

2023 BATTLE OF THE BLUEGRASS RULES

Light Limited Super Stock Rules

- Maximum Weight 6000lbs.
- Engine crankcase, block, and cylinder head must be of the same manufacturer, or factory replacement and can be used in any agricultural transmission and rear end that used that brand of engine, or through its company mergers used that brand of engine.

Example: CNH=

Case/Farmall/International/Case-IH/Ford New Holland

AGCO=

Oliver/Moline/White/Massey Ferguson/AC/Deutz

- Must be an OEM engine block, no Billet steel or aluminum blocks.
- Rear of the engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of a 1" adapter plate.
- 1% tolerance will be given on cubic inch limitations to allow for normal engine wear.
- No V-8 Engines permitted.
- No Overhead cams allowed.
- The largest fuel system allowed is a "P"-pump with one plunger per cylinder and one injector per cylinder.
- No P-Pump larger than a P7100
- No electronically controlled fuel system allowed.
- No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.
- Water injection allowed with oil lubricant only, no additives allowed in injection water, and water will be subject to testing.
- Computers can only be used for data acquisition, may not be able to control engine timing, or fuel delivery.
- No traction control.

- Exhaust must be discharged vertically; no rain caps or curved pipes at outlet allowed, and exhaust pipes must be securely fastened to the tractor.
- Exhaust pipes must have two 3/8" grade five bolts set within 1" at 90 degrees to each other at least one foot below opening in the exhaust.
- Harmonic balancer must be shielded with at least 1/8" metal underneath the front of the block and secured to the frame with four 3/8" bolts.
- Engines must have one 3/8" safety cable completely surrounding the block and head passing between the first and second cylinders, through the exhaust manifold port area, with a minimum of four clamps at all splices with 4-6 inches of slack.
- Diesels must have a spring-loaded closing mechanism air shutoff. To be deemed acceptable, when activated. The shutoff mechanism must prevent boost of engine. The kill switch must be mounted securely to the back of the tractor and have a 2-inch diameter ring (minimum 1/8" thick). Operator must also be able to operate from the driver seat.
- Alcohol engines must have a kill switch to disable the ignition.
- Diesel fuel system must have a manual three-way dump valve installed ahead of the injection pump, to be operated by the operator from the driver seat.
- Must have "Dead Man" throttle with two return springs that automatically returns to idle when released by the operator.
- No mechanical fans allowed.
- Flywheel will be made of steel or aluminum and be SFI approved, absolutely no cast iron allowed, and all clutch assemblies will be steel and SFI approved. No cast iron.

Diesel Engine Options

- Maximum of 315 cubic inches for twin turbo charged diesel engines with Intercoolers. (Turbo(s) must be staged)
 - This engine combination can run a maximum of two (2) 3X4 smooth bore turbo(s). No MAF enhancement.
 - Maximum of 360 cubic inches for twin turbo charged diesel engines and no intercooler or after cooler allowed. (Turbo(s) must be staged)
 - This engine combination can run a maximum of two (2) 3X4 smooth bore turbo(s). No MAF enhancement.
 - Maximum of 410 cubic inches for single turbo charged diesel engines. Intercoolers allowed.
 - This engine combination can run a maximum of one (1) 3X4 turbo with MAF enhancement
0.200MAF enhancement
 - No forward facing MAF.
 - Maximum of 470 cubic inches for single turbo charged diesel engines. No intercoolers allowed.
 - This engine combination can run a maximum of one (1) 3.4X4" smooth bore turbo.
- OR**
- A maximum of one (1) 3X4 turbo with MAF enhancement. 0.200MAF enhancement
 - No forward facing MAF.

Alcohol Engine Option

- Maximum of 370 cubic inches for single turbo charged alcohol engines. No intercoolers allowed.
 - This engine combination can run a maximum of one (1) smooth bore 3X4 Turbo

Turbo Restrictions

- All turbo compressor and exhaust wheels must protrude into the housing no less than 1/8th of an inch.
- 0.200 MAF enhancement is to be placed in the neck of the compressor housing in the factory location.

- Diesel engines that will be allowed to run a 3.4X4” smooth bore turbo, the compressor wheel must protrude into the 3.4 bore 1/8th of an inch.
- All air must enter through the bore of the compressor housing on ALL smooth bore turbos (3X4 and 3.4X4)
- No superchargers allowed.
- Turbocharger(s) must be under stock hood or shrouded end to end and 360 degrees around with .060” thick metal. Turbocharger(s) must also be shrouded if under a fiberglass or plastic hood.

Cylinder Heads

- Cast iron OEM cylinder heads only. No billet or re-cast cylinder heads allowed.
- Cylinder head must match the engine block.
- Valves must maintain the factory angle, lateral movement of valves ONLY. Valves must seat in the bottom of the OEM head on all engines.
- Cylinder heads are limited to two (2) valves per cylinder.
- One spark plug per cylinder ONLY.
- Only one (1) plate will be permitted between the top of the block and the bottom of the cylinder head, with a maximum thickness of 1 1/8th inch.

Chassis

- Maximum length 13 feet measured from center of rear axle to forward most point, excluding tow hook.
- Maximum wheelbase 114”.
- OEM tractor rear end, bell housing, transmission and axle housings only will be accepted, no component tractors allowed.
- No type of front-end suspension will be allowed, swivel axle front ends will be accepted. If a tractor is equip with any type of suspension on the front axle it must be blocked out to prevent any type of movement.
- Allow tractors with cast tub (belly)-type frame (ie., Oliver, Cockshutt, White) to remove complete frame from front of transmission housing. The Engine and clutch housing remain in

original location and mounted solid as intended by original manufacturer, with motor mounts in the front and rear of the engine.

- No engine cradles.
- Once the tub is removed the rear of the engine cannot be exceeded 60 inches from the center of the rear axle.
- Tractors that have removed the tub (belly)-type frame will be required to have 100 lbs of non-movable weight mounted onto the belly of the tractor.
- Oliver style tractors must also run a SFI 6.2 or 6.3 bellhousing with

SFI inspection sticker in place. If they continue to run the OEM bellhousing, they will be required to run a 6 buckle 4.1 SFI rated blanket.

- All housings must stay in place, bolted ridged in the chassis.
- Auxiliary transmission will be permitted, and must be mounted inside of the OEM housing.
- Skid plate must be mounted in-line with each frame rail and extend from the center of the front axle forward (on both sides) equal in strength to frame rail material. Skid must be securely mounted and braced to the chassis. Skid plate surface to be minimum of 4 inches wide and 12 inches long with a minimum 6-inch curve when measured from the front most part of rolled edge. Note: Skid plate must be able to support the weight of the front end when checked with a jack. Maximum ground clearance is bottom of wheel rim not to exceed 4 inches with front tires in normal operating position.
- Tractors must have a full running frame rail from the axle housing to the front of the tractor or tie bars running from the axle housing to the frame. The tie bars must be able to support the weight of the tractor with all the bolts from the transmission housing removed.

Hitches

- All hitches will be minimum 3 1/2 inches long X minimum 3 inches wide at the hook point. Vertical thickness of hitch will be maximum of 1 1/2-inch minimum 1-inch cross-sectional thickness. Hitch will be no shorter than 18" measured from the center of the rear axle to the hooking point.
- Maximum hitch height 20"
- Wheelie bars independent of hitch. Must be able to lift the tractor with jack under pad in the heaviest class the tractor participates in. Pad to be no more than 10" above ground and should be minimum length of 32" from the center of axle when set at the 10" maximum height.
- If the drawbar has provisions to be made SHORTER than the legal length (18 inches from the center of the rear axle) is not acceptable as a legal drawbar.

Tires

- Maximum tire size 30.5 X 32
- Minimum tire size 24.5 X 32 Fuel

Fuel/Safety

- Acceptable fuels are diesel fuel, alcohol and gasoline.
- No oxygen carriers or combustion accelerators will be permitted.
- No ether starting aid can be on the tractor.
- Complete fire suit, fireproof gloves, head sock and fire shoes are required. Must meet SFI spec 3.3c. All drivers will be required to use a SFI approved 3.3 neck collar.
- All competitors will wear a full-face helmet. Snell 2005 rating or better.
- All tractors will have SFI approved clutch/flywheel assembly. No cast iron.
- All tractors will use a six buckle 4.1 SFI approved safety blanket.
- A safety light system is required. A white automotive quality light, minimum of 2" in diameter, must be directly mounted above or below the safety kill switch at the rear of the tractor.

- The light is to be activated by a shift lever such that it will only be illuminated when the tractor is in reverse.
- Must have at least 2 1/2 lb. Fire extinguisher and be convenient to the operator.
- Roll cage is required to meet SFI 47.1 requirement. 5-point SFI harness is required.
- Side panels, firewall, and fenders are required on all tractors.
- Fenders must be constructed so that when the driver is secured in the competition position no part of the driver's body can touch the tire.

Lite Pro / Super Farm Combo

Chassis

- Components are not permitted.
- OEM rear-end, transmission, and engine must be in stock location, bolted and secured to OEM chassis.
- Engine cannot move independent or rear-end/ transmission housing(s).
- Stock transmission housing or manufacturer's replacement and stock final drive housings or manufacture's replacement.
- Chassis and frame must remain stock from rear of engine block to the rear of tractor.
- Tie bars are mandatory or full frame must be mounted rigid to engine, transmission, and final drive housings.

Light Pro Stock Tractors

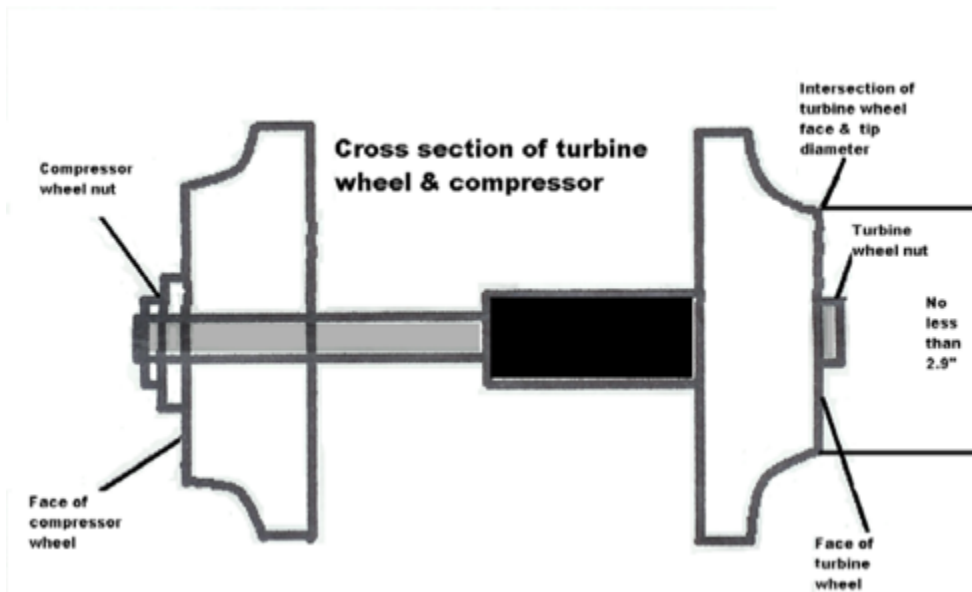
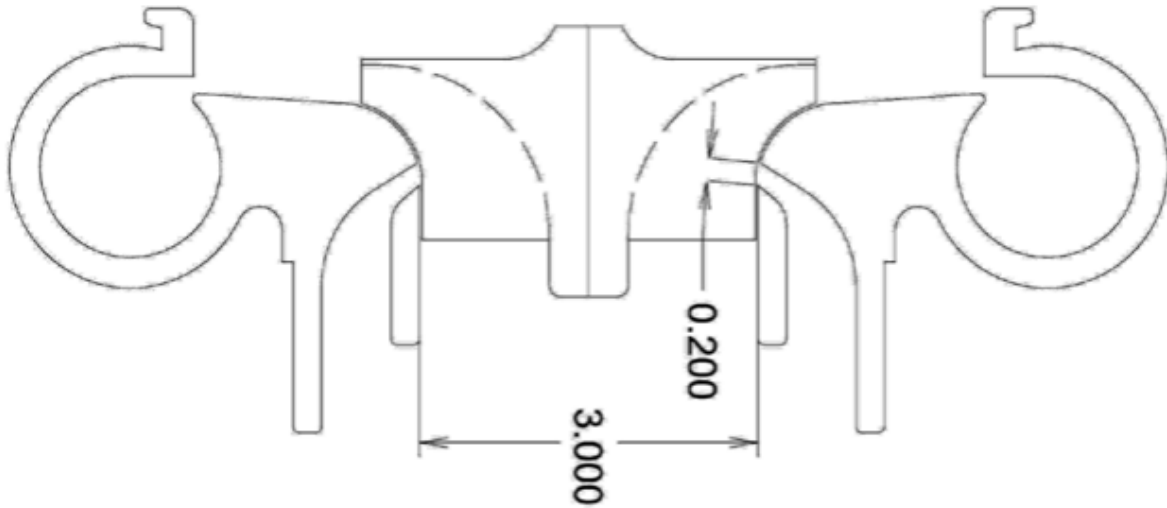
- All OEM chassis rules (No component chassis allowed), including shielding, safety, & SFI requirements, apply to this class plus the following rules.
- Maximum tire size not to exceed 24.5x32.
- Maximum weight 8500 lbs.
- No engine larger than 540 cid. OEM replacement blocks permitted. Must have BOB approval.
- Cast or manufactured cylinder head will be accepted. Cylinder head must retain OEM length and width for the engine application.

Valves must remain OEM angle for engine application. No overhead cams allowed. Maximum 2 valves per cylinder.

- Diesel fuel only. P-7100 injection pump is the largest allowed. (2-5/8"W X 9-9/16"L X 8-3/16" H main pump body) Only one plunger per cylinder allowed.
- Turbo: All exhaust will exit through a 4.5" opening in the exhaust housing. Exhaust wheel must protrude 1/8th inch inside bore.
- No inner/after coolers allowed. No CO2 or any other means of cooling the air in the piping or manifold. No ice filled or ice cooled devices onboard tractor of any kind. All engine air must enter the inlet of the turbo at ambient air temp & humidity. Inlet air may not be drawn through or across any type of cooling device.

Super Farm

- Maximum weight permitted 9,300
- Maximum tire size is 24.5" X 32".
- Maximum cubic inch limit is 640. Maximum of 8 cylinders permitted.
- Any cast or manufactured cylinder head will be accepted. Cylinder head must retain OEM width and length for the engine application. Valves must retain OEM angle for engine application. 2 valve per cylinder maximum. Cylinder head must retain OEM bolt pattern for exhaust manifold and intake. The stock exhaust manifold and intake bolt pattern must be used to attach the exhaust manifold and intake. No overhead cams permitted.
- Intake manifold: Maximum inlet size 3.75" measured on the outside diameter. One inlet pipe only.
- OEM exhaust manifolds for that model and series engine only permitted on cylinder head
- Intercoolers are permitted with the use of water and/or ice only.
- Fuel Systems: Largest fuel injection pump allowed will be a P-pump OE housing with only one plunger per cylinder. No aftermarket pump housings permitted.



Turbos:

- Altering of a turbo housing to accommodate a smaller foot or base will not be permitted.
- Exhaust housing and exhaust manifold bolt pattern shall be no larger than 2.75 X 3.5 inches.

Intake:

- Map width enhancement is allowed. Maximum map width .200". MWE groove must be inside neck area where intake covered is measured at 3"
- Compressor wheel must protrude into the three inch bore.

- Intake housing to be no larger than three inches at the face of the wheel.

Exhaust:

- All turbine wheel blades to protrude into three inch bore. All air must exit through 3" opening. No map width enhancements on exhaust housing permitted.
- Turbine wheel exhaust blade to be no less than 2.90" in diameter at intersection of turbine wheel face and tip diameter.
- Turbine housing to be no larger than three inches at intersection of turbine wheel face and tip diameter.
- Exhaust housing will be measured at intersection of turbine wheel face and tip diameter.
- No waste gates will be permitted.
- No variable geometric turbos permitted.

Light Limited Pro Stock

- Maximum weight of 8500 lb.
- 510 cubic inch displacement
- NO 8600 series P- pumps.
- OEM AG rear end and motor block must be bolted solid to transmission.
- Aluminum heads are not allowed. OEM Only (no recast heads).
- Only two (2) valves per cylinder.
- Fuel Pump- any pump maximum P-pump. P3000 or P7100
- Water injection allowed, water with oil lubricant only.

- OEM intake and exhaust manifolds only. NO homemade manifolds allowed.

- NO intercoolers or after-coolers are permitted to be bolted on any head at any time.

- One (1) 3X4 turbo with .250 map groove allowed **No forward-facing map groove.**

- Intake housing to be no larger than 3 inch at the face of the wheel. Single compressor wheel must protrude into 3 inch bore at least 1/8". Stock map location with enhancement is permitted. 4" maximum on exhaust side of the turbo.

- **Sheet Metal and Frame:**

- Front weights shall not extend more than 13 feet from the center of the rear axle.

- Maximum wheelbase of 114 inches.

- No components tractors allowed.

- **Fuel:**

- No compressed air, nitrous oxide, fuel conversions, propane or nitro methane allowed. The only exception is the use of starting aid.

- Diesel fuel will be the only fuel accepted.

- No oxygen carriers, or combustion accelerators allowed in fuel.

- 150 limit on dielectric test

- **Tires:**

- Maximum tire size of 24.5X32 (Cut or uncut) at 8500 lb.

- **Hitch:**

- Minimum hitch length of 18 inches measured from the center of the rear axle.

- Maximum hitch height of 20 inches.

- Hitch shall remain stationary in all directions.

- **General Rules:**

- All vehicles/drivers must comply with general rules

9500LB Hot Farm Tractors

- Maximum weight permitted 9,500lb

- 20.8 x 38 Maximum tire size. No rim size larger than 38 in diameter.

- Water Injection: High pressure water injection is allowed in the crossover pipe and ported water is allowed in the intake manifold only, not in the head. Water is only permitted.

- No cooling devices of any kind permitted. No ice on the tractor during competition.

Engines

- Any cast or remanufactured cylinder head will be accepted. Cylinder head must retain OEM length and width for the engine application. Valves must retain OEM angle for engine application. 2 valves per cylinder maximum.

- No overhead cams.

- Not allowed to cross manufacturer's lines.

Turbos

- Intake – 3.00" inlet, Map width enhancement is allowed. Maximum map width .200". MWE groove must be inside the neck area where intake covered is measured at 3.00". Compressor wheel must protrude into the three inch bore. Intake housing to be no larger than three inches at the face of the wheel.
- Exhaust- 3.50" exhaust housing maximum. All turbine wheel blades protrude into the exhaust housing bore. All air must exit through the exhaust housing opening. No map width enhancements on exhaust housing permitted. Turbine wheel exhaust blade clearance maximum from exhaust housing, 0.060". (intent - No cone shaped wheels) Turbine housing to be no larger than 3.50" inches at intersection of turbine wheel face and tip diameter. No waste gates will be permitted. No variable geometric turbos permitted.

Manifolds

- Intake manifold maximum inlet size 3.75" measured on the outside diameter. One inlet pipe only.
- Largest fuel injection pump allowed will be a P-8600 pump with only one plunger per cylinder.
- Exhaust headers are allowed.

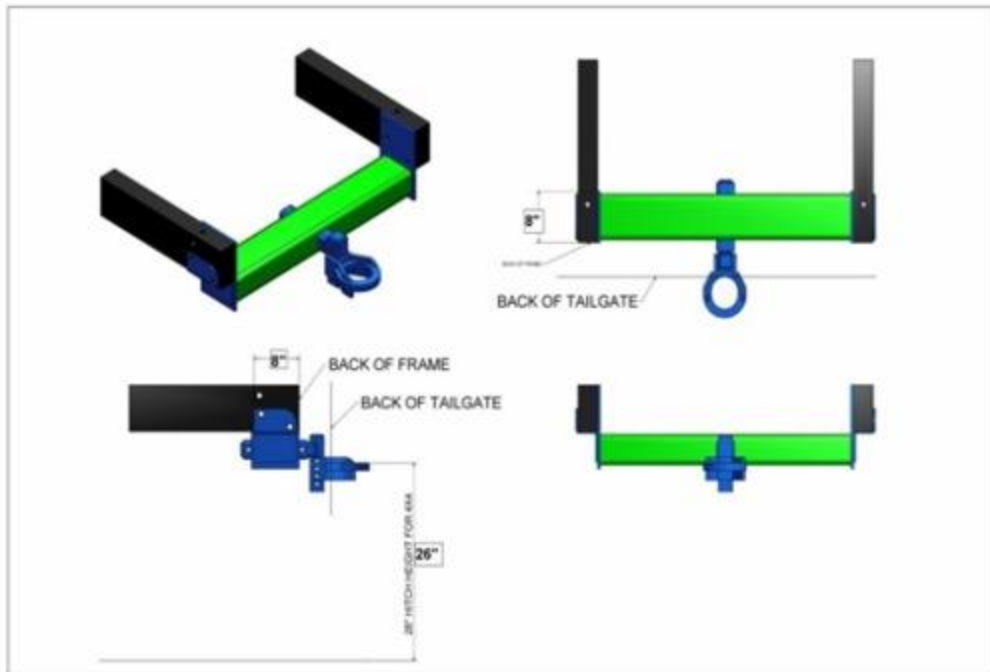
WORKSTOCK DIESEL RULES

- Maximum Weight is 8,200lb
- BATTERIES: THE BATTERIES MUST BE SECURELY MOUNTED AND IN THE FACTORY LOCATION.
- BODY: THE BODY MUST BE THE OEM TRUCK BODY INCLUDING THE FULL BED FLOOR. THE BODY MUST RETAIN FULL SHEET METAL. METAL AFTERMARKET HOODS ARE

PERMITTED. NO FIBERGLASS HOODS. THE HOOD MUST BE FULLY CLOSED AND SECURELY LATCHED WHILE HOOKED TO THE SLED. THE OEM COMPLETE FIREWALL AND OEM FLOOR PAN IS MANDATORY. A FACTORY PICKUP BED OR COMMERCIAL AFTERMARKET FLATBED MUST BE INSTALLED.

- BRAKES: FOUR WHEEL HYDRAULIC ARE MANDATORY AND FUNCTIONAL.
- CHASSIS: THE OEM CHASSIS IS MANDATORY. THE ENGINE MUST BE IN THE FACTORY 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 AT LEAST STOCK SIZE.
- COMPRESSED GASSES: THE USE OF ANY COMPRESSED GASSES IS PROHIBITED. THIS INCLUDES NITROUS, PROPANE OR ANY OTHER.
- DRIVELINE: OEM TRANSMISSIONS AND TRANSFER CASES ARE MANDATORY. THEY MUST HAVE BEEN AN OPTION FOR A ONE TON OR SMALLER PICKUP.
- DRIVER RESTRAINT SYSTEM: THE OEM RESTRAINT SYSTEM IS MANDATORY AND MUST BE WORN
- ENGINE: THE ENGINE IS LIMITED TO A STOCK APPEARING, OEM COMPRESSION ENGINE AVAILABLE FROM THE FACTORY IN A ONE TON OR SMALLER PICKUP.
- EXHAUST: ALL VEHICLES ARE RECOMMENDED TO BE EQUIPPED TO DIRECT EXHAUST UPWARD. THE EXHAUST MUST EXIT REARWARD OF THE DRIVER'S COMPARTMENT. STACKS EXITING THROUGH THE HOOD OR FENDER WELLS ARE PROHIBITED. 2-3/8" CROSS BOLTS MUST BE INSTALLED WITHIN 6" FROM THE TURBO
- FUEL: THE FUEL MUST BE #1,#2 DIESEL OR SOY/BIODIESEL
- FUEL INJECTION PUMP: OEM FUEL SYSTEMS ONLY NO DUAL CP3'S NO AG GOVERNORS

- HARMONIC BALANCER: ALL ENGINES TURNING MORE THAN 3500 RPM MUST BE EQUIPPED WITH A HARMONIC BALANCER OR DAMPER MEETING SFI SPEC 18.1
- HITCH (SEE PICTURES FOR STYLES): *24" MAXIMUM* TO THE TOP OF THE HITCH FROM THE GROUND. THE HITCH MUST BE A REESE STYLE HITCH. REINFORCEMENTS ARE PERMITTED BUT CANNOT GO PAST THE CENTERLINE OF THE REAR AXLE. TRICK HITCHES ARE PROHIBITED. NO DRAWBAR STYLE HITCHES AT ALL. THE HITCH MUST BE HORIZONTAL TO THE GROUND AND STATIONARY IN ALL DIRECTIONS. BUMPER MAY BE NOTCHED OR REMOVED. THE HOOKING POINT MUST HAVE A MINIMUM OF 3"X3-3/4" INSIDE OPENING FOR THE SLED TO HOOK. THE HOOKING POINT MUST BE A MINIMUM OF 44" FROM THE CENTERLINE OF THE REAR AXLE. THE HOOKING POINT WILL BE WHERE THE HOOK TOUCHES THE METAL. NO BARS ABOVE FRAME RAILS OR IN FRONT/PAST CENTERLINE OF REAR END. *IF YOUR HITCH DOESN'T LOOK LIKE THIS, YOU CAN PULL BUT ARE AUTOMATICALLY DISQUALIFIED*



- INTERIOR: A COMPLETE FACTORY OEM INTERIOR INCLUDING DASHBOARD, DOOR PANELS, ETC IS MANDATORY. AFTERMARKET SEATS CAN BE USED BUT MUST BE FULLY UPHOLSTERED. THE USE OF HAND THROTTLES ARE PROHIBITED.
- REAREND: THE REAR ENDS MUST BE FROM A ONE TON OR SMALLER OEM PICKUP TRUCK REAR END. MUST HAVE A FACTORY FRONT AXLE FROM MANUFACTURER
- STEERING: THE VEHICLE MUST RETAIN THE FULL, ORIGINAL OEM STEERING GEAR. THE VEHICLE MUST RETAIN THE

ORIGINAL OEM POWER ASSIST. NON OEM POWER ASSIST IS PROHIBITED

- FRONT SUSPENSION: THE FACTORY SUSPENSION CONFIGURATION MUST BE RETAINED.
- REAR SUSPENSION: AN OEM STYLE SUSPENSION IS MANDATORY. TRACTION BARS AND DEVICES ARE PERMITTED. THEY MUST BE BOLTED ON ONLY. WELDS ARE PERMITTED FOR ATTACHMENTS TO THE FRAME OR AXLE HOUSING. TRACTION BARS IF EQUIPPED MUST HAVE A CHAIN/CABLE ONE FOOT FROM THE FRONT OF THE SUPPORT TO CATCH THE BAR IN CASE OF FAILURE. ALL OEM SUSPENSION MOUNTING POINTS MUST BE USED. MUST HAVE AT LEAST ONE SHOCK ABSORBER PER WHEEL. AIR BAGS ARE PROHIBITED.
- TIRES: ALL TIRES MUST BE DOT APPROVED TIRES. 35" MAX ON SINGLE WHEEL TRUCKS, 33" ON DUALY TRUCKS. (DUALLIES MUST USE DUALY WHEELS FRONT AND BACK NO REMOVAL OF ADAPTER ON THE FRONT TO RUN A WIDER WHEEL, Rear Dually fenders are mandatory).
- TRANSMISSIONS: ALL TRANSMISSIONS AUTOMATIC OR STANDARD MUST BE FROM A ONE TON OR SMALLER OEM PICKUP TRUCK. ANY VEHICLE SPINNING MORE THAN 4500 RPM MUST HAVE AN APPROVED BLANKET ON THE TRANSMISSION
- TURBOCHARGER: *T-3 MOUNT ONLY* . THE TURBOCHARGER MUST BE A STOCK APPEARING FROM A ONE TON OR SMALLER PICKUP. The Turbo charger must be *IN THE STOCK LOCATION PER MANUFACTURER*. A SINGLE .200 INCH MWE GROOVE (no forward facing) must be 90 degrees to the bore, in factory location.

NO FORWARD FACING MWE GROOVE. INDUCER BORE MUST BE NON REMOVABLE. ALL AIR MUST GO THROUGH THE INDUCER BORE AND THE MWE GROOVE. THE WHEEL MUST INTRUDE INTO THE BORE 1/8". TURBO WILL BE CHECKED. TURBO'S ARE ALLOWED TO BE

INTERCHANGED FROM DIFFERENT YEARS, MAKES AND MODELS AS LONG AS THEY WERE OFFERED FROM THE FACTORY IN A ONE TON OR SMALLER PICKUP TRUCK USING THE FACTORY FOOTPRINT (YOU CAN'T INTERCHANGE TURBO PARTS FROM CUMMINS, DURAMAX OR POWERSTROKE. EX. COMPRESSOR HOUSING MUST MATCH EXHAUST HOUSING. EX. HE351 COMPRESSOR HOUSING & HE351 EXHAUST HOUSING) S-300 CENTER SECTIONS ALLOWED, NOTHING LARGER. POWERSTROKE 6.4'S ENGINES USING THE FACTORY STYLE TWIN TURBOS MUST USE A STOCK SIZE INTAKE WHEEL ON THE ATMOSPHERE TURBO (65MM) 2.5 inlet will be checked with a 2.55 plug. Wheel must protrude into the 2.5 bore 1/8th of an inch.

- WATER INJECTION: IS PROHIBITED
- WHEELBASE: THE FACTORY WHEELBASE MUST BE USED. CAB AND CHASSIS TRUCKS MAY NOT EXCEED 172" OR EXCEED 102" WIDTH.
- WEIGHTS: HANGING WEIGHTS ARE PERMITTED. NO WEIGHT BOXES, SUITCASE WEIGHTS ONLY. WEIGHTS CAN NOT EXCEED NO FARTHER FORWARD THAN 60" FROM THE CENTERLINE OF THE FRONT AXLE. ALL WEIGHTS MUST BE SECURE. DISQUALIFICATION IF WEIGHTS FALL OFF GOING DOWN THE TRACK.
- DRIVE SHAFT LOOP/SHIELD. YOU MUST HAVE A DRIVESHAFT LOOP/SHIELD AT THE REAR END COVERING THE U-JOINT (WILL GIVE YOU 3 HOOKS TO GET ONE PUT ON) FRONT DRIVESHAFT LOOP/SHIELD IS HIGHLY RECOMMENDED AT THE FRONT AXLE COVERING THE U- JOINT.
- FACTORY FUEL TANKS IN THE FACTORY LOCATION OR A FUEL CELL MOUNTED IN THE BED CAN BE USED.

THESE RULES MAY BE CHANGED OR MODIFIED AT ANY TIME TO CLEAR UP A GRAY AREA

Pro Street Diesel Trucks (2.6)

- Maximum weight 8000#
- OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of the frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for the body being used.
- The body must be an OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. Aftermarket hoods permitted. The hood must be closed and securely latched when hooked to sled.
- Maximum cubic inch 460. Engine must be in OEM locations for the body used. No billet blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 cables at splice with 4-6 inches of slack.
- Cylinder head must be an OEM or OEM replica for the brand of engine. Outside of the cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
- Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be the centerline of the 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 the centerline of the rear axle. The adjusters must go down from the 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 the center point of rear axle. Pivot pin of the drawbar can be no further forward than the centerline of rear axle.

- Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605"turbo plug. Plug must not be able to enter inducer bore and contact wheel.

- Any truck running a turbo larger than 2.6 smooth bore OR any truck running a turbo with MAF enhancement will run at 7500LB.

- All vehicles must be equipped with upward pointing exhaust located either directly behind the cab or out of truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of the turbo.

- Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of the front axle. Ballast may be added in the bed of the truck but must be securely fastened.

- All trucks must have at least a six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to the vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.

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

- All drivers must have a valid full SFI fire suit including helmet. Seat Belt/restraint must be worn.

- The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
- Hand throttles permitted. Diesel fuel only (See fuels page for specs) No propane or N02 or any other oxygen enhancers allowed
- Maximum of one P pump up to P7100 allowed. 13MM plunger limit. Ag governors permitted. The use of multiple high pressure common rail fuel pumps is legal.
- OEM rear and front ends required. Must have come to the factory in a one ton or smaller vehicle.
- Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock.
- Safety switch (rain cap or guillotine) must shut off air

to diesel engines. Switch will be securely mounted to the back of the vehicle. A 2 inch or bigger solid ring must be attached to the end of the switch. Ring must be zip tied to the switch bracket. Switch must also be able to be activated in the cab while driver is secured in vehicle.

- Hydraulic steering permitted
- 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 air bags. Rear suspension may be made solid.

- 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.
- OEM transmission and transfer case must be used. Must have come from the factory in a one ton or smaller vehicle.
- Non-OEM transmissions prohibited. Aftermarket torque convertors, valve bodies, and internal components are permitted.
- SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
- Water injection is prohibited.
- Air to air intercooler only. No ice or water permitted truck during competition.

Limited Pro Stock Diesel Trucks (3.0)

- Maximum Weight 8000lb

Ballast

- Ballast is permitted. Front hanging weights are permitted. Front ballast and ballast mounting point must be easily removable, but securely mounted. May not extend more than 60 inches from the centerline of the front axle, and be high enough to clear scale and other pit obstacles. If it hits the scale, it must be removed to compete. Ballast may be added to the bed of the truck. If used it must be securely fastened to the bed. Final decisions rest with the technical department.

Batteries

- The Batteries must be securely mounted and can be in anywhere, but if in the cab must be covered completely.

Body

- The body must be the OEM truck body. Metal aftermarket hoods are permitted. Fiberglass hoods and roll pans only are permitted. All Fiberglass hoods must be shielded on the underneath side with sheet metal or aluminum skin a minimum of .060 thick. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and floor pan is recommended. Only factory installed Pickup beds or commercial style aftermarket bed must be installed. NO FLATBEDS.

Brakes

- Front wheel hydraulic functional brakes are mandatory.

Chassis

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

Rear End

- Non OEM rear-end housings are permitted.

Driveline

- Open driveline is permitted
- Driver Restraint System or the OEM restraint system is mandatory and must be worn.

Driveshaft Loops

- All trucks must have at least six (6) inch wide u-joint shields around all u-joints on the rear drive shaft constructed of at least 1/4 steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from the front or side of the truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle. A new puller may be granted a one-time waiver.

Engine

- The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic Inch limit of 444 CI. Water pumps may be factory or electric powered. Electric cooling fans are permitted.

Exhaust

- All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment or through the hood. Stacks' exiting through the fender well are prohibited. Two (2) 3/8 inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as possible. This will be teched. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification.

Fire Extinguisher System

- A fire extinguisher system is permitted, it must be securely mounted All vehicles must have at least a 2 1/2 lb extinguisher with working gauge mounted within drivers reach.

Fuel

- Diesel fuel ONLY

Fuel Injection Pump

- The fuel injection pump is limited to cylinder number specific (I.e. 6 cylinder pump on a 6 cylinder motor). Dual high pressure common rail fuel pumps or HPOPs are permitted. P3000 or P7100 only

Ag governors are allowed. No Sigma or 12 cylinder pumps allowed. A 3 way dump valve must be installed close to pump on all manual pumps and operated from the drivers compartment. Hand throttles may be used and must be spring loaded to return to idle when released. P3000 or P7100 only on P Pump trucks. No 8600 pumps.

General Rules

- All vehicles/drivers must comply with general rules.

Harmonic Balancer

- All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch

- The hitch may be a receiver- style hitch or a custom drawbar type. Reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle and must remain inside the frame rails. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum of 3 inch by 3 3/4 inch inside opening for the sled hook. The hooking point must be a minimum of

44 inches from the center of the rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point.

Intercoolers

- Factory style or aftermarket intercoolers are allowed. Water to air intercoolers allowed. Ice and water must be weighed at the time of crossing the scales.

Kill Switches

- All trucks are required to have a kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pump it must have an electric shut off or disconnect for the injection pump on the back of the truck. For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks. Kill switch failure will result in disqualification. If during competition the kill switch slides loose or falls out distance will be measured. Securing the kill switch is the driver's responsibility.

Nitrous Oxide

- Nitrous Oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.

Propane

- Propane is prohibited. All system components must be removed from the truck.

Safety Equipment

All drivers must wear a helmet, and a SFI 3.2a approved fire jacket and fire pants, and leather shoes.

Steering

- The vehicle may retain the original OEM steering gear or use an electric over hydraulic steering. Additional stabilizers are permitted.

Suspension - Front

- The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (I.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.

Tires

- The tires must be DOT street tires, with a tire limit size of 35 inches. Cut tires are prohibited.

Transfer Case

- Aftermarket allowed

Transmission - Automatic

- Non - OEM transmissions are prohibited. The transmission must have been an option for a one ton or smaller truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non -OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high pressure type hose. All automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must be from the rear of the engine block and extend rearward onto the transmission, with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1.

Transmission - Manual

- Aftermarket transmissions are allowed. Must have an SFI Clutch and Flywheel spec of 1.1 or 2.1. SFI approved Blanket of 4.2 or SFI Clutch can with a Spec of 6.3.

Turbocharger

- The vehicle is limited to a single 3.0 smooth bore only. NO MWE allowed. Must protrude no less than 1/8 inch into a 3 inch bore.

Water Injection

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

Wheelbase

- The vehicle must retain the original factory wheelbase and track width. Cab and chassis trucks may not exceed 172 inch center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.
- All vehicles must cross scales and enter the track under their own power. All 3.0 Trucks with open driveline, truck wheel base must not exceed 158 inches.

Street Semi

- 20,000 pounds
- Fuel Injection: ECM must be factory with factory connections. All ECM controls from the factory. Cummins engines must have Cummins ECM, CAT must have CAT ECM, Detroit must have Detroit ECM, etc. No Sigma or Billet pumps permitted.
- No Traction control.

Fuel

- On Road diesel fuel only from the pump.

Hitch

- Pullers must supply their own hitch. Hitch must be secured to the frame. Hitch must be attached at the fifth wheel and provide measurements from center or back rear end housing to hitch eye cannot be longer than 7 feet. The Fifth Wheel must be no further forward than the center of the front axle and no further back than the center between the two axles.

Tires

- Must have DOT approved tires, no cutting of tires permitted.

Motor

- Engine must be to make and model that was commercially available in a class 8 truck. Cylinder block and heads must be OEM castings and will operate with the stock crankshaft with maximum cubic inch limit set at OEM stock CI for engine with a 1% variance allowed for wear. No aftermarket intercoolers. If an engine is equipped with an intercooler from the factory, the factory intercooler ONLY will be permitted.

Turbo

- A single smooth bore 3.600 turbo will be permitted. The coprocessor wheel must protrude into the 3.6 bore at least 1/8th of an inch. All air must come through the 3.6 bore.
- All OEM factory turbos are allowed but can be no larger than 3.6
- Water injection is permitted. Competitors may be required to drain water and use supplied water from head official/ promoter's discretion. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbo-charger or any part of the air intake system.

Weight

- Weight with the driver may not exceed 20,000lbs. A 2% Variance will be allowed. All trucks will weigh, where capable with a driver. No hanging weight in front of the vehicle. Extra ballast weight is permitted. (must be securely mounted) If your truck is overweight you will move your hitch down 2 inches for each 1-1000 lbs over the 20,000 + 2% Variance
- All Trucks must be equipped with chains or some type of limiting device on the rear drive axle to prevent the height of the frame from

changing during the pull. Limiting device on the rear axle must not have any 'give' built in. Solid rear drive axle suspension is allowed. Chains or limiting devices on the rear axle must be tight (no slack) when the hitch is measured and must be visible.

Suspension

- Any adding or subtracting air from the air bags or doing anything, resulting in an INCREASE OF HITCH HEIGHT, while the truck is hooked to the weight transfer machine, will result in disqualification. It must be understood that OEM air suspensions automatically add and subtract air to compensate for load, but ride height remains CONSTANT! The height of the hitch must remain the same from start to finish. Adding air to the front is legal on air ride suspension. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted

Required Safety

- Guillotine air kill (In the cab and rear of truck recommended), battery disconnect switch, fire extinguisher within reach of driver, and no riders.

Hot Semi

- 20,000 pounds
- Fuel Injection: ECM must be factory with factory connections. All ECM controls from the factory. Cummins engines must have Cummins ECM, CAT must have CAT ECM, Detroit must have Detroit ECM, etc. No Sigma or Billet pumps permitted.
- No Traction control.

Fuel

- On Road diesel fuel only from the pump.

Hitch

- Pullers must supply their own hitch. Hitch must be secured to the frame. Hitch must be attached at the fifth wheel and provide measurements from center or back rear end housing to hitch eye cannot be longer than 7 feet. The Fifth Wheel must be no further

forward than the center of the front axle and no further back than the center between the two axles.

Tires

- Must have DOT approved tires, no cutting of tires permitted.

Motor

- Engine must be to make a model that was commercially available in a class 8 truck. Cylinder block and heads must be OEM castings and will operate with the stock crankshaft with maximum cubic inch limit set at OEM stock CI for engine with a 1% variance allowed for wear.

Turbo

- A single turbo charger is permitted with a maximum intake wheel inducer bore size of 4.100. Turbo size will be checked using a 4.2 plug. Turbo cannot be bushed down from a larger size. No oval shaped inducer bores. Compressor wheel must extend into the inducer bore and cover the map groove. Factory style map width enhancement grove is permitted; maximum .280", no other means for air to the compressor wheel are permitted. No slots or grooves that face completely forward from the intake wheel out.
- Water injection is permitted. Competitors may be required to drain water and use supplied water from head official/ promoter's discretion. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbo-charger or any part of the air intake system.

Weight

- Weight with the driver may not exceed 20,000lbs. A 2% Variance will be allowed. All trucks will weigh, where capable with a driver. No hanging weight in front of the vehicle. Extra ballast weight is permitted. (must be securely mounted) If your truck is overweight you will move your hitch down 2 inches for each 1-1000lbs over the 20,000 + 2% Variance

All Trucks in the hot street class must be equipped with chains or some type of limiting device on the rear drive axle to prevent the height of the frame from changing during the pull. Limiting device on the rear axle must not have any 'give' built in. Solid rear drive axle suspension is allowed. Chains or limiting devices on the rear axle must be tight (no slack) when the hitch is measured and must be visible.

Suspension:

- Any adding or subtracting air from the air bags or doing anything, resulting in an INCREASE OF HITCH HEIGHT, while the truck is hooked to the weight transfer machine, will result in disqualification. It must be understood that OEM air suspensions automatically add and subtract air to compensate for load, but ride height remains CONSTANT! The height of the hitch must remain the same from start to finish. Adding air to the front is legal on air ride suspension. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted

Required Safety

- Guillotine air kill (In the cab and rear of truck recommended), battery disconnect switch, fire extinguisher within reach of driver, and no riders.