8000# 2.5 Map Groove/2.6 Smooth bore diesel 4x4 Combo Class

Chassis and Suspension

1. 8000# max weight limit with driver
2. OEM chassis is mandatory and full OEM chassis must be retained. Factory chassis width must be retained. No wheel tub conversions, tube chassis or back half conversions are allowed.
3. Engine must be in the OEM location.
4. Rear frame trusses permitted but must retain full rear frame rails as well.
5. Solid rear suspension allowed, no springs required.
6. Factory front suspension must be retained. No modifications allowed to alter the original location of the housing. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Traction bars are permitted. Air shocks prohibited.
7. OEM factory wheelbase must be retained.
8. Hanging weight permitted and must not extend more than 60” forward of the centerline of the front axle. Weights can be hung on a bar or in a closed box.
9. Drawbar style hitches permitted. Reinforcing and bracing permitted. No part of the hitch is to be any farther forward than the centerline of the rear axle. Pivot point and all other bracing is to be no higher than the top of the frame rails. Hitch must be stationary with no up and down or side to side movement while pulling. Draw bar is to have a maximum angle of 33 degrees while the hook plate must be parallel with the ground at pulling hitch height. Draw bar plate must have a 3x3 ¾” hole at the minimum. Hook point of the draw bar plate must be at least 44” from the centerline of the rear axle.
10. 24” maximum hitch height …NO CLEVISES

Driveline

1. 1 ton or less OEM driveline housings only. Aftermarket internals permitted. This includes front and rear axle housings, transmissions and transfer cases.
2. Rear axle bolts must be covered with center cap or shield.
3. Tires must be DOT approved and unaltered with a maximum size of 35x12.50. Single

tires front and rear only. Dual wheels permitted.

4. Automatic trucks must run a transmission shield meeting SFI spec 4.1. A flexplate meeting SFI spec 29.1 must also be used. A transmission blanket meeting SFI spec 4.1 is also required and must cover the transmission from the back of the engine block to the tailhousing of the transmission case.

5. Manual transmission trucks must be clutch assisted. No sequential shift transmissions allowed. Clutches must meet SFi spec 1.1 or 2.1. A flywheel shield with an SFI spec of 6.3 or greater is required as well. In applications where and SFI approved flywheel shield is not available, an SFI spec 4.1 or 4.2 blanket may be substituted and must completely cover the bellhousing.

Truck

1. Body must be the OEM truck body including full factory bed floor and inner structure. Body must retain full sheetmetal. Complete OEM firewall and Complete OEM floor pan must be maintained. A factory installed pick up bed or commercial style after market bed must be installed. Flat beds permitted.

2. Batteries must be securely mounted. They may not be mounted in the cab.

3. Complete functioning headlight and taillight assemblies are required. Right front headlight may be removed for air inlet to engine.

4. Complete OEM windshield, back window and side glass must be retained. Drivers window must be operational.

5. One securely fastened seat required.

6. Hand throttles permitted

7. Rear bumpers not required

8. Front wheel hydraulic brakes are mandatory

9. Radiators must be in stock location and of at least stock size. Block and head must freely circulate coolant.

10. All exhaust must exit upward and behind the cab. Hood stacks permitted.

Two 3/8 diameter bolts must be installed in the downpipe or up pipe in a cross pattern. Bolt heads

welded to the pipe or anything else of the sort to mimic this is grounds for disqualification.

Engine

1. Engine is limited to a stock appearing OEM compression engine that was commercially available in a one ton or less truck.

2. Cubic inch limit of 444Ci.

3. Shelf style intake manifolds allowed. No individual runner intakes are permitted. Ie, ZZ Customs

4. Water pumps may be electric or mechanical. Electric fans permitted.

5. Fuel injection pump is cylinder specific, (ie. A 6 cylinder pump on a 6 cylinder engine). The use of multiple high pressure common rail fuel pumps and HPOPs is permitted. P-

pumps allowed are the P3000 and P7100. Ag governors allowed. No SIGMA or 12 cylinder pumps allowed.

6. All engines turning more than 4500 rpm must be equipped with a harmonic balancer meeting SFI spec 18.1

7. Factory or aftermarket single core air to air intercoolers permitted. Must be mounted in front of the radiator but behind the grille. Air to water intercoolers prohibited. No use of water or ice period.

8. No pressurized injectibles such as propane, nitrous oxide, methanol or water permitted whatsoever.

9. Turbocharger must have a smooth faced intake housing limited to a 2.6” inlet with no map ring and all air must enter through the 2.6” opening or may have 2.5inch inlet with map ring. Intake wheel must protrude into the opening bore at least 1/8. Frame size is open, but the intake and exhaust flange are to be no larger than a T4 size. Billet compressor wheels allowed.

10. Covers will be plugged from the backside to verify where the wheel protrudes is a maximum of 2.6”. Turbo will be checked with a 2.605” plug. ^.4 Powerstrokes will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the

OEM straight bore dimension of 2.6

Safety

1. Two forms of engine kill must be installed and functioning properly from the rear of the truck! This can be a combination of an air guillotine, ECM kill or a fuel dump. Must be able to be hooked to the sled in the case of a runaway or hitch breaking.
2. Helmets and fire jackets required.
3. Seat belts recommended but no required.
4. All trucks must have a 2.5# fire extinguisher mounted within the drivers reach.
5. All transmissons or clutches are to have a safety interlock switch preventing the truck from starting in gear.
6. All trucks are to have U joint shields at least 6” long and constructed of at least ¼” steel or 3/8” thick Aluminum covering all u joints and yokes on the driveshafts. This includes center joints on trucks running 2 piece rear shafts. The only exception to this is the front driveshaft u joint at the transfer case if and only if it can not be seen from the side of the truck and is covered by the frame rail.