

EASTERN NEBRASKA DIESEL PICKUP PULLERS

PROPOSED RULES

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.

STREET STOCK DIESEL - 8500 LBS:

- Truck must have current License and Insurance (Have in hand during registration)

BALLAST: Maximum weight 8,500 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.

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

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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.

TIRES: DOT tires only. NO duals permitted

STREET MODIFIED 7,800/8,300

- Truck must have current License and Insurance (Have in hand during registration)

BALLAST: Maximum weight 7,800/8,300 pounds. Front hanging weights are permitted, 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.

BODY: The body must be OEM truck body. The body must retain the full sheet metal. Aftermarket hoods permitted. The hood must be closed and securely latched when hooked to

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sled. If vehicle is equipped with heavily tinted driver's side window the window must be down during the hook.

CHASSIS: OEM Chassis is mandatory. The vehicle must retain the full OEM chassis.

DRIVELINE: Any driveshaft u-joint that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle. Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.

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

ENGINE: Engine must be in OEM location for the body used. No aftermarket blocks permitted.

EXHAUST: All vehicles must be equipped with upward pointing exhaust located either behind the cab or out of the hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other.

HITCH: Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 26" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be attached at centerline of rear axle or behind. Hitch must not exceed 25 degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. 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.

INDUCTION: Turbo is limited to a 69mm inducer bore. Bore will be checked with a 2.740" turbo plug. Plug must not be able to enter inducer bore and contact wheel. Water injection is prohibited. Air to air intercooler only. No ice or water permitted in/on truck during competition.

INTERIOR: The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted. Hand throttles permitted.

FUEL: Diesel fuel only. No compressed gases on board at all. No propane, water, methanol or nitrous oxide, nitro methane or propylene oxide permitted. Maximum of one P pump up to P7100 permitted. 13MM plunger limit. Ag governors permitted. The use of multiple high pressure common rail fuel pumps is permitted.

SAFETY: A fire extinguisher system is permitted. 2.5# fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.

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SUSPENSION: OEM rear and front ends required. Must have come factory in a one ton or smaller vehicle. 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 air bags. Rear suspension may be made solid.

STEERING: Hydraulic steering permitted.

TIRES: Tires must be DOT approved. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires. Dual wheels are prohibited.

OUTLAW -7,800/8,300 LBS:

BALLAST: Maximum weight 7,800 & 8,300 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. Front hanging weights are permitted, not to exceed 60 inches forward from the centerline of front axle.

BRAKES: Four-wheel hydraulic brakes are mandatory.

BODY: Complete OEM floorboard. The body must be either an OEM truck body or flatbed. Aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. If vehicle is equipped with heavily tinted driver's side window the window must be down during the hook.

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.

DRIVERS RESTRAINT SYSTEM: An OEM style 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.

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

EXHAUST: All vehicles must be equipped with upward pointing exhaust located either behind the cab or out of the hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other.

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

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INDUCTION: NO LIMIT, to size or configuration.

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.

SAFETY: At least **ONE** of the following shutdown safeties must be installed in order to allow the sled operator to remotely stop the vehicle during the pull attempt:

- Safety switch (rain cap or guillotine) must shut off air to engine. Switch will be securely mounted to back of vehicle. A 2" or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket.
- Electrical switch that interrupts power to Engine Control Module(ECM) and/or Fuel Injection Control Module (FICM). . A 2" or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket.

TIRES: DOT tires only.