



STOCK PRODUCTION TRUCK MINI/MID

Stock Production Mini or Mid-sized Truck/SUV

** Updated December 22nd, 2020 **

DEFINITION

Vehicles built from a two or four-wheel drive mini or mid-sized pickup & SUV. Manufacturer's stock wheelbase must be retained. Vehicle must have been series produced in quantities of at least 6000 units within a 36-month period. There must be a minimum of 5000 series vehicles sold to the general public in the U.S.A. within a 36-month period. Vehicles must be marketed as a mini or mid-sized pickup and be readily available to the general public in the U.S.A

GENERAL REGULATIONS

Entrants in this class shall comply with all applicable general regulations.

TECHNICAL REGULATIONS

This class is a stock production class. All components must remain stock as delivered from the manufacturer unless otherwise stated within. Manufacturer's body, chassis, engine, transmission, and differentials must be retained. Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, as dealer installed accessories, over the counter accessories, or performance parts are considered original equipment.

***NOTE:** The TR abbreviations listed under this class (I.E. TR1 HELMETS) refer to TR cross reference listings in the front of this book. These TR cross-referenced listings are part of the class rules. Where a conflict occurs between the TR cross-referenced listing and a rule contained under this class, the rule contained under this class takes priority.*

SAFETY EQUIPMENT

TR1 HELMETS

TR2 PROTECTIVE CLOTHING

TR3 EYE PROTECTION and DENTURES

TR4 HEAD AND NECK RESTRAINTS

TR5 FIRST AID KIT

TR6 EMERGENCY SIGNALING DEVICES

TR7 HORNS

TR8 REFLECTORS

TR9 FIRE SUPPRESSION EQUIPMENT

TR10 SURVIVAL SUPPLIES

SUSPENSION COMPONENTS

Springs rates are open but must be mounted to the vehicle using the manufacturers stock mounting locations. Spring spacers are allowed.

Front and rear suspension components must remain stock manufacturer, shape, size and configuration as originally produced and installed on the chassis to which it is attached. All suspension components must remain in the original stock locations and retain the original stock mounting methods. All components will be original manufacturers design and remain stock as delivered from the manufacturer.

A-arms, I-beams, and front axles must remain stock as delivered by the manufacturer of the chassis to which it is attached, unless specifically stated otherwise herein. All suspension components must remain stock size, shape, and configuration as delivered by the manufacturer, no additional material allowed unless otherwise stated herein. Stock pivot points must be retained. Rubber bushings may be replaced with bushings of any material, but must remain stock size and shape.

Ford specific: For model years 1998 thru 2002 the upper right two-piece A-arm may be replaced with a one-piece A-arm part number 2L5Z-3084-BA.

No welded washers are allowed on any suspension component, pivot point, or any suspension mounting position with the exception of the specific areas addressed under suspension components.

Vehicles with radius arm brackets that have a stock cross member attached to the bracket and the frame, must use the stock cross member as delivered from vehicle manufacturer. Cross member may not be modified or reinforced in any manner. The cross member may only attach in the original stock mounting holes in the bracket and frame. Only vehicles equipped from the factory with a radius arm cross member may use a horizontal cross member between the radius arm brackets. Any attachment of a cross member or plate for any purpose, including skid plate bracket, to any other radius arm bracket is not allowed.

Ford-specific: The main engine cross member center I-beam pivot point may have one washer, maximum of the same thickness of the original pivot point thickness, welded to one side only of the pivot point.

Ford-specific: The radius arm bracket may have a plate spot-welded onto the back of the bracket where the radius arm passes through the bracket. The plate may be only 3/8(.375) inch thick maximum and may extend around the existing radius armhole 5/8(.625) inch maximum. You may only spot weld the washer in place, you may not weld entirely around the washer. The

spot weld may only be long enough as what is needed to hold the washer in place without it falling. A washer welded to the front of the radius arm bracket is prohibited.

Specific permitted component changes:

- A. Toyota a-arm vehicles may use manufacturer-stock T-100 series spindles.
- B. Ford I-beam vehicles may use back dated manufacturer's stock I-beams for the same model of vehicle (Ranger to Ranger). Front and rear springs must remain in the stock locations and retain original stock concept (leaf, torsion, and coil). Spring rates are open.

TR11 SHOCK ABSORBERS and BUMP STOPS

One shock per wheel. Mounting method is open, no remote mounted shocks. Shocks may be of any design or manufacture.

TR12 SECONDARY SUSPENSION

No secondary suspension allowed. Front and rear bump stops are allowed. Bump stops limited to four(4.0) inches of travel.

TR13 WHEELS and TIRES

Any manufacturer's wheel allowed. Any tire manufacture allowed. Maximum tire size is 35 inches diameter. Wheel studs are open.

TR14 FASTENERS

STEERING and BRAKE COMPONENTS

TR15 STEERING

Steering box or rack and pinion must remain stock as delivered by the manufacturer and in the stock mounting location.

Steering parts (tie rods, tie rod ends, idler arms, pitman arms, relay rods and turning arms) must remain stock as delivered by the manufacturer.

Power steering pump may be of any manufacture.

Power assist is limited to stock as delivered.

Steering Wheel airbags must removed.

Any manufacturer steering wheel may be used.

Steering column shaft may be replaced. Minimum 3/4(.750) inch diameter.

TR16 BRAKES

No turning braked allowed.

ABS may be removed. Brake pads are open. Brake lines may be modified or replaced.

ELECTRICAL SYSTEM

TR17 IGNITION

Ignition must remain stock. Spark plugs are open.

TR18 BATTERIES

Battery and location open.

TR19 LIGHTS

Lights may be of any manufacture.

Headlight and tail light opens must remain stock.

Rear facing amber and blue light required.

TR20 STARTERS

FUEL SYSTEM

TR21 FUEL

TR22 FUEL TANKS

TR23 FUEL FILLERS LINES, VENTS, and CAPS

Fuel cell mandatory. Must be mounted on top of bed or trunk floor.

All stock fuel tanks must be removed.

ENGINE, TRANSMISSION and DRIVELINES

TR24 ENGINE and ENGINE DISPLACEMENT

Engine must be of the same manufacturer basic design and type with a maximum of six (6) cylinders, or the engine must be listed by the manufacturer/importing distributor as an option for the particular chassis and body series of the vehicle. Engine predated and updated are permitted within the vehicles chassis and body series if listed as an option by the manufacturer. Engine must be available to the general public in the U.S.A. Maximum engine displacement is 4300cc.

Engine must retain stock block and must be made of the same type of material as that of the block that is delivered by the manufacturer for the particular chassis and body series of the vehicle.

Any stock head may be used provided it is offered by the manufacturer as an option or as a replacement for highway use for the vehicle that it is installed in. Head may be used as long as the following applies:

- 1) Retains original number of camshafts.

- 2) Has no more than two (2) valves per cylinder. If the stock production head has more than two valves, and no more than 4 cylinders, as delivered by the manufacturer for the particular chassis and body series of the vehicle available to the general public in the U.S.A. it may be used.
- 3) Has a stock factory part number.
- 4) Is readily available through the manufacturers dealer network.

Any make of automotive carburetor(s) or stock factory fuel injection may be used maintaining a combined total of not more than one venturi per cylinder. Any manufacture manifold for carbureted motors allowed.

Engine internal parts are open.

Dry sump oil systems not allowed.

Engine must be located in the stock mounting location as delivered from the manufacturer ± 1 ". This will be measured from the centerline of the front spindle to the back of the block. Height will be measured from frame rail to center of crank.

Engine accessories (power steering pump, alternator, ignition, air cleaner, etc.) are open. Fuel pumps are open.

TR25 ENGINE REPLACEMENT

TR26 TRANSMISSION

Shifters are open.

Differentials

Front and rear differentials must remain stock as delivered by the manufacturer. Gear ratios and carriers are open. Front and rear straight axle differentials may have material added for strengthening purposes only. IFS differentials (traction beam, etc.) may not add material for any reason. IFS may use a bolt on skid plate to protect the front differential housing only. The skid plate may not reinforce the differential in any way.

TR27 THROTTLES

TR28 EXHAUST

TR29 DRIVE SHAFTS

TR30 FLYWHEEL SHIELDS

TR31 FLUID COOLERS

Radiator must remain in stock location. Oil and transmission coolers are open.

TR32 AUXILIARY EQUIPMENT

TR33 SUPERCHARGERS and TURBOCHARGERS

VEHICLE SAFETY EQUIPMENT

TR34 ROLL CAGES

TR35 SAFETY HARNESS

TR36 SAFETY NETS

TR37 SEATING

Racing seats mounted in the approximate stock location may be used. Stock seat mounts if used must be reinforced.

GENERAL VEHICLE COMPONENTS

TR38 DRIVERS COMPARTMENT

Dash must retain stock appearance. Ashtrays, glove box, etc. may be removed.

Aftermarket gauges in any location may be used.

Air conditioning and heating units may be removed.

Door panels, headliners, visors, rear seats, and carpets may be removed. Stock pedals in the stock locations are required.

TR39 DOORS AND LATCHES

Doors must remain stock and operate on stock hinges as delivered from the manufacturer.

Positive latching secondary door latches are required.

TR40 FIREWALLS

Stock firewalls must be retained as delivered from the manufacture. Holes allowing for the routing of fluid lines, electrical, and roll cage must be kept to a minimum. Holes must be drilled to minimize the area open around the item penetrating the firewall.

TR41 BALLAST

TR42 WEIGHT

Minimum weight must be retained. Minimum weight is curb weight as delivered and stated by the manufacturer.

TR43 FLOORBOARDS

TR44 BUMPERS and HAZARDOUS PROTRUSIONS

Stock bumpers not required.

TR45 MIRRORS

TR46 SKID PLATES

Skid plates and their mounting plates may not reinforce or strengthen in any way.

TR47 STORAGE

TR48 CHASSIS and BODY

Body

Body chassis combinations must be retained as delivered by the manufacture. No predating or updating frame rails is allowed.

Fender wheel openings may be enlarged a maximum of two(2.0) inches. Front fenders and rear fenders or bedsides must remain stock. Any fender flares may be added. Flares and wheel openings must meet M400 approval. Fenders must be stock and retain appearance and location.

Front inner fender panels must be retained with minimum modifications for shock installation. Body must retain stock shape, size, appearance and configuration. Additional material or mounts for body strengthening is allowed. Mounting location (vertical, horizontal, and lateral) must remain stock in relationship to the frame and must retain stock mounting method. The measurement from the back of the b-pillar post to the centerline of the front spindle must remain stock. A maximum of a 3-inch body-lift may be utilized. The blocks must be made of a non-crushable material that will not deform during competition.

Internal body structural members must remain intact. Holes may be placed for the placement of roll cage, fluid lines, or electrical.

Pickup bed floors must remain intact except for the material removal required for sinking the fuel cell.

Hoods, trunk lids, doors, and bedsides must remain stock as delivered by the manufacturer. Tailgates are optional. Hoods, fenders, and tailgates may be upgraded to the latest available update for that series of vehicle body and chassis combination.

Stock front grill assemblies are required.

Safety glass windshields, rear and side glass is optional.

Chassis

Original stock frame configuration must be retained. Lengthening or narrowing of frame is not allowed. Adding or removing of material is not permitted. Damaged areas of the frame may be plated with the same thickness of metal as that of the original frame. The plate area may only be as large as required to cover the damaged area and to allow for the welding of the plate to a non-damaged area of the frame.

All repairs must meet with the approval of **M400**. Photographic evidence of the damaged frame may be required for approval of repair work. Technical director must approve repairs before repairs are done.

The frame at rear bump stop centerline directly over the differential may be reinforced. Reinforcement may either be a terminal role cage end, or boxing plates not exceeding six(6.0) inches.

TR49 HOSES

TR50 IDENTIFICATION MARKINGS

M400 will assign race numbers.

TR51 ADVERTISING on VEHICLES

TR52 RADIO EQUIPMENT

TR53 WORKMANSHIP

TR54 TRACKING DEVICE