**All classes subject to general rules!**

**STREET STOCK DIESEL 2.4 - 8500 LBS**:

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

All vehicles must have current license and insurance- street legal trucks only!

Must have complete interior, dash and all seats. Complete OEM floor board and bed floor mandatory.

Engine, transmission, transfer case and axles must have been commercially available in a one ton or smaller truck.

Limited to stock appearing single turbo charger only unless factory installed (6.4 Power Stroke)- NO S300 hybrid turbos allowed. Turbo must be mounted in stock location. *Factory cast wheel only- no billet wheels!* Max allowed size of compressor wheel will be 2.4” (61mm)- MAX Inducer bore diameter 61.90mm with a tolerance of +/- .09mm measured with calipers. Inducer bore must be a true bore- no plugs or reducers. Compressor wheel must protrude into inducer bore. No Map groove modifications will be allowed. Must measure the same size before and after MAP groove- no clipped wheels allowed. Tech inspector has final discretion on turbo ruling.
***Turbo will be checked on top 3 trucks at each event- either before OR after class! It is the pullers responsibility to gain access to turbo for tech inspector.***

No hood stacks allowed. Exhaust must exit past driver’s compartment.

#2 DIESEL FUEL ONLY. No propane, water methanol or nitrous oxide allowed.

Stock appearing fuel system- Injection pump must be mounted in factory location and appear stock. No dual injection pump or HPOP allowed. No AG governors allowed on P7100. Aftermarket electric lift pumps allowed (FASS, AIR DOG etc.). Hand throttle prohibited. No fuel cells.

37-inch max tire height- DOT tires only.

26” max hitch height. Factory receiver style hitch only- no draw bar hitches allowed. Hitch may be bolted or welded to frame for mounting but **NO additional bracing or extensions will be allowed**. Hitch may be mounted below or between frame rails and must be stationary in all directions.  No bracing to axle allowed. 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!

Rear suspension compression stops (blocks) will be allowed. Rear suspension must have a minimum of 1 inch of **downward** travel measured at hook point. Travel will be checked during tech inspection and at scale before hooking to sled.

Air bags allowed. Compressor MUST BE disconnected if so equipped.

Factory equipped dually permitted- all 6 tires are limited to a maximum 8” of tread width. Must run dually wheels on front axle. Dual rear wheels prohibited on single rear wheel trucks.

8500 lbs. max weight. Ballast can be added to truck but must be secured.  No visible added weight from outside of vehicle besides in bed. No hanging weights. Batteries may not be mounted further forward than radiator. Tech official has final say on ballast/ safety.

**MODIFIED STREET STOCK DIESEL 2.5- 8500 LBS**:

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

Must have complete interior, dash and all seats. Complete OEM floor board and bed floor mandatory.

Engine, transmission, transfer case and axles must have been commercially available in a one ton or smaller truck.

Limited to stock appearing single turbo charger(6.4 Power Stroke may run factory compounds) **or** S300 limited to a **T3** flange. Turbo must be mounted in stock location. Max allowed size of compressor wheel will be 63.5mm. 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 allowed. Inducer bore will be measured with calipers. Tech inspector has final discretion on turbo ruling.

***Turbo will be checked on top 3 trucks at each event- either before OR after class! It is the pullers responsibility to gain access to turbo for tech inspector.***

No hood stacks allowed. Exhaust must exit past driver’s compartment.

#2 DIESEL FUEL ONLY. No propane, water methanol or nitrous oxide allowed. No fuel cells.

Stock appearing fuel system- No dual injection pump or HPOP allowed. No AG governors allowed on P7100. Aftermarket electric lift pumps allowed (FASS, AIR DOG etc.). Hand throttle prohibited. No fuel cells.

37-inch max tire height- DOT tires only.

26” max hitch height. Receiver (Reese) style hitch only- no draw bar hitches allowed. 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 beyond the center line of rear axle housing. Hitch may be mounted below or between frame rails.  No bracing to axle allowed. 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!

Rear suspension compression stops (blocks) will be allowed. Rear suspension may be blocked solid via bolt in modifications only.

Air bags allowed. Compressor MUST BE disconnected if so equipped.

Factory equipped dually permitted- all 6 tires are limited to a maximum 8” of tread width. Must run dually wheels on front axle. Dual rear wheels prohibited on single rear wheel trucks.

8500 lbs. max weight. Ballast can be added to truck but must be secured.  No visible added weight from outside of vehicle besides in bed. No hanging weights. Batteries may not be mounted further forward than radiator. Tech official has final say on ballast/ safety.

**WORK STOCK DIESEL- 8500LBS**:

**WEIGHT:** 8500# weight with driver included.

**BALLAST:** Front weight bracket and suit case weights are permitted. No weight boxes. No weights in cab. Weights in bed must be secured. Weights may be no more than 60 inches forward of the centerline of the front axle. Loss of weight under green flag will result in disqualification.

**BATTERIES:** The batteries must be securely mounted. They may not be located in the driver’s compartment or forward of the radiator core support.

**BODY:** The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan are mandatory.

**BRAKES:** Four-wheel hydraulic 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 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 allowed.

**CREDENTIALS:** All drivers must have a valid state driver’s license.

**DRIVELINE:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

**DRIVERS RESTRAINT SYSTEM:** The OEM restraint system is mandatory and must be worn.

**DRIVESHAFT LOOPS:** All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ STEEL OR 3/8 ALUMINUM that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All front shaft u-joints that are visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft. One safety hoop or chain required to secure rear driveshaft in event of breakage.

**ENGINE:** The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. The engine is limited to any diesel engine available in a 1 ton or smaller pickup; i.e. transplanting a Cummins engine into a Ford is allowed. Individual runner (plenum) intakes are prohibited. Deck plates are prohibited. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting.

**EXHAUST:** The exhaust must exit rearward of the driver compartment. Stacks exiting through the hood or fender well are prohibited. Two 3/8-inch diameter bolts must be installed through the exhaust pipe in a cross pattern within an inch of each other as close to the turbo as is practical.

**FUEL:** Fuel limited to #1 #2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. Use of any oxygen extenders prohibited.

**FUEL INJECTION PUMP:** The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. The use of multiple high-pressure common-rail fuel pumps are allowed. Power stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. No ag governors allowed. Hand throttle prohibited.

**HITCH:** The hitch must be a receiver type hitch- frame mount or draw bar type hitch allowed. Hook point must be no closer than 44” of center line of rear axle. Maximum hitch height will be 26” measured at inside rear of opening and must have a minimum of a 3.75” x 3.0” opening to adequately accommodate sled hook. Hitch must be easily accessed and be stationary in all directions. Hitch (draw bar tube) must not exceed a maximum of **10 degree** angle in relation to frame rail. No hitch supports or adjusters, if fastened to rear axle housing, shall be above the center line of rear axle. Pivot pin of drawbar or any bracing can be no farther forward than center line of the rear axle. Tech official has final ruling on hitch!

**INTERIOR:** A complete interior including dashboard, door panels, etc. is mandatory. All factory controls (lights, signals, windows, wiper, etc.) must be retained and be operative as per tech official. Must have two matching and fully upholstered front seats. The use of hand-throttle controls is prohibited. If vehicle is equipped with heavily tinted driver’s side window the window must be rolled down during the hook.

**REAR-END:** Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pickup. **Rear axle bolts must be covered by a cap or shield.**

**STEERING:** The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**STREET EQUIPMENT:** Complete headlight and taillight assemblies are mandatory and must be operative- one headlight may be removed for air flow. 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:** 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 is permitted. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. 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. No suspension travel is necessary. Blocks may be bolt in only- blocks may not be welded to frame or axle.

**TIRES:** The tires must be DOT street tires with a max height of 35 inch. Cuts tires are prohibited. Factory equipped dually allowed with a maximum tread width of 8 inches(all).

**TRANSFER CASE:** Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

**TRANSMISSION AUTOMATIC:** Non-OEM transmissions are prohibited. Aftermarket converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. 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.

**TRANSMISSION MANUAL:** Non-OEM transmissions are prohibited. Aftermarket internal components are permitted.

**TURBOCHARGER:** S300 base turbos with T3 or T4 flange will be allowed with an inducer true bore (no bushing) of 2.65 limit, measured with calipers with zero tolerance. 6.4-liter Ford Power Stroke engines may utilize the factory compound-turbo configuration. All stock appearing turbos are allowed.

***Turbo will be checked on top 3 trucks at each event- either before OR after class! It is the pullers responsibility to gain access to turbo for tech inspector.***

**WATER INJECTION:** Water injection is prohibited. All system components must be unplugged and/or removed from the truck per tech inspectors request. Nitrous Oxide is prohibited along with other oxygen extenders and the use of Propane is prohibited. All system components must be removed from the truck.

**WHEELBASE:** The vehicle must retain the original factory wheelbase and track width. OEM factory dual wheel vehicles are permitted with a maximum tread width per tire of 8 inch. If running dual rear wheels dually style wheels are required on front axle.

**HOT STOCK DIESEL- 8500 LBS**:

**Weight:** 8500 lbs. Maximum, with driver.

**Driver Restraint System:** The OEM restraint system is mandatory and must be worn.

**Driveshaft Loops:** All trucks must have at least six-inch-wide u-joint shields around the rear u- joint constructed of at least 1/4-inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear 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. One safety hoop or chain required to secure rear driveshaft in event of breakage.

**Ballast:** Ballast is permitted. Front weight bracket and suit case weights are permitted. Ballast may be added in the bed of the truck. Weights in bed must be secured. If used, ballast must be securely fastened to the vehicle. No weight boxes. No weights in cab. Weights may be no more than 60 inches forward of the centerline of the front axle. Loss of weight under green flag will result in disqualification. Final decisions on ballast rest with tech Officials.

**Batteries:** The batteries must be securely mounted. They may not be located in the driver compartment.

**Body:** The body must be an OEM truck body. The body must retain full sheet metal. Metal aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. An unaltered factory installed pickup bed or unaltered commercial style aftermarket bed must be installed.

**Brakes:** Four-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 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 and circulate coolant freely.

**Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

**Intercoolers:** Factory style or aftermarket air-air coolers are permitted. Water-to-air coolers are prohibited. Any means of cooling the air before the engine, except the air to air cooler is prohibited.

**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. Blocks must circulate coolant freely. No hard-filled blocks. Individual runner (plenum) intakes are prohibited. Deck plates are prohibited. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting.

**Exhaust:** Hood stacks permitted. If the muffler or catalytic converter have been changed from stock, two 3/8-inch diameter bolts, minimum grade 5, must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

**Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. NITROUS OXIDE is prohibited and tank(s) must be removed from vehicle. The use of PROPANE is also prohibited. All system components MUST be disconnected from the truck.

**Fuel Injection Pump:** Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Power Stroke engine may utilize a second HPOP, Electronic fuel injection is permitted. Ag Governors are prohibited.

**Fuel System:** The OEM fuel tank or fuel cell may be used. Aftermarket electric or mechanical lift pump(s) allowed.

**Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

**Hitch:** Hook point must be no closer than 44” of center line of rear axle. Maximum hitch height will be 26” and must have a minimum of a 3.75” x 3.0” opening to adequately accommodate sled hook. Hitch must be easily accessed and be stationary in all directions. No “trick” hitches permitted. Hitch or forward draw bar attaching point must be frame mounted and must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

**Interior: I**nterior including dashboard, door panels, headliner, etc. is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted but must be fully upholstered. All factory controls (lights, signals, windows, wipers, etc.) must be retained and be fully functional as per tech official. Hand throttles are prohibited.

**Street Equipment:** Headlight and taillight assemblies are mandatory and must be operative. A single headlight may be removed to allow increased airflow to the turbo. Complete OEM windshield and windows are mandatory. Windows must operate per factory specifications. They must open and close via OEM electrical or mechanical means.

**Rear End:** Non-OEM rear-end housings are prohibited. It must have been an option on a one- ton or smaller pick up.

**Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**Suspension, Front:** The upper mounting point for strut assemblies must be in the factory location. 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. The final decision rests with MMTTPA Officials.

**Suspension, Rear:** An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted but must be bolt-on only. Welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps and camber kits are permitted. Solid suspension utilizing bolt-in blocks is permitted. They may not be welded solid. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors MUST be disconnected.

**Tires:** The tires must be DOT street tires with a maximum height of 35”. Cut tires are prohibited. Dual rear wheels are permitted on vehicles with factory dual rear wheel setup. All tires are limited to 8” of tread width. If running dual rear wheels dually style wheels are required on front axle.

**Transfer Case:** Non-OEM transfer cases are prohibited. It must have been an option on a one- ton or smaller pickup truck.

**Transmission:** Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Trans brakes are prohibited.

**Turbo:** Any style single or compound turbo is permitted with a limit of 2 turbos. Inducer bore of **largest** turbo is limited to 3.005” (76.327mm) and must be accessible for tech officials to measure using calipers. Final decision rests with tech officials.

***Turbo will be checked on top 3 trucks at each event- either before OR after class! It is the pullers responsibility to gain access to turbo for tech inspector.***

**Water Injection:** Water methanol injection is permitted. Nitrous Oxide or use of Propane is prohibited. All system components must be disconnected from the truck.

**Wheelbase:** The vehicle must retain the original unaltered factory wheelbase and track width.

**UNLIMITED DIESEL- 8500 lbs.**:

DOT tires only- 35’’ max diameter. Dual rear wheels allowed.

All trucks must have at least six-inch-wide u-joint shields around the rear u- joint constructed of at least 1/4-inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear 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. One safety hoop or chain required to secure rear driveshaft in event of breakage.

Limited to a one ton or smaller 4x4 truck with a single diesel engine commercially available in a one ton or smaller truck.

#1 #2 diesel fuel, water methanol and propane allowed.

Nitrous oxide allowed- must have fire suit if running nitrous.

Fuel cells allowed- must be mounted securely in bed or to frame.

Any turbo charger set up allowed- Unlimited.

Aftermarket intake manifolds allowed- individual runner, side draft etc.

Air to Air or water to air intercoolers permitted.

Trans brakes allowed.

Hood stacks allowed.

Hanging weights or weight box allowed but must not extend beyond 60’’ from centerline of front axle.

Rear suspension may be blocked solid via bolt in or weld in modifications.

Hitch- Hook point must be no closer than 44” of center line of rear axle. Maximum hitch height will be 26” and must have a minimum of a 3.75” x 3.0” opening to adequately accommodate sled hook. Hitch must be easily accessed and be stationary in all directions. No “trick” hitches permitted. Hitch must be frame mounted and must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

8500 lbs. max. Ballast may be added to truck but must be secured.