

Brookfield Speedway

4 Cylinder Truck Rules

Eligible Trucks

- 2005 or older, 8 valve, single cam 4 cylinder trucks.
- Trucks must be non-turbo, Open bed, rear wheel drive only.
- 4-wheel drive conversions may be used, but must be rear wheel drive only with no front driveshaft. You may remove transmission and transfer case replace with 2 wheel drive transmission.
- No SUV's

General Build Rules

- All interior must be gutted including upholstery and carpeting.
- May use OEM dashboard, or may replace it with a fabricated dash.
- Pedals must be in stock location with no extensions. [?]
- May use aftermarket pedals.
- Aluminum high-back racing seat mandatory.
- Must be securely mounted to the frame/rollcage.
- Must use approved SFI rated 5 point racing harness, less than 5 years from manufacture date.
- Trucks must have approved window net with quick release latch.
- Windshield must be OEM Glass, Lexan, or wire mesh.

Chassis

- Must use stock frame in good condition only.
- Frame must be straight, sound, and complete.

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- Cutting, chopping, or shortening of the frame is not allowed.

Frame rails may be notched in the rear above rear end to allow for suspension travel.

- Must retain factory wheelbase for the truck being used.
- Minimum frame height of 5"*.
- *A-arms, leaf springs, rear axle, and front valiance do not have to meet this requirement.
- *This will be measured with fully suited driver strapped in the seat.
- Zero tolerance on ride height.

Rollcage

- 6 point rollcage mandatory.
- Minimum 1.5" OD x .090 wall thickness minimum.
- Must be securely welded to frame.
- Driver and passenger side door must have a minimum 3 horizontal door bars.
- Passenger side door bars may utilize an "X" design with a horizontal bar at top and bottom of "X".
- All rollbars in reach of the driver must be padded.

Engine Location

- All trucks must maintain factory engine location.
- No moving mounts, lowering, or engine setback.

Body

- May repair/replace rust/damage with 20 gauge sheetmetal. Any repairs must be done with pride.
- Any replacement body panels must have all factory body lines and must be factory dimension and location.

Trucks must have either a full bed or "tonneau cover".

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- Bed covers must be used if the bed has been gutted (no "open" beds).
- Bed covers must be solid (steel, aluminum, plastic, leather, etc.).
- Spoilers may be used, 5" tall surface area maximum.
- May use sideboards on spoiler, no more than 12" long, no taller than spoiler.
- May run aftermarket nose and tail piece.
- Cab must be intact and maintain stock dimensions, including stock floor pans and firewalls. May be cut for exhaust.
- No fiberglass body panels.

Engine

- All internal engine components must remain stock OEM, unaltered as manufactured. This includes but is not limited to Rods, Crankshaft, Intake Manifold.
- Cylinder Head may be swapped to allow for carburetor.
- Camshaft must maintain stock lift. (.450 max, measured at the valve.)
- Engine must match make and model of truck. Does not need to match year.
- Pistons must be OEM Stock height and weight, and combustion surface must match OEM.
- .040 overbore maximum. No tolerance.
- Head may be milled .030 MAX. No tolerance.
- Engine Deck height must match factory.
- Cylinder head must remain stock. This means no oversized valves, no porting or polishing.
- The use of an older cylinder head may be used to convert from fuel injection to carburetion.
- No adjustable timing gears.
- Head may be shaved to "true" it for refresh, but keep in mind compression has to remain stock.
- Must run steel OEM flywheel.
- Flywheels may not be lightened.

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185# compression max.

Fuel/Air

- May run stock carburetor, box stock Holley 350, or Box Stock Holley 500. Must pass ball test. May change jets and power valve. May remove choke.
- May use carburetor spacer no taller than 1".
- May use adapter plate or mild modification to intake for mounting of carburetor.
- No porting intakes

Fuel injected models

- OEM fuel injection must be used.
- OEM sized throttle bodies must be used.
- OEM sized fuel injectors only.
- ECU must be stock style, but computer chip may be used.
- May use adjustable fuel pressure regulator.
- Racing Fuel Is Allowed.

Ignition

- Must use stock ignition for that model of truck.
- May use aftermarket spark plugs and wires.
- May use aftermarket ignition coil.

Transmissions

- Must be stock!
- All gears must be fully operational.
- May use manual or automatic including stock, unaltered powerglide.
- No racing transmissions including TCI powerglides, Bert, Brinn, falcon, etc.

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- Automatics must use a functional torque converter.

Fuel Cell

- Must use approved fuel cell.
- Must be encased in steel.
- Minimum 8" ground clearance.

Exhaust

- Aftermarket tubular headers are permitted.
- May run any type of exhaust.
- Exhaust must exit behind driver.

Cooling System

- May use electric or belt driven fans.
- May use any type of radiator.
- Radiator must be in stock location.
- Must have minimum 1 quart overflow tank securely fastened under hood.
- May use "water-wetter" additive or equivalent.

Batteries

- Batteries may be mounted in engine compartment, or in bed area of truck.
- Batteries not allowed in cab.
- Batteries must be secure.
- All trucks must have main power disconnect within reach of the driver and clearly marked.

Rear End

- Must use OEM rear end.
- No Ford 9".
- Gear changes are permitted.

- No quick changes.
- No aftermarket aluminum rear ends.
- Rear axle may be moved to top of springs.
- No added lift arms or push bars allowed.
- No upper torque links or panhard bars allowed.
- May add or remove leaf springs.
- May use lowering blocks.

Drive Shaft

- Drive shaft must be OEM.
- Must be painted white.
- Safety loop must be located 6" from rear of driveshaft.

Brakes

- Must use OEM brake system.
- No adjustable brake bias allowed.
- All 4 wheels must lock when inspected.
- May run right front brake shutoff.

Suspension

- All Springs, bushings, shocks and locating devices must be stock OEM and in OEM location.
- May use aftermarket steel bodied shocks available at auto parts store.
- No aftermarket race shocks permitted.
- No racing springs.
- Front camber may be adjusted by slotting of strut towers, adding shims.
- Ford Rangers may use aftermarket I-beam to obtain camber as it is not recommended nor safe to cut or weld cast iron factory arms.

- All suspension components must be stock or stock replacement.
- Aftermarket tubular a-arms are permitted.

Steering

- May use factory steering column or may replace with aftermarket steering shaft.
- Must have slip joint if replacing steering column, or two universal joints.
- Quick disconnect steering wheel allowed and recommended.
- May use steering quickener.

Tires

Tire options include the following:

- DOT Legal street tire.
- Maximum 245-60 or 65 series with tread wear rating (UTQG) of at least 260.
- 14" or 15" only.
- No snow tires, studs, racing recaps etc....
- "Snowcap" or "Snowflake" emblem renders the tire illegal.
- IMCA Stamped Hoosier G60.
- American Racer G60.
- Grooving and siping of tires is permitted.

Wheels

- Steel Wheels only.
- 8" wide maximum.
- Beadlocks Allowed (Right Rear).
- 1" Lug nuts mandatory.