluminum. Calipers must function at all 4 corners.
- B. Coleman heavy duty front hubs are required. Steel or aluminum allowed. Must use OEM type wheel bearings only. Brake rotors may not be over machined, scalloped, cross drilled or gas slotted.
- C. Dual master cylinders required. Hydraulic brake proportioning valves allowed but only to control the front to rear brake bias. No shut off valves or proportioning valves installed to control bias between left and right-side brakes.
- D. Brake ducts allowed but hose diameter is not to exceed 4".

10. Fuel System

- A. 15-gallon fuel cell in a steel container mandatory. Container must be in a cage made out of 1"x1" square tubing. (0.65 wall thickness min.) Cell cage must be located between the rear spring buckets and rear cross member & maintain a minimum height of 8" from the ground with the driver in the car. Fuel cell cap must be tethered to the truck.
- B. Fuel cell rear guard bar must be 1 3/4" steel round tube and as wide as the fuel cell cage and same height as the bottom of the fuel cell cage.
- C. Only stock type block mounted mechanical fuel pumps allowed. No electric or belt driven pumps allowed.
- D. Fuel line must not run through the driver's compartment.
- E. No icing, freon type chemicals or refrigerants near the fuel system or engine compartment.
- F. Racing fuel recommended; pump gas allowed. No additives allowed in the fuel or oil. No nitrous oxide systems. Fuel will be checked for color, smell and specific gravity weights in post-race technical inspection and occasionally after qualifying.
- G. Oberg or SRI fuel safety check valves highly recommended.

11. Exhaust

- A. Stock style or crossover headers are allowed. Maximum 3" collector. No Tri-Y, 180-degree crossover or merge collector headers allowed. No stainless steel, Inconel or any other exotic materials. No port or flange adapters allowed. Headers maybe ceramic coated.
- B. Exhaust system maximum tubing diameter for "X" pipe or "H" pipe system is 3". "Y" pipe inlet diameter maximum 3.5-inch diameter at muffler. Maximum outlet diameter is 4" for a "Y" pipe system.
- C. Any muffler or mufflers may be used as long they are capable maintaining a max of 90 decibels 100 feet away from the vehicle.

12. Wheels/Tires

- A. 15" steel racing wheels only with a maximum 8" width. Wheel offset must be 2" or 3" only. No custom offsets allowed. 19-pound minimum weight.
- B. 5/8" steel wheel studs with steel lug nuts only. No aluminum or titanium studs or lug nuts allowed.
- C. Air bleeders are not allowed.
- D. Absolutely no soaking, shaving or modifying tires in any way.
- E. Hoosier 970 is the designated series tire that should be purchased direct from the race track. Soaking, shaving or altering the tires in anyway is illegal.
- F. Tire allotment rule to be determined.

13. Engines

GM Crate Option

- A. GM engine part #88958602 or #19258602 only and must run as delivered from GM.
- B. Must use MSD-8727CT rev limiter set at a maximum 6200 RPM. Must be mounted out of driver's reach.
- C. Unsealed/Rebuilt crate engines carry a 50-pound weight penalty. (2950 pounds total)
- D. Rebuilt crate engines must retain ALL FACTORY components/specs unless otherwise stated. Maximum of 355 cubic inch displacement with maximum over bore of .030". Speed Pro part numbers H815DCP, H815DCP20 & 815DCP30 replacement pistons only. Maximum compression ratio of 9.5:1. No excessive polishing or machine work to any internal engine parts. No reground camshafts. No offset grinding or over turning crankshaft (.030 max.). Steel double roller timing chain allowed.
- E. Replacement valve springs allowed but must retain factory dimensions and fit the cylinder head & stock retainers without modification.
- F. GM #93440806 distributor must be used. Performance coils & modules are not allowed.
- G. MSD-8727CT rev limiter is required. Must be set at 6200 rpm max.

Open Engine Option Rules

- H. Chevy 305 & Ford 302 engines are allowed. Maximum of 316 cid for Chevy & maximum 311 cid for Ford. Maximum compression ratio is 9.5:1. Rev limiter required set at a maximum of 6500 RPM.
- I. Must use factory 302 or 305 cast iron cylinder block. Only light deburring. .060 max overbore.
- J. OEM crankshafts or Eagle replacement crankshafts only. No custom strokes or excessive machine work allowed. Other than light deburring and balancing, crankshafts are to be used as produced by the manufacturer/factory. Eagle part numbers 103523480 & 103503480CM (Chevy) and 103023000, 10302300-50 & 430230015090 (Ford) only.
- K. No custom pistons allowed. Must be readily available part number. No excessive lightening or machine work allowed. Either flat top or dished pistons only. No gas porting allowed. Must have 3 piston rings.
- L. OEM or Eagle replacement connecting rod #5700BPLW (Chevy) or #5090FP (Ford) only. OEM rods are allowed to install HD bolts. No excessive machining allowed. Only light deburring allowed.

Cylinder Heads

- M. Factory production cast iron cylinder heads for the Ford 302 or Chevy 305 only. Absolutely no aftermarket or special production heads allowed. Factory casting numbers must be visible and unaltered.
- N. No Vortec or GT40 heads allowed. GT40P head is allowed.

- O. Maximum valve sizes are 1.85 intake valve and 1.55 exhaust valve. Stainless steel valves allowed. Maximum 3 angle valve allowed. No excessive “hogging” or machining of valve bowl area. No hand work or porting allowed.
- P. Maximum valve spring pressure at 1.70 inches is 115 pounds when measured off of the engine. Single or dual valve springs allowed. Steel or titanium valve spring retainers allowed.
- Q. Hydraulic flat tappet camshafts only. Maximum .500 valve lift measured at the valve retainer. No roller, oversized or coated lifters allowed. Any length pushrods allowed but must retain factory diameter. Single or double roller timing chains allowed. No gear drives or belt drives allowed.
- R. OEM, steel roller tip or aluminum roller rockers allowed. 1.5 ratio (Chevy) or 1.6 ratio (Ford) only. No stainless steel or exotic materials allowed. Shaft rockers not allowed.
- S. Steel stock style oil pans only. Wet sump oiling system only. No dry sump or external oil pumps allowed. Oil coolers allowed.
- T. Edelbrock RPM Series intake manifolds are the only manifolds allowed. Part numbers #7101 & #7116 (Chevy) or #7121 (Ford) only. Manifold must remain “as cast” from the manufacturer without any modifications inside or out.

14. Carburetors

- A. Gauge legal Holley Performance #4412 2 barrel is the only legal carburetor allowed for competition. Must retain unaltered factory choke horn. Holley billet carburetor part number 0-4412BKX or 0-4412HBX allowed also. All carburetors are subject to regular inspections.
- B. All air entering engine must pass through the top of the carburetor only. No controlled vacuum leaks of any kind allowed.
- C. A 1 inch phenolic or aluminum carburetor spacer may be used with 2 gaskets only. Gaskets cannot be thicker than .065.
- D. 2 throttle return spring are required at all times.
- E. Steel or aluminum air cleaner housing required measuring no smaller than 12” or larger than 18” in diameter. Air filter must be exposed 360 degrees around, no shields, air deflectors or baffling under hood to direct air into air cleaner housing. Air cleaner assembly must be covered/sealed by the hood. Paper or K&N type elements are allowed.

15. Ignition/Electrical

- A. Open motors (302 Ford & 305 Chevy) can utilize FAST or Crane Cams Ignition system #6000-6701. MSD & Mallory ignition systems are also allowed. ALL ignition systems are to remain as produced by the manufacturer without any modifications. No dual box ignition systems allowed.
- B. No magnetos or crank trigger ignition systems allowed.
- C. All wiring for ignition system must be easily traceable and free from obstructions for tech inspection.
- D. No traction control devices of any kind allowed.
- E. Maximum RPM for 602 crate motors is 6200 and 6500 for 302 Ford/305 Chevy open motors.
- F. 12-volt electrical systems only.

16. Cooling

- A. Only block mounted, belt driven water pumps allowed. V belt or serpentine belt drive systems allowed. No cog belt or round tooth belt systems allowed.
- B. Aluminum racing type radiators only. Must be mounted in stock position with no more than 10 degrees of lean. No pressurized cooling systems allowed.

