

Spring X Trucks 2027

ALL RULE QUESTIONS MUST BE DIRECTED TO KYLE ONLY 608-393-2811. Please do not call after 8:00 PM.
All Drivers must sign in at check-in trailer before going to inspection line. Drivers will be held responsible for all crew members' actions during the event. This can result in disqualification of the entire team.

GENERAL INSPECTION AUTHORITY/FINAL RULE

Any vehicle deemed unsafe, outside the intent of these rules, or modified beyond what is specifically permitted will be required to make changes before competing. The Tech Inspector's interpretation of these rules is final. Any modification, repair, reinforcement, relocation, attachment, or alteration not specifically allowed is **illegal**. Do not assume. **There are NO gray areas and NO exceptions.** Do not argue that the rules do not prohibit it. **If it is not written as legal, it is illegal.** All frames will be scoped. Rust repair please call.

ELIGIBLE VEHICLES

2WD ½ ton trucks or SUVs only. 4WD trucks will need to remove the front drive shaft. 2wd truck cannot be converted to a 4wd front axle. 4wd front axles must remain stock ½ton and not be switched out or modified. No sadagon allowed on SUV's

GENERAL VEHICLE PREP

NO SPRAY FOAM BEFORE INSPECTION

Remove all glass, plastic, interior, and combustible materials for safety.

You may remove metal where necessary for safety.

You may NOT add metal unless these rules specifically allow it.

Unless specifically permitted in these rules, **no welding, plating, doubling, sleeving, boxing, gusseting, reinforcing, filling, or strengthening of any component is permitted.**

NO Painting of frame or subframe is allowed

All vehicles MUST have a seatbelt and working brakes

All vehicles MUST have a roof sign with a clear number. NO EXCEPTION

ENGINE & DRIVETRAIN

Any engine or transmission may be used in any car, must be mounted within 4" of the original location.

Lower engine cradles with front plate and pulley protector are allowed. If you use a pulley protector you must remove sway bar. May also have header protectors and a halo to protect carburetor. **Nothing can go past the back side of carburetor. This is to protect the carburetor only.**

Lower cradles cannot go past the center of the engine on the sides. No higher than the valve covers.

Nothing can be used as a kicker from the engine to the firewall.

Engine must be rubber mounted. Mounts cannot exceed factory size.

Aftermarket gas pedals and shifters are allowed but may not reinforce the car in any way.

OEM trans crossmember **OR** 2"x2"x¼" straight piece of square tube. Crossmembers can be welded in.

No trans protectors or mid plates but you can run aftermarket and bellhousing and tail shaft.

REAR END

Any factory ½ ton rearend is allowed up to 6 lug. No heavy half 8 lug or removing studs to make it a 6 lug. No bracing allowed. No axle savers. You may run a pinion brake.

Slider drive shaft is permitted.

Leaf springs need to remain factory ½ ton and not be built or adding leaf's!!!!

You may have (4) Leaf clamps per pack. Clamps can be no bigger than 2"x6"x¾ using (2) ½ bolts to sandwich them.

You may loop a single 3/8s chain around rear axle and frame to hold rearend in and in place. **Chain must be straight up and down and not kicked. ONE PLACE PER SIDE. NO WELDING.**

FUEL SYSTEM & BATTERY

Stock gas tank MUST be removed from original position.

All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. Tanks must be mounted in the backseat area or bed centered in the truck. All lines and fittings must be leak proof and meet approval of the track officials. Electric fuel pumps are allowed. It must be covered with nonflammable material. All lines must be run inside the truck, not along the frame underneath.

Battery must be securely mounted inside the vehicle. Max 2 batteries.

Factory fuel tank must be removed. A securely mounted aftermarket fuel cell is required.

TIRES & WHEELS

Any wheel and tire combo are fine. Rims must have a tire- cannot run just a rim. **NO** split rims or studded tires will be allowed.

EVERYBODY NEEDS TO READ AND RE-READ THESE RULES!!

If you are found to be overbuilt for these rules, you will be given 2 options:

FIX TO COMPLY WITH RULES.

LOAD AND GO HOME.

HOOD

MUST BE OPEN AND WITH TRUCK AT INSPECTION!

Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) $\frac{3}{8}$ bolts total may be used to hold sheet metal together around cut outs in hood.

Hoods may be secured by the 2 pieces of all thread in the core support with a 5"x5" max washer to hold the hood down.

(4) LOCATIONS of #9 wire with 2 strands per location **OR** angle iron pieces 2"x2"x3" welded along the top of the hood and fender with a $\frac{1}{2}$ inch bolt per location. OR you can weld the 2"x2"x3" angle to the fender under the hood and bolt through your hood using your $\frac{1}{2}$ inch bolt per location. Max washer size is 3"x3" for these locations and must be free floating.

You are allowed **(2)** locations of #9 wire from bumper to core support.

CAGE

All trucks must have a safety cage and roll over bar.

Cage material can be no larger than 6" material.

A 4-point cage is required. Your cage **MUST** have a dash bar that cannot be any closer than 4" from fire wall and trans tunnel. Dash bar and seat need to be straight and not radiused.

Your cage **MUST** have a bar behind the driver's seat.

You **MUST** have **(2)** side bars 1 per side and they **CANNOT** be longer than 60'. **(DRIVERSIDE ONLY YOU MAY STACK DOOR BARS BUT CAN ONLY BE THE 60" AND MUST BE 4" OFF THE FLOOR. THIS IS FOR SAFETY ONLY!!!) Door bars cannot protrude through the interior of the cab or firewall.**

Roll over bar must weld or bolt to sheet metal only. Cannot be attached to any body mounts. Must be vertical. Cannot be pitched back and used to support pillars.

Rollover bar can be bolted with 2"x2"x3" angle to the roof

All cage materials can be welded to sheet metal only.

(4) down bars 2"x4" max **(2)** per side.

Down bars must be vertical and cannot be any further forward than the front door seems and a minimum of 4" away from wheel tub. Down bars can be welded to the top side of frame only.

You may have a door plate outside of the cab on drivers' side only. 4" max- no splitting tube

All down bars / Dash bars / rear seat bars and halo must be within the 60" door bars. Not in front or behind door bars.

Must have 2 front window bars made from nothing bigger than 2"x2" square tubing. Window bars can only protrude onto the roof and cowl 6" max and be bolted in. No welding them in. This is for your safety and not for reinforcement. If found to be overbuilt you will cut.

GAS TANK PROTECTOR

Tank protector no wider than 32" max and can't go any further than 36" past the back the cab (SUVs are no further back than 36" from rear seat bar. Gas tank/protectors must be centered between wheel wells. If mounting the gas tank directly to the floor you are allowed 4- ½" bolts with washer not to exceed 3"x3" on bottom side of floor. Gas tank protector may have a halo behind the tank no higher than 4" above the tank. Gas tank protector cannot be used as a kicker and remain free floating from the bed and frame. You may have 2 kickers from your rollover bar to your halo on the gas tank protector. These must go through the rear window. This is for safety only and not to be used for reinforcement.

BUMPERS

Factory bumpers may be loaded. Aftermarket or built bumpers are allowed but HAVE TO replicate factory appearance. Bumper may not exceed an 8" point from the face of the bumper and must have a minimum of 32" taper. Overall height cannot exceed 8". No spears!!! Can not cut or notch out backside of bumper to overlay the frame rails.

Bumpers may be hardnosed to the frame. If your frame rails are C-channel you may box in the first 8" from the back of the bumper with ¼" plate. If frame rails are boxed you may have (2) 4"x8"x¼" front bumper strap on one side of the frame only. 1 per frame rail, 2 straps total. **Same goes for front and rear bumper.**

Bumpers can be no higher than **24"** from the ground to the bottom of the bumper OR lower than **20"** from the ground to the bottom of the bumper OR frame whichever is lowest.

STEERING AND SUSPENSION

All steering and suspension units must be factory OEM style only but don't have to be from the make or model you are running!! No welding, cutting, fabricating of any sort. Must bolt directly on without modification. No aftermarket parts

You are allowed to have an aftermarket steering column. No Hydro Steering.

You can weld your front suspension solid using a 2"x2"x¼" square tube to the outside of frame down to the axle/lower A-arm. Tube must be vertical and not pitched or kicked. Tube cannot go past the top of the frame or add any other metal. Must stay 2"x2" all the way.

RADIATOR AND CORE SUPPORT

Radiator must be in stock position.

Any factory passenger type radiator is allowed.

DO NOT MOVE CORE SUPPORT.

Factory condenser or ½ expanded metal / rad guard are okay (RADIATOR GAURDS MUST REMAIN FLAT STEEL WITH NO BENDING). They can be bolted in with (4)- 3/8 bolts. These cannot be used to reinforce the core support.

May change Core support bolts to 1" threaded rod max. Cannot sleeve all thread. Max of 5 nuts per all thread.

(2) 6'x3' x ½ flat strap with 4 pieces of ¾ threaded rod through the bottom of the core support to hold radiator in.

Straps can be welded to the core support only and not be used to reinforce it.

BODY

No swapping of frames, bodies or panels from different makes, models or years. No body bolts can be touched besides the ones listed below.

May change all body mounts total that are already in a stock location to 5/8's bolts. Bolts may only be 6" long with (2) 3"x3" washers and (1) nut.

No body seams may be welded. If welds are found you will cut 1" around them completely out and remove weld and metal

No metal may be added or creased

No doubling of body panels allowed.

Rust repair in passenger compartment floor pans can be done with the same thickness metal using a 1" overlap. Patch can be welded in 1" on 1" off. If you over plate or weld you will remove entire repair. No other plating is allowed.

Battery box, pedals and trans cooler cannot be oversized or cope around anything to lock them into place. A max of (4) ½" bolts with (4) 3" washers may be used in each to mount them. Bolts must be in the flat part of the floor and only go through sheet metal. If components are mount to the cage They must remain 4" off the floor and all sheet metal.

Doors can be wired shut in 12 locations per side of truck sheet metal to sheet metal only **OR** you may weld doors shut with 36" of 3" wide x ⅛" thick strap per side of truck (**OUTSIDE ONLY**). You can cut this up but may not exceed 36" total.

May have 12" of 3"x⅛" strap to connect cab and bed together per side. May cut this up how you'd like but not exceed 12". May also have (2) ¾" bolts and nuts to bolt cab and bed together sheet metal to sheet metal only using a max of (4) 6"x6"x¼" washers.

No pounding or body creasing allowed. No other welding than what is stated above.

May bolt inner and outer wheel lips together with 5- 3/8s bolts per wheel opening. Bolts must remain above wheel and follow contour of opening and be spaced no more than 6" apart and no further than 4" from the wheel well lip original location. Washer may not exceed 1-½" diameter.

Bed sides must remain vertical and not laid over

Can not remove bedsides.

Tailgate can be lowered a **max** of 6" from factory location.

You may choose **ONE** of the following options for your attachment points to fastened tailgate on. a) (8) attachment point places of #9 wire. Sheet metal to sheet metal only. 2 strands per location only. b) May weld tailgate on with 10- 3"x3"x1/8" plates. Must have a 3" gap between plates. Don't think out of the box or you will cut!! 16. You may weld washers 2 ½ O.D. Max to the sheet metal only for your #9 wire.

FRAME

No welding or plating of frames other than what's noted!! All factory frame holes must be left open. No cold bending or tilting frames. Any reinforcement of the frame found will result in disqualification. NO fixing allowed... YOU WILL BE LOADED!

6"x6" ¼" Patch Plates can be used for rust repair or your choice of placement. Fresh truck will be allowed (2), and pre-ran trucks will be allowed (4) you cannot use as a kicker to a driveline component. Plates need to be squared not as a rhomboid or diamond. Whatever is cut from plates cannot be added to another location.

Plates or welds can touch or overlap. If weld is found excessive you will remove weld and frame behind it. If plate is cut off and moved 100% of that plate and weld need to be removed. Cannot cut patches and spread them open.

CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten front frame up to where the 1" all thread fits through the front body mount hole without modifying the hole.

Rear frame rails **CANNOT** be shortened.

Can restub has to be butt welded – no sliding frame into frame