

PRO STREET DIESEL (2.6SB) 4X4 TRUCK

BODY

- The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. Beds must be covered. No flatbeds permitted. The body
- must retain full metal, aftermarket steel hoods are permitted. They must be closed and securely latched while hooked to the sled.
- Minimum 1/8" thick aluminum or steel welded, bolted, or riveted in place. If the bed floor has been replaced via the specifications above, the 100 lbs. to be attached over or behind the centerline of the rear axle. Weight must be able to be removed and verified on the scales if requested by officials.

CHASSIS

- The OEM chassis is mandatory. The vehicle must retain a full 3/4 or 1-ton size chassis. Wheel tubs, back-half conversions, tube chassis prohibited. Rigid suspension allowed. Hydraulic steering permitted. (Intent-no Isuzu or compact diesel chassis)

DRAWBAR

1. Drawbar assembly must be frame mounted. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle. Minimum of one (1) inch of

material around the pivot pin location (circumference) of the hitch assembly. Hitch assembly requires 1/2" total thickness minimum (width) where the drawbar pivot

pin intersects (connects). Minimum 1/4" wall thickness tubing material required for drawbar assembly.

2. Maximum drawbar height of 24".

3. Hook point must be no closer than 44" of center line of rear axle, drawbar must not exceed a maximum of 25° angle from pivot point to hook point.

4. Drawbar height adjustment link, if attached to the rear-end housing, the attaching point must be at or below the centerline of the axle. Drawbar adjusters cannot attach to anything above the centerline of the rear axle.

5. Drawbar adjusters can only go straight downward vertically or towards rear differential housing. No adjusters permitted above the hook point.

6. No slotting of holes for adjuster attachment.

DRIVELINE

1. Drive train will consist of the following;

a) OEM differential required. Must have come factory in a one ton or smaller vehicle.

b) OEM transmission and transfer cases must be used. Must have come factory in a one ton or smaller vehicle.

c) Non-OEM transmissions prohibited. Aftermarket torque convertors, valve bodies, and internal components are permitted.

2. All clutches, bellhousings, and clutch/transmission blankets must meet SFI specs. (See general rules)

3. Driveshaft shielding, u-joint shields, and axle shields all required. (See driveshaft shielding)

4. No traction control permitted.

ENGINE

1. Engine must remain in stock location as intended by the manufacturer. Engines may be interchanged between manufacturers.

2. Front of the engine block can be no further forward than 17" of the centerline of the front axle.

3. Maximum engine size will be 460 cubic inch. Engines must come from the factory in one ton or smaller diesel pickup trucks.

a) No aftermarket blocks permitted; no deck plates permitted.

b) Head must be an OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of the cylinder head must measure factory width and length. Head must retain OEM valve angle.

c) Side draft and aftermarket intake manifolds are allowed.

4. Engine must have cables surrounding the block and head. (See Engines)

5. 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)

6. Air to air intercooler only. No ice or water permitted on the truck during competition.

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

FUEL

1. Fuel Systems: Maximum of one P7100 pump (2-5/8"W x 9-9/16"L x 8-3/16"H main pump body), 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.

2. No fuel lines or tanks permitted inside of a truck cab unless securely mounted in a marine box.

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

SUSPENSION

- 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. Traction bars and devices 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 airbags. Rear suspension may be made solid. Hydraulic steering permitted

TIRES

- Tires must be DOT approved with a maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires. Dual wheels are prohibited.

TURBOCHARGER/EXHAUST

1. Air shut off (kill switch) required. (See safety switches)
2. Turbocharger is limited to a 2.6" inducer bore, 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.
3. Compressor wheel must protrude 1/8 inch inside of the opening.
4. 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 12" away from the turbine wheel.

WEIGHT

- Maximum weight 8,000lbs. Front weights must be no more than 60" from the centerline of the front axle to forward most points and be securely fastened. No weights are allowed in the cab of the truck. If weights are located in the bed of the truck they are to be securely fastened to the bed of the truck.

WHEELBASE

- Maximum wheelbase 158 inches. Lengthening of the frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for the body being used.