

Tech Official Has Final Say!

8200lb WorkStock Diesel Truck – 4x4 This Diesel class is designed for pickup trucks with a stock appearing engine and daily use on road and highway use, may have small performance upgrades. Valid DOT registration and license plates are mandatory The truck must be 4 wheel drive.

Weight : 8200 lb Maximum, with driver TOP 10 TRUCKS WILL HAVE THEIR TURBOS CHECKED WITH A 2.505 Plug (or factory bore) IMMEDIATELY AFTER CLASS

Regulations:

Ballast: Hanging front weights are permitted. If used, ballast must be securely fastened. Weight or weight bracket must not extend more than 60 inches from the center line of the axel. Final decisions rest with the technical department. Weights and brackets must be removable by hand. Weights must be secured by at least a strap.

Batteries: The Batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Body: The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial style aftermarket bed must be installed. Flat beds are permitted.

Brakes: Four wheel hydraulic functional brakes are mandatory. Fully functional factory 4-wheel

Chassis: The OEM chassis is mandatory. The engine must be in the OEM location. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis, etc, are prohibited.

Cooling System: Radiators must be in stock location and be of at least stock size

Credentials: All drivers must have a valid state drivers license. Or a guardian waiver must be completed.

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one ton or smaller pickup.

Driver Restraint System: The OEM restraint system or SFI 5 point harness is mandatory and must be worn.

Driveshaft Loops: Recommended All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least ¼ steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle.

Engine: The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444CI. Block must circulate coolant freely. No hard filled

blocks. Water pumps may be factory or electric powered. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine "V" belt. Electric cooling fans are permitted. No individual runner intake manifolds. (Example: ZZ-customs). Belt driven alternator. No deck plates. EXAMPLE: NO HAMILTON HEADS FOR THE CUMMINS AND NO BRODIX HEADS FOR THE DURAMAX.

Exhaust: All vehicles must be equipped to direct exhaust upward or downward to ground. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the fender well and hood are prohibited. Two (2) 3/8 inch diameter bolts are recommended to be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as possible.

Fire Extinguisher System: Recommended A fire extinguisher system is permitted, it must be securely mounted All vehicles must have at least a 2 ½ lb extinguisher with working gauge mounted within drivers reach.

Fuel: The fuel must be pump #1, #2 diesel or Soy/Biodiesel. Fuel must be commercially available. Factory Fuel tank must be used, aftermarket fuel cells are prohibited.

Fuel Injection Pump: The fuel injection pump is limited to cylinder number specific (I.e. 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are prohibited. P pumps that are allowed are the p3000 and the p7100. Ag governors are prohibited. No Sigma or 12 cylinder pumps prohibited.

Harmonic Balancer: All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch: The hitch must be a REECE receiver- style hitch. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle and must remain inside the frame rails. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate and bumper. The hitch must be horizontal to the ground and stationary in all directions. Bumper may not be notched or removed. Must have bumper or roll pan. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum of 3 inch by 3 ¼ inch inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point. Clevises are permitted , inside diameter must be a minimum of 3.75 Inch to allow for hook.

Intercoolers: Factory style or aftermarket air to air replacement only in stock location. **Water to air coolers are prohibited.** Any means of cooling the air before the engine, except the air to air cooler is prohibited. **NO USE OF ICE OR WATER**

Interior: A complete interior, including dashboard and door panels is mandatory. Aftermarket seats are permitted, they must be fully upholstered. The use of hand –throttles is prohibited. After market gauges are allowed.

Nitrous Oxide/Propane: Nitrous Oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck. No pressurized bottles.

Rear End: Non OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup truck. Rear axle bolts must be covered with a cap or shield.

Steering: The vehicle must retain the full, original OEM, factory steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillights assemblies are mandatory and must be operative. Complete OEM windshield and all other windows are mandatory. Driver window must be able to operate per factory specifications. They must open and close via electrical or mechanical means.

Suspension - Front: The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (i.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.

Suspension - Rear: An OEM style suspension is mandatory. Traction bars and devices are permitted, they must be bolt on only, welds are permitted for attachment to the frame or axle housing. Control arms may be strengthened or replaced, providing all original mounting points are retained and used. Sway bars, lower tie bars, limit straps, and camber kits are permitted. The rear suspension must have a minimum of 1 inch travel, removable stops are permitted. Air bag spring assist and air shocks are permitted so long as compressors are disconnected during the pull.

Tires: The tires must be DOT street tires. Cut tires are prohibited. The vehicle must retain the original factory wheelbase and track width. 38 inch max x 15.00 inch. No chains or studs.

Transfer Case: Non - OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pickup truck.

Transmission - Automatic: Non - OEM transmissions are prohibited. The transmission must have been an option for a one ton or smaller truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non -OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high pressure type hose.

Transmission - Manual: Non - OEM transmissions are prohibited. The transmission must have been an option on a one ton or smaller truck. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.

Turbocharger: The turbocharger is limited to a stock-appearing, OEM/Factory make specific charger only. Turbochargers from different years in the same make may be interchanged, no adapters to accept other model turbo. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration. Aftermarket direct replacement billet compressor wheels are permitted, No alteration can be made to the compressor wheel to accept larger wheels. TOP 10 TRUCKS WILL HAVE THEIR TURBOS CHECKED WITH A 2.505 Plug (or factory bore) IMMEDIATELY AFTER CLASS, failure to do so will result in immediate disqualification.

Water Injection: Water injection is prohibited. All system components must be removed from truck.

Wheelbase: The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inch center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels

8000lb 2.5 Diesel Truck – 4x4 This Diesel class is designed for pickup trucks with a wide variety of performance upgrades. The truck must be 4 wheel drive.

Weight : 8000 lb Maximum, with driver

Regulations:

Ballast:

Hanging front weights are permitted. If used, ballast must be securely fastened. Weight or weight bracket must not extend more than 60 inches from the center line of the axel. Weight boxes are prohibited. Final decisions rest with the technical department. Weights and brackets must be removable by hand.

Batteries:

The Batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Body:

The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial style aftermarket bed must be installed. No flat beds are permitted.

Brakes:

Front wheel hydraulic functional brakes are mandatory.

Chassis:

The OEM chassis is mandatory. The engine must be in the OEM location. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis, etc, are prohibited.

Cooling System:

Radiators must be in stock location and be of at least stock size

Credentials:

All drivers must have a valid state drivers license.

Driveline:

An OEM transmission and transfer case are mandatory. They must have been an option on a one ton or smaller pickup.

Driver Restraint System:

The OEM restraint system or **SFI 5 point harness** is mandatory and must be worn.

Driveshaft Loops:

All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least ¼ steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle. A new puller may be granted a one time wavier.

Engine:

The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444CI. Block must circulate coolant freely. No hard filled blocks. Water pumps may be factory or electric powered. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine "V" belt. Electric cooling fans are permitted. No individual runner intake manifolds. (Example: ZZ-customs). Belt driven alternator. No deck plates.

EXAMPLE: NO HAMILTON HEADS FOR THE CUMMINS AND NO BRODIX HEADS FOR THE DURAMAX.

Exhaust:

All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the fender well and hood are prohibited. Two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as possible. This will be teched. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification.

Fire Extinguisher System:

A fire extinguisher system is permitted, it must be securely mounted All vehicles must have at least a 2 ½ lb extinguisher with working gauge mounted within drivers reach.

Fuel:

The fuel must be pump #1, #2 diesel or Soy/Biodiesel. Fuel must be commercially available. A fuel cell may be used in place of the factory fuel tank, but must be mounted in factory location or securely mounted in bed.

Fuel Injection Pump:

The fuel injection pump is limited to cylinder number specific (i.e. 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are permitted. P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed.

Harmonic Balancer:

All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch:

The hitch must be a REECE receiver- style hitch. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle and must remain inside the frame rails. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumper may be notched or removed. The hitch's height from the ground may not exceed 24 inches. The hooking point must have a minimum of 3 inch by 3 ¾ inch inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point. **Must be horizontal**

Intercoolers:

Factory or aftermarket replacement single core air to air intercoolers only. Must be in stock location. Water to air coolers is prohibited. ****NO USE OF ICE OR WATER****

Interior:

A complete interior, including FULL dashboard and 2 door panels is mandatory. Two (2) Aftermarket seats are permitted, they must be fully upholstered. The use of hand –throttles is **permitted**. After market gauges are allowed.

Kill Switches:

All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks. Kill switch failure will result in disqualification.

Nitrous Oxide/Propane:

Nitrous Oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck. No pressurized bottles.

Rear End:

Non OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup pick up. Rear axle bolts must be covered with a cap or shield.

Safety Equipment:

All drivers must wear a helmet, and a SFI 3.2a approved fire jacket and long pants, not necessarily fire suit pants. More specifics posted in general rules.

Steering:

The vehicle must retain the full, original OEM, factory steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non OEM power assist methods are prohibited.

Street Equipment:

Complete headlight and taillights assemblies are mandatory and must be operative, except the right front headlight may be removed for air inlet to engine. Complete OEM windshield and all other windows are mandatory. Driver window must be able to operate per factory specifications. They must open and close via electrical or mechanical means.

Suspension - Front:

The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (I.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.

Suspension - Rear:

An OEM style suspension is mandatory. Traction bars and devices are permitted, they must be bolt on only, welds are permitted for attachment to the frame or axle housing. Traction bars if installed must have a chain or cable or some type of safety device mounted one (1) foot from the front support to catch the bar in case of failure. Control arms may be strengthened or replaced, providing all original mounting points are retained and used. Sway bars, lower tie bars, limit straps, and camber kits are permitted. The rear suspension can be solid with a removable block. Air bag spring assist and air shocks are prohibited.

Tires:

The tires must be DOT street tires. Cut tires are prohibited. The vehicle must retain the original factory wheelbase and track width. 35 inch max x 12.50. No chains or studs. Single tires. **No Duals.**

Transfer Case:

Non - OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pick up truck.

Transmission - Automatic:

Non - OEM transmissions are prohibited. The transmission must have been an option for a one ton or smaller truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non -OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high pressure type hose. All automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1.

Transmission - Manual:

Non - OEM transmissions are prohibited. The transmission must have been an option on a one ton or smaller truck. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions must have a flywheel shield labeled as meeting minimum SFI Spec 6.3

or

greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing . It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.

Turbocharger:

S-4, GT 42, HX 50 and turbo of this type is the largest turbo allowed. T-4 mounting flange is the largest allowed. Billet compressor wheels are allowed. A single .200 inch MWE groove maximum allowed. No stepped or clipped wheels. No step down covers. No forward facing MWE groove. Air must change direction to enter the MWE groove. This will be checked by putting a 1/16" diameter pin against the back side of the inducer bore parallel with the turbo shaft. The pin must NOT protrude into the MWE groove. Inducer bore must be non-removable. All air must go through the 2.5" inducer bore and MWE groove. No tapered or egg shaped inducer bore allowed. The Wheel must protrude minimum of 1/8" into the 2.5" part of the inducer bore. Covers will be plugged from the back side to verify where the wheel protrudes is a maximum of 2.5". Turbo checked with a 2.550" plug. Charger is limited to 5 ½ " boot flange. All air must enter turbo within the 5 ½" opening. MWE groove will be checked.

6.4 Powerstrokes will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore dimension. (2.59") No tapered or egg shaped inducer bores allowed

Water Injection:

Water injection is prohibited. All system components must be removed from truck.

Wheelbase:

The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inch center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.

8000lb 2.6 Diesel Truck This Diesel class is designed for pickup trucks with a wide variety of performance upgrades. The truck must be 4 wheel drive.

Weight : 8000 lb Maximum, with driver All Trucks Teched Prior to Class.

Regulations:

1. Ballast : Front hanging weights are allowed, no t to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck. Maximum weight 8000#.
2. The body must be the OEM truck body, including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal, after-market hoods permitted. The hood must be closed and securely latched while hooked to the sled.

3. Front brakes only are required.
4. The OEM chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum Wheel Base 158" and 102" maximum width.
5. All drivers must have a valid state driver's license and full fire suit. which includes helmet. Seatbelt/restraint system must be worn.
6. An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.
7. All trucks must have at least six inch wide u-joint shields around the rear u-joint constructed of at least 5/16 inch steel or 3/8 inch aluminum that will safely contain the ujoint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.
8. The engine is limited to a stock-appearing, Engine and transmissions can be interchanged between Dodge, Ford and GM as long as they came in a 1 ton truck or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Front of engine block can be no farther forward than 17" of centerline of front axle. Engine must have cable surrounding engine block and head. The cable is 3/8 diameter located between #1 and #2 cylinders. Cables must pass through manifolds. Cable will have 4 to 6 inches of slack. There will be two clamps at the splice
9. Cylinder head must be OEM or OEM replica for that brand engine. Outside of cylinder head must measure factory width and length. Head must retain OEM valve angle.
10. All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12" of the turbo.
11. A fire extinguisher system is permitted. It must be securely mounted. A complete OEM firewall is mandatory.
12. The complete OEM floor pan is mandatory.
13. Hand throttles permitted. Diesel fuel only. No propane or NO2 permitted or any other oxygen enhancers. Racing fuel cells are permitted.
14. Maximum of one P7100 pump limited to one plunger per cylinder. The use of multiple high-pressure common-rail fuel pumps is legal. Powerstroke engines may utilize a second HPOP.
15. Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to the rear axle housing shall be

above the centerline of the rear axle. Pivot pin of drawbar can be no farther forward than the centerline of the rear axle.

16. Axle Shields are required. Shield to be .060" thickness steel or aluminum. Shield not be mounted to axle ends or hub bolts. A hole may be cut in to allow locking in of hubs.

17. Safety switch (Rain cap or guillotine) must shut-off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two inch diameter solid ring, which the ziptie will tie to rigid point on truck.

18. Hydraulic steering permitted.

19. Suspension, Front: The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

Lowering or raising the vehicle height with suspension modifications is permitted; must be bolt on only; welds permitted for attachment to frame or axle housing. Sway bars, limit straps, and camber kits permitted. Traction bars and devices are permitted; Blocked suspension is permitted. No air bags.

20. Must be DOT approved tire. Maximum tire height 35 inches. No studded tires or chains. No alterations to tires permitted. No bar or terra tires. No front duals on front axle.

21. Drivetrain will consist of the following: Any Front axle , transmission, transfer case, rear axle permitted. No planetaries permitted.

22. SFI bell housing and/or SFI blow proof bell housing required.

23. The vehicle is limited to a 2.6 inducer bore single turbocharger. The compressor wheel must protrude into a 2.6" bore for 1/8". All primary blades must protrude into the bore. The inlet will be measured using a 2.605 inch plug the plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove must be inside neck area where intake cover is measured. No MWE groove will be allowed that has a width greater than .200". All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel.

24. Water injection is prohibited. All system components must be removed from the truck.

25. Intercoolers are allowed. Dumping/drainage of intercooler within 100 feet of track is prohibited.

26. The vehicle must retain the original factory wheelbase and track width. Maximum of 1 ton truck chassis only allowed.

EVERYONE MUST HAVE ALL SAFETY EQUIPMENT for EVERY PULL!! ****NO EXCEPTIONS****

7800lb 3.0 Diesel Truck/3.6/ Super Street AllTrucks Teched Prior to Class.

1. Diesel trucks only, maximum weight 7800lbs
2. Trucks must be in safe operating condition.
3. No passengers allowed.
4. All trucks must have a three (3) way dump valve (manual) ahead of the injection pump to be operated from the dash panel and air shutoff kill switch that is operated from the rear of the vehicle. The kill switch must have a 2" ring and be mounted directly above the hitch in the center of the tailgate area.
5. SFI APPROVED 5 point harness or OEM Lap belts required and driver's side window must be down.
6. Trucks must have working brakes on the front axle.
7. Trucks must have a full size steel or OEM type body.
8. Interior seats may be removed except for the driver's seat.
9. No fuel tanks inside of cab.
10. Hitch height to be a maximum of 26", no transfer type hitches. Receivers must be made of solid steel with an oblong shaped hole 3 ¾" long and 3" wide. Hitch must be frame mounted center of the rear axle or behind. No pulling point more than 18" above centerline of the rear axle with 44" minimum from center of rear axle to hook point. No portion of drawbar may be greater than 25 degrees off horizontal. (acceptable angle: 0 degrees to a maximum of 25 degrees). Rear bumper bars required. Must be stationary
11. All trucks must have three round metal loops shielding on each driveshaft (two piece driveshaft will have six metal loops). 360 degree loop must be a minimum of 3/8" thick aluminum or 5/16" thick steel, ¾" wide (or wider) and not more than 2" from the shaft in any direction. End loops to be placed no further than 6" from universal joints, with third loop in center of shaft, or can be a solid tube (3/8" aluminum or 5/16" steel) meeting the above requirements.
12. All trucks will have 360 degree metal shield around the universal joints, 3/8" thick aluminum with 1/8" steel insert or ½" aluminum or 5/16" steel, minimum width 6". The insert must be a minimum of six inches (6") wide. Shield must have a minimum of 2" clearance and a maximum of 4" clearance.
13. Axle and hub bolt shield required to be minimum 0.060 thick. Minimum diameter of axel end and hub bolts to be covered on both front and rear axles. Mounting shield cannot be mounted to axel end or hub bolts. A hole may be installed in the center of front shield so lock can be operated, so long as hub end or axel bolts are covered.

14. All vehicles must have an SFI approved clutch and flywheel. An SFI approved blanket is required around bellhousing or SFI approved clutch can. All torque converters, automatic transmissions must be equipped with an SFI 4.1 blanket.

15. Exhaust may exit through hood of vehicle and must point upward. Two (2) 3/8" bolts minimum grade 5 must go through exhaust pipe 90 degrees from each other, within 1" of each other, and be mounted as close to the turbocharger as possible.

16. Engine must remain in stock location. Forward most part of engine block must not exceed 17" forward of the centerline of the front axle. Maximum engine size is 460 cubic inches. Engines may be changed to cross factory lines of manufacturing (Cummins may be put in a Ford or Chevrolet). Factory option engines for 1 ton trucks and lighter are only allowed. No billet aluminum or steel blocks or heads.

17. OEM frame with maximum wheelbase of 158".

18. Maximum "p" series pump with 1 plunger per cylinder. No sigma pump allowed.

19. All vehicles are limited to a single turbocharger with an inducer bore on the atmosphere compressor housing no larger than 3.0 inches measured at the smallest diameter area of the compressor wheel. Compressor wheel must protrude through housing at least 1/8 inch. The inducer bore will be measured using a 3.05 inch plug. All provisions allowing air to the wheel other than via the bore are prohibited. Map enhancement grooved allowed. Map groove to be no wider than .250". Plug must not touch the wheel. **Or** The turbocharger is smooth faced intake housing, limited to a 3.6" inlet, (no map ring) with all air entering through the 3.6" opening. Intake wheel must protrude 1/8th inch inside of opening. **OR** super street with no more than 2 stage, maximum of 3.0 inducer bore on each turbo.

20. Computer chips and auxiliary boxes are allowed.

21. Water (only) injection allowed. No alcohol, methanol, propane or nitrous allowed. Pump lube is allowed to water injection water, but no other accelerants or oxygen adding agents allowed.

22. Dual rear wheels are allowed.

23. Weights must be secured and may not extend more than 60" forward from centerline of front axle. Weights may be fastened in the bed and are not allowed in the cab of truck. No tarp straps allowed for any purpose.

24. Aftermarket transmissions and transfer cases are allowed.

25. All front axles must have coil or leaf springs and must be mechanical. Pneumatic, hydraulic and electrical adjustable stops are not allowed.

26. Rear suspension may be welded.

27. Traction and ladder bars are allowed.

28. Tires #13 add – 34---18.00---15. Bar & cut tires permitted. Maximum tire size to be 112 circumference, when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of four tires permitted.

29. All drivers must wear full fire protection including full face helmets with shield, head sock, fire gloves, fire sh collar meeting SFI Spec 3.3 or a Hahn's device. All helmets must meet or exceed Snell 1985 rating or must be SFI 41.2.

30. All pulling vehicles must be equipped with a minimum of 2lb. Halon type 2 or 2 ½ lb. dry powder type fire extinguisher, fully charged with gauge, in working condition and convenient to operator.

31. All Pro Stock Diesel Trucks (3.0) must use wheels no more than 60" from center line of front axle. Wheels to be no closer than 36" and minimum of 2" wide and 6" diameter.

32. A SOLID bed floor or tonneau cover must be present.

SUPER MODIFIED DIESEL/ALCOHOL 4WD/2WDTRUCK Run What You Bring PULLING RULES Follow OSTPA /PPL Rules, All Safety Rules are in place! All Trucks Teched Prior to Class.

SMFWD Trucks:

A. All vehicles must be four wheel drive.

B. Diesel-powered truck to run 24" drawbar and 7500 lbs. in SMFWD class.

C. Engines :

1. All SMFWD trucks allow naturally aspirated engines at any cubic inch or supercharged engines and diesel engines no larger than 500 cubic inches.

2. Engines are limited to a single automotive type engine. Automotive engine is any engine or its replica available in a passenger car or production pickup up to one ton. A replica to be considered must accept and swing a stock crankshaft. Acceptable engines to include Dodge V-10, Ford V-10 and pickup diesels. These engines must follow the rest of the rules related to cubic inch displacement, head configuration and pressure stages. (a.) SMFWD blower and diesel trucks can be random checked for cubic inch. (b.) Tech inspector has the option at any time to pump a vehicle. (c.) \$50 fee for a protest to pump a truck. (d.) Any illegal truck and driver is out for one year and ten days. (e.) Any pump over has the right to tear down to prove legal. Must be done immediately.

3. Front of block must not extend more than 25 inches past centerline of front axle.

4. SMFWD trucks with blowers are limited to two valves per cylinder head and one spark plug per cylinder.

5. SMFWD trucks with blowers restricted to one pressure stage.

6. SMFWD trucks cannot use screw blowers.

7. Diesel SMFWD trucks with turbos limited to 2 pressure stages.

8. FWD vehicles must have provision on crankshaft to accommodate ½ inch square drive for use of cubic inch test.

C. Acceptable fuels are alcohol and diesel.

D. All weights must be safely secured to truck, and must not extend forward more than 60 inches from the centerline of the front wheel.

E. Wheelbase to be no more than 133 inches. Tubular frame is permitted. Diesel powered trucks wheelbase to be no more than 158 inches.

F. Planetary transmission is permitted.

G. Drawbars/Hitches

1. Alcohol powered trucks will have minimum drawbar length of 30% of wheelbase length. No drawbar greater than the angle of the sled chain. (Acceptable angle: 0 degrees to a maximum of 33 degrees.) Diesel powered trucks will have a minimum drawbar length of 44 inches from centerline of rear axle. (Acceptable angle: 0 degrees to a maximum of 33 degrees.)

2. Super charged trucks: max. 27 inch drawbar height. Naturally aspirated trucks: max. 29 inch drawbar height. Diesel powered trucks: 24 inch drawbar height.

3. Hitch must be ridge in all directions and solidly mounted.

4. No clevis or chains permitted in hitching device.

5. No portion of truck may interfere with sled, chain or hook during pull or while being hooked or unhooked.

6. An area 5 inches wide and 12 inches high immediately above the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.

a. If body extends more than 12 inches behind point of hook, the open area must be 18 inches above drawbar and 24 inches wide at rear most point of body.

7. Vehicle must have tow hitch on front of vehicle. a. It can extend no more than 6 inches ahead of the farthest front portion of the vehicle. b. It will not be counted when measuring length of vehicle. c. It must have a 3-inch opening, positioned horizontally. d. It must be strong enough to push or pull the vehicle at its heaviest weight. e. It is to be used only for pushing or pulling the vehicle.

H. Body/Chassis

1. Vehicle must have hood, grill, and fenders in place as intended by manufacturer.

2. Vehicle body style must be or have been available from a dealer as mass produced.

3. Vehicle must maintain original appearance.
4. Vehicle appearance a. No cab and bare chassis, or flat beds permitted. b. Non-metal floor allowed in bed. c. Fiberglass hood scoops, spoilers, fender flares are allowed. d. Allowed to use stock appearing pickup truck and van fiberglass bodies and body parts.
5. Side doors must be mounted and closed if vehicle was manufactured with doors.
6. Truck doors must have a single latch design, allowing the door to be opened from both inside and outside.
7. Flip-top-body type vehicles and vehicles that do not have two (2) working doors must have an escape hatch through the roof. Note: Escape hatch will not be counted as a working door.
8. Adjustable front shocks or suspension stops must be mechanical. Pneumatic, hydraulic, electrical adjustable stops not allowed.
9. Vehicles must have safety glass or plexiglass in windshield and rear window. Factory tint is permitted.
10. Vehicles in this division must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 8 inches vertically. Must be rigid.
11. Hood line variance: original hood line should be kept and a 3-inch maximum clearance opening will be allowed for speed equipment.
12. Truck must have floor or bed cover.
13. Truck may compete without tailgate or rear door(s) for greater hook point visibility.

I. Frames

1. May be different than the make and model of truck body.
2. Must be main supporting member of chassis, OEM truck frame.
3. Tubular steel frame is allowed.
4. Center of wheels cannot exceed plus or minus 6 inches of fender wells for wheelbase being used, which means that a vehicle may run up to a maximum of 133-inch wheelbase.
5. Wheels must be in fender wells as described above. Body may be stretched in middle to accompany this.
6. The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch.

J. Safety

1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch larger than control. Only ¼" lexan, .060 steel or 3/16" aluminum are the only materials allowed for firewalls. No plexi-glass.

2. Operator's compartment a. No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines are allowed in the operator's compartment. All hydraulic lines must be shielded with .060 aluminum minimum. b. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (.060-inch aluminum or steel is acceptable fire barrier material.) 19

3. Vehicles must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle. a. Wheels must be a minimum of 6 inches in diameter by 2 inches wide. b. Wheels must support the weight of the vehicle. c. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track. d. Wheels must be a least 3 feet apart.

4. Weights must be safely secured to vehicle, and must not extend forward more than 60 inches from the center line of front wheel.

5. See rulebook for shielding and restraint requirements.

L. Tires Rollout of bar tires to be maximum of 114" when cut. M. Weight

1. SMFWD super charged trucks to weigh 6500 lbs.

2. Diesel powered trucks to weigh 7500 lbs.

3. SMFWD naturally aspirated drive trucks to weigh 7000 lbs.

TWD TRUCKS PULLING RULES Note: Vehicles in this division will adhere to all pertinent safety rules contained in the PPL Rulebook.

A. Body/Chassis

1. The maximum length of the vehicle is no more than 15 feet from centerline of rear axle to forward most portion of the vehicle including weight racks.

2. The 15-foot from center of rear axle overall rule will apply to all TWD vehicles with the exception of a 10-inch over-length allowance for cosmetic fiberglass only. No steel structure, reinforcement or steel bumpers allowed past 15 feet.

3. Must run a minimum of 14-inch front rims with an automotive or front tractor tire.

4. Any wheelbase is permitted.

5. Front wheel and axle to remain in the visual center of the front wheel well. Maintain minimum of 2 inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and rearward most part of tire from a side view.

6. Maximum width of vehicle is 8 feet.
7. Weights are not to extend forward of maximum length stated in Rule A:1 above, nor rearward more than 12 inches from hitch point and must not interfere with hitching and unhitching of vehicle.
8. Any factory production body truck or van is allowed, including passenger-type bodies.
9. Funny car-type body and/or fiberglass body must have escape hatch or doors in top or back of body.
10. Vehicle must have a presentable van/pickup bed with cover or flatbed in place.
11. Chassis (frame) may be truck frame or fabricated frame like Modified tractors.
12. Vehicle must have hood, grill, and fenders in place as intended by manufacturer.
13. Vehicle body style must be or have been available from a dealer as mass produced.
14. Vehicle must maintain original appearance.
15. Vehicle appearance: a. Fiberglass hood scoops, spoilers, fender flares are allowed. b. Allowed to use stock appearing pickup truck and van fiberglass bodies and body parts.
16. Driver must be in original driver compartment.
17. Side doors must be mounted and closed if vehicle was manufactured with doors.
18. Vehicle doors must have a single latch design, allowing the door to be opened from both inside and outside.
19. Flip-top-body type vehicles and vehicles that do not have two (2) working doors must have an escape hatch through the roof. If body has doors they must be in position and closed.
20. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17 inches x 18 inches, or large enough for driver to exit. Note: Escape hatch will not be counted as a working door.
21. All TWD vehicles must have a presentable front windshield of glass, plexiglass, or lexan. Factory-tinted glass acceptable. Stained or smoke glass not allowed. Tinted windows that impair track official's view of drivers compartment not allowed.
22. Vehicles in this division must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 24 inches from the ground. Bumper to extend minimum of 8 inches vertically. Must be rigid. (B.) Driveline/Clutch Note: Engine to clutch to transmission to be constructed like Modified tractor: (1.) Torque converters, automatic shifts, etc. are permitted. 20 (2.) No electronic, pneumatic or hydraulic device that effects the clutch system allowed. All staged or variable released clutches of any description prohibited. (This does not affect slave cylinder for clutch

pedal) (C.) Driveline Shielding (1.) Non planetary rear ends must run axle covers. (a.) Shield must be a t least 0.060-inch thick. (b.) Minimum diameter of axle end or hub bolts to be covered on both front and rear axles. (c.) Mounting shield may not be mounted to axle end or hub bolts. (d.) A single hole may be installed in center of one front shield so lock can be operated, so long as hub end or axle bolts are covered. (2.) No counter balancers permitted in driveline. See PPL Rulebook for additional shielding requirements. (D.) Engine/Engine Limitations (1.) Vehicles are limited to a single automotive-type engine. Note: Automobile engine is any engine or its replica available in a passenger car. Maximum (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted. (a.) Engine displacement limited to 575 cu.in. and two valves per cylinder and one spark plug per cylinder. (2.) Engine must be in stock location, which is defined as being within engine compartment as manufactured, behind stock grill, and in front of stock firewall. (3.) Vehicle may run without radiator, and engine may be moved forward, but engine must stay behind the grill. Note: Entire engine to mean anything that is bolted to the engine block. (4.) Except for high performance type starters with crank shaft drive, rear of engine block may not be moved forward of center line of front axle. (5.) Allow only single staged turbochargers in this division and must therefore follow the safety rules that apply to all turbocharged engines. (6.) Only one operating ignition system allowed. For vehicles with multiple ignition systems, competitor must disable one ignition system by means other than a switch: i.e. removal of spark plug wires on either end or by removal of the distributor for that system. (7.) Fuel injection (and carburetors) and headers may protrude through the hood. Note: Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetor(s) of fuel injection, if induction system protrudes through the hood. (8.) Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend. Note: Vertical is defined as "being in plumb," with a 10-degree variance in any direction permitted. (9.) No electronic timing delay devices permitted. E. Frames (1.) Tubular steel frame is allowed. (F.) Hitch (1.) Vehicle must have floor or bed cover. (2.) Vehicle may compete without tailgate or rear door(s) for greater hook point visibility. (3.) No portion of vehicle may interfere with sled, chain or hook during pull or while being hooked or unhooked. (4.) An area 5 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking. a. If body extends more than 12 inches behind point of hook, the open area must be 18 inches above drawbar and 24 inches wide at rear most point of body. (5.) Vehicle must have tow hitch on front of vehicle. (a.) It may extend no more than 6 inches ahead of the farthest front portion of the vehicle. (b.) It will not be counted when measuring length of vehicle. (c.) It must have a 3-inch diameter hole, positioned horizontally. (d.) It must be strong enough to push or pull the vehicle at its heaviest weight. (e.) It is to be used only for pushing or pulling the vehicle. (G.) Safety (1.) Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch larger than control. Only ¼" lexan, .060 steel or 3/16" aluminum are the only materials allowed for firewalls. No plexi-glass. (2.) Operator's Compartment: (a.) No radiator, heat exchanger and/or water hoses allowed inside operator compartment. (b.) If battery is inside operator's compartment, it must be safely enclosed and securely fastened. (c.) No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines inside operator's compartment. All hydraulic lines in cab must be shielded with a minimum of .060 aluminum. (d.) If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's at. (0.060-inch aluminum or steel is acceptable fire barrier material.) (3.) or additional shielding

and restrain requirements see General Rules. (H.) Tires Maximum tire size is 18.4 x 16.1 with a maximum of 143-inch circumference when mounted on an 18 inch wide rim and inflated to 28 psi. The ground patch is not to exceed 19 inches on original tread. Hitch Height maximum 30 inches from ground 6200 pound Weight Limit

Street Legal Semi Rules:

This is a class for street legal and street licensed semi-trucks. Trucks are expected to be regularly driven on the road. This is truly an open class for all semi-trucks, but it is definitely not a **PURE STOCK** class.

LEGALITY OF ENTRY:

All entries must be a Street Licensed Semi Truck. The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid license. Truck must be capable of pulling a trailer on the highway. You may trailer a Street Licensed Semi Truck into a pull as long as the truck that is pulling the trailer will also be pulling. Before a truck even hooks to the sled, it was be teched.

SAFETY CONSIDERATIONS:

No riders are permitted in the truck during the pull attempt. Driver may not leave the driver's seat while vehicle is on the pulling track. Driver will take **all direction** from the flagman on the track.

HITCHES:

Trucks that compete regularly are required to have **their own hitching device** that is subject to approval by the head tech official at each event. The hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so the height from the ground to the point of the hook is between 18" and 24" + or - 1". The promotor will have hitches at each event. The hitch will be measure immediately before the semi hooks to the sled.

AIR BAGS:

The use of air bags is permitted. However, no air may be added to or removed from the air bags while the truck is hooked to weight transfer machine. Any change in the hitch height by adding air to the bags is cause for disqualification. The Officials reserves the right that if suspension lift becomes an issue, we will make all semi-trucks strap both rear drives.

WEIGHT OF TRUCK: (22,000lb. MAXIMUM)

The truck shall appear "road ready". No added weight or ballast is permitted. Special trucks, such as oil field trucks that carry additional weight that is not **normally** found on a "road ready" truck are **not** permitted in this class. The promotor reserves the right to weigh a truck at any time. Trucks with triple (3) rear axles are permitted to pull, but are subject to being handicapped. The hitch height on a triple axle truck will be set 2" lower than the rest of the class.

SPECIAL RULES:

- 1.) Max RPM limit is 2700 RPMs.
- 2.) Any truck running 2700 RPMs is recommended but not required to have a either a plate over the bell housing of the engine or a certified clutch and flywheel.
- 3.) First puller is the test hook for the class. If the sled needs to be changed after the first hook, the first puller will be given the option to either drop back into the field at a desired position or pull again. If the puller decides to pull again, he/she will still have the option of special rule #4.
- 4.) If the sled is set properly set, the first puller can either accept his/her first pull or decline the pull and return to a desired position in the lineup.
- 5.) Water injection in any form is not permitted.
- 6.) Weight is 22,000lbs. Fuel is not allowed to be added after the truck has been weighed.

- 7.) No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbo charger or any part of the air intake system.
- 8.) Alteration/modification/replacement of the (OEM) original factory fuel pump is not permitted. No pump may be modified with Sigma parts. No billet fuel pumps.
- 9.) A Cummins engine must have a Cummins fuel pump. A Detroit must have a Detroit pump. A Cat must have a Cat fuel pump.
- 10.) No Sigma pumps OR MW pumps are permitted. Normal pump diesel is the only fuel permitted in this class.
- 11.) Turbos are limited to single OEM turbocharger with an OEM 4.1 maximum inducer bore on the atmosphere turbo with OEM factory wheels. The bore will be measured using a 4.15 inch slug. Map width enhancement of .180" maximum is permitted which must be in the OEM location. No billet wheels or any type of non-OEM housings are permitted nor are the design modifications to allow a larger wheel to be used in the turbo housing. Exceptions for dual turbos: 2005, 2006, 2007, 2008, 2009 & 2011 CAT twin turbo engine is permitted with the factory installed, non-altered turbos. If you have an exhaust that comes through the hood or is modified from factory position you will have to install 2 3/8" grade 8 bolts 90 degrees of each other within 1" from each other in the vertical part of the exhaust.
- 12.) Center line of the rear axle to hook point on the semi hitch must be no greater than 7 feet.
- 13.) Drivers must use seatbelt and or shoulder harness.
- 14.) Fifth Wheel Position: Kingpin/Fifth wheel plate position can be no further forward then the center of the front drive axle and no further back then the center of the two axles.
- 15.) There must be 66" from the center of the tandems to the first obstruction forward such as the back of truck, toolbox, wet line box, etc.
- 16.) Tandem axle spacing must be between 52" and 60".
- 17.) All trucks must pull with a suspension setup like you would to pull a trailer with.
- 18.) 300 feet is normal length for a full pull. If we pull on a short track the president and vice president will get together and designate a proper distance to be set as a full pull. More than one full pull will result in a pull off.
- 19.) No Cut tires permitted, tire must be DOT street Approved.
- 20.) These rules may be altered or changed at any time throughout the season for anything that becomes a safety issue.