



2025 PRO TRUCK RULES



*The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Speedway rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

*Unsportsmanlike-like conduct can carry a minimum \$250.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

*Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

*Trucks will be weighed with driver and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official.

RULES AND SPECIFICATIONS:

Weight - All specified weight requirements will be with driver, fuel, oil and water prior to racing.

1. Maximum allowable left side weight will be 57.0% of total weight with driver.
2. Minimum weight 2,900 pounds with driver after race, one pound per lap will be deducted.
3. Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$100.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$100.00 fine to the team. (No pellets, Tungsten or similar weight allowed)

FRAME / ROLL CAGE:

1. Unaltered GM metric frame only may be used 1978-87 Chevrolet Malibu, Monte Carlo or Unaltered replacement Johnson Chassis #JCI-09-1B. Frames must retain original 108" wheelbase. Maximum allowable difference from side to side is 1". Frame may be fabricated from 6" off the centerline of rear axle to rear of truck and from front sway bar forward. No under slung rear chassis allowed. Holes may not be cut to lighten frame. Frames may not be narrowed. Front cross member must remain original and, may not be notched, narrowed, cut or otherwise altered except for may have the front horn cut off for clearance of the drag link only. Minimum ground clearance, prior to race with fuel, oil and water, without driver, is 6".
2. Officials must approve roll cage designs. Round steel tubing 1.750" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left and right front support.
3. Left door must have a minimum of three bars in (four recommended) and must have 1/16" minimum steel plate from frame to top door bar.

BODY: (See Body Diagram for overhangs)

1. The truck body must be acceptable to Officials at all times. All body parts must have a minimum clearance of 4" prior to race with fuel, oil, and water, without driver. No truck will be allowed to start a race without a full body.
2. Bodies will be fiberglass or PVC (rubber) replicas of the standard cab. No carbon fiber parts allowed.
3. Approved bodies: 1997-2009 Chevrolet C10/ C1500/ Silverado, 1997-2009 Ford F-150, 1997-2009 Dodge Ram, 2004-2009 Toyota. The new Five Star truck body is allowed and must follow diagram on page 5.
4. Body must be mounted in the center of the frame and fit the 108" (+/- .5") wheelbase of truck with wheels in center of wheel wells.
5. Minimum roof height must be 55 1/2", measured from the center of the roof 10" behind top of windshield. Maximum height at rear of roof is 56 1/2", maximum variance from a point 10" behind windshield to rear of roof is 1". Minimum rear deck height must be 36", measured where rear deck meets the spoiler. Minimum window opening must be at least 16" measured from top to bottom.
6. Body must maintain original configuration, size and shape.
7. Front and rear window opening must be covered with a minimum 1/8" clear Lexan. Clear Lexan window vents are optional and cannot exceed 12" in length and flat no deflection. Rear triangle Lexan maximum size 16" x 32" and straight.
8. Hoods must remain flat. Positive fasteners must be installed.
9. Full rear deck coverings are mandatory and must completely cover the rear of body and flat. The rear half of the lid must be able to open for inspection purposes.
10. Front air dams must maintain original configuration and all body support brackets must be located inside the body structure.
11. Maximum of 6" x 60" rear spoiler is mandatory and centered on deck. No forward rudders or mounting brackets will be permitted. The maximum spoiler height is 44" from the ground. If roof is higher than minimum, spoiler may increase by same amount.

ENGINE:

1. GM 88958602, 19258602, 19431602 or 19433602 Sealed Crate Motor Only and must run all GM specs as delivered from the manufacturer.
2. **Unsealed engines will require a 100-pound weight penalty.**
3. Coastal Machine authorized Speedway rebuild/repair facilities for the crate engine : Pensacola, FL- 850-433-7938

ENGINE CLAIM:

1. The top five finishers in the feature are subject to an engine claim by a driver finishing behind them and still running on the lead lap. The claim will be limited to one car and must be made within 10 minutes after completion of the feature event with the cash only claim fee to the head tech official. The claim fee will be the current price of the General Motors crate engine plus \$250. The fee will be distributed to purchase a new General Motors crate engine for the driver being claimed plus a \$250 pulling fee to the track.
2. Not included in the carburetor, water pump, distributor, ignition, pulleys, plug wires, fuel pump, flywheel, pressure plate and clutch .
4. A claim fee will not be accepted should Speedway Officials determine the claim fee has been made on someone else behalf or the fee is from more than one party.
3. Failure to pull and sell a claimed engine will result in the driver being claimed forfeiting all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again at Speedway.

ENGINE PLACEMENT:

1. Engine must be centered between frame rails and installed in its original position (Center of fuel pump centered over drag link). No setbacks or torque plates will be permitted

CARBURETOR / AIR INTAKE:

1. Holley 650 HP 4150-80541 (zinc or cast aluminum only) four-barrel with no alterations only allowed (no billet aluminum parts) with 1 paper gasket per side not to exceed .065" in thickness. No carburetor spacer permitted. Throttle linkage must have at least 2 return springs.
2. Only round dry type paper element maximum 4" in height x 16" in diameter may be used with a solid top.
3. Element may not be sprayed or soaked with any type of chemicals or liquids.
4. All air shall be filtered through element.
5. Top of air cleaner must be solid, no holes.
6. It will be permitted to shield the front area of the air cleaner up to a maximum of one half the air cleaners' diameter and not wider than the height of the air cleaner filter.
7. Top and bottom of the air cleaner housing must be the same diameter. A maximum of a 1" lip from the air cleaner to the top and bottom edges of the air cleaner housing is permitted.
8. Nothing may direct or control the flow of air inside or outside of the air cleaner housing except the air cleaner element.
9. Cowl induction, air ducts or baffles will not be permitted on or leading to the air cleaner.
10. An opening 2.5" x 20" may be cut in the hood behind the carburetor with the back edge either meeting or within 1" from the windshield.
11. A fresh air deflector will be permitted and must be placed at the center of the leading edge of the windshield directly under the hood opening. The fresh air deflector must be made of aluminum and measure a maximum of 2" down and 2" forward by 20" in width with square bends and no radius or air flow devices, end caps permitted no larger than 2" by 2".
12. No sheet metal heat shields or any other type of hot air deflection device or air flow deflection device will be allowed past the backside of the radiator or in the engine compartment.

IGNITION:

1. Mandatory one Crane / FAST Ignition part # 6000-6701 or 'JMS – Daytona Sensors' part # 6000-6701K only as produced from manufacturer. Mounted on right side of truck dials pointed out the passenger side on original plate or MSD 6427 6CT Ignition Box.. The mag positive & negative shall be a maximum length of 62". Must remain uncut or spliced and on top of dash in clear view.
2. All wires must be exposed and in plain view and easily traced by tech officials.
3. 6200 maximum RPM limit.
4. Master ON-OFF switch must be located in the center of the car, clearly marked and within easy access of the driver as well as access from outside both window openings.

EXHAUST:

1. Any type tubular header permitted must have single flange.
2. Exhaust system must exit behind driver and out right side.
3. No "X" pipes, "H" pipes, or balance tubes permitted. "Y" pipes permitted.
4. Absolutely no boom tubes permitted.

COOLING SYSTEM:

1. Only block mounted belt driven water pumps allowed.
2. Water only and any driver found using unapproved coolants must pay a \$100 fine before driver can compete.

CLUTCH / FLYWHEEL:

1. Standard OEM or OEM-type clutch, pressure plate, steel flywheel, and throw-out bearing permitted.
2. Clutch discs and spacers must be steel. Multiple disc clutches with steel floaters and buttons permitted, minimum 7 1/4" in diameter. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches.

TRANSMISSION:**Option #1**

1. Standard GM turbo 350 automatic transmissions allowed. Must have three forward gears and reverse. All gears must be working. Manual shift kits permitted. Reverse shift patterns permitted.
2. OEM type torque converters may be used. NO hollow converters allowed. Minimum 10" torque converters permitted. No exterior valve mechanism or band adjusters allowed.

Option #2

1. Standard 3-speed or 4-speed OEM or OEM-style synchronized manual transmission with non-splined clusters allowed. No straight-cut gears or gun-drilled main shafts allowed. No Rankin-type or cluster-disconnect transmissions allowed.
2. No internal clutch-type transmissions allowed. Must have external clutch, pressure plate, and flywheel assembly.
3. Transmission must have at minimum two (2) forward and one (1) working reverse gear.
4. No overdrive or under driven transmissions permitted. High gear must be 1 to 1 and no other gear may have a ratio higher than 1.20 to 1

REAR END / DRIVE SHAFT:

Option #1:

1. Original 10 bolt GM rear end permitted. Full steel spools, steel mini spools, and steel Detroit locker rear ends permitted.
2. Rear trailing arms must mount in original holes in frame and use original 4-link configuration. Steel Heim joints and trailing arms only permitted. No cambered rear ends permitted. No Panhard permitted.

Option #2:

1. Ford 9" rear end permitted. Must be all-steel housing, no aluminum center section permitted.
2. Absolutely no internal oil cooler pump permitted.
3. No aluminum carriers or aluminum pinion bearing retainers allowed.
4. Only steel full spools, steel mini spools, and steel Detroit locker rear ends permitted.
5. Floater rear ends permitted. Bolt-on snouts and gun-drilled axles permitted. No cambered rear ends permitted.
6. Absolutely no titanium or exotic metals permitted in any rear-end components unless noted.
7. Rear trailing arms must mount in original holes in frame and use original 4-link configuration. Steel Heim joints and trailing arms only permitted. No Panhard bars permitted.
8. Minimum 3" Steel drive shaft painted white. Universal joints must be made of steel with a minimum of 3" diameter. Minimum one 360° loop of 2" by 1/8" steel secured to cross member or chassis.

SUSPENSION / STEERING:

1. Front suspension components must remain stock for original frame used unless noted.
2. Aftermarket tubular upper A-Arms with any ball joint and safety hubs bolting directly to OEM spindles may be used.
3. OEM heavy-duty spindles (i.e., Impala, Truck, etc.) allowed or Part #91034501 3-Piece IMCA 1979-Up GM Metric Midsize Spindle and must mount in stock locations.
4. No steel sleeves permitted over spindle. No offset or dropped spindles permitted.
5. Stock lower control arms or tubular lower A- Arms from Johnson Chassis Part # JCI-09-02-01 with zero helix only allowed. May have either steel (monoballs ok) or rubber bushings only.
6. Front sway bar must be one-piece. (Maximum diameter of 1.375").
7. Coil springs may be replaced but must mount in OEM stock locations on lower A-Frame and rear axle.
8. Minimum front spring rate must be no less than 500 lbs. at any time. A maximum of one 360-degree spring rubber allowed on front or rear springs. Spring rate is subject to inspection after the event.
9. Absolutely no bump-stops, coil binding, or chassis stops of any type and will be checked by putting front tires on 1/2" blocks and nose on the ground.
10. Only one shock permitted per wheel. All shocks must be steel, non-adjustable. Claim rule will be **\$250.00** per shock by Track or Competitor. (Shock must be claimed within ten (10) minutes of completion of Victory Lane ceremonies, in cash, presented to the Head Tech Official.)
11. No coil over shocks or coil over converted shocks permitted, or remote reservoir shocks.
12. Rear shocks must mount in stock location on rear axle. No leaf springs or torsion bars permitted. All bushings must be of OEM or OEM-type dimensions. Rear sway bar will not be permitted.
13. Steering box must be in factory location.
14. Adjustable center link and steel Heim-type tie rod ends permitted.

BRAKES:

1. Front brakes must use original OEM appearing single piston calipers and bolt directly to OEM spindle.
2. Rear brakes must use OEM appearing single piston calipers and any hubs or heavy-duty replacement hubs.
3. All brakes must function on all four wheels.
4. No scalloped brake rotors permitted.

WHEELS / TIRES:

1. 15" steel racing wheels only, maximum rim width 8", and maximum offset difference of 2". Air bleeders not permitted. Hubs must have 5/8" wheel steel studs and steel 1" lugs nuts. All wheels must have truck number on wheels.
2. Designated Hoosier tire only. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Officials, will be confiscated.
3. Maximum tread width is 63" with referee.

INTERIOR:

1. Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
2. Car may have an installed dash panel with optional gauges. No digital dashes will be allowed. Cellphones, Watches or Bluetooth devices will not be allowed at any time, this is an automatic disqualification. No in-car timing devices during competition. No driver adjustments in car other than one brake bias adjuster allowed.

3. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.

FUEL SYSTEM / CELL:

1. A Maximum 22-gallon fuel cell in steel container mandatory and a minimum of 9" from ground with a rear protection bar of 1.75" tubing extending below the rear of frame and at least 1/2" below the bottom of fuel cell to cover the width of the fuel cell. Fuel cell must be mounted in center of frame and behind centerline of rear axle.
2. Fuel line must not run inside driver's compartment. Only stock side block mounting mechanical pump permitted.
3. Track Fuel or equivalent only. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment.
4. OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV will be Mandatory.

