



2017 Truck Rules

SAFETY EQUIPMENT

- See 2017 General Rules

FRAME

- Any American OEM full size rear wheel drive truck, full frame. Minimum 110 inch wheelbase, must remain within $\frac{1}{2}$ inch of OEM wheelbase with a maximum one inch difference from side to side. Frame must match body - GM to GM, Ford to Ford, Dodge to Dodge.

ROLL CAGE

- Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of 0.095 inch, low carbon or mild steel recommended. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.
- Driver's head must not protrude outside cage with helmet on.
- Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar. Front down bars must be tied together. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns.
- Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness.
- Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside bed area with maximum 1.75 inch OD tubing.
- All bars must be inside body. Foot protection bar required.

DOOR BARS

- All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
- Four door bars required, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side.
- Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

BODY

- Must be an approved, unaltered OEM body and centered over wheel wells (front to rear and side to side). Body, frame, and engine make must match.
- OEM or aftermarket plastic nose and tailpiece allowed (recommended to match body). All body panels may be gutted, including fenders, doors, hood, roof, quarters and bed, but must remain original size. Overlapping of body panels permitted. Hood may be fiberglass and all other panels must be OEM or replaced with stock appearing min 22 gauge steel panels. Hood must be separate from fenders, in OEM location, with rear sealed off from driver compartment. Hood and bed cover openings must use positive locking pins to secure them.
- All inner wheel wells may be removed. Entire bed floor may be removed.
- All windows must remain open. Maximum seven-inch metal sun visor may be added to top of windshield opening. To be reserved for class sponsor decal.
- Wheel openings may be trimmed for tire clearance.
- Rocker skirt/flare allowed between tires only, cannot extend outside tires.
- Truck number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, and roof.
- May run a maximum height spoiler of 5", may run side supports no higher than the spoiler in the rear and tapering no further forward than 15". Spoiler may be made of lexan or aluminum.
- Must run a total of 4 hood pins across the front of the hood with 2 hood pins securing the rear of the hood, or use of the rear hood hinges
- Body subject to tech approval.

DRIVER COMPARTMENT

- Minimum of three windshield bars in front of driver.
- Aluminum high-back racing seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage.
- Driver must be sealed off from track, driveline, engine and fuel cell
- Kick and rocker panels may be removed
- No cockpits, interior must remain open.
- Rear firewall may be aluminum or steel
- All holes in firewalls must be covered with metal.
- No driver-adjustable devices allowed while truck is in competition except brake adjuster.
- No mirrors.

FRONT SUSPENSION

- All components and mounts must be steel, unaltered OEM, in OEM location and match frame
- Spindles may be changed but must match make. GM to GM, Ford to Ford, etc.
- Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type.
- Exceptions are: weight jacks allowed - must be in original centerline of spring tower; Tubular upper control arms allowed and upper A-Arm mounts may be relocated to accommodate alignment adjustments; OEM or OEM replacement ball joints allowed.
- Shock location may be moved.
- Tie rod adjusting sleeve may be replaced with swedge tube. Tie rod ends may be replaced with heim joints.
- Aftermarket steel safety hubs allowed but must utilize OEM single piston caliper and OEM caliper mounting.

STEERING

- No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame.
- Exceptions are: bolt on spindle savers allowed, OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended).
- Quick release required - steering quickener and steering wheel may be aluminum.

SHOCKS

- Aftermarket steel shocks permitted.
- Only 1 shock per wheel, no gas, no re-buildable, no re-valvable or no air shocks allowed. Shock must be able to be collapsed and remain collapsed without assistance.
- Maximum new retail value of \$75.
- Shocks may be relocated.
- Example of Approved Shocks PRO WB Series, Integra 4200 Series, and AFKO 10 Series. Contact the track with any questions.

SPRINGS

- Springs must be stock type and mounted in original location and can be adjustable. ie: weight jacks etc.
- Shimming, cutting, or aftermarket racing springs allowed.
- Minimum of 5" ID.
- Trucks equipped with leaf springs must use steel springs only. Weight jack to be attached to rear shackle allowed.

REAR SUSPENSION

- Weight adjusters allowed.
- All components and mounts must be steel, unaltered OEM, in OEM location, and match frame.
- No independent rear suspension.
- OEM rubber or nylon control arm bushings only, no offset or bearing type.
- Leaf spring sliders allowed on rear mount only.
- Lower spring perch must be welded to axle tube.
- Panhard bar is optional and must be a straight bar with a minimum length of 25".
- All rear suspension systems must be stock and in stock location unless otherwise specified.

REAR END

- Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed.
- Aftermarket steel safety hubs allowed.
- All components must be steel, exceptions are: lowering blocks, axle and U-joint caps, and drive flange may be aluminum.
- Full steel spool, steel mini spool or welded rear end only. No gold tracs, posi trac, etc.
- Solid steel axles only, no gun drilled axles allowed.
- No quick change devices.
- One piece drive flange only.
- No torque-dividing differentials.
- No scalloped or lightweight ring gears.

BUMPERS/RUB RAILS

- No sharp edges allowed on bumpers, rub rails or bolts.
- Bumpers not covered by plastic nose or tailpiece must be capped to fender with steel, welded or bolted.
- No bars past outside edge of body other than rub rails and must be tight to the body.
- Aftermarket fabricated tubular bumpers allowed.

TIRES/WHEELS

- Must use Hoosier Race tire, G60-15.
- Maximum wheel width is 8". Steel wheels only.
- No chemical softening, conditioning, or grooving of tires.
- Tires may be ground or siped within confines of tread (not past factory straight line). No re-caps.
- Aluminum, composite or steel spacers only.
- May use bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only.
- Foam type or plastic outer mud cover allowed on right side wheels. Inner mud cover allowed on left rear only.
- No bleeder valves.
- One inch O.D. steel lug nuts required, min. of a 5/8's lug studs.

BRAKES

- Steel, unaltered OEM, or unaltered OEM replacement calipers only; Fully operational brakes on all four wheels, rear may be disk or drum brakes.
- OEM dimensions for rotors and calipers, cannot be lightened. Rear may use a .810 thick rotor or larger. Front rotors may not be thinner than OEM rotors.
- Bolt pattern may be changed.
- Vented rotors only, no scalloped, cross drilled or ceramic coated rotors.
- No floating brakes.
- No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed.
- Brake pressure cannot differ side to side. Must remain equal.
- Brake lines must be visible and not damaged. Aftermarket pedal assembly allowed.

EXHAUST

- Round tube headers or cast manifolds allowed.
- All primary header tubes must enter directly into one collector at same point at end of header.
- Must remain dual exhaust, no crossover or "Y" pipes.
- No exhaust through body panels or fenders.
- All exhaust must go through mufflers, two per truck, one per header.
- Pan-evac system allowed.
- No exhaust sensors, merge collectors, or balance tubes.
- No cross-over or 180 degree headers allowed.

FUEL SYSTEM

- Stock gas tank must be removed and replaced with an SFI approved fuel cell recommended to hold 8 gallons minimum and 22 gallons maximum.
- Fuel cell must be enclosed in a 22 gauge steel container. Container must be securely mounted behind the driver in the bed area
- Must have all steel braided fuel lines or lines sealed in pipe or conduit, running under the floorboard. Fuel systems must be well protected from rupture and must have a check valve in the vent or vent hose & vented to outside of the truck.
- Fuel cell shall be supported by three straps a minimum of 1" square tubing and secured by at least two straps lengthwise and two crosswise-all bolted to the frame.
- 10" minimum ground clearance from cell to ground.
- Fuel cell guard mandatory.

CARBURETOR

- Any carburetor may be used, no fuel injection.
- Carburetor adapter/spacer allowed, maximum height from intake plenum floor to carburetor mounting surface is 6.5".

FUEL

- Gasoline only. Racing fuel allowed.
- No performance enhancing or scented additives.
- Fuel must pass both dielectric meter and chemical tests.

WEIGH

- Minimum weight limit of 3,400 lbs before any race (qualifying, heat, AND main events) with driver in the truck. No tolerance.
- It is the track official's decision on whether to weigh before the race or after the race (accounting for fuel burn off only).
- No weights and/or loose objects in driver compartment or outside body and must not be visible.
- Weights must be securely mounted to frame or roll cage and painted white with truck number.
- Must be attached with at least two 1/2 inch bolts.
- No titanium, magnesium or carbon fiber products.
- No gun-drilled, tubular, hollow bolts or studs.
- Steel fasteners only.

BATTERY/STARTER

- One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered.
- If mounted in driver's compartment must be securely fastened in such fashion that it will remain mounted in case of an accident. If mounted inside driver's compartment any "wet" cell batteries must be in enclosed container.
- Starter must bolt in OEM location. Truck must have capability of starting without being pushed or pulled. Truck must leave initial staging area on demand, unaided, or go to rear of that race.
- Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

GAGES/ELECTRONICS

- No unapproved cameras, transmitting or listening devices (exception is one-way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach).
- No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.
- No external spark amplifier boxes allowed (unless OEM).
- All components must be out of reach of driver, but accessible for inspection.
- No magnetos or crank triggers.
- OEM type alternator with internal regulator allowed.
- No electronic traction control devices.

TRANSMISSION/DRIVE SHAFT

- No lightening of internal parts.
- OEM Manual Transmission: Unaltered OEM steel or cast iron three or four speed, must have all original gears in working condition and must be able to demonstrate during tech. Must be mounted in stock location. All standard transmissions must have a stock type flywheel, minimum 10" clutch plate and disc, no aluminum allowed. Balancing is permitted. Only standard magnetic steel production design flywheels permitted. Steel safety bell housing required.
- OEM Automatic Transmissions: Must have all original gears in working condition and must be able to demonstrate during tech. May not alter the OEM shift pattern. Must use a minimum 10" OEM type fluid filled torque converter, OEM valve body and flexplate. May not be made to be push started, must have Park, Neutral, Reverse, and forward gear sequence. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. (i.e. Speedway pt# 910-48327)
- Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white and labeled with your car number. Two 360-degree driveshaft safety loops required.

ENGINE COMPARTMENT

- No engine offset or set back allowed.
- Motor must match body make. GM to GM, Ford to Ford, etc.
- Must run stock type belt driven mechanical water pump mounted in stock location.
- All engine mounts must be in stock location only and may be replaced with any type of mount. Rear mounts may be added.
- Engine mount holes cannot be removed or altered on block.
- Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground. No antifreeze allowed.

ENGINE OPTIONS AND SPECIFICATIONS

(A) OPEN MOTOR:

- Any American make engine allowed. Maximum 365 cid.
- Steel OEM production heads, and block only. OEM passenger vehicle production block only.
- No GM Bowtie, Ford SVO or Chrysler W blocks or other parts what so ever.
- 11:1 maximum compression ratio.
- OEM bore/stroke combinations only.
- If using aftermarket crank shaft or connecting rods they must be OEM stroke and weight.
- Flat top or dished pistons only.
- Flat tappet cam only.
- Castings and fittings cannot be changed, no machine work on outside of engine.
- OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2).
- 'Wet' sump oiling system only.
- No lightweight harmonic balancer, SFI approved racing balancer recommended.

INTAKE

- Any cast iron or aluminum intake allowed however the distance from the plenum floor to carburetor mounting surface cannot exceed 6.5".
- No porting or polishing allowed on the intake.
- Cooling lines allowed.
- No plastic intakes allowed.
- No exotic or high end intakes allowed (subject to tech approval).
- A Victor Jr. or Performer intakes are examples of the intent of this rule.

CYLINDER HEADS

- Steel heads only. Must be unaltered approved OEM and original. May use Stock Replacement World Products part number 043600 or stock replacement Vortec heads only if approved through Joe Miller. Transmission: any type allowed.
- No GM Bowtie, Ford SVO or Chrysler W performance parts what so ever.
- Any multi-angle valve job will be considered legal as long as no porting is involved.
- Max valve diameter: 2.02 Intake and 1.60 exhaust allowed.
- No Titanium parts.
- No porting, polishing or unapproved alterations allowed to ANY cylinder head.
- Guide plates, screw-in shouldered studs and polylocks allowed.
- No stud girdles.

Rules at Wild Bill's Raceway are subject to change without notification.

A 1 week grace period will be given.