



RULE BOOK*

*Text in **RED** indicates changes made for 2020 season

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Introduction

1. TROPHYLITE Rules were formed for the three following reasons:
 - a. The safety of the drivers, teams, and officials.
 - b. To keep costs under control.
 - c. To provide a competitive racing environment that allows any TROPHYLITE member to have a chance at contending for a race win and/or a championship.
2. It is the sole responsibility of all owners, drivers, teams and competitors to understand and adhere to the rules set by TROPHYLITE Staff and Technical Directors. Please email all questions to jason@trophylite.com. Questions may only be submitted in email format, no verbal communication regarding interpretations or additions to the rules will be permitted.
3. The TROPHYLITE Rule Book is intended to provide specific information on Rules and Regulations regarding the TROPHYLITE Class as well as participation in the TROPHYLITE Championship Series. Please refer to each promoter's rulebook for direct competition rules involving specific rounds. It is the sole responsibility of each TROPHYLITE competitor to be aware and to conform to both the Rules and Regulations provided in this Rule Book, as well as any additional rules that each individual promoter for TROPHYLITE Championship Series rounds requires.
4. TROPHYLITE reserves the right to mandate or recommend parts changes for the reasons of safety, cost control, or maintenance of a competitive race environment.
5. If the following rules and regulations do not state that you can use it, change it, or modify it, then you cannot. Any discrepancies in this policy must be brought to the attention of the TROPHYLITE Technical director prior to a sanctioned round.

TROPHYLITE emails: jason@trophylite.com or gretchen@trophylite.com

Section 1 – TROPHYLITE Definitions

- A. TROPHYLITE R-4 - - - Vehicle built to appear as a light duty two-wheel drive production truck utilizing a TROPHYLITE R-4 chassis, approved 4-cylinder engine, approved Drive Train, and approved Suspension Components **and body**. Chassis, drive train, suspension components **and body** must be spec TROPHYLITE components. There will be an additional list of components that are open equipment.
- B. TROPHYLITE - - - a. OEM (Original Equipment Manufacturer) of TROPHYLITE vehicles. b. The sole parts supplier for TROPHYLITE vehicle spec parts. c. The sanctioning body for TROPHYLITE Championship rounds that will comprise the TROPHYLITE Championship Series.
- C. TROPHYLITE Championship Series - - - Rounds of individual races prescribed in the TROPHYLITE Schedule in which TROPHYLITE competitors may collect points and money to accumulate towards a year-end total that will determine the final TROPHYLITE Championship standings.
- D. Competitor - - - A TROPHYLITE R-4 owner, driver, crew chief, mechanic, team member, or any other person affiliated with a TROPHYLITE vehicle during sanctioned TROPHYLITE rounds. When technical change or repair is needed, Competitor is responsible for repair.
- E. Competition License Holder - - - An individual who has obtained a Competition License by paying membership fees, has written proof of acceptance, and is currently not suspended or banned from TROPHYLITE Championship Series competition due to violation of TROPHYLITE rules and regulations.

Upon expiration, suspension, or termination of Competition License the individual is no longer a member.

- F. Driver of Record - - - Competition License Holder who is registered as primary driver of TROPHYLITE R-4 vehicle for a given round. Only driver of record may receive points and purse money.
- G. Promoter - - - Any individual, independent contractor, partnership, joint venture, corporation of TROPHYLITE authorized by TROPHYLITE to conduct a round of the TROPHYLITE Championship Series.
- H. Round - - - A competition event designated by TROPHYLITE in which TROPHYLITE R-4 vehicles that meet required rules and regulations have the ability to collect points towards TROPHYLITE Championship Series as well as purse money. Each round will be held by a specific promoter noted in the schedule.
- I. Desert Race Round - - - A long course round to be held in conjunction with a designated promoter of an off-road desert race event. Can be loop races or point to-point events.
- J. Short Course Round - - - A short course round to be held at a specific facility on a closed short course track. Short course events may be multiple day events held at a single location.
- K. Schedule - - - A predetermined list of events that is selected by TROPHYLITE that allows drivers to compete for Purse and Points Funds.
- L. Technical (Tech) Director - - - An individual appointed by TROPHYLITE to ensure each TROPHYLITE vehicle and competitor at each TROPHYLITE Championship Series Round is in compliance with TROPHYLITE rules and regulations. Technical Director has authority to disqualify or penalize any TROPHYLITE vehicle or competitor for failure to comply with TROPHYLITE rules and regulations. Technical Director is responsible for implementing technical changes in regards to TROPHYLITE vehicles.
- M. Race Director - - - An individual appointed by TROPHYLITE to act as a liaison between TROPHYLITE, TROPHYLITE competitors, promoters, and tech director during TROPHYLITE rounds. Race Director has authority to disqualify or penalize any TROPHYLITE competitor or team for failure to comply with TROPHYLITE rules and regulations.
- N. TROPHYLITE Staff - - - Any and all individuals employed by or working for TROPHYLITE including technical director, race director, and other support personnel.
- O. Board of Directors - - - A group of individuals appointed by TROPHYLITE to assist TROPHYLITE in reviewing all issues and objectives. Board of Directors will guide TROPHYLITE, TROPHYLITE Owners, Technical Director, and Race Director but will not have authority unto itself to make decisions.

Section 2 - Membership/Competition License

- A. All Drivers of Record competing in TROPHYLITE sanctioned events will be required to pay a membership fee paying for a competition license to TROPHYLITE before participating in any event. Membership will be valid until December 31st of the same year of the date of issuance at the cost of \$500.00 payable before the first race of the year or \$100.00 per race payable before each race for all TROPHYLITE R-4 competitors. All memberships will be renewed at the start of a new year in January, or upon the entry of any new Competitors at their first event. All memberships will expire on December 31st of each year regardless of the date activated through the term of a race season. TROPHYLITE reserves the right to refuse Membership to any individual that is deemed as detrimental to TROPHYLITE competition. Points and payout will not be awarded until payment is received for membership fee(s).

- B. Any applicant wishing to receive a TROPHYLITE Membership must submit consent and sign a liability waiver for each event. Membership is not given without signature of Competitor and co-drivers. Applicants must meet the following requirements to be eligible for TROPHYLITE Competition License. If any or all these requirements are not met, license will be denied:
1. 14 Years of Age- all minors must have a notarized parental consent form.
 2. In good health.
 3. No visible use of drugs or any other illegal substance. If TROPHYLITE has reason to believe that current member or applicant has a drug usage problem, TROPHYLITE will require a drug test be conducted on the member or applicant before the applicant or member may participate.
- C. TROPHYLITE Race Director reserves the right at any time to suspend the Competition License from any competitor that is deemed detrimental to TROPHYLITE. TROPHYLITE Race Director may continue to revoke Competition License until terms can be met between Licensee and TROPHYLITE. TROPHYLITE is not bound by any means to meet terms with any Licensee that has been suspended. TROPHYLITE Race Director has the right to indefinitely suspend a licensee. TROPHYLITE is not responsible for any loss from the result of the suspension of any competitor.
- D. If TROPHYLITE Competition License is suspended or terminated, TROPHYLITE is not responsible for returning payment of license to licensee. Nor is TROPHYLITE responsible for any loss in value or rights by competitor or team owner as a result.
- E. Each Driver of Record will have an assigned number to run on the TROPHYLITE vehicle that they are competing in during a TROPHYLITE Championship Series Round. Champion from previous season is required to run number 6001. TROPHYLITE must assign numbers to teams. TROPHYLITE numbers will be secured for 1 year from the last race used. If a racer does not race for 1 year, he or she no longer retains the rights to that number. A driver may voluntarily forfeit his number with a written letter to the TROPHYLITE staff.
- F. TROPHYLITE reserves the right to disallow competitors from competition in events/rounds that have a noted outstanding financial debt to TROPHYLITE. In the event that a TROPHYLITE Team Owner is not the Driver of Record and the Team Owner or Truck Owner has outstanding financial debts owed for the support of that vehicle then TROPHYLITE may disallow that truck from competition until the financial situation is satisfied in full by making full payment to TROPHYLITE that is acceptable to TROPHYLITE. Each Driver of Record who is not the Team or Truck Owner carries the responsibility to ensure that said vehicle is clear to race each event. TROPHYLITE is not responsible for any potential loss to competitor, team owner, or any other involved party as a result of suspension or ban from TROPHYLITE round(s).

Section 3 – TROPHYLITE Safety Requirements

- A. No TROPHYLITE vehicle will be allowed on racecourse prior to Technical Director's inspection and approval of vehicle.
- B. All TROPHYLITE vehicles will be required to run full aluminum panels while participating in any round (practice included).
- C. All TROPHYLITE vehicles will be required to run all fiberglass body panels while competing in any round (practice included).
- D. All TROPHYLITE vehicles must have two (2) fire extinguishers on board during any event.

1. One (1) inside of cockpit 2.5Lb minimum
 2. One (1) outside of cockpit 5.0 Lb minimum
 3. It is recommended that teams install a Halon Fire System in TROPHYLITE vehicles. A Halon Fire System will satisfy requirement for fire extinguisher inside of cockpit.
- E. TROPHYLITE recommends that all vehicles install in vehicle a 100-piece minimum first aid kit mounted onboard.
- F. TROPHYLITE recommends that all vehicles have a minimum of two (2) liters of drinking water on board during any desert or long course event.
- G. All Drivers, Co-Drivers, and Passengers will be required to have 5 point Mastercraft, Impact or PRP harness seat belts fully fastened at all times while on race course. All harness installed on or after 01/01/2018 must be manufactured by PRP.
1. Harnesses are not permitted to be used more than three years past manufacture date.
 2. Both Shoulder Straps and Lap Belts must utilize Double D-Rings.
- H. All TROPHYLITE vehicles must have Mastercraft or PRP window nets installed in proper fashion that meets discretion of Tech Director. All window nets installed on or after 01/01/2018 must be manufactured by PRP. As of 01/01/2019 BITD requires that window nets must be fastened to the truck by the seat belt style latch. GM latches, no longer legal.
1. Window nets must be properly fastened while vehicle is on racecourse.
- I. All TROPHYLITE vehicles must have Mastercraft or PRP race seats installed All seats installed on or after 01/01/2018 must be manufactured by PRP.
1. A minimum of four (4) distinct mounting points must be utilized.
- J. TROPHYLITE is not responsible for assigning safety requirements. It is at the discretion of each promoter to assign rules for specific safety requirements. The following items are highly recommended by TROPHYLITE for all Drivers, Co-Drivers, and Passengers operating a TROPHYLITE vehicle:
1. Helmet recommendations: (All drivers, Co-Drivers, and Passengers are recommended to wear helmets meeting the following specs)
 - a. Helmets to meet specifications of the Federal Motor Vehicle Safety Standard Regulations set forth by the American National Standard Institute, Inc.
 - b. Helmets to be Snell Approved.
 - c. No Motorcycle Helmets or Motorcycle Goggles.
 - d. Full Face Helmets Only, Shield recommended.
 - e. Helmets to be less than Five (5) years old from date of manufacture.
 2. Fire Suit recommendations: (All Drivers, Co-Drivers, and Passengers are recommended to wear a Fire Suit 3.2/5A or greater)
 - a. Must be clean and be able to present SFI Label
 - b. Suit must cover the entire body
 - c. One (1) Piece suits recommended iv. It is recommended to have a suit with at least two (2) layers
 3. Head and Neck Restraint Systems approved by TROPHYLITE and other recommendations: (All Drivers, Co-Drivers, and Passengers operating a TROPHYLITE in an official TROPHYLITE series event, must wear a Neck Restraint System in correct

operating conditions according to manufacturer's guidelines at all times while on race course)

- a. Safety Solutions D-Cell
 - b. Hans Device
 - c. Leatt Brace
 - d. R-3 v. Hybrid
 - e. Hybrid Pro
 - f. Hybrid Pro Rage
 - g. Hybrid X
 - h. New devices may be added to approved list. Please contact Tech Director for approval.
 - i. If Drivers, Co-Drivers, and Passengers choose to wear a neck roll, it is recommended to be worn in addition to Neck Restraint System.
4. Gloves recommendations: (All Drivers, Co-Drivers, and Passengers are recommended to wear Gloves) i. Fire resistant gloves recommended
 5. All Drivers, Co-Drivers, and Passengers are recommended to wear Close Toed Shoes. It is also recommended that all Drivers, Co-Drivers, and passengers wear fire resistant racing shoes.
 6. It is recommended that all Drivers, Co-Drivers, and Passengers wear fire retardant underwear
- K. Alcohol consumption by any TROPHYLITE Driver, Co-Driver, Passenger, or designated Team Member prior to or during a round is strictly forbidden.
- L. TROPHYLITE reserves the right to disqualify or penalize any member or team member that does not adhere to the Safety Requirements outlined above during an event.

Section 4 – TROPHYLITE Competition Rules

- A. Each Member and Competitor expressly agrees that by entering or participating in the TROPHYLITE class, he/she agrees to be bound by all decisions, rules, regulations, and specifications of the TROPHYLITE class, including all procedures provided for in these rules and regulations. In addition, the entrant, driver(s), owner(s), sponsor(s), and all team members agree to be bound by and abide by the decisions of TROPHYLITE and its officials.
- B. All TROPHYLITE Championship Series rounds will be promoted by a registered promoter; any driver competing in TROPHYLITE Championship Series round must have current TROPHYLITE Competition License.
- C. All competitors are required to follow the rules of the race promoter in addition to TROPHYLITE rules.
- D. All competitors will be required to pay set entry amount to promoter that will be determined by the promoter. TROPHYLITE is not responsible for handling entries.
 1. TROPHYLITE recommends that all teams pre-register for races.
- E. For purse and point payout, TROPHYLITE will use the official results provided by the race promoter, however, all vehicles must pass random TROPHYLITE postrace inspection to receive official points. If TROPHYLITE Tech Director or Race Director witness or are presented with compelling evidence that a technical violation occurred during any round, Tech Director has the

right to disqualify or penalize competitor from receiving TROPHYLITE Points and Winning Purse in whatever round(s) the technical violation occurred.

- F. Pre-event TROPHYLITE technical inspection is mandatory. Post-event TROPHYLITE technical inspection is mandatory. The TROPHYLITE Technical Inspector may inspect vehicles prior to, during, and/or after each event.
- G. If vehicle fails random post-race inspection, the competition license holder registered to the vehicle will be ineligible for TROPHYLITE Championship Series Points and Purse Payout for the round in which failure of inspection occurred.
- H. TROPHYLITE Tech Director has the right to test and/or verify any part used on a TROPHYLITE vehicle at any time. Failure to comply could result in disallowing a vehicle to compete, disqualification, and/or penalties. Pre/Post Race Technical Inspection location will be made aware to all TROPHYLITE teams. Failure to appear at either Pre/Post Race Technical Inspection will result in Competition License Holder being ineligible from receiving points at that round.
- I. TROPHYLITE Tech Director reserves the right to seize and hold any part deemed illegal from a team's vehicle. Part may be inspected and tested by TROPHYLITE Tech Director. TROPHYLITE Tech Director is not required to immediately return part being inspected, but will send part back to team in a reasonable amount of time.
- J. TROPHYLITE reserves the right to amend or change rule(s) at any point in time. TROPHYLITE will issue an electronic mail (email) to all teams with technical updates. It is the responsibility of teams, owners, and drivers to mandate personnel to accept electronic mail updates (email) on a daily frequency. It is not the responsibility of TROPHYLITE to locate, contact or find team personnel to send information. Rules may also be posted on the TROPHYLITE website.
- K. Short Course Events and special rules
 - 1. No changes to the vehicles are permitted unless specifically allowed herein for short course events. All spec parts will remain mandatory as applicable.
 - 2. TROPHYLITE reserves the right to require competitors to run spec mandated short course bumpers for short course events.
 - 3. Fuel Filler necks must be removed for short course events. Only the shortest possible connection of hose to filler cap is permitted and it must be secured with hose clamps to fuel cell fill neck. Remote filler neck as used in desert races is not permitted.
 - 4. All items that are removable should be taken off vehicle during competition.
 - a. Jacks
 - b. Jack handle
 - c. Spare driveline
 - d. Spare parts of any kind outside of the cab
 - e. Tire irons / lug wrench
 - f. Any other parts that may come off and become hazardous to competitors.
 - 5. Passenger seat and belts may be removed for short course events. If the seat is removed a passenger is not permitted in the truck.
 - 6. Short course promoters may have additional safety guidelines or required equipment. It is the sole responsibility of the competitor to know and comply with any and all short course special safety rules and or equipment requirements at all times

- L. A standing board of directors will be put together, when necessary, to assist TROPHYLITE in reviewing all issues and objectives. Board will not make any decisions; however board will guide and assist TROPHYLITE Owners, TROPHYLITE Tech Director and TROPHYLITE Race Director.
- M. All TROPHYLITE competitors must have a driver and a passenger in the vehicle during competition. TROPHYLITE reserves the right to allow “driver only” for specific events.
- N. Penalties – It is at the discretion of the TROPHYLITE Tech Director and Race Director to assign Penalties. Penalties will be categorized at different levels:
 - 1. Level 1 – Warning
 - 2. Level 2 – Disqualification from 1 round
 - 3. Level 3 – Disqualification from 2 or more rounds
 - 4. Level 4 – Expulsion

Section 5 – TROPHYLITE R-4 Technical Rules

5-1 General Technical Rules

Each TROPHYLITE vehicle will be issued one (1) TROPHYLITE Vehicle Log Book for each chassis. The TROPHYLITE Technical Inspector will hold the logbook, and update it at each event following the pre- and post-race technical inspections. Should major repairs include the chassis or other mandated parts, the TROPHYLITE Technical Inspector must be notified and note these repairs in the vehicle’s Log Book.

TROPHYLITE R-4 is a Spec class and is restricted. No modifications, parts, repairs, or updates are allowed unless they are specifically outlined in this rulebook in writing. No verbal changes or updates are allowed. If you don’t find that you can change it written in this rulebook then you CAN NOT do it. If you have any questions, please direct them directly to TROPHYLITE to be addressed. If TROPHYLITE deems that a rule must be updated or changed it will be at the sole discretion of TROPHYLITE to evaluate each situation individually and determine if a rule change or update is needed. Again only things written in the official rulebook are allowed or permitted.

5-2 Chassis

- A. Chassis must be a spec TROPHYLITE R-4 Chassis purchased from TROPHYLITE. Chassis design must remain the same as OEM.
- B. If Chassis is damaged, owner may repair chassis for any minor repairs. Repair must match OEM design. TROPHYLITE Tech Director must approve repair. Any repair that requires a replacement of any section of tube or replacement of any mounting plate must be performed by TROPHYLITE at the main TROPHYLITE facility or must be approved by the Tech Director PRIOR to the repair.
- C. Additional Chassis Reinforcements are not allowed except those that are approved and documented in this rulebook. No additions of materials may be added unless specifically approved in this rulebook. See Amendment I
- D. Rear removable cage section may be welded at the mounting intersection of the 4 connecting tubes
- E. All Chassis must have all mandatory tubes at all times. It is at the sole discretion of the Tech Director to ask a competitor or truck owner to add a mandatory tube to a truck if the Tech Director finds any tubes not present for any reason. Removal or missing tubes can cause a truck to be ineligible to compete at an event.

- F. Front and Rear bumpers must remain OEM from TROPHYLITE. No modification permitted.

5-3 Suspension- Front/Rear

- A. Upper/lower a-arms, spindles, tie rods, tie rod brackets, trailing arms, and track rods must be purchased from TROPHYLITE. And may not be modified in any way not specifically listed in this rulebook.
- B. OEM suspension must be retained, there will be no aftermarket or replacement suspension allowed.
- C. Suspension repair will be very limited
 - 1. No repairs that require the replacing of material
 - 2. No repair that requires additional gussets or adding material will be allowed.
 - 3. Repair quality will be subject to discretion of TROPHYLITE Tech Director. Repair that does not meet Tech Director approval will be disallowed.
- D. If upper/lower a-arm(s), spindle(s), tie rod(s), tie rod bracket(s), trailing arm(s), or track rod(s) is damaged beyond repair, new suspension component must be purchased from TROPHYLITE.
- E. Rear Lower Trailing arm front eye may have a wrap strap added around the front eye and welded to eye and upper and lower Trailing Arm tubes. The wrap may be no thicker than .125 and is suggested to be made from 4130 material. The wrap should be no longer than a total length of 10 inches when flat before bending. This plate must be purchased from TROPHYLITE to be added. Update Kits for Front Upper & Lower and Rear Arms are Available for purchase through TROPHYLITE.
- F. Sway bar must be OEM TROPHYLITE Sway Bar. Sway Bar Arms and Sway Bar must be purchased from TROPHYLITE.
 - 1. Double sheer sway bar arm mount is permitted. 2nd tab must be of the same material and tab size as OEM Tab.
 - 2. No altering or shaving down sway bar
 - 3. Sway bar link length open
 - 4. Sway Bar Arm must be made by Currie Enterprises and can be Steel or Aluminum Arm.
 - 5. Sway Bar must be made by Currie Enterprises, the diameter is open.

5-4 Shocks

- A. All shocks must remain OEM TROPHYLITE, purchased from TROPHYLITE and manufactured by Fox Racing Shox or Fabtech, Dirt Logic Shocks.
- B. Each TROPHYLITE vehicle must utilize one bypass and one coil over shock per corner of vehicle.
- C. Any parts replaced in Fox shocks must be Fox Racing Shox parts and may not be modified in any way. Any parts replaced in Fabtech, Dirt Logic Shocks must be Fabtech parts and may not be modified in any way.
- D. All coil over shocks must retain dual coil over springs.
 - 1. Spring changes are allowed and rates are open
- E. External shock design and function must remain the same as OEM configuration.
- F. Internal shock design and function must remain the same as OEM configuration.
 - 1. Valving changes are permitted
 - 2. Any type of shock oil is allowed.
- G. Only spec TROPHYLITE bump stop devices may be added. OEM urethane bump stop pads are the only part permitted or the TROPHYLITE hydraulic bump stop kit update offered in 2017.

- H. Replacements shocks or bump stop shocks must be purchased through TROPHYLITE.
- I. Both OEM Fox and Fabtech 2.5" and 3.0" Bypass shocks approved. Teams must purchase any new shocks from TROPHYLITE.
- J. Front and rear coil over shocks may have external reservoirs.

5-5 Limit Straps

- A. Limit strap mounting location must remain the same as OEM
- B. Front limit straps must be Mastercraft or PRP. PRP must be used exclusively if installed after 01/01/2018
- C. Rear limit straps must be Mastercraft or PRP. PRP must be used exclusively if installed after 01/01/2018
- D. Limit strap length is open
- E. Number of limit straps is open

5-6 Steering

- A. All OEM steering components must be retained.
- B. Tie Rods and Steering blocks must be purchased from TROPHYLITE and may not be modified. OEM size rod ends must be maintained. Changing of rod end size will not be permitted
- C. Steering must remain in OEM configuration.
- D. No steering quickeners allowed.
- E. Steering Shafts must remain in OEM location
- F. Racing grade steering wheel quick release adapters are permitted so long as they meet the approval of the Tech Director.

5-7 Engine

- A. Engine must be purchased through TROPHYLITE and sealed by an approved engine vendor. Engine support vendor must be approved by TROPHYLITE. As of 01/01/2019 the TROPHYLITE approved engine support vendors are as follows;
 - 1. Wiks Racing Engines
 - 2. Moruzzi Race Motors
- B. Competitors have the option to supply a junkyard engine to an approved vendor to be inspected and tagged at the competitor's expense. All engines must be Factory OEM assembled or rebuilt by one of the 2 approved engine suppliers and must not be modified in any way from stock assembly. All engines are fuel injected and computer controlled. The following are approved engines:
 - 1. GM Ecotech 2.2 L engine (with the Approval of TROPHYLITE Only)
 - 2. GM Ecotec 2.4L engine (non direct injected)
 - 3. Ford Z-tech 2.0 L engine
- C. There will be no tampering permitted to engine. Engines are sealed and tagged to ensure that competitors are not changing or modifying parts for any reason **including the fuel and spark system delivered from the engine supplier. Only approved GM injectors, intake manifold and throttle body may be used.** If for any reason tags appear to be altered or missing the engine must be removed, inspected, and re tagged by an approved TROPHYLITE Vendor. If any engine has a damaged or missing tag during pre-race inspection that vehicle will not be permitted to run that event for any reason. It is the responsibility of the competitor to inspect and insure tags

are in place and undamaged prior to an event. Engine inspection and sealing are done at the owner/competitor's sole expense.

1. If any competitor or approved engine support vendor is suspected of tampering with an engine, the engine will be removed by TROPHYLITE and inspected by a third-party inspector at the owner's expense. If any competitor or approved engine support vendor is found to have tampered with an engine in any capacity the competitor will be expelled from the race series and the engine vendor will no longer be approved by TROPHYLITE.
 2. No form of forced air induction is permitted.
 3. No oxidizing agents or any performance enhancing agents will be allowed to be introduced into the induction system or fuel system.
- D. The approved TROPHYLITE ECM will be Haltech, Elite 1500. Entrol and Mefi and the existing Life Systems will continue to be approved as well, but any new TROPHYLITE Vehicles or any vehicles with new ECM's as of 01/01/2019 must have a Haltech and it is highly recommended for all owners and competitors upgrade to the Haltech, Elite 1500 computer. The Haltech ECM is only available from TROPHYLITE.
1. Computer programming will be open for the car owner as long as the parameters set by TROPHYLITE are not altered or hacked.
- E. The Engine Wire Loom is a spec part, must be purchased from TROPHYLITE, and may not be modified in any way unless to accept the Haltech Elite 1500 through TROPHYLITE.
- F. TROPHYLITE must be advised of any engine repairs. Engine must be taken to an approved engine support vendor to be inspected and re sealed following any repair.
- G. All OEM computers (PCM) and engine management systems must be retained. There will be no tampering allowed with computer or any component of motor. Stock computer from TROPHYLITE must be retained.
1. Computer must have stock setting
 2. TROPHYLITE reserves the right to give competitors new computer before event.
 3. No form of forced air induction is permitted.
 4. No oxidizing agents or any performance enhancing agents allowed to be introduced into the induction system or fuel system.
 5. Engine wire loom is a spec part and may not be modified for any reason.
 6. All engine repairs must be through TROPHYLITE approved engine support vendors only. Contact TROPHYLITE for more information.

5-8 Charging System

- A. 2 batteries are permitted
- B. Batteries must meet or exceed the following dimensions: a. 10" Length b. 6" Wide c. 7" Tall
- C. Alternators must be working alternators a. No gutted alternators b. Alternator must be mounted in the stock position as delivered from TROPHYLITE. No remote mounted alternators permitted. Only a single alternator is allowed and additional alternators will not be added.

5-9 Fuel

- A. If mandated, Spec TROPHYLITE Racing Fuel is required
- B. Fuel will be available at events b. Random fuel samples may be taken after every event
- C. Fuel Pumps are open. Any Fuel Pump may be used and you may have 2 fuel pumps per vehicle mounted for use.

5-10 Intake

- A. Air Filter will be open.
- B. If mandated, Spec Air filter will be required.
- C. Intake assembly must have a minimum of a 3" 45° or 120° elbow and a minimum of 6" of 3" tubing between throttle body and air filter. A filter must be located within the cab or under either side of the dash and can be enclosed in a box with a pre-filter.
- D. TROPHYLITE has the right to mandate spec air filter and intake systems at any time.
- E. No forced air intake systems may be used at any time. No form of forced air system may be used.

5-11 Exhaust

- A. Exhaust must be TROPHYLITE Spec Exhaust. Including header, exhaust tube, and muffler. Modifications to the exhaust in any way is not permitted.
- B. Mufflers may be changed but may only use spec muffler as issued by TROPHYLITE. Spec muffler is Magnaflow 14" x 4" x 9" (Part 11216 or 11226) or 18" x 4" x 9" (Part 11246 or 11256) or a SpinTech after 01/01/2018
- C. As of March 1st 2011 Only new style header and exhaust may be used. Old style headers and exhaust may no longer be used for any reason.

5-12 Engine/Transmission Adaptor Plate

- A. OEM Engine/Transmission Adaptor Plate must be retained.
- B. No tampering will be allowed to Engine/Transmission Plate.
- C. New Engine/Transmission adaptor plate must be purchased through TROPHYLITE.

5-13 Torque Converter

- A. **TROPHYLITE SPEC**, Billet TCS or Approved converter must be retained. TROPHYLITE reserves the right to change the converter manufacturer at any time for any reason.
- B. Converter assigned to each TROPHYLITE must be serviced and inspected by TCS or an approved TROPHYLITE service center two times a year. Converters must be sent to TROPHYLITE to be serviced or inspected. If two converters both must be sent in alternate times.
- C. New Torque Converters must be purchased through TROPHYLITE.
- D. TROPHYLITE spec Torque Converter stall speed must be maintained. No changing the Torque Converter stall speed.

5-14 Transmission

- A. General Motors Turbo 350 transmission must be retained
- B. Pattern from forward to back: Park-Reverse-Neutral-3rd Gear-2nd Gear- 1st Gear
- C. Only three (3) forward moving gears allowed.
- D. OEM Shifting Pattern must remain the same.
- E. Competitors are able to use a factory OEM case or an SFI Certified aftermarket case.
- F. Transmission tail housing must be Spec TROPHYLITE or OEM.
- G. Transmission internal parts are open so long as the general functions are maintained and stock gear ratios, parts are for a GM Turbo 350 transmission exclusively and transmission retains shift patterns and number of working gears. No Turbo 400 parts of any kind.
- H. All Transmissions must have reverse.

- I. Shifters must remain OEM Winters style z-gate shifters mounted in the OEM location in the cab area of the truck

5-15 Driveline

- A. OEM Driveline dimension must remain the same.
- B. Driveline must be steel magnetic driveline.

5-16 Rear End

- A. Rear End Housing must be Spec TROPHYLITE Rear End Housing.
- B. Currie will be the Spec supplier for all Rear End housings and parts. Only approved part numbers as listed will be allowed for all Rear End parts.
- C. TROPHYLITE will allow **three** variations of Currie rear end housing. All housing must be approved by TROPHYLITE tech director i. Original Currie Ford 9" modified stock style housings are permitted ii. Currie Fabricated housings produced as Spec part for TROPHYLITE are permitted - Part Number – CE-TLF9BBM, CE-TLF9BBMW and CE-TLF9BBMW+4
- D. Rear End housing must be purchased through TROPHYLITE.
- E. TROPHYLITE approved floater rear end allowed from Currie **in standard and +4**.
- F. Differential must be 9" Ring Gear with Spool
 - 1. No limited slips, positive-traction or lockers
 - 2. Gearing is open
 - 3. TROPHYLITE differential skid plate must be purchased from TROPHYLITE
 - 4. Ring Gear must remain OEM. No altering OEM setup.
 - 5. Ring Gear and Pinion Carrier must be spec OEM TROPHYLITE
 - 6. Only approved part numbers may be permitted for use in any Rear End as listed. o CE-94033 o CE-4033 o CE-4026 o CE-TLHDBBM o CE-4026C o CE-94031 o CE-5011
- G. Axles must be manufactured by Currie Enterprises. Both 31 spline and 35 spline axles are legal.
- H. Wheel Stud size is open. 5/8 diameter wheel studs are recommended and a minimum of 2 threads must be visible past the end of the tightened lug nut on with the SPEC wheel installed.

5-17 Brakes

- A. Front Brakes must utilize unmodified Wilwood GM-3 Floating Mount Single Piston Caliper or unmodified Wilwood GM D-52 Floating mount dual piston Caliper.
- B. Rear brakes must utilize unmodified OEM Currie Enterprises Ford Explorer brake calipers. or unmodified Wilwood GM D-52 Floating mount dual piston Caliper. **The new full full floater rear end utilizes the Wilwood 120-6816 DynaLite, Forged, 4 Piston Caliper.**
- C. Brake pedal and master cylinder may be changed to fit owner preferences. Brake Pedal/Master Cylinder Assembly is open.
- D. Brake Pads are open so long as the pad used was intended for use in the TROPHYLITE Spec calipers. Any pad compound is allowed
- E. Brake Bias adjusters are permitted
- F. Residual brake pressure valves are permitted

5-18 Hubs/Wheels Spacers/Wheel Holders

- A. Front-
 - 1. Front Hub must remain OEM Hub.
 - 2. Replacement Hub must be purchased from TROPHYLITE

3. 1/4" wheel spacer per side `OR Spec TROPHYLITE wheel holder may bolt onto to front hub. Spec TROPHYLITE wheel holder and wheel spacer combination will not be allowed.
4. Wheel Studs size is open. 5/8 diameter wheel studs recommended.

5-19 Wheels

- A. Wheels must be TROPHYLITE Spec Wheel i. All wheels must be purchased from TROPHYLITE TROPHYLITE mandates the ULTRA Xtreme 103 Bead Lock wheel.
- B. Wheels may not be tampered with or modified. No removal of material.

5-20 Tires

- A. All tires must be spec 33x12.5x15 tires. Yokohama, GEOLANDAR G003, MT is the only tire allowed for competition use.
- B. Tires must be mounted with the manufacturers intended letters out. Teams will be penalized if tires are not mounted as explained.
- C. TROPHYLITE will inform competitors of spec mandated tire.
- D. Tire must be in OEM condition.
 1. No tampering with tires.
 2. No shaving.
 3. No chemical softening.
 4. No grooving.

5-21 Spare Tires

- A. Mounting location of spare tire must remain the same as OEM.
- B. Spare tire and wheel must remain the same as OEM.
- C. Only a ratchet strap may be used to secure spare tire.
- D. Spec Wheel and Tire is mandated for spare.
- E. Additional brace may be added if approved by TROPHYLITE Tech Director. Must be approved in writing prior to any modification or addition of material.
- F. Additional gusseting to spare tire mount approved, approval subject to Tech Director Discretion. Must be approved in writing prior to any modification or addition of material
- G. Spare tire must be on all TROPHYLITE trucks during competition at all race venues. You must start the race with a spare tire on the truck. You must make reasonable efforts to keep the spare tire on the truck. Intentional loss of spare tires by leaving straps loose will result in penalty.

5-22 Exterior

- A. Fiberglass Body
 1. Body (Hood, Grill, Roof, Doors, and Bedsides) must be purchased through TROPHYLITE.
 2. There will be no other body that will be acceptable.
 3. Body must remain in OEM condition. Only cutting of additional holes in any body panel is permitted for exhaust exit and will not exceed a 3" diameter and or a foot step hole which will not exceed 5" in width and 4" in height. Removal of material allowed from stock body design only to allow clearance when suspension is at full compression. Material is not allowed to be removed for wind resistance advantages or to reduce weight. No additional cutting of the body is allowed. The OEM grill must be used however removal of minimal sections of the grill is permitted to add air flow to oil and transmission coolers but must retain stock appearance and concept. TROPHYLITE reserves the right to require a new grill

- be installed if too much material has been removed. At no time is it allowed to start a race or event without the grill. All body panels must remain as delivered from TROPHYLITE.
4. Addition of material to bodies is not permitted unless to repair a damaged piece. Competitors may add a 4" wide strip in the upper part of the windshield if they desire. The added strip may hang no more than 4" into the window opening and must conform to the shape of the area and may not protrude past the stock fiberglass for any reason. The added material must be a safe flexible material that will not pose any added risk to Competitor or rider and must be mounted with bolts, rivets or dzus buttons and may not be molded to the fiberglass for any reason.
 5. Competitors may add a 4" wide valance in the front of the truck under the grill and headlight area if they desire but the addition must not protrude past the stock body from side to side and may be no wider than 4" tall in addition to the stock fiberglass parts. So no more than 4" may hang down past the fiberglass for any reason. Material may be flexible plastic or fiberglass only and must be mounted with bolts, rivets, or dzus buttons and may not be molded to the fiberglass for any reason.
 6. All vehicles competing must start with full body.
 7. There will be no removing of body during an event unless special circumstances permit.
 8. Amber lights and brake lights must remain in OEM position.
 9. Grill may be taped off to prevent mud debris from entering.
 10. Body trimming must be kept to a minimal and must meet discretion of Tech Director. Tech Director reserves the right to have competitor fix or replace bodywork.
 11. Body must be installed in a proper aesthetic format; Tech Director reserves the right to make teams fix improper body installs.
 12. All Fiberglass must be TROPHYLITE Fiberglass. Any recreation of the fiberglass will result in a 2-race suspension.
 13. Effective March 1st 2011 only new style TROPHYLITE bodies will be permitted. The newer style bodies will be referred to as revision 2 bodies. No old style bodies allowed after March 1st 2011.
- B. Body Hangers
1. Body hangers are open, no requirements.
 2. Body hangers must be purchased from TROPHYLITE.
 3. Body fastening is open.
 4. Hood must have a minimum of 2 hood pins.

5-23 Fuel Cell

- A. Fuel Cell must be Jaz 22 Gallon Fuel Cell. Cell must remain in OEM Location. Jaz steel can must be maintained as delivered. No removal of outer can, or changing material of outer can is permitted.
- B. Fuel Cell Foam is open.
- C. Fuel vent lines and fill line may be increased in size, in change from OEM must be in proper working function with the same material type as OEM.
- D. Fuel may not be carried on any area of the vehicle except for inside of Fuel Cell. No external reservoirs of any kind will be allowed for any reason. Any fuel line or filter that holds more than 1/16-th of one gallon will be considered an external reservoir.

- E. Fuel Cell Skid Plate may be added. Any addition or modification must be approved by tech director in writing prior to the addition of any material.
- F. Competitors may add fuel cell straps. Addition must meet the approval of the tech director.
- G. All fuel lines must have "A-N" fittings.
- H. Fuel Fill necks may not be dry-break style fill connections. Only standard dump can style fill necks will be permitted.
- I. In tank fuel pumps are permitted so long as the installation of the fuel system is done in a professional manor. The Tech Director must approve the workmanship and it is at the sole discretion of the Tech Director to approve or decline any in tank fuel pump installation.
- J. You may have 2 fuel pick up tubes and dual pumps installed.

5-24 Aluminum Panels

- A. All OEM Aluminum panels must be ran at all times.
- B. OEM Aluminum panels may be modified to accommodate additional components. Competitors may do repairs so long as the OEM concept and style are maintained. You must use the same size and thickness of material to perform the repairs or replacement of any panel. Replacement panels may be purchased through TROPHYLITE.
- C. All Cabs must be see-through Cabs. Scoop may be installed around radiator. No closing off back window of vehicle

5-25 Number Plates

- A. All teams must run number plates.
- B. Approved Number Plates on Center mounted plate behind radiator
- C. Double plate in front of spare tire

5-26 Interior

- A. Dash
 - 1. OEM Dash must remain intact.
 - 2. TROPHYLITE Double Pod Dash approved.
 - 3. No cutting or reshaping OEM Dash.
 - 4. Radio, Intercom, GPS, Gauges, and Switches may be moved to owner's preference.
 - 5. Any make and quantity of gauges are permitted
 - 6. Digital or Race Pak gauge units can be used as of 1-01-2014
- B. Seats
 - 1. Seats must be Spec PRP or Mastercraft Suspension or PRP or Mastercraft Hard Shell Seats. Any seat purchased or installed after 01/01/2018 must be PRP Seats
 - 2. All PRP seats and replacement parts must be purchased through TROPHYLITE.
 - 3. Mounting points may be modified to accommodate driver and passenger. No modification to frame of seats will be permitted. Seat mount and frame in seat must remain stock as delivered.
 - 4. Four distinct mounting points must always secure seats.
- C. Seat belts
 - 1. Seatbelts must be Spec PRP or Mastercraft 5 point safety harnesses. Any seatbelt purchased or installed after 01/01/2018 must be PRP.
 - 2. Mounting points of seat belts must meet manufacturer's suggested guidelines.

3. Double D-Rings must be utilized for shoulder and lap straps.
 4. If seat belt becomes torn or damaged in any way prior to expiration, it must be replaced or reconditioned to proper working condition.
 5. Seat belts will only have a 2-year lifetime. New seat belts must be purchased upon expiration and must be purchased from PRP, no exceptions.
- D. Window Nets
1. Window Nets must be Spec PRP or Mastercraft window nets. Any window net purchased or installed after 01/01/2018 must be PRP.
 2. Mounting may be changed from OEM, mounting must be installed in a proper safe fashion, quality of work is subject to Tech Director. As of 01/01/2019 window nets must be secured by the seat belt style latch as per BITD. No GM style latches allowed after 01/01/2019
- E. Steering Wheels
1. Steering wheel size is open; all steering wheels must be a racing steering wheel.
 2. Racing style quick release adapters are permitted so long as they meet the approval of the Tech Director

5-27 Plumbing

- A. Oil Lines (Transmission and Engine)
- a. All Transmission Oil lines must have AN Fittings.
- B. All Transmission Oil lines must be high pressure hose and cannot have push loc fittings
- C. Radiator
- a. Radiator must remain stock OEM TROPHYLITE Single Row or Three Row Radiator.
 - b. Replacement radiators must be purchased through TROPHYLITE, LLC.
 - c. Location of Radiator must remain original OEM per TROPHYLITE as delivered and cannot be moved or changed.
- D. Engine Oil Cooler
- a. Spec Oil Cooler, CBR # 0057 or replacement from TROPHYLITE, must be utilized and purchased through TROPHYLITE.
 - b. Oil cooler location is open.
 - c. Fans are not permitted on engine oil cooler.
- E. Transmission Cooler
- a. Transmission cooler must be purchased through TROPHYLITE and must remain TROPHYLITE Spec size and dimension.
 1. Transmission oil cooler position is open.

5-28 Lights/Light Bar

- A. KC HiLiTES and **Trophy Lights** only permitted, no other light companies allowed.
- B. Tail lights and rear facing amber lights must retain OEM mounting.
- C. Light Bars Must be Approved by TROPHYLITE, and may not be adjustable from inside of cab, Cannot be electronically adjustable, They can have a support strut for vibration.
- D. Light Bar is not mandated for all night races.
- E. Other spec KC HiLiTES or **Trophy Lights** permitted for night races.
- F. Layout
- a. Top (Front of Roof)- 4, 5 or 6 round lights or LED Light Bar

- b. Front Light Requirements - Truck must have (2) 6" or larger lights mounted to outside of front bumper at all races. KC HiLiTES LED light bars may be utilized behind grill.
- G. Night Race Requirements - All vehicles must start event with a minimum of two (2) KC HiLiTES or Trophy Lights lights.
- H. Day Race Requirements - 2 forward facing lights.

5-29 Additional Components

- A. Jack
 - 1. Only Hi-Lift or floor jack allowed.
 - 2. No air jack or hydraulic lifting systems allowed.
- B. Impact Gun - Only battery powered electric impact guns allowed or manual breaker bars allowed in the field (pit stops not included)
- C. No air bottle systems allowed

5-30 Spec Parts

- 1. Engine
- 2. Engine computer (PCM)
- 3. Engine wire loom
- 4. Injectors
- 5. Coil Packs
- 6. Intake Manifold
- 7. Tires
- 8. Wheels
- 9. Spindle/Upright
- 10. Front Hub
- 11. Upper A-Arm
- 12. Lower A-Arm Right
- 13. Lower A-Arm Left
- 14. Trailing Arm
- 15. Track Bar
- 16. Shocks
- 17. Tie-Rods
- 18. Tie-rod/Rack Bracket
- 19. Engine Cage Cross Member
- 20. Fiberglass
 - a. Hood
 - b. Grill
 - c. Driver Door
 - d. Passenger Door
 - e. Roof
 - f. Driver side quarter panel
 - g. Passenger side quarter panel
 - h. Sticker Package – See Exhibit A
 - i. Dash
- 21. Aluminum Panels

22. Rear End Skid Plates
23. Rear Sub-Assembly
24. Front Bumper
25. Engine Adapter Plate
26. Front Skid Plate
27. Floor pan
28. Aluminum roof panels
29. Light Bar
30. Lights bb.
31. Seat belts cc.
32. Seats
33. Transmission Tail Housing
34. Torque Converter
35. Limit Straps
36. Rear End
 - a. Axles
 - b. 3rd member
 - c. Spool
 - d. Front Bearing carrier
 - e. Rotors
 - f. Calipers
 - g. Housing
37. Radiator
38. Engine Oil Cooler
39. Fuel Cell

5-31 Open Parts

The following parts are open to any manufacturer as long as they maintain the same style of an OEM part.

1. Batteries (size mandated)
2. Engine Belts
3. Fuel Lines
4. Fuel Pump
5. Fuel Filter
6. Brake Lines
7. Fuel Cap-Dry break head NOT permitted
8. Heim joints- OEM Size and style must be retained
9. Body hangers
10. Radio
11. GPS
12. Gauges
13. Switches
14. Intercom
15. Fresh Air System

16. Brake Pedal
17. Brake Master Cylinder(s)
18. Steering Wheels

5-32 Parts Open to Service

The Servicing of the following parts is at the discretion of the owner.

1. Transmission
2. Rear Differential – with use of approved part numbers
3. Driveline
4. Power Steering Rack
5. Power Steering Pump
6. Power Steering Servo
7. Shocks
8. Starter
9. Alternator

5-33 Workmanship

All workmanship on TROPHYLITE vehicles will be subject to review by Tech Director. Tech Director reserves the right to request workmanships details

5-34 Marketing Requirements

Competitors may not run any decals that compete with existing TROPHYLITE Sponsors.

- A. If a controversy between spec sponsors and competitor's sponsors occurs, competitor must submit a written request to TROPHYLITE asking for permission to run competing sponsors decal or logo.
- B. TROPHYLITE has the right to grandfather clause competitors existing sponsors into future race series
- C. TROPHYLITE reserves the right for spec signage on the following areas
 1. Front 30" x36" of Door
 2. OEM Headlight area
 3. B-pillar behind door on cab side
 4. Visor
 5. Front fender above wheel.
- D. See Exhibit A for Layout

Section 6 – Points Payout

- A. Points will be determined by each Sanctioning Body, for unless otherwise determined by TROPHYLITE.
- B. Points will be award for each round determined for TROPHYLITE Championship Series separate from the event sanctioning body.
- C. Competitors must participate in **5 of 6 events** to be eligible for yearend, TROPHYLITE championship points and payout

1. There will be no throw-out race in 2020 for the TROPHYLITE Championship Series.
- D. Official Results from promoter will be used from promoter for point's payout. Tech Director and Race Director have the right to override official results if technical or competition violation occurs.
- E. Driver of Record must participate (start or finish) in each race.
- F. Driver of Record may be substituted for 1 event per season. Substitute driver must be in good standing with TROPHYLITE. Race Director must approve substitution.
- G. Points will only be awarded to Driver of Record.
- H. If a tiebreaker occurs, winner will be decided by whoever has highest finishes of the year.

Section 7 - Purse Payout

1. TROPHYLITE Championship Series will have its own separate purse at each event in addition to the race promoters payout. Purse money is intended to reward TROPHYLITE drivers for their results.
2. Competitors must participate in 5 of 6 events to be eligible for Championship payout.
3. Official Results will be used from promoter for purse payout. Tech Director and Race Director have the right to override official results if technical or competition violation occurs.
4. Purse money will only be awarded to Driver of Record.
5. If applicable, Pro Purse from promoter will be separate from TROPHYLITE Championship Series Purse.
6. Purse Payout is available upon request.

Section 8 – EXHIBITS

EXHIBIT A: TROPHYLITE DECAL PLACEMENT

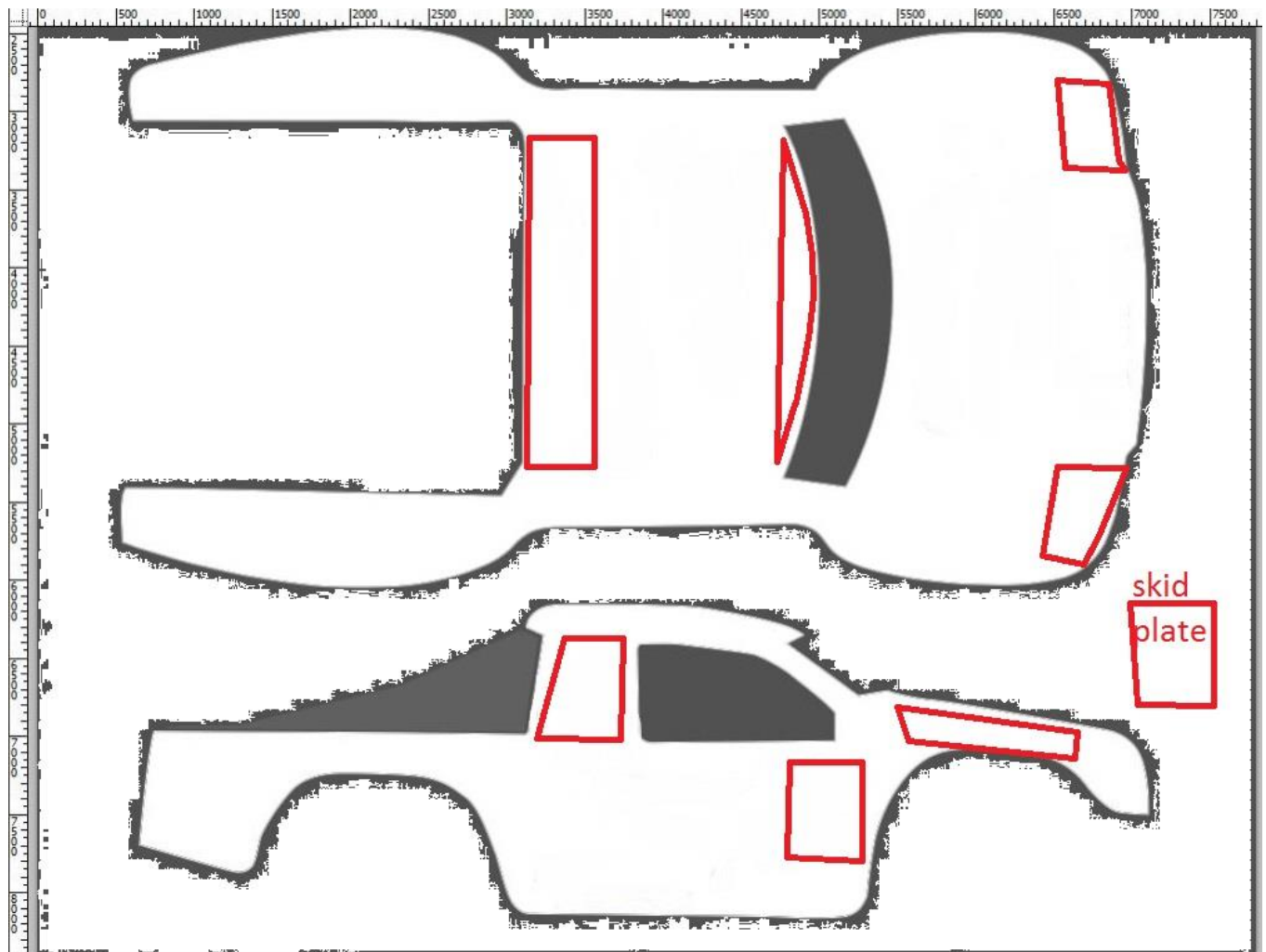


EXHIBIT B: PURSE PAYOUT

Purse Payout changes each year based on sponsorships and is always available upon request.

EXHIBIT C – 1: “X Brace”

TROPHYLITE R-4

1.5” x .120 Chromalloy Recommended

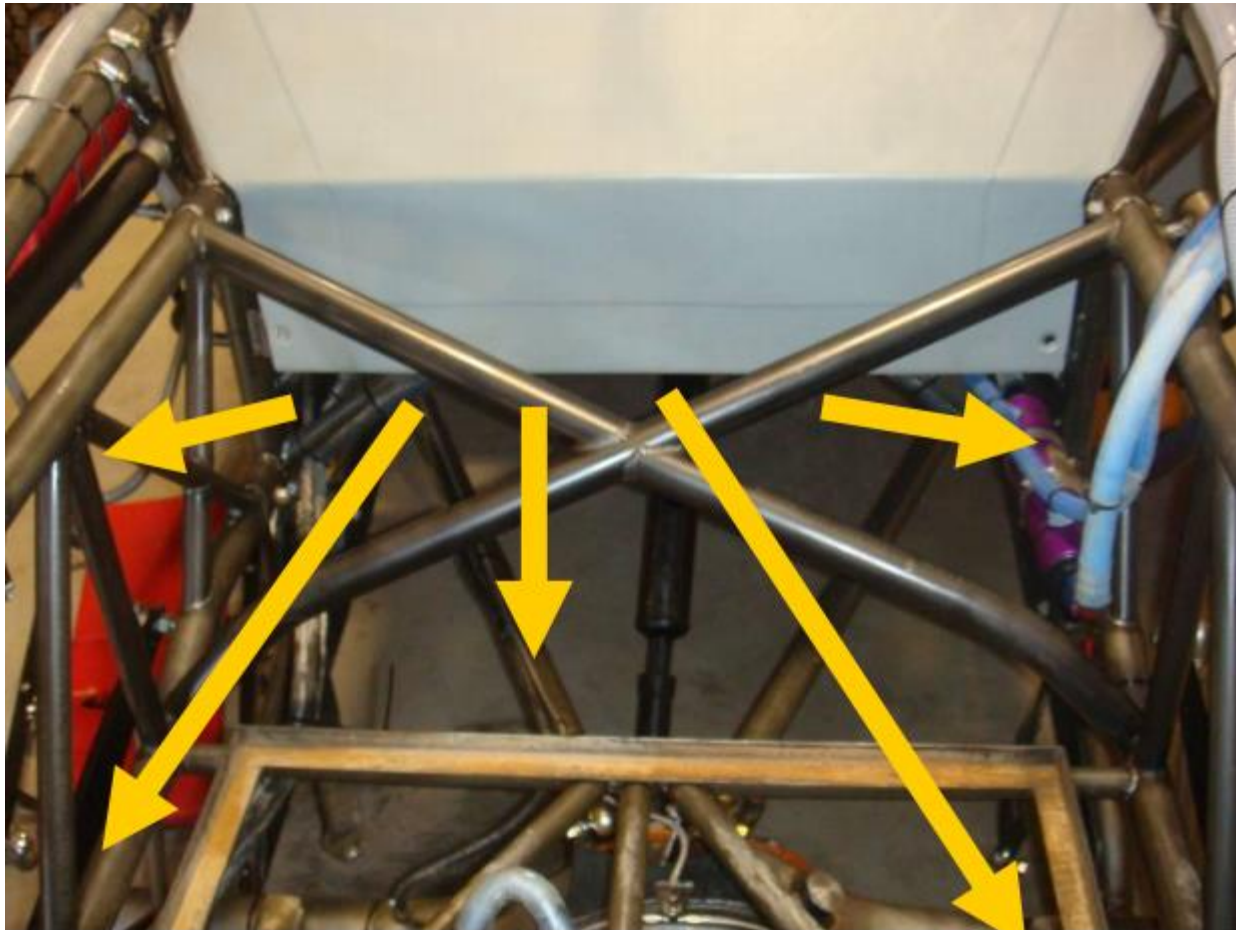


EXHIBIT C – 2: Support Tube Rear Frame Section

TROPHYLITE R-4

1" x .95 Chromalloy Recommended



EXHIBIT C – 3: “X Brace” Below Engine

TROPHYLITE R-4

1.5” x .120 Chromalloy Recommended



EXHIBIT C – 4: A-Pillar Addition

TROPHYLITE R-4

1.5" x .120 Chromalloy required for Tech

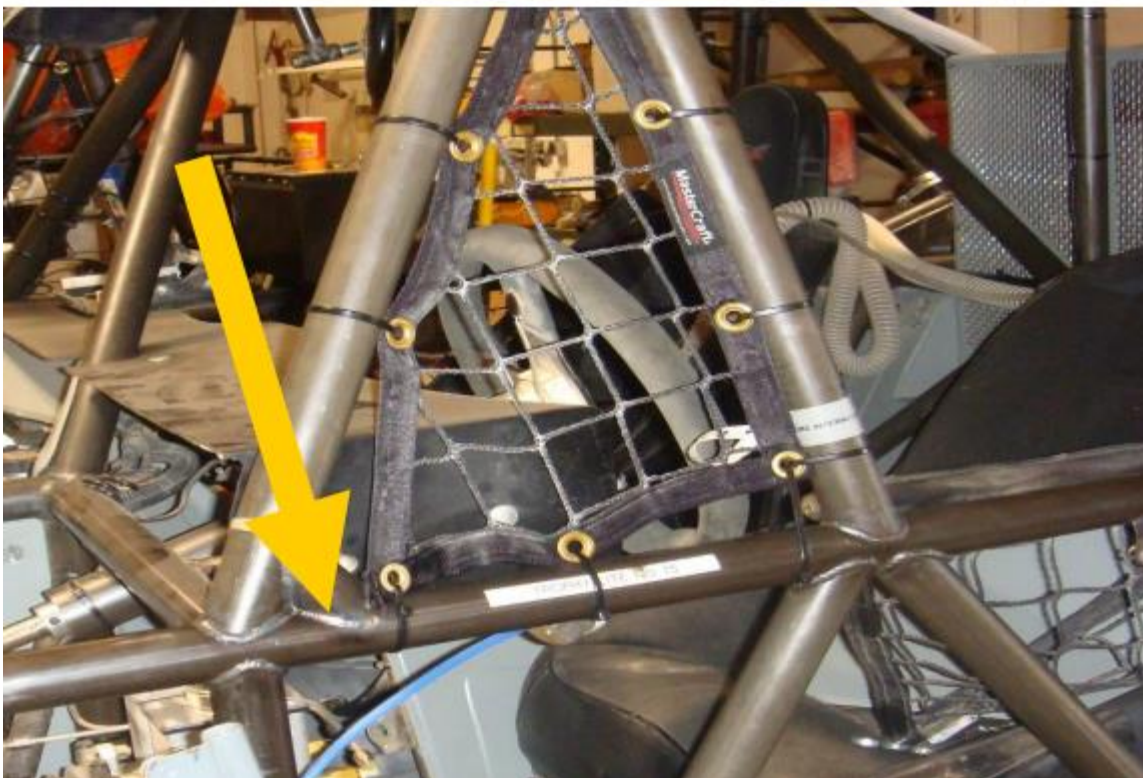


EXHIBIT C – 5: Bumper Gusset

TROPHYLITE R-4

1.4" Plate Recommended



EXHIBIT C – 6: Front End Gusset and Tube Update

TROPHYLITE R-4

TROPHYLITE update fix for front a-arm mount cracking: This update consists of a plate kit that welds into the frame behind the lower a-arm mount near the firewall tubes and a diagonal tube to support front cage flex. This kit is the only approved fix for this issue. Please contact TROPHYLITE directly if you have any other gussets or need clarifications to this fix kit. Please contact us before you consider changing anything you have already done to help this issue. If you have already welded gussets or plates into the frame please add these immediately but don't cut out anything you don't have to remove until the trucks are all tech inspected at the next event. These tubes and gussets are being distributed to all active teams at no charge for the next 30 days. Please contact us to get your parts. We will need a measurement from the lower a-arm tab to ensure that your lower plate kit fits to your chassis. We have found that some of the locations of the floor tubes on the trucks are a little different. The arm mounts in relation to the rear suspension mounts have been the same but where the floor tube contacts the tube that the a-arm mounts are on have been a little different in the different trucks we have seen. These are pictures of the tubes and plates fit to a truck so you can see how they are intended to install. Again please contact our main office with any questions at 623-570-0474.



Side view of the truck chassis with the tubes and plates installed. The tubes run from just behind the lower front arm mount up to the tube in the firewall. You will have to split the front firewall aluminum panel into two parts to install it after the tube is in place.



Side view of the chassis to show diagonal tubes and plates placement.



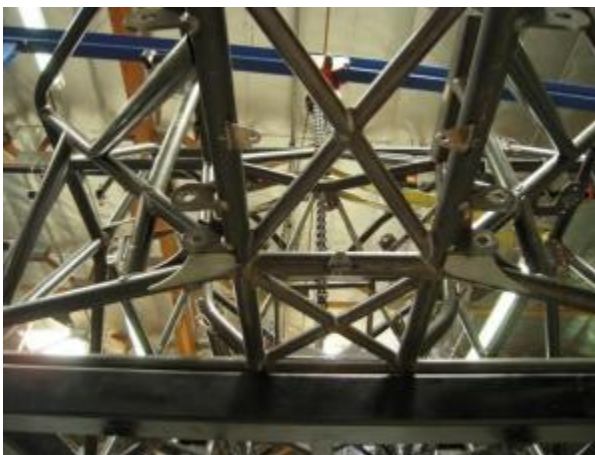
Front-up view of all installed in the chassis.



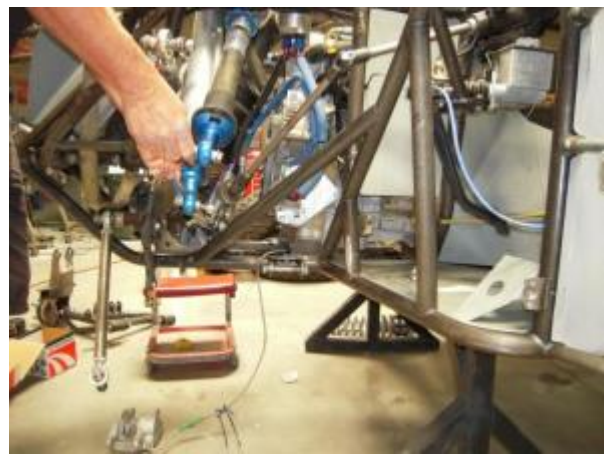
Top view of the plates installed in the chassis.



Side view of the plates and tube installation.



The bottom of the chassis to see the lower plates installed.



The new diagonal tube in a full-truck assembled chassis picture 1.



The new diagonal tube in a full-truck assembled chassis picture 2.



The plate kit pieces.

EXHIBIT C – 7: Lower Trailing Arm Gusset wrap

TROPHYLITE R-4

TROPHYLITE update for the lower rear trailing arm front eye. You may add a wrap around the front lower trailing arm eye and weld it in place. The wrap should be made of .125 thick material maximum. It is suggested that the wrap be made of 4130 material. This wrap may be purchased from TROPHYLITE.



TROPHYLITE offered wrap for lower trailing arm front eye to be welded on when not installed. Available to order.



Bottom view of installed wrap on lower trailing arm



Top View of installed wrap on lower trailing arm

EXHIBIT C – 8: Lower Trailing Mount Tube Update

TROPHYLITE R-4

TROPHYLITE update for the lower rear trailing mount main tube.

We have found a repeat issue with cracking on the main lower tube where the trailing arm mount is welded to on several trucks recently. The area where the plates mount to the tube part of the chassis have been cracking the main tube around the welded area on the bottom of the plate mount.

Due to this situation we are permitting everyone to remove the end cap on the outside of the chassis where the foot step tube is welded to in order to open the end of the tube up where the mount is attached. Once open you may insert a tube inside of the chassis tube to add support to that area of the chassis. The tube that is inserted should be no thicker than .120 wall 4130 tube. You may drill 2 holes in the main tube on each side also to weld the inner tube to the outer tube in order to keep the tube in place. You may insert a single tube all the way through the chassis if you can, or you may insert a partial tube from each side if needed.

Once the tube is inserted the outer plate should be re-installed as it was delivered originally. If you need to replace the plate after removing please contact TROPHYLITE and we can offer you a new replacement plate to use for reinstallation.

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