

Boos bros promotions

Limited Weld trucks 2025

call Justin 763-772-5296 or corey 651-270-9678 with any questions

- 1/2 – 3/4-ton American made pickup, extended, crew cabs, or suburbans are allowed.
- Frames may be shortened to the front of the core support.
- Shortening of rear frame horns are not allowed.

ANY QUESTIONS: CALL BEFORE CUTTING!

- No welding other than specified!!!! NO adding extra braces in frame or engine crossmembers

Hood

- may be chained 3/8" chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper, you will be allowed two 1" max rods welded to the frame used for hood pins at core support, rods may be welded to core support you may also use 1 inch o.d. material for your thread rod at core support if you do not have a long enough piece of all thread to go from frame through hood.
- You will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1in. max hood pins. wires, or chain must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches 1/4 thick, hood pins must be straight up and down.
- You may use 3/8" bolts maximum to bolt the hood skin together. No added material inside or outside of hood. MUST have two window bars no larger than 3" diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for driver's safety.

Doors

- May be chained 5 locations per seam or can be welded, no more than 5" on, and 5" off max. Nothing wider than 1/4" X 3" flat strap. Drivers' doors can be welded solid. Drivers' Doors may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net.

Tailgate

- Must be ran in upright position, no removing, may be chained in two locations per side OR welded using 3"x3" angle iron inside, or flat strap 3" X 1/4" outside 24" total on the sides plus an additional 12" of weld or 4 chains on bottom of tailgate to box OR bumper.
- Tailgate may be lowered and welded to the end of frame rails to use as a bumper if no other form of bumper is not used. If bumper is used may lower tailgate and weld to top of frame or bumper) and chained in two lower locations, suburban, SUV back doors use tailgate rules to secure.

Bumper

- Front and rear bumpers may be changed to a seam welded, loaded car bumper. replica pointy bumpers are also allowed, follow bumper size rules that are in the other classes for home made bumpers (rear bumper must remain flat) no adding bumper brackets to frame. If you choose not to install a factory car bumper, you can use a

(FLAT only) 6 foot. long max, 6" diameter or less, 3/8" thick square, or round tube welded to frame to use as a bumper.

- No sharp edges cannot protrude past fenders. If running a replica bumper the bumper must meet factory measurements. Bumpers may be welded to frame plus added 4"x4" wide 1/4" thick angle iron also to help secure to frame on all sides (do not run lengthwise down the frame as a bracket- bumper attachment only) Bumper height max 30" to the top of bumper-min. 24" top in the rear. Front Bumper height will be heavily enforced!
- No open frame rails.

Tires

- Any wheel and tire will be allowed as long as it is rubber, max of 16 inch rim. . Valve stem guards and 1 inch lip guards will be allowed. Full center wheels and solid tires are allowed including foam filled.

Suspension

- Front axle non-leaf-spring trucks may install 3/4" bolt in the center of a-arm welded to the spring pocket to gain height.
- Front shocks may also be replaced with a piece of steel tube. These tubes can be bolted in factory shock location or can be welded to axle and run vertically upside of frame and welded to frame, no welding can exceed 2 inches in width on frame for these tubes, no material can exceed 2 inches in width. These tubes are to gain ride height not to reinforce the truck (if material on frame is deemed excessive you will be cutting).
- Stock leaf packs, no adding leafs, you may have 6 leaf clamps per leaf pack total, 3x5 inches, 1/2 thick material on leaf clamps with a max size of 7/16 bolts, coil to leaf conversions on front axles are allowed as long as factory style parts for that truck are used. No home made shackles or spring mount.. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. Choose 1 option.
- You may add two chains per axle to frame 3/8" chain. 1/2 ton may swap to 3/4-ton front and rear ends, may be welded posi-traction, No bracing on rear ends, No axle savers. Factory leaf hangers must be in the same location as factory hangers if they are needed to be replaced, (NO MOVING HANGERS FORWARD OR BACKWARD)

Engine/Transmission

- May crossbreed engines and transmissions, no adding engine crossmembers or extra braces in frames. Other than a 2x2" max tube for transmission mount, this may be bolted or welded to the frame and only purpose is to hold the transmission. Do not move the factory transmission mount, you may cut it completely out.
- For older c channel frame trucks with no engine crossmember this is your allowance: you will be allowed to build an engine crossmember out of 2"x6" 1/4" thick tube max, you will be allowed to have a piece of the 2"x6" tube 6 inches long welded or bolted in the c channel part of the frame, from there you can weld the 2"x6" tube straight across off those pieces. This crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact the engine/cradle at mounting bolts ONLY.
- Outside of motor mount bolts.
- Crossmember cannot be used as a brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the cross member you will be allowed to box frame

from front frame horns to this cross member and in addition frame boxing will be allowed from back of engine crossmember to 3" past the first front factory cab mount. If your frame is factory boxed behind the engine crossmember do not add any boxing. You will be cutting it completely out, this rule was made to compete with newer superduty trucks.

- Max thickness on plate will be 1/4", no internal reinforcement behind plate. Must have an inspection hole in frame capping. Do not use a firewall as a brace. May have 2 chains or wires to frame to hold the motor in place, may weld motor mounts in the size of factory mount. Engine must be bolted to mount with 2 bolts not welded.
- Trans coolers allowed if deemed safe, do not use rubber unbraided trans lines.
- Trans may be chained wired bolted or ratchet strapped to crossmember.
- Block saver lower engine cradles allowed with a pulley protector. Dist. protectors will not be allowed, trans braces, steel ultra-bells, steel tail shafts will be allowed. Do not weld any part of your truck to the bell housing. Or trans bracing.
- Aluminum bellhousing will be allowed. Any driveshaft may be used, sliders ok. Radi barrels will be allowed. must use a radiator in factory location, or loop hoses. Pinion brakes will be allowed.

Radiator

- If your factory radiator mounts are not able to be used this is your allowance: to support your radiator you will be allowed a max of 4"x4" angle iron to bolt or weld to your factory core support. This angle iron can be a max of 1/8" thick material. This angle iron will only be allowed to support the bottom of your radiator and cannot exceed the width of the radiator.
- From this point you can bolt the radiator to core support or use small ratchet straps to hold the radiator in. You will also be allowed to spray foam radiator in.
- You may add a 2x2x1/4 square tubing frame to hold the radiator ONLY. This may not be attached to factory core support or hood in any way. A 4"x4"x1/4" gusset may be welded directly behind or in front to help from it folding over. This may be only welded to the top of the frame. No other welding or kickers will be allowed. This should be as close to factory radiator location as possible and must be behind the factory core support. Not in front of it. Do not over do it or you will be cutting.

Body Bolts

- Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame max, cab 6 max, and core support 2 max, (suburbans, SUVs, may only use 10 total throughout cabin compartment and 2 at core support max) 1" Diameter max size bolts with plate size no larger than 1/4" thick x 8" square) bolts may be bolted through frame or may weld to outside of frame. you may leave original body mounts in factory location. You can remove the rubber mount and run 1" all thread max with free floating washers for stock cab and box locations.

Box

- Roll over bar (strongly recommended) mounted in front of box, (must remain 5" gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior

cage components.

- Box may be bolted to the cab in 4 locations. 1" bolts can be used with a max size of 5"x5" plates AND can weld 12" of strap per side (24" total) to weld cab and box together.
- You will be allowed one location to wire box side to box side location of choice- cannot go to or around the frame (4 strands of wire max, no chains).
- No folding box-sides over to create a wedge.
- May bolt fenders with 6 -3/8" bolts to bolt fenders together with a max of 2" washers.
- Threads must point inward.
- Outside fender creasing is allowed.

Cage

- Must run a bar behind seat (no further back than 10" behind seat) and across dash may use 6"x6" plates on ends, may connect dash-bar to seat bar.
- Dash bar must be a minimum of 4" away from the firewall and transmission bell.
- For down bars you are allowed the following: two down bars off of the driver's side door bar to floor OR may kick inward and attach to the side of the frame passing through the floor.
- For the passenger side you are allowed 2 down bars from the passenger side door bar to the cab floor only.. These are the only down bars you are allowed. You may attach a rollover bar from seat bar up to or over roof and down to dash bar, 6" diameter max. on cage material, only attached to the cab, floor, or body mount plate not directly to the frame.
- Suburbans, SUVs may attach a floating gas tank protector off the seat bar 24"x24" protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.

Battery/Gas Tank

- 2 battery's max. allowed on the pass floor, properly mounted, and covered, NO BUNGE STRAPS!! Gas tank must be removed, and one relocated in front of the box, 15 gal. max.
- May use electric fuel pumps if well labeled (FUEL SHUT OFF).

Frame

- If the frame is bent, you will be allowed to use a max size of 4"x6" 3/16" plate to repair bends, plates must have a minimum of 1 inch between the plates.
- Plates must remain flat and only can be used on one side of the frame. There will be a max of 10 plates on a truck.
- Fresh trucks will be allowed 2-4x6 3/16 plates, one per side.
- If you decide to section new frame rail in for repairs each spot will count towards one of your plates, the section must only be butt welded in.

Misc.

- Stock steering components. may alter the steering shaft from box to steering wheel, tie rods may be reinforced in the center.
- Aftermarket shifter allowed, ign. and starter wires may be altered.
- If trucks need to be re-stubbed you will be allowed to re-stub with the same style frame, truck frame to truck frame and SUV frame to SUV frame.
- You will be allowed to square the end of your front frame horns off for bumper mounting purposes to the front most core support mount, this is intended to give you a flush surface to mount the bumper to.

- LEAF SPRING TRUCKS CANNOT MOVE FRONT SPRING PERCHES BACK AT ALL TO BE ABLE TO CUT TO CORE SUPPORT(MUST BE IN FACTORY LOCATION).

- No plug welding of any crush zones or access holes in the frame will be allowed. Any frame restub can only be butt welded together with 1 2" wide plate over the repair.

- Absolutely no seam welding other than what has been stated on any frame from the engine crossmember back, if there is any non-factory seam welding found on frames from crossmember back other than what is stated you will be completely cutting it out with a torch or YOU ARE NOT RUNNING.

- The cab must match the frame. Must be the same make and model. Boxes and front clips we will be more lenient but do not over do it.

Questions call or text:

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