

Open Street Diesel

BATTERIES

Batteries must remain inside the engine compartment and must be securely fastened. No batteries allowed inside the cab or forward of the radiator core support.

BRAKES

Four-wheel hydraulic brakes are mandatory.

BODY

1. The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. All body panels including in the inner and outer skins of the truck bed as well as the bed floor must be O.E.M. Manufactured flatbeds are permitted, no homemade beds.
2. Metal aftermarket hoods are permitted, fiberglass hoods are not permitted. Hood must be closed and securely latched during competition.
3. Front bumpers must be factory stock. No weighted front devices are permitted, this includes but is not limited to homemade bumpers, brush guards, "Ranch Hand" type bumpers, and winches. Lower brackets (only) for snowplow frames are permitted so long as no modifications that would add weight are determined. An unaltered decorative brush guard may be permitted at the option of the head official. A truck is permitted to compete without a front bumper.

CHASSIS

The vehicle must retain the full OEM chassis, one-ton or smaller. No tube or homemade frames/chassis permitted. The wheelbase may not be changed from the original

manufacturer. Front and rear wheels must be centered in the wheel wells of the body. The engine must be in the OEM location for the body used. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum width of 102 inches.

CREDENTIALS

All drivers must have a valid driver's license. Current registration, inspection sticker, and current photo driver's license required. Inspection and registration must be from the same state. A license plate with a current sticker tag is required to be affixed to the truck. Trucks may be hauled to the pull.

DRIVELINE

Transmission, transfer case, front and rear axles must be O.E.M. and available in one-ton (or smaller) trucks.

ENGINE

1. The engine must be a stock-appearing compression ignition engine from a one-ton or smaller pickup truck. Swaps between manufacturers are not permitted. Ford must have a Powerstroke engine, Dodge must have a Cummins engine, Chevrolet/GMC must have a Duramax engine, etc.
2. Must use factory engine mounts, engine must be in factory OEM location.
3. No aftermarket cylinder heads. (Hamilton, Wagler, homemade billet, etc.) Intake manifolds must be OEM style, no side draft or runner style manifolds permitted.
4. Fuel injection pump limited to stock appearing, OEM engine model-specific pumps. Dual high pressure common rail pumps are permitted, pumps from different years in the same engine model may be interchanged. (I.e., P-pump 24 valve Cummins is legal, a P-pump 7.3 Powerstroke is not legal)
5. Exhaust must exit behind the cab. Stacks exiting through the hood or fender well are prohibited.
6. All cooling for the truck must be located in the factory locations. I.e., transmission coolers, radiators, etc. Radiator must be of factory size and in OEM location and circulate coolant freely.
7. All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
8. Water injection is prohibited. All system components must be removed from the truck.
9. All Air Intake must be in the engine compartment-No Intake in Non-OEM grill holes, headlights etc. All Headlights must be in OEM location and functional.

FUEL

The fuel must be pump #1/#2 diesel only. Soy/BioDiesel fuel is permitted. NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck. Fuel tanks must be OEM and in the factory location. Fuel cells are permitted as long as they are not located in the drivers compartment.

HITCH

A rear bumper or "Reese" style hitch is the only acceptable type of hitch. No other types of hitches are permitted. Maximum hitch height of 26 inches for a four-wheel-drive truck and 30 inches for a two-wheel-drive trucks. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Reese hitch must be attached to the frame within eight (8) inches of the end of the frame rails. Hitch reinforcements must not extend forward of the centerline of the rear axle. Shortening of the bed in order to shorten the hook point is not permitted. Each driver must supply a twisted clevis, the hole for hitching must accommodate a minimum of 3.75 inches across. Any driver that comes to the sled without a proper hitch may drop to last in the class but will forfeit one attempt. Excessive delay of the event waiting for a proper hitch will be grounds for disqualification and will forfeit hook fee.

- Maximum hitch height of 26"-4wd, or 30"-2wd. To be measured at the point of hook.
- Opening minimum of 3 inches wide (side to side) and 3.75" inches long (front to back)
- If you back your truck to a wall the hitch would hit first.

INTERIOR

A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative. The use of hand-throttle controls is prohibited.

SAFETY

All drivers must wear a minimum of shirt, long pants, and closed toed shoes during competition. Driver's window must be completely rolled up while competing. Drivers must wear a seatbelt or shoulder harness when hooked to the sled. Passengers are not permitted at any time either in the pits or on the track.

STEERING

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

STREET EQUIPMENT

Complete headlight and tail-light assemblies (all) are mandatory and must be in place and operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

SUSPENSION-FRONT

The upper mounting point for strut assemblies must be in the factory location. The lower control arm must attach the chassis using OEM mounting points. The lower mounting point for the strut assembly may be modified for improved caster or camber.

SUSPENSION-REAR

An OEM-style suspension is mandatory, leaf spring packs must retain a minimum of three (3) leaves. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. The rear suspension must maintain a minimum compression shock travel of two inches; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

TIRES/WHEELS

DOT street legal tires are required. No studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered, or sharpened tires. Dual Wheels are permitted only on trucks with a specific OEM bed designed for this application. Maximum tire per side width for dual wheels is 18" total. Wheels must have DOT stamp. No "Real" or other types of wheels. Must maintain OEM Stagger. Use of dirt deflectors is prohibited. Maximum tire size of 35x12.50. (Metric conversion of this tire size is 315/70 or 315/75)

TRANSMISSION-AUTOMATIC

Non-OEM transmissions are prohibited. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.

TRANSMISSION-MANUAL

Non-OEM transmissions are prohibited. All manual transmissions must be clutch assisted, sequential shifters are prohibited. All vehicles with engines running 4500 rpm or more must be equipped with a USA-EAST approved clutch and flywheel shield (or blanket). (See general rules)

WEIGHT

1. Maximum weight of 8,500 lbs.
2. No weight brackets or hanging weights allowed in front of vehicles.
3. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights permitted inside the cab. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

TURBOCHARGER

- a. Limited to a single turbocharger with a single compression stage is permitted. Maximum of 2.550" inlet, MAP width enhancement is allowed.

Maximum MAP width .200". The MWE groove must be inside the neck area where intake is measured at 2.550". Compressor wheel must protrude into the 2.550" inch bore. Intake housing to be no larger than 2.550" at the face of the wheel.

OR

b. Limited to a single 2.6" inducer bore turbocharger, bore must be smooth-faced (no MAP/MWE ring/groove) with all air entering through the

2.6" opening. Bore will be checked with a 2.605" plug, plug must not be able to enter the inducer bore and contact the compressor wheel. Compressor wheel must protrude 1/8 inch inside of the opening.

c. 6.4-liter Powerstroke engines may utilize the factory twin-turbo configuration. 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 COVERS will be permitted

d. Competitors must make provisions at tech officials' request to allow complete inspection of the compressor wheel and housing. Failure to comply with the request will result in disqualification and banishment until the turbo is re-inspected