

F—Limited Pro Diesel 4X4 Truck (3.0)

1. Maximum weight 8000 lbs.
2. The OEM chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis are prohibited. Maximum wheelbase 158" and 102" maximum width (outside tire to outside tire). Rigid suspension allowed. Hydraulic steering is allowed.
3. The body must be an OEM truck body, including the complete OEM floor pan and must retain complete OEM firewall. Complete bed floor, hitch is allowed to protrude thru the bed floor w/minimum amount of floor removed. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled.
4. Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer. Engines may be interchanged between manufacturers.
 - a. No aftermarket blocks permitted.
 - b. Head must be OEM or OEM one-piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
5. Front of engine block can be no farther forward than 17" of center line of front axle.
6. Engine must have cable surrounding block and head. Cable must be minimum 3/8" diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
7. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick. (This equates to a steel inner fender.)
8. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of 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 center line of rear axle or behind. Hitch must not exceed a maximum of 25° angle from pivot point to hook point. No hitch supports or adjusters 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 center line of the rear axle.

9. Secondary hitch required. Minimum of 3/8" steel, located 12" below primary hitch on the same vertical plane. (You should be able to look directly through both at the same time—they need to be lined up.)
10. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet, (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8 inch inside of opening.
11. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" away from turbine wheel.
12. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
13. Water injection is prohibited. All components must be removed from the truck.
14. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
15. Fuel Systems: Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high-pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
16. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
17. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
18. Must run DOT approved tire. Maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. Dual real wheels are permitted on rear axle only. Maximum of 6 tires.

19. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are located in the bed of truck, they are to be securely fastened to the bed of the truck.
20. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
21. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
22. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions, refer to General Rules.
23. SFI bellhousing blankets and/or SFI blow proof bellhousing required.
24. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
25. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
26. Fire extinguisher (2.5#) or fire suspension system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seatbelts required.
27. All other rules may be found in 4X4 Truck and General Rule sections.

G—Pro-Stock Diesel Truck (3.6)

1. Maximum weight 7800 lbs.
2. An OEM chassis is mandatory. The vehicle must retain the full OEM frame from center line of front axle to center line of rear axle. Full tube chassis are prohibited. Maximum wheelbase 158" and 102" maximum width (outside tire to outside tire). Rigid suspension allowed.
3. The body must be an OEM truck body. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled.
 - a. Firewall—Must have a complete firewall with no holes except for controls. Holes not to exceed 1/2" larger than the controls. May be constructed of a minimum 1/16" aluminum, 1/16" steel or 1/8" Lexan and must extend downward to the bottom of the frame.
4. Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer.
 - a. No aftermarket blocks permitted.
 - b. Head must be OEM or OEM one-piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
5. Front of engine block can be no farther forward than 17" of center line of front axle.
6. Engine must have cable surrounding block and head. Cable must be minimum of 3/8" diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps of splice.
7. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick. (This equates to a steel inner fender.)
8. 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 frame mounted. Hitch must be mounted center line of rear axle not to exceed a maximum of 25° angle from pivot point to hook point. No hitch

supports or adjusters, fastened to the rear axle housing shall be above the centerline of rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.

9. Secondary hitch required. Minimum of 3/8" material, located 1/2" below primary hitch on the same vertical plane. (You should be able to look directly through both at the same time—they need to be lined up.)

10. The turbocharger is smooth faced intake housing, limited to a maximum 3.6" inlet, (no map ring) with all air entering through the 3.6" opening. Intake wheel must protrude 1/8 inch inside of opening.

11. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" from turbine wheel.

12. Intercoolers allowed. Dumping and draining intercoolers without a catch pan within 100 feet of competition track is prohibited.

13. Water injection is permitted. Lubrication only. No alcohol or oxygen enhancers allowed.

14. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have two (2) inch diameter metallic ring to attach the sled.

15. Fuel Systems: Largest fuel injection pump allowed will be a P-pump with one plunger per cylinder. (No Sigma pumps). The use of multiple high-pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in seat.

16. No. fuel lines or tanks permitted inside of truck cab unless securely mounted to marine box.

17. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

18. Tires: May run DOT approved tire or bar tire.

a. DOT Tire: Maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.

- b. Bar Tire: Maximum tire circumference or 112", when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of 4 tires.
 - c. No combination of (bar/DOT) of tires permitted.
19. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck.
 20. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
 21. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
 22. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions refer to General Rules.
 23. SFI bellhousing blankets and/or SFI blow proof bellhousing required.
 24. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
 25. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
 26. Fire extinguisher (2.5#) or fire suppression system, helmets—Snell 90 or better, SFI fire suits, hat sock, gloves, shoes, and seatbelts required. See General Rules for SFI specifications on clothing.
 27. All other rules may be found in 4X4 Truck and General Rule sections.

Diesel Super Stock Trucks

1. Maximum weight 7500 lbs.
2. OEM or tube chassis allowed. Wheelbase maximum 158".
3. Firewall: Must have a complete firewall with no holes except for controls. Holes not to exceed 1/2" larger than the controls. May be constructed of a minimum 1/16" aluminum, 1/16" steel or 1/8" Lexan and must extend downward to the bottom of the frame.
4. Maximum engine size will be 460 cubic inches. Engine must come in one ton or smaller truck. Engine must be OEM replacement or its replica. A replica to be considered must retain stock bore spacing and operate with the stock crankshaft for the model without alterations for chassis mounting.
5. Front of engine block must remain behind the grill and front of the engine. Block can be no farther forward than 25" of center line of the axle.
6. Engine must have cable surrounding block and head. Cable must be minimum 3/8" diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
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7. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick.
8. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of 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 center line of rear axle or behind. Hitch must no exceed a maximum of 33° angle from pivot point to hook point. No hitch supports or adjusters, fastened to the rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.
9. Secondary hitch required. Minimum of 3/8" material, located 12" below primary hitch on the same vertical plane. (You should be able to look directly through both at the same time—they need to be lined up.)
10. Turbochargers: Limited to a maximum of 3 turbochargers in 2 stage configuration. All trucks with fiberglass bodies require turbo shields, minimum of .060" aluminum.

11. Exhaust must exit straight up, minimum cab height, with (2) 3/8" bolts mounted in a cross pattern.
12. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
13. Water injection is permitted. Lubrication only. No alcohol or oxygen enhancers allowed.
14. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have two (2) inch diameter metallic ring to attach the sled.
15. Fuel System: Any fuel injection pump allowed. The use of multiple high-pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before of the injection pump is mandatory which can be operated by the driver while strapped in the seat.
16. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
17. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
18. Maximum tire size to be 112-inch circumference, when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of four tires permitted.
19. Front weights must be no more than 60° from the center line of the front axle to forward most point and be securely fastened.
20. Drive train will consist of the following: Any front axle, transfer case and any rear axle. No planetaries permitted.
21. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
22. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions refer to General Rules.
23. SFI bellhousing blankets and/or SFI blow proof bellhousing required.

24. All U-joint must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
25. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" shaft may be visible.
26. Fire extinguisher (2.5#) or fire suppression system, helmets—Snell 90 or better, SFI fire suits, hat sock, gloves, shoes, and seatbelts required. See General Rules for SFI specifications on clothing.
27. All other rules may be found in 4X4 Truck and General Rule sections.

Pro Street Diesel Trucks (2.6)

1. Maximum weight 8000 lbs.
2. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, and tube chassis are prohibited. Must retain factory OEM wheelbase for make and model of body, not to exceed 172 inches.
3. The body must be 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 when hooked to sled.
4. Complete engine must have stock appearance except where otherwise noted in these rules. Maximum engine size will be 460 ci. Engine must be in OEM location for the body used. Engine must have 3/8" diameter cable surrounding the engine block. Cable is to be positioned between #1 and #2 cylinders and is to pass through manifolds. Cable will have 4-6 inches of slack. Two cable clamps at cable splice are required.
5. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted.
6. Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75" X 3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25-degree angle from pivot point to hook point. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle.
7. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel.
8. All vehicles must be equipped with upward pointing exhaust located either directly behind cab or out of truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo.
9. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of truck but must be securely fastened. Maximum weight 8000 pounds.

10. All trucks must have at least six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.
11. A fire extinguisher system is permitted. A 2.5# fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.
12. All drivers must have a valid driver license and full SFI fire suit including helmet. Seatbelt/restraint must be worn.
13. The complete OEM floor plan is mandatory. Vehicle must maintain complete firewall. Additional gauges and pillar pods are permitted.
14. Hand throttles permitted. Diesel fuel only. (See fuels page for specs.) No propane or N02 or any other oxygen enhancers allowed.
15. Maximum of one P pump up to P7100 allowed. 13MM plunger limit. Ag governors permitted. The use of multiple high-pressure common rail fuel pumps is legal.
16. OEM rear and front ends required. Must have been a factory option in a one ton or smaller vehicle.
17. Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock.
18. Safety switch (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to back of vehicle. A 2 inch or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket. Switch must also be able to be activated in cab while driver is secured in vehicle.
19. Hydraulic steering permitted.
20. Suspension (Rear): The upper mounting point for strut assembly must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt on only. Welds permitted

for attachment to frame and axle only. Blocked suspension permitted. No air bags. Rear suspension may be made solid.

21. Tires must be DOT approved with maximum size of 35" X 12.50". No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
22. Dual wheels are prohibited.
23. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle.
24. Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.
25. SFI bell housing and/or SFI blow or SFI blanket type shield must be used.
26. Water injection is prohibited.
27. Air to Air intercooler only. No cooling device allowed for intercooler. No ice boxes.