

8500# Stock Diesel (with stock turbo)

Must be DOT legal pick-up truck with valid license and registration. Vehicle must be 4x4, and ¾ or 1 ton, driver must have valid driver's license.

Weight: Maximum 8500lbs with driver

Ballast: No hanging weights are allowed. Weight may be added in the bed area, all weights must be secured. No weight can be added in the cab area.

Batteries: Batteries must be securely mounted, bungee cords not acceptable. May not be mounted in the driver compartment.

Body: Must be OEM truck body of ¾ or 1 ton, aftermarket hoods will be allowed. Must have front & rear bumper installed and working, aftermarket non weighted bumpers and rear roll pans are allowed. Must have complete running equipment installed and working. (All headlights and taillights, brake/reverse. Factory windshield and wipers.)

Brakes: Must have 4 wheel working brakes.

Chassis: Must be OEM chassis of ¾ or 1 ton. Must retain all OEM chassis mounting points for front and rear suspension. Suspension lifts are allowed. Rear suspension blocking is NOT allowed, must have 2" of suspension travel. Rear suspension air bags are allowed but must be deflated during pulling. Traction bars are permitted and must be weld on or bolt on type. Axles must be OEM housing, optional on 1 ton or smaller trucks. OEM transmission and transfer case of 1 ton and smaller truck only. OEM style steering must be retained, additional stabilizers are allowed. Drive shaft loops & U joint shields are recommended.

Engine: Engine must be an OEM engine of a 1 ton or smaller truck. Engine must have stock appearance; engine may not be modified from factory form. May have emissions altered and equipped with aftermarket tuning. No DQs will be issued for smoke in any class.

Exhaust: All exhaust must exit rearwards of the cab. Fender or hood stacks are prohibited.

Fuel: Fuel must be pump Fuel #1 or #2 Diesel, no race fuels allowed, and fuel tanks must be in stock location. Auxiliary fuel tanks must be securely mounted and empty of any fuel.

Hitch: Hitch must be receiver style hitch mounted in factory location. Hitch may NOT have bracing in this class. Maximum hitch height must not exceed 22", hitch must be minimum of 44" rearward of rear axle centerline to hooking point, and hooking point must have a minimum of a 3.5" diameter to hook sled. Drawbar style hitches are not allowed. **Hitch height changed to minimize breakage.**

Injectables: No injectables are allowed in this class, if system is installed must prove to officials that it is disabled.

Tires: Tires must be DOT approved tires, dual rear wheels are permitted on OEM appropriate beds only.

Turbo: Vehicles must have single stock/OEM turbo only, unless factory equipped with twin turbos. OEM compressor wheel and cover only, the intent of the rule is to limit this class to stock turbo. Owner will be required to make the compressor inlet accessible to officials for inspection. No turbo inlet larger than 2.50" (63.5mm) will be allowed in the class. All turbos will be checked.

8500lb Work Stock

1. Trucks are limited to street legal stock appearing Diesel trucks with 4x4 weighing a maximum of 8500 lbs.
2. Hanging weight is permitted and must be on a bracket and not extend more than 60 inches from the centerline of the front axle.
3. OEM truck body with full street trim and complete interior. Working 4-wheel brakes. Must use DOT street tires. No hand throttles. 35x 12.50 max tire size.
4. Engine, T-case and axles must be from a 1 ton or less. Air-to-Air intercoolers, Radiator and Battery's must be in factory location. No filled blocks or cylinder heads. Engine and cylinder head must circulate coolant. No air to water intercoolers except newer Fords 6.7s that came factory equipped.
5. Must use factory block and head castings. No aftermarket blocks or heads. No runner intakes. No deck plates.
6. Fuel injection pumps are limited to 1 plunger per cylinder. Dual CP3 are allowed. No AG GOVERNORS.
7. Turbo is limited to 1 stock appearing factory make specific turbo. No S300 or S400 turbos or turbo parts are allowed. Ford 6.4 may use factory setup with no modifications. All pullers will make the turbo accessible to tech official. Duramax and Ford Trucks are allowed a T3 pedestal to be able to run a Cummins O.E style he351 set ups.
8. Exhaust must exit behind cab, turn ups required on tail pipes. Cross bolts are mandatory in down pipe. Driveshaft loops are required at front and rear axle. And any visible U joint
9. Rear suspension may be blocked solid with removable blocks. All factory suspension mounting points must stay intact and be used. Ladder bars are permitted and must have 2 points of contact. No center pinion links, and no bars or links mounted above centerline of axle. Must have straps around ladder bars. No bars are permitted to be used from hitch to axle. No rear frame trusses.
10. Hitch must be horizontal to the ground and stationary in all directions. No hanging or swinging Clevis. Reinforcements are permitted and must not be forward of the centerline of the axle. No part of the hitch can be higher than top of frame. Hitch height is 26 inches.
11. No water injection and no nitrous, no pressurized bottles are allowed on truck. No spraying of water on intercooler. No use of ice, period.
12. Safety

- a. Drive Shaft Loops recommended
- b. U-Joint Shields mandatory on rear axle u joint, and front axle u joint, and any visible
- c. Transmission blanket recommended, if turn over 4500 mandatory
- d. Kill switches - the disconnect must be at the rear of truck close to the hook point. Trucks can have either an electronic shut off and or a spring-loaded guillotine or both. It is recommended that all trucks have an air shut off.

13. Tech official decision is final.

8,500# OPEN

\$30 entry 100% payback

Must also follow all general rules listed above.

540ci maximum

HITCH

2WD Gas 30"

4WD Gas 26"

Diesel Trucks 24"

Farm Tractors 20"

Driveshaft Loops:

2. Drive shaft loops required (3/4" or wide), 1/8" or thicker steel (1/4" or thicker aluminum). No more than 2" larger than the largest u-joint. If cut in half, must be bolted within 1" from ends and a maximum of 16" apart from loop to loop (multiple loops). If using a one piece cover it must be bolted a maximum of 6" apart the entire length and at least 1" from ends. All fasteners must be at least 3/8"– grade 8 bolts. NO HINGE STYLE permitted. Must be securely fastened. **U-joint shielding:**

2. All u-joints and yokes must have a 360 degree cover, at least 6" long (covering entire yoke and u-joint), 1/4" thick steel (3/8" thick aluminum). Inside diameter of shield will be no more than 2" larger than u-joint. If cover is cut in half it must be fastened no farther than 1" from ends with at least 3/8"– grade 8 bolts. Must be bolted a maximum of 6" from bolt to bolt. All intermediate shafts need covered 360

degrees. NO HINGE STYLE fasteners permitted. Must be securely fastened. **Harmonic Balancer:**

1. All engines must be equipped with a harmonic balancer or dampener meeting SFI Spec18.1.
2. All vehicles are required to shield all rotating mass mounted on the front of the crankshaft, if unobstructed. Shields to be from frame rail to frame rail and top to bottom. Shields to be a minimum of .125" steel or aluminum fastened by at least 2 evenly spaced 3/8" grade 5 bolts.