Pure Street Gas 4x4

1. Registration

a. All vehicles must have a current license plate in place and have current registration for serial number of vehicle.

b. All trucks must have current state inspection.

c. All items must OEM stock unless otherwise stated in these rules.

2. Weight a. No street stock vehicle can exceed 6800 pounds including the driver.

b. No weight brackets or hanging weights allowed on front of vehicles.

c. Weights must be in cargo area only and be securely fastened or contained safely therein.

d. No weights allowed in cab or under hood.

e. Any loss of weight or external parts while hooked to the sled will be cause for disqualification of the pull (excludes internal breakage).

f. Factory bumpers or no bumper.

g. No weighted front-end accessories of any possible kind.

h. Any object that can be considered added ballast must also be in the cargo area.

i. No hidden ballast of any kind in any location.

j. Factory O.E.M Brush guard, snow plow brackets are permitted. (NO HOMEMADE)

3. Hitch

a. Hitch must extend beyond rear of truck and be easily accessible for person hooking to sled. No pulling hitches; must have a “Reese” style hitch or pull from the bumper.

b. Puller must provide his/her own hitching device or clevis with a minimum 3 3/4- inch opening.

c. No pintle type hitches, chain hitches, ball hitches or any device pulling from rear end housing.

d. Hitch must be rigid in all directions.

e. Maximum is 26 inches from top of hitching point parallel to ground.

f. Any vertical clevis will be measured to center of loop.

4. Tires

a. Any street legal D.O.T. approved tire can be used with tread width a maximum of 10 inches wide measured at tread shoulder by 35 inches high or 35 x 12.50 as stamped.

b. No studded tires, cuts or modifications allowed.

5. Engine

a. Engine must be factory produced for 4 x 4 trucks. It must be a stock stroke with a maximum overbore of .030”.    
     b. No aluminum intakes unless factory O.E.M.

c. Carburetors limited to 750 cfm with vacuum secondaries only, no double pumps

allowed.

d. 93 or below pump Gasoline only.  
     e. Electric fuel pumps allowed. Fuel injected may reprogram with chip.   
     f. No headers allowed.  
     g. All exhaust must exit through a muffler and exit body.

h. Fuel injected may reprogram with chip.

i. Exception: TWO visual modification listed below will be permitted:

a. Cast aluminum dual plane aftermarket intake

b. Headers-in frame only.

c. Computer programmer (not considered chip)

6. Truck

a. Body of truck must be complete with windshield and all other glass in place.   
     b. If open top, must have roll bar and windshield

 c. Vehicle must have bed in place.  
      d. Wooden flat beds are permitted, but must have bed and fenders to cover rear

wheels.

7. Suspension

  A. Stock suspension must be in place.   
      B. No solid suspension or traction bars.  
      C. Rear suspension blocks are permitted. Rear blocks must be securely fastened with a minimum of one (1) inch clearance in all directions. Rear blocks are to have a maximum of three (3) inch contact area. One (1) rear block per side. No spools or welded front differentials. Truck must be able to be driven on and off the track without unlocking the hubs.

D. Spring clamping is permitted. Four (4) clamps per differential in addition to factory installed spring clamps. Maximum spring clamp width of 4 inches.

8.  Brakes must be in place and in working order.

9.  Other

a. This class is designed for stock vehicles that are regularly driven on the

street.   
       b. All trucks will be inspected prior to class.  
       c. Any truck in question of being legal will be inspected by rule

committee personnel and decided on the board of directors.  
       d. We reserve the right to pump any truck in question.

e. We reserve the right to weigh any truck with weights removed.

10. All rules to be interpreted by officials. Any unforeseen problems or

oversights will be ruled on by officials on sight.  All general and safety rules apply.  All rulings will be final. Officials reserve the right to allow or

disallow a truck to compete on the basis of any safety concern or

infraction.  
  
11. Any driver arguing with a track official is subject to immediate

disqualification. All decisions of the track official will be final at each pull.

Any protests will be settled at the next club meeting.   
 