



Limited Weld Trucks 2025 Rules

No refund if the vehicle does not pass inspection or driver is unwilling to change the vehicle to pass inspection.

1. Ages 14 –17 must have a notarized permission slip.
2. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified.
3. NO sandbagging or holding!!! You will be disqualified!!!
4. You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
5. Vehicles are subject to re-inspection before any prize money is handed out.
6. All glass, plastic, chrome, and interior must be removed from the vehicle before arriving to the derby.
7. You must have a visible roof sign with a number on it
8. Driver must have a long sleeve or non-flammable jacket, pants, closed toe shoes to wear while driving in the event.
9. If you are running an electric fuel pump – it must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

1/2 – 1-ton American made pickup, extended, crew cabs, vans or suburban's are allowed, all frames must be factory ½-1ton truck or SUV frames. Must have truck frame under truck body and SUV frame under SUV body. No welding other than specified!!!! NO adding extra braces in frame or engine cradles

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 1". Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), **can also use 1inch o.d. material for your thread rod at core support if you do not have a long enough piece of all thread to go from frame through hood.** You 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, or chain must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches ¼ thick, hood pins must be straight up and down one-foot max length. You may A maximum of 8- 3/8" bolts to bolt the hood skin together. **MUST** have two window bars no larger than 3" diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for driver's safety.

DOORS may be chained two locations per seam or can be welded, no more than 5" on, and 5" off max. Nothing wider than ¼" X 3" flat strap. Drivers' doors can be welded solid. Drivers'





doors may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net.

Tailgate- Tailgate must be ran in upright position when truck is fresh, may be chained in two locations per side OR welded using 3"x3" angle iron inside, or flat strap 3" X 1/4" outside 24" total on the sides plus an additional 12" of weld or 4 chains on bottom of tailgate to box (not bumper). Tailgate may be lowered and welded to the end of frame rails to use as a bumper if 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 bumper must remain flat) no adding bumper brackets to frame. If you choose not to install a factory car bumper, you can use a (FLAT only) 6 foot. long max, 5" diameter or less, 3/8" thick square, or round tube behind factory truck bumper skin welded to frame. No sharp edges cannot protrude past fenders (must be covered by a skin on front side). If running a replica bumper the bumper must meet factory measurements. Bumpers may be welded to frame plus added 2"x2" wide 1/4" thick angle iron also to help secure to frame on all sides (do not run lengthways down the frame as a bracket- bumper attachment only) Bumper height **max 30" to the top of bumper-min. 24" top in the rear. This bumper height needs to be followed for fresh and pre ran trucks.** No open frame rails. **No ramp or wedge bumpers in rear.**

TIRES Any wheel and tire will be allowed, max of 16 inch rim. Valve steam guards and 1 inch lip guards will be allowed. No other bracing added to rim other then what is stated.

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 tube. These tubes can be bolted in factory shock location or can be welded to axle and ran vertically upside of frame and welded to frame, no welding can exceed 2 inches in width on frame for these tubes, no material can exceed 2 inches in width. **These tubes are to gain ride height not to reinforce the truck (if material on frame is deemed excessive you will be cutting).** Stock leaf packs, no adding leafs, you may have 6 leaf clamps per leaf pack total, 3x5 inches, 1/2 thick material on leaf clamps with a max size of 7/16 bolts, **you can use postal mopar style leaf to axle mounts but cannot exceed 5 inch x10inch, 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, No axle savers. **Factory leaf hangers must be in the same location as factory hangers if they are needed to be replaced, (NO MOVING HANGERS FORWARD OR BACKWARD)**



ENGINE/TRANS

- For older c channel frame trucks with no engine crossmember this is your allowance:** you will be allowed to build an engine crossmember out of 2"x13" 1/4" thick tube max, you will be allowed to have a piece of the 2"x6" tube 13 inches long welded or bolted in the c channel part of the frame, from there you can weld the 2"x13" tube straight across off those pieces, **or another option is using a factory car or truck crossmember welded into frame (cannot exceed the 13 width on any engine crossmember).** This crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as a brace or support for lower engine cradle or any other part of drivetrain or suspension, **in addition to the cross member you will be allowed to box frame from front frame horns to this cross member and in addition all trucks will be allowed to cap frame to the vertical part of the firewall.** Max thickness on plate will be 1/4 inch", no internal reinforcement behind plate. Must have inspection hole in frame capping. 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 crossmember. Block saver lower engine cradles allowed with pulley protector. Dist. Protectors are not allowed. **You will be allowed a top side skeleton trans brace with aluminum bell, or you can run a steel bell with steel tail (one or the other not both options.) ABSOLUTLY NO CAGE MATERIAL CAN USED TO BRACE FLOOR OR COME IN CONTACT WITH TRANS BRACE**. Any driveshaft may be used, sliders ok. No radi-barrels must use a radiator in factory location, or loop hoses. Pinion brake will be allowed.
- Radiator-** if your factory radiator mounts are not able to be used this is your allowance: to support your radiator you will be allowed a max of 4"x4" angle iron to bolt or weld to your factory core support. This angle iron can be a max of 1/8" thick material. This angle iron will only be allowed to support the bottom of your radiator, cannot exceed the width of radiator. From this point you can bolt the radiator to core support or use small ratchet straps to hold radiator in. You will also be allowed to spray foam radiator in.

BODY BOLTS Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame, cab 6, and core support 2, (suburban's, SUVs, may only use 10 total throughout cabin compartment and 2 at core support) 1". diameter max size bolts with plate size no larger than 1/4" thick x 8" square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid you lose option to use extra factory location.



BOX ROLL OVER BAR- (strongly recommended) mounted in front of box, **(must remain 5" gap min. away from top of cab and any cage material that comes over the 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 the cab in 4 locations. 1" bolts can be used with a max size of 5"x5" plates AND can weld 12" of strap per side (24" total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice- cannot go to or around the frame (4 strands of wire max, no chains). **No folding box-sides over to create a wedge on fresh trucks.** May bolt fenders with 6 -3/8" bolts to bolt fenders together with a max of 2" washers. Threads must point inward. Outside fender creasing is allowed.

CAGE = Must run a bar behind seat (no further back than 10" behind seat) and across dash may use 6"x6" plates on ends, may connect dash-bar to seat bar. Dash bar must be a minimum of 4" away from firewall and transmission bell. **For down bars you are allowed the following: two down bars attached to door bars only, these bars need to go straight down threw floor tin and then straight into the side of frame rail (only can have 2 total down bars to the frame total). If you choose to run both down bars on drivers side you will be allowed one down bar off of passenger door bar to floor tin only or body plate to protect you battery. These are the only down bars you are allowed.** You may attach a rollover bar from seat bar up to or over roof and down to dash bar, but these bars cannot connect and must have 5 inch gap from the rollover bar in trucks with boxes to stop trucks from bellying. **6" 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 24"x24" protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed. **YOU ARE NOT ALLOWED ANY EXTRA CAGE MATERIAL OVER OR NEAR THE FRAME RAILS OR BODY MOUNT BOLTS THAT MAY BRACE THE TRUCK AT ALL. ANY "EXTRA" CAGE MATERIAL THAT IS deemed excessive will be completely removed.**

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, 15 gal. max. May use electric fuel pumps if well labeled (FUEL SHUT OFF).

FRAME If frame bent, you will be allowed to use a max size of 4"x6" 1/4" plate to repair bends, plates must have a minimum of 1 inch between the plate, **plates must remain flat and only can be used on two sides of frame. there will be a max of 10 plates on a truck, plates can only have one pass of weld on each of the sides (1/2 inch max weld bead).** Fresh trucks will be





allowed 2-4x6 1/4 plates, one per side. If you decide to section new frame rail in for repairs each spot will count towards one of your plates, section must only be butt welded in.

MISC. Stock steering components may alter the steering shaft from box to steering wheel, tie rods may be reinforced in center. Aftermarket shifter allowed, ign. and starter wires may be altered.

If trucks need to be re-stubbed you will be allowed to re-stub with the same style frame, truck frame to truck frame and SUV frame to SUV frame. You will be allowed to square the end of your front frame horns off for bumper mounting purposes to the front most core support mount, this is intended to give you a flush surface to mount the bumper to. LEAF SPRING TRUCKS CANNOT MOVE FRONT SPRING PERCHES BACK AT ALL TO BE ABLE TO CUT TO CORE SUPPORT (MUST BE IN FACTORY LOCATION). No plug welding of any crush zones or access holes in the frame will be allowed. Any frame re-stub can only be butt welded together with no plates over the repair. Absolutely no seam welding on any frame from the engine crossmember back, if there is any non-factory seam welding found on frames from crossmember back you will be completely cutting it out with a torch or not running.

Cab and Front clip must match the frame. Must be same make and model.

ALL TRUCKS MUST HAVE A FACTORY STYLE ½ -1 TON TRUCK AXLE IN THE FRONT AND THE REAR, NO FABRICATED AXLES OR SPINDLES.

ABSOLUTELY NO FRESHLY PAINTED FRAMES

