

Pro Street Gas Truck 4x4

Weight:

6300 lbs. maximum weight with driver. All vehicles must cross the scales prior to participating. Fuel and water may not be added after crossing the scales – except if qualified for a pull-off.

Safety:

All drivers must have valid driver license. A full SFI jacket, pants, boots/fire shoes, helmet, and seatbelt/restraint must be worn. Highly recommend full face helmet.

Ballast:

Additional added weight is permitted. Hanging weights and brackets may not extend more than 195 inches from the centerline of the rear axle. Trucks with longer wheelbases are welcome to participate and may place weights securely fastened inside the engine compartment, but not inside the cab.

Body/Chassis:

Truck exterior must be stock in appearance. Body and frame must match. No mini truck body or frames (i.e. Ranger, Dakota, s-10).the complete truck body must have factory sheet metal and factory glass windows. the cab must have O.E.M. firewall and O.E.M. floor for safety. Wooden flatbeds are permitted. Fiberglass hoods and fiberglass hood scoops are permitted. Fiberglass body panels are not permitted unless they are O.E.M factory parts for the make and model of the truck and used as the manufacturer intended.

Frame/Suspension:

Factory 1 ton or less full size truck O.E.M. frames are required. Altering the frame length is not permitted. Frame strengthening such as gusseting and ladder bars is acceptable. No tube frames or homemade frames are accepted. a solid blocked rear suspension is permitted. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided 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. lift kits are acceptable. If air bags are used valve must be at bag.

Wheelbase:

The vehicle must retain the original factory wheelbase (+/- 1"); the wheelbase must be compatible to the body used.

Engine:

Engine must remain behind the radiator. Radiator must be in the stock location. No aluminum engine blocks are permitted unless O.E.M. Cast iron blocks only, aluminium intakes are permitted. Any cast iron or conventional type aluminium cylinder heads permitted. No sheet metal, or tunnel ram intakes permitted. Dry sump oiling systems permitted. Dominator carbs are permitted. No turbos, superchargers, injection, efi, split or dual carbs. One spark plug per cylinder. Open headers are approved. Engine exhaust must be routed in following ways:

- 1). Engine exhaust may be routed vertically up thru the vehicles hood. The exhaust must be minimum 6" higher than the hood when the hood is in the closed position.
- 2). Exhaust routed under the vehicle must exit under the cab and but before the rear axle.
- 3). Factory type Configuration

Swaps between manufacturers are not permitted.

Kill Switch:

All trucks must be equipped with a kill switch. A true street truck which is still licensed, inspected and legal for the street may be permitted to pull without a kill switch with Tech Officials approval.

Fuel and Fuel Tanks:

Gasoline is the only type fuel permitted. Turbo-blue and cam-2 are permitted. No propylene oxide additives or the like. Fuel tanks must in the stock location or may be in the bed. Exception: fuel tanks may also be mounted on the front, but must be completely enclosed within the weight box and not visible. in this case a manual fuel shutoff (ball valve easily accessible from the front part of the truck) is required on the weight box.

Nitrous Oxide:

Nitrous oxide is prohibited. All other oxygen extenders are prohibited. System components must be removed from the truck.

Batteries:

Batteries must be securely mounted; batteries must either be in the stock location or these may be moved into the bed or they may also be mounted on the front, but must be completely enclosed within the weight box and not visible. In this case a manual battery disconnect (easily accessible from the front part of the truck) is required on the weight box.

Cooling System:

Radiators must be in the stock location and at least of stock size.

Hitch:

The hitch must be stationary in all directions. The hitch's height from the ground may not exceed 26 inches. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck and a maximum of 36" in length. All hitch mounting points must be located below the frame rails. The area where the hook point is at must be free and clear of any obstructions. A truck may compete with a Reese style hitch or may pull from the bumper as long as it meets the 27% rule. The hooking point must have a minimum 3.75 inch inside diameter opening. No lever, pivot, axis, or other types of "trick" hitches are permitted. No vertical hitches, all hitches must be 33 degrees or less parallel to the ground. A second hitch is not required in this class.

Tires:

Maximum tire size 36x14.5. All tires must carry a D.O.T. number on the side wall, dot number must be easily read from the outside of the tire. No dual wheels, studded tires, tire chains or any tire not specifically intended for street use are not permitted. Use of dirt deflectors is prohibited.

Tire Altering:

No cut, altered or sharpened tires are permitted.

Brakes:

Front hydraulic brakes are mandatory. driveline brakes accepted.

Driveline:

Transmission and transfer case and front and rear differentials must be O.E.M. and available in a one ton (or smaller) pick-up truck.

Driveshaft Loops:

- Required on all truck that are not licensed for the highway.
- • Required on all trucks that are not properly inspected for the highway. Trucks must have at least six inch wide u-joint shields around the rear u-joints constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

- Flywheel Shield (Manual Transmissions):
- • Required on all truck that is not licensed for the highway.
 - • Required on all trucks that are not properly inspected for the highway. All vehicles equipped with a manual transmission must have a flywheel shield. Applications for which a flywheel shield is not available may use a properly attached blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Transmission, Manual:

Non-OEM transmissions are prohibited. a clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles. All transmissions must be clutch assisted. sequential shifters are prohibited.

Automatic Transmission Blanket:

- • Required on all truck that are not licensed for the highway.
 - • Required on all trucks that are not properly inspected for the highway. Must use a properly attached blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.
- Driver Restraint System: The OEM restraint system is mandatory and must be utilized during competition. Helmet: Motor sport type helmet is required for all drivers of trucks. Fire Suit: SFI approved fire jacket, long pants and leather shoes are recommend for all drivers of trucks that are not currently licensed, insured and inspected for street use. Event Operation: Driver's window must be rolled completely up while competing. Other windows on the truck may be lowered. Passengers are not permitted in the truck at any time either in the pits or on the track. Credentials:
- • All drivers must have a valid state driver's license.
 - • Trucks in this class do not have to be licensed or inspected or insured.
 - • Any street licensed truck that chooses to enter this class must be fully licensed and insured.