

SCTPA 2.6 Smooth Bore Trucks 2022

If pulling this class you will not be eligible to pull in SCTPA Wild Street.

Credentials: The vehicle may be two or four-wheel drive. Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ. Final decision of legality resides with Snyder County Tractor Pullers Association (SCTPA) head tech official.

1. Maximum weight: 8000 lbs with driver.
2. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for body being used and must remain unmodified.
3. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. Fiberglass is prohibited. The hood must be closed and securely latched when hooked to sled.
4. Maximum cubic inch 460. Engine must be in OEM locations for the body used. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 clamps at splice with 4-6 inches of slack. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same area as the OEM unit. All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
5. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material, including cast. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
6. 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 PERMITTED (2022).

Hitch must be 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.

*****2023 will be drawbar style hitch only*****

7. Competitors must make provisions at tech officials' request to allow inspection of the compressor wheel and housing. Failure to comply with the request will result in disqualification and banishment until the turbo is re-inspected. (Turbo must be inspected and will receive tamper-proof seal If competing more than 2 times at SCTPA events. This is to be done before the start of the season. If seal is broke, it must be reinspected. If found competing with broken seal, you will be disqualified.) 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. The vehicle driver will be responsible for making compressor wheel accessible for tech personnel to measure bore and inspect compressor wheel if needed. No removable plugs or reducers allowed reducing to legal spec. Failure to abide may result in a DQ. Final decision of legality of turbo resides with SCTPA head tech official. Anyone running for Points must have tamper-proof seal on charger.

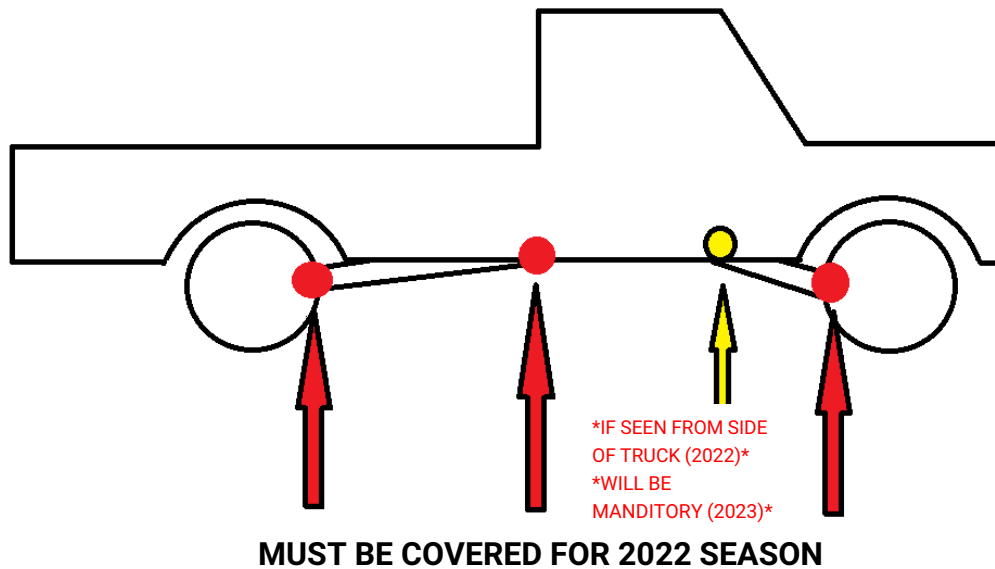
8. All vehicles must be equipped with upward pointing exhaust located either directly behind cab or out of truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo outlet.

9. Front hanging weights are allowed. They must not exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of the truck but must be

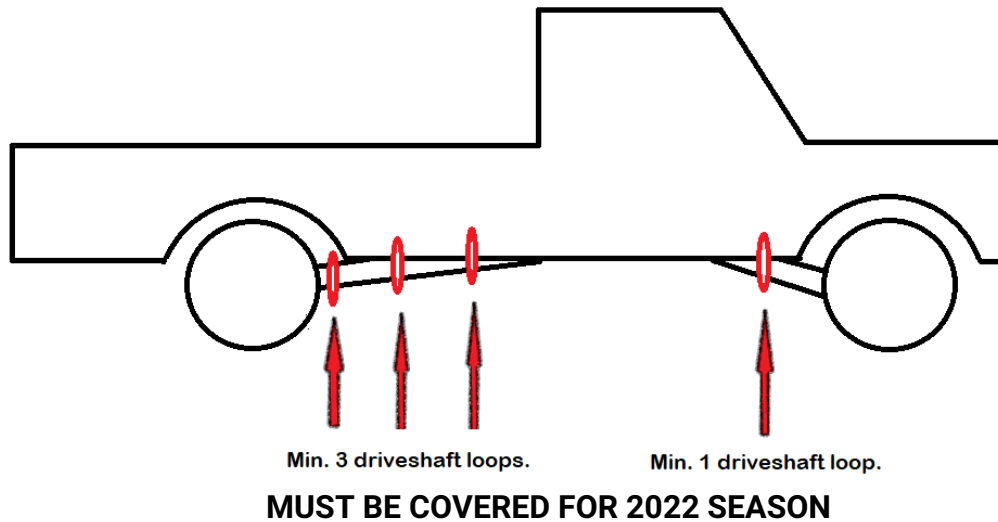
securely fastened. Maximum weight including driver is 8000 pounds.

10 A. All trucks must have at least six-inch-wide u-joint shield around the FRONT AXLE, REAR AXLE, and TRANSFER CASE OUTPUT FOR REAR DRIVESHAFT 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 vehicle. Any remaining front shaft u-joints that can be visibly seen from side of the truck must be shielded to contain the u-joint and the end of the driveshaft.

ALL U-JOINTS WILL BE REQUIRED TO BE COVERED IN 2023



10 B. Minimum of 3 driveshaft loops on rear driveshaft, and as many as practical (minimum of 1) on front driveshaft evenly spaced. Constructed of at least 5/16 inch steel or 3/8 inch aluminum that will safely contain the drive shaft.



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

12. All drivers must have valid driver license. A full fire suit SFI jacket, pants, helmet, and seatbelt/restraint must be worn.

13. The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted. A single aftermarket seat is permitted but must be equipped with a safety restraint system. Cab may be gutted.

14. Hand throttles are permitted. Throttles will have a dead man throttle that will automatically return to a closed position. Throttles will work in a forward to reverse motion, forward being open. Two springs will be required on the hand throttle and one spring on the fuel injection pump. Diesel fuel only. No propane, NO₂, or any other oxygen enhancers or compressible allowed. No water injection permitted.

15. 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. Multiple HPOP is legal.

16. OEM rear and front ends required. Must have come factory in a one ton or smaller vehicle.

17. Axle shields are required. Shield to be .060" (1/16") thickness. A hole may be cut in one shield to allow operation of hub lock.

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

19. Hydraulic steering permitted.

20. Suspension – The upper mounting point for the strut assembly must be in a 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 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 maybe made solid (welded or bolted).

21. Tires must be DOT approved with a maximum size of 35x12.50. No studded tires or tire chains. No alterations to tired permitted. No bar or terra tires.

22. Dual wheels are prohibited.

23. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle.

24. Transmission, Automatic: Non-OEM transmissions are PROHIBITED. Aftermarket torque converters, valve bodies and internal components are permitted. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield

meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturers instructions) 3/4 inch by 1/8 inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting a Minimum SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1

25. Transmission, Manual: Non-OEM transmissions are PROHIBITED. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles. All manual transmissions must be clutch assisted.

Sequential

shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 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.

26. Water injection is prohibited.

27. Air to air intercooler only. Aftermarket intercooler assemblies are permitted but must be securely mounted the same as an OEM unit. No ice or water permitted.

28. Front brakes are mandatory.

29. The batteries must be securely mounted. They may not be located in the driver compartment or forward of weight bar. Master Disconnect Recommended.

All interpretation of these rules lie with the SCTPA Tech Officials and their decision is final.