

## **STREET STOCK DIESEL - 8800 LBS**

*\*If you are unsure/want some clarification on any of these rules, contact the class techs prior to the pull. We hate to turn anyone away, so please follow the rules and ask questions well beforehand so you have time to comply if need be.*

### **GENERAL RULES:**

- No Passengers
- Driver must have valid Driver's License (Have in hand during registration)
- Trucks may move up in class, but must comply with the rules of that class.
- All Rules are at the discretion of the tech committee and the tech committee has final say on interpretation of all rules. All vehicles must be ready for inspection with full access to all areas to be inspected.

**BALLAST:** Maximum weight 8,800 lbs. Ballast can be added to truck but must be secured. Any/all weights in the box must be secured. No weights in front floorboard area. No weights in Cab. No hanging weights forward of the front bumper with the bumper in the stock location. No loaded front bumpers. No filled front bumpers (e.g. Concrete).

**BATTERIES:** The batteries must be securely mounted. **BRAKES:** Four-wheel hydraulic brakes are mandatory.

**BODY:** Complete OEM floorboard and bed floor mandatory. The body must be an OEM truck body, or flatbed. The body must retain full sheet metal. Aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.

**CHASSIS:** OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis etc. are prohibited.

**COOLING SYSTEM:** Radiators must be in the stock location and be of at least stock size. Block must circulate coolant freely- no hard-filled blocks permitted.

**DRIVERS RESTRAINT SYSTEM:** The OEM restraint system (i.e. seat belt) is mandatory and must be worn.

**DRIVETRAIN:** Transmission, transfer case and axles must have been commercially available in a one ton or smaller truck. A 5/16" Chain or 3/8" Steel Rod Must be Welded or Bolted (With 2 3/8" Bolts) to the Frame/Crossmember and Loop Around the Rear Driveshaft to Keep it from coming in Contact with the Fuel Tank or Ground in the Event of Breakage.

**ENGINE:** Limited to light duty diesel engines factory installed in one ton or smaller trucks only.

**FUEL:** #2 DIESEL FUEL ONLY. NO Injectibles permitted. No compressed gases on board at all. No propane, water, methanol or nitrous oxide permitted. No fuel cells.

**INDUCTION:** Limited to stock appearing single turbo charger (6.4 Power Stroke may run factory compounds with factory inducer size). Turbo must be mounted in stock location. Max permitted size of compressor wheel will be 63.5mm/2.500". Aftermarket and billet wheels permitted. Inducer bore must be a true bore- no plugs or reducers. Compressor wheel must protrude into inducer bore. Must measure the same size before and after MAP groove- no clipped wheels permitted. All air must enter thru the inducer bore. Inducer bore will be measured with go-no-go gauge or plug. The plug is 2.550" Tech inspector has final discretion on turbo ruling. Turbo will be checked. It is the pullers responsibility to gain access to turbo for tech inspector.

**INTERIOR:** Must have complete interior, dash, and all seats. A complete interior including dashboard, door panels, etc. is mandatory. All factory controls (lights, signals, windows, wiper, etc.) must be retained and be operative. If vehicle is equipped with heavily tinted driver's side window the window must be down during the hook.

**HITCH:** 26" max hitch height. Receiver (Reese) style hitch only- no draw bar hitches permitted. Hitch may be bolted or welded to frame for mounting and must be stationary in all directions. No extension or any part of hitch may extend forward of the center line of rear axle housing. Hitch may be mounted below or between frame rails. No bracing to axle permitted. Hook point must be no closer than 44" of center line of rear axle. Hook point must be located rearward of tailgate location. No trick hitches. Tech official has final ruling on hitch. Must have a 3" wide by 3 3/4" deep opening. Receiver stub must be of solid stock and secured with a minimum 5/8" grade 8 bolt or pin.

**STREET EQUIPMENT:** Complete headlight and taillight assemblies are mandatory and must be operative. Complete OEM windshields 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:** Lowering or raising the vehicles height with suspension modifications (Lift kits) is permitted. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing factory mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie-bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

**SUSPENSION REAR:** An OEM-style suspension is mandatory. Lowering or raising the vehicles height with suspension modifications (Lift kits) is permitted. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel. Minimum 3 leaf springs per side. Rear suspension compression stops (bump stops) will be permitted. Rear suspension must maintain at least 1" travel. Blocks may be bolt in only; blocks may not be welded to frame or axle. Air bags permitted, must be fully inflated during check-in/hitch height measurement. Rear traction bars allowed.

**TIRES:** DOT tires only. NO duals permitted

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