



**SPI**  
**PROFESSIONAL**  
**PULLING SERIES**

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I  
**CONTEST PROCEDURES**

1. Any contestant under 18 must have written consent from parent or guardian and prior approval from SPI Professional Pulling Series. Minimum age for competition is 16 years old.
2. Contestant may not be allowed to participate for reasons including but not limited to drinking, drugs, illness, etc.
3. All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at any event. The SPI tech official retains the right to inspect any vehicle at any time. Refusal will result in disqualification.
4. No videotaping is allowed closer than 30 feet from the track or unless directed by head track official.
5. Only the driver will be allowed on/in the vehicle when it is being towed or driven. No riders on tow tractors or track equipment will be permitted.
6. Any driver or crew member found under the influence of drugs or using intoxicating agents in the track area will be disqualified. Area is defined as within 30 feet of the track.
7. Driver must be in driver's seat while engine is running.
8. Vehicle must be in neutral or park while hooking to or unhooking from the sled. Driver must also raise hands while hooking or unhooking from the sled.
9. The first puller in the class will have the option of test puller. The test puller may accept their distance, come immediately back or drop to last position.
10. Once the track is ready and the competition director signals competitor to the track, competitor will have four (4) minutes to make a measurable distance under green flag conditions.
11. Puller may spot the sled anywhere in bounds and behind starting line if they wish. This must be done while sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed.
12. All pulls will start with a tight chain. No jerking of sled is permitted. Excessive jerking of the sled will result in disqualification.
13. Excessive loss of liquid will result in disqualification, if vehicle is under the green flag. Failure to stop will result in disqualification. Excessive is defined as any steady or intermittent stream equal to a spot on the track of 12 inches in diameter. Major mechanical breakage will not result in disqualification.
14. Pulling will be considered over when forward motion stops. Puller must stop immediately when flagged or be disqualified.
15. Any re-pull caused by contest malfunction, the puller may drop six (6) positions or drop to the end of the class. Puller may not move any weight or competitor will be disqualified.
16. All pulls will be measured to the nearest inch, unless a laser is used.
17. When possible, all contestants must drive off and on the track. Tow starting will be done as a last resort and under track judge's discretion.
18. No competitor may compete in a class, once the class has started, if arriving late.
19. Boundary line will be 300' long to start the pull. Competitor may not touch boundary lines at any time. White disqualification line(s) will be 300 feet for entire contest. If Head Track Official determines a floating finish is needed, that will be decided before the class starts.
20. Judge's decisions are final. There is no appeal process. Disagreement will result in disqualification.

## II

### GENERAL RULES

1. Fire suits are required in Mod 4X4 and LPDT classes, minimum of SFI 3.2. In flip top bodied vehicles without working doors, the driver will be required to wear an SFI approved suit. Fireproof gloves, fireproof head sock, and fireproof shoes must meet SFI Spec. 3.3. All helmets must meet Snell 90 minimum, or SFI spec. 31.1, 31.2, 41.1, or 41.2.
2. All pulling vehicles are required to have a minimum of 2.5 lb. fire extinguishers which are fully charged. Extinguishers must be within reach of the driver.
3. Seatbelts are required and must be worn during competition.
4. All vehicles will have a safety switch. The safety switch will ground the ignition and the electric fuel pumps on spark ignition motors and shut off the air intake to diesel motors.
5. No batteries are allowed inside cab of the vehicle unless they are in a marine battery box and secured to the vehicle frame.
6. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on a transmission gear selector for mechanical reasons during the season.
7. All pulling vehicles will have a dead man throttle that will automatically return to the closed position. Throttles will work in a reverse to forward motion, reverse being closed.
8. All vehicles using a foot throttle must use a toe strap.
9. All vehicles using an automatic transmission must have a positive gear lockout.
10. Drivers or crewpersons must be seated and in control of the pulling vehicle any time motor is started or running.
11. All pulling vehicles must have a neutral safety light. A white light automotive quality, a minimum of 2 inches in diameter, must be mounted within 30 inches of hooking point, and within 6 inches of center line. A light in the driver's compartment must be operated off the same system. Both lights and the starter interrupter switch will be operated off of the shifter lever. A neutral light should illuminate when vehicle is in the neutral position. Lens color should be clear.
12. SPI reserves the right to refuse any competitor the right to attend or participate at any event.
13. No dirt deflecting mud flaps permitted.
14. No adjustments to air pressure or hitch after crossing scales.
15. **Final decision rests with SPI Tech Officials!**

## III

### PULL-OFFS

1. Each competitor will have two (2) attempts to make a measurable pull.
2. In a pull-off, each puller will hook in the order that they pulled in the original class lineup. No dropping of positions is allowed in a pull-off.
3. If the track official believes that an error has occurred in sled setting, pull-off may be restarted. In this case, the first puller may come right back or drop to last.
4. In a pull-off, a floating finish line will be used for all competitors.

**IV**  
**POINTS**

Competing vehicle must be present and make measurable pull at two thirds (2/3) of the events to become eligible to receive year end points fund.

1. The following is the SPI structure.

|                      |                                                                                      |
|----------------------|--------------------------------------------------------------------------------------|
| 1 <sup>st</sup> - 30 | 4 <sup>th</sup> - 27                                                                 |
| 2 <sup>nd</sup> - 29 | 5 <sup>th</sup> - 26                                                                 |
| 3 <sup>rd</sup> - 28 | 6 <sup>th</sup> - 30 <sup>th</sup> – points will drop down by 1 point for each place |

2. Any competitor who pays the entry fee, passes the tech inspection and makes a measurable distance will receive 15 hooking points.
3. Any competitor who pays the entry fee, passes the tech inspection does not make a measurable distance, and scratches will get 15 hooking points only; no place points would be awarded.
4. Disqualifications will receive last place points and money in their class.
5. Eligibility for any points at any event depends on competitor paying entry fee and passing tech inspection. It is competitor's responsibility to have a tech official inspect their vehicle.
6. Two thirds (2/3) of a class presented shall make the class official.
7. When a class has been officially presented, but must be called off for any reason, the purse and the points will be split equally for all competitors based on the number of entries in the class.
8. Points must be obtained by vehicle. If frame, body, and/or design changes for mechanical reasons during the season, or ownership changes during the off-season they must be approved by SPI.
9. No rain out points will be awarded if entries do not open.

**V**  
**RULES VIOLATIONS**

1. Any first time violation will result in disqualification from that event.
2. Second time violation for the same infraction will result in season long suspension.
3. If there is more than one disqualification in a class, the last available money will be split equally among those disqualified.
4. Anyone suspended will not be allowed in the track or pit area for the duration of the suspension. If vehicle is sold, vehicle will be allowed to pull, but suspended party must not be involved with vehicle in any way.

**VI**  
**REASONS FOR DISQUALIFICATION**

1. Out of bounds, this is described as any part of the pulling vehicle touching the white boundary line.
2. Loss or failure of safety equipment or equipment belonging to vehicle under the green flag.
3. Loss of weight under green flag.
4. Illegal fuel
5. Loss of excessive liquid.
6. Unsportsmanlike Conduct- Any competitor or crew member displaying unsportsmanlike conduct at any SPI event whether verbal or physical will be reason for that team's loss of points and purse for the event where the actions take place. Any second offence after official notification in writing by SPI

office will be cause for the competitor and team suspension for up to one year and ten days from the date of infraction.

7. Illegal equipment
8. Leaving the starting line under red flag.
9. Excessive argument with track official.
10. Deliberate delay of event.
11. Attacking of official.
12. Intoxication of driver.

## **VII** **PROTEST**

1. All protests must be made in writing and submitted and signed within five (5) minutes of class being protested has completed. Protest must clearly define three items, (A) Who is protested, (B) What they are protested for, limited to one (1) item per protest, and (C) who is protesting.
2. All protest fees will be in cash. If protested vehicle is found legal, then fee will be forfeited to person found legal. If vehicle is illegal, then vehicle is disqualified with a loss of purse & points and fee is returned to protester.
3. Fee for protest is as follows:
  - A) Cubic Inch- \$1000. Complete tear down. A 1% variance will be given for wear and tear. \$100 from protest fee for teardown is paid to the OFFICIAL in charge of the teardown. Remainder of teardown fee is returned to protester or given to protested party pending outcome of teardown.
  - B) Fuel, Visual, Turbo, Performance Enhancements, etc.-\$500. Any competitor knowingly competing with a performance enhancing equipment or illegal fuels and verified by a Head Tech Official at the event will be disqualified for a period of one year and ten days and including actions discovered by protests, at all SPI events. Suspensions will include driver and vehicle.
4. The officials and the protested are the only people allowed near the vehicle during protest.
5. Anyone causing disruption during a protest will be disqualified and/or banned.
6. If a puller is found guilty or refuses to tear engine down, they will be barred from all SPI events for one year and a day.
7. The SPI Professional Pulling Series officials reserve the right to suspend a competitor for any rules violation and will receive written notice in five (5) working days.

## **VIII** **RAIN**

1. Any class not completed for any reason will be considered a rainout.
2. A class will be official when two thirds (2/3) of the pullers have made a pull.
3. A session of pulling will be official if one half (1/2) of the advertised classes are completed.
4. If purse is not paid to cancel class, entry fee will be refunded.
5. Promoter and SPI Official will determine if a class or session is a rainout.

**IX**  
**BRAKES**

1. All pulling vehicles will have adequate stopping brakes.
2. All brakes in the driveline will be shielded 360 degrees with 5/16 steel or 3/8 aluminum around the brake components. Ends must be enclosed in the 1/8 steel or aluminum, no cast metal permitted to be used as part of shield.
3. All 2WD trucks will have working individual rear wheel brakes.
4. All 4x4 trucks will have complete working front and/or rear brakes.

**X**  
**CLUTCH/BELL HOUSING/GEARBOX**

1. All engines using a clutch flywheel assembly will run a full block saver plate, with material being ¼ aluminum or 3/16 steel minimum.
2. All automotive type engines using a clutch will use a ¼ inch, one piece SFI 6.1 containment bell housing.
3. One cooling hole will be allowed in the bell housing, one (1) inch maximum diameter. Hole must not be in explosion area of bell housing.
4. No welding will be allowed in the explosion area of the bell housing.
5. No chemical milling permitted.
6. There will be five (5) 3/8" bolts or four (4) ½" bolts to secure bell housing to transmission.
7. All inspection maintenance holes must be no wider than 8 ½ inches and the ends of the holes shall be smoothly and fully radiused to produce an oval shape.
8. Four (4) 3/8 grade 5 or better bolts are required in the top half of bell housing to block. Six (6) evenly spaced grade 5 or better bolts are required on bottom half of bell housing.
9. No cast iron clutch components or flywheels will be permitted.
10. Billet steel, aluminum, SFI 1.1 or SFI 1.2 flywheels will be accepted.
11. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.
12. SPI tech officials reserve the right to spot check any clutch components at any time.

**XI**  
**HITCHES AND DRAWBARS**

1. Hitch must be rigid in all directions. Hitch length and height cannot change before, during, or after pull. Drawbars must have the pivot pin on the same plane as the hook point. Drawbar must be parallel to the ground within 2-1/4' over its 18" length 15 degrees. No cam, "L" or drop down hitches or cam type rear ends permitted.
2. All drawbars will have an opening minimum of 3.75 inches x 3 inches.
3. All classes must meet the following requirements: Drawbar must be a minimum of two (2) square inches total material at any point. This will include area of the pin removed; pin will be 7/8" minimum. Must be a steel drawbar, not more than 1-1/2" by 1-1/2" square stock, or less than one by one.

## **XII**

### **2WD TRUCKS**

1. Hitch point must be clear and visible for hook and unhook of sled chain.
2. Drawbar must be mounted solid to frame and rigid in all directions.
3. Drawbar must be parallel to the ground.
4. Hitch height not to exceed 30 inches.
5. Pulling point can be no more than 1-1/2 inches from back of drawbar.
6. Hitch length can be no shorter than 18 inches from hook point to center of rear axle, measured horizontally.
7. No cable, chain or clevis allowed in hitching device.

## **XIII**

### **4X4 TRUCKS**

1. Point of hook to center line of rear axle shall be no less than 30% of vehicles wheelbase.
2. Hitch height not to exceed 26 inches.
3. Drawbar must be mounted solid to frame and rigid in all directions.
4. Pulling point can be no more than 1-1/2 inches from back of drawbar.
5. No cable, chain or clevis allowed in hitching device.
6. If bed is too long it may be cut to accommodate 30% drawbar.
7. Hitch point must be clear and visible for hooking and unhooking of sled chain.

## **XIV**

### **DRIVELINE SHIELDING**

1. Loops on all driveline must be round.
2. All u-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be six (6) inches long minimum and centered on u-joint. Inside diameter of shield will be no more than two (2) inches larger than u-joint. If aluminum is used on u-joint shield, a 1/8" insert will be put inside of shield at u-joint area six (6) inches wide.
3. All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" steel or 3/8" aluminum. The inside diameter will not be larger than two (2) inches larger than the largest universal joint. No more than ¼" of driveline will be visible. Bolts holding shield together will be 3/8" grade or better, bolted every two (2) inches or closer.
4. All other vehicles not using planetary rear ends will have loops 360 degrees around driveline two (2) inches away from driveline, made of 3/8" aluminum or 5/16" steel, and spaced every 36 inches.
5. 4X4 trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, two (2) inch maximum away from driveline.
6. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, ¼" of shaft may be visible.

## **XV**

### **ENGINES**

1. Shielding on V or Y type engines must be from the base of the head to two (2) inches below the crankshaft throw. Frame may be used as all or part of the shield provided it is solid and covers the required area.
2. Shielding on in-line engines will run from hood to two (2) inches below crankshaft throw. Shield must be complete, no holes accepted. Shielding must extend complete length of block and be securely fastened.
3. All engines will have a deflection shield, running the complete length of the block casting. Shield must be

securely fastened and must be .060 inch thick. Starters, exhausts, fuel pumps, etc., will not be considered as part of the shield.

4. All side shields must be solid. Shielding will be made of a total of .125 aluminum or .90 steel minimum of inch thick
5. Engine fans must be completely shrouded with steel 1/16" or thicker. Electric fans excluded.
6. All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec 18.1 and carry SFI identification.
7. All supercharger drive components will be shielded on top and sides with .060" steel or 1/8" aluminum. Side is defined as to the centerline of bottom pulley. Shield should be wider than drive components.
8. All vehicles using an automotive type supercharger will use aluminum blower studs, SEMA specs 6061 T-6 to secure blower to intake manifold. Blower straps meeting SFI Spec 14.1 or high quality nylon braided straps are required at all events.
9. Carbureted or injected, marine or aircraft engines using a centrifugal supercharger must be shielded as follows:
  - A) Shielding will be the same on both sides of the supercharger.
  - B) The shield will start at the centerline and extend five (5) inches rearward and eight (8) inches forward.
  - C) Notching will be allowed only to fit around necessary components.
  - D) On the front edge of the shield there will be a rolled lip, extending inward one inch and at a 90 degree angle.
  - E) Shield will be constructed of 3/8" thick steel and be bolted every two (2) inches or closer with 3/8" grade 5 or better bolts.
  - F) Shield to start at bottom of housing and go over top and down the other side.
  - G) Superchargers, as specified in rules above, may use a safety blanket with the following properties:  
22 ply ballistic nylon or 18 ply Kevlar.
10. All diesel engines will have a manual three-way dump valve installed ahead of the injection pump, to be operated from dash panel.
11. All turbocharged engines must have two (2) 3/8 grade 5 bolts in vertical position of exhaust. Bolts to be installed 90 degrees to each other within one inch of each other.

## **XVI** **EXHAUST**

1. All vehicles must have exhaust discharging vertically within ten (10) degrees of plumb or discharge below the vehicle.

## **XVII** **FUEL**

1. Acceptable fuels are gasoline, diesel fuel, alcohol, and methanol. No fuels in pressurized containers.
2. No oxygen carriers or combustion accelerators allowed in water injection. Only water soluble oil permitted in water injection.
3. No nitrous oxide, nitro methane, or propylene oxide.
4. Top lube is allowed, but no nitro based top lube will be accepted.
5. Intercoolers will be permitted to carry only water and ice.
6. All competitors will report to the scales full of fuel.

**XVIII**  
**SAFETY SWITCHES**

1. All vehicles will be required to use a kill switch.
2. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.
3. A tie strap will be used during tech to show vehicles have been teched. A ¼" hole will be used to securely hold tie strap just above the kill switch. Only if tie strap is broken, decided by head track official, will competitor be given the opportunity to pull again.
4. A white safety light is required to indicate that competition vehicle is in neutral during process of hooking or unhooking from sled. An additional reverse light, is highly recommended, amber in color will illuminate when vehicle is in reverse.
5. Kill switches on diesel motors will have the following;
  - A) Air shut off must be operated from driver seat.
  - B) Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring loaded.

**XIX**  
**STABILIZER BARS**

1. Stabilizer bars should be rigid in all directions and must support the weight of the vehicle for the heaviest class it will compete in.
2. Stabilizer pads must not be more than ten (10) inches off the ground.
3. The stabilizer pad should be parallel to the ground and must be a minimum of five (5) inches square, with a minimum of 20" allowed from the outside of one pad to the other.
4. Stabilizer bars may be in no way connected to drawbar assembly.
5. Stabilizer bars must have a brace that extends vertically twelve (12) inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame axle or top of stabilizer bar arms. Vertical brace should extend rearward a minimum of two (2) inches from radius of rear tire.

**XX**  
**AUTOMATIC TRANSMISSIONS**

1. The use of torque converters, automatic shifts, etc. will be permitted.
2. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted.
3. All vehicles using an automatic transmission will use a positive gear lockout.
4. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Automatic transmission shield must meet SFI Spec. 4.1.

**XXI**  
**WEIGHT**

1. No loose ballast inside the vehicle will be permitted.
2. No vehicle weighing more than class will be permitted.
3. Any weight loss while hooked to the sled and under the green flag will result in disqualification. Internal breakage is an exception.
4. Weights must not interfere with the kill switch, drawbar, or chain.

**XXII**  
**MODIFIED 2-WHEEL DRIVE TRUCKS**

1. Maximum cubic inch limit is 575.
2. Maximum weight of competition vehicle is 6200 pounds.
3. Maximum wheelbase on all trucks is 165 inches regardless of body type.
4. The 15 feet from center of axle overall rule will apply to all Two Wheel Drive trucks with the exception of a 10 inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed past 15 feet.
5. Maximum width of vehicle is 96 inches.
6. Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft.
7. Maximum supercharger limit is 14-71 hi-helices. No screw type superchargers permitted.
8. Maximum bore spacing is 5.00 inches.
9. All burst panels must face away from driver.
10. No timing delay devices permitted.
11. Fiberglass bodies are accepted.
12. Flip top bodies must have escape hatch through roof. If body has doors they must be in position and closed.
13. Truck beds must be covered during competition.
14. Grills, hoods and fenders must be in place as intended by the manufacturer.
15. Clear or factory tinted windows must be in place. Plexiglas is acceptable.
16. Only one fourth (1/4") lexan, .060 steel or 3/16 aluminum are the only materials
17. allowed for firewalls. No Plexiglas firewalls permitted.
18. All vehicles must have vertical bumpers. Bumpers must extend minimum of 24"
19. from the ground.
20. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
21. Non-planetary rear ends must run axle covers.
22. Weights cannot extend more than 12 inches from drawbar.

**XXIII**  
**MODIFIED 4X4 TRUCKS**

1. Maximum weight of competition vehicle is 6350 pounds.
2. Cubic inch limit is 650.
3. Any automotive type engine must be naturally aspirated with only two valves per cylinder and must accept a stock automotive crankshaft.
4. Rear of engine block can be no farther forward than the centerline of the front axle.
5. Maximum bore spacing allowed is 5.00".
6. Engine must be behind grill.
7. Front weights may not extend more than 60 inches from centerline of front axle. No loose weights allowed in cab or under hood.
8. Truck or van bodies permitted and must have complete firewall.
9. Planetary axles are permitted.
10. Tube frames are permitted.
11. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A single hole may be cut in one to allow locking in of hubs.
12. Maximum wheelbase is 133 inches on all Modified 4X4 trucks. Wheels must be centered in wheel wells. Body must be lengthened or shortened between cab and rear wheel wells, to maintain rear wheels centered in rear wheel well.
13. Front tow hitch will be strong enough to push, pull or pick the vehicle up. Only a 6x
14. 6 piece of steel with a minimum thickness of 1" and a maximum of 1.25" thickness
15. will be allowed. A round three (3) inch hole is required in front tow hitch.
16. Maximum tire size to be 112 inch circumference, when inflated to 30 psi with original bar, not to exceed 18 inches in width before cutting.
17. Clear Plexiglas or factory tint glass permitted.
18. No mud flaps or dirt deflectors will be permitted.
19. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
20. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached to these devices during competition.
21. Hitch height maximum is to be 26" at point of hook before, during, and after pull.
22. Hitch must be rigid in all directions and solidly mounted. Pulling point can be no more than 1 inch from back edge of drawbar. No clevis, chains, or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than
23. 30% of truck wheelbase and shall not slope any greater than 33 degrees to hitch point.
24. No hitch supports or adjusters, if fastened to the rear axle housing shall be above the center line of the rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.

**XXIV**  
**8500 lbs WORKSTOCK 4X4**

Class weight is 8500 lbs maximum with driver.

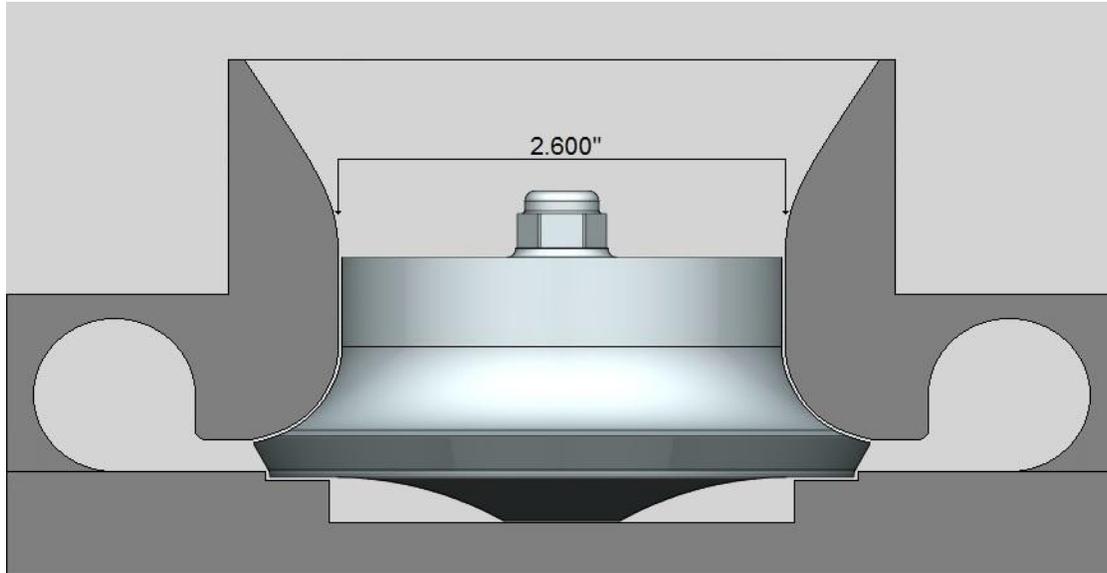
**Regulations:**

1. **Ballast:** Ballast is permitted. Hanging/hidden front weights are prohibited. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed of the truck. Final decisions rest with the tech official. **Ballast in cab is prohibited.**

2. **Batteries:** The Batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.
3. **Body:** The body must be OEM truck body, including the full bed floor. The body must retain all original sheet metal. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory.
4. **Brakes:** Four –Wheel hydraulic brakes are mandatory and must be functional.
5. **Chassis:** The OEM chassis is mandatory. The engine must be in the OEM location for the body being used. The vehicle must retain the full OEM chassis. Wheel tubs, back- half conversions, tube chassis, etc are prohibited.
6. **Cooling Systems:** Radiators must be in the stock location and must be must be of at least stock size.
7. **Credentials:** All drivers must have a valid driver’s license.
8. **Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pick up.
9. **Driver Restraint System:** The OEM restrain system is mandatory and must be worn. Helmet must be worn when pulling.
10. **Drive Shaft Loops:** All trucks must have a minimum of 6” wide U-joint shields around for rear U-Joint **to accumulate points**. Constructed of at least quarter inch steel or 3/8 inch aluminum that will safely contain the U-joint and the end of the rear shaft. Any U-joint on the front axle that can be seen from the front or the side of the truck must be shielded the same as all other u-joints. All shielding must be securely mounted to the vehicle.
11. **Engine:** The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic inch limit of 444ci. Blocks must circulate coolant freely. No hard filled blocks. Water pumps may be electric or factory. All factory belt driven accessories, excluding air conditioner compressor must be retained and powered via the crankshaft by a standard serpentine or v belt or belts. Electric cooling fans are permitted. **NO SIDE DRAFT/RUNNER STYLE INTAKES PERMITTED.**
12. **Exhaust:** The exhaust must exit rearward of the driver’s compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock , two 3/8 inch diameter bolts 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. **Upward exhaust required for all vehicles pulling for points.**
13. **Fire Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted. All vehicles must have at least a 2 ½ lb. fire extinguisher with working gauge mounted within drivers reach.
14. **Fuel:** The fuel must be pump #1 or #2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited.
15. **Fuel Injection Pump:** The fuel injection pump is limited to cylinder number specific (i.e. 6 cylinder pump on 6 cylinder motor). Dual high pressure common rail fuel pumps or HPOPs are permitted. The P pumps that are allowed are the p3000 and the p7100. Ag governors are not allowed. No sigma or 12 cylinder pumps allowed.
16. **Fuel System:** The OEM tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.
17. **Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
18. **Hitch:** The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle and must remain inside of the frame rails. The hooking point may be no closer than 44” from the centerline of rear axle (will be measured where sled hook rests). **The hitch must be horizontal to the ground and stationary in all directions.** Bumper may be notched or removed. Hitch height from the ground may not exceed 26 inches. The hooking point must have a minimum 3x3.75 inches inside diameter opening for the sled hook. **Trick hitches/drawbar style are prohibited. Trick hitches will be determined by SPI tech official.**
19. **Intercoolers:** Factory style or aftermarket air to air replacement only in the stock location. **AIR TO WATER INTERCOOLERS ARE PROHIBITED.** Any means of cooling the air before the engine is prohibited. **NO USE OF ICE OR WATER.**

20. **Interior:** A complete interior, including dashboard, door panels, headliners, etc. is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, window's, wipers ect.) must be retained and be operative. The use of hand-throttle controls are prohibited.
21. **Nitrous Oxide/Propane:** Nitrous Oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck. No pressurized bottles.
22. **Rear-end:** Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.
23. **Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non- OEM power assist methods are prohibited.
24. **Street Equipment:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications: that is, they must open and close via OEM electrical mechanical means.
25. **Suspension, Front:** The factory 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. Final decision rest with the SPI tech department.
26. **Suspension, Rear:** An OEM- style suspension is mandatory. Traction bars and devices are permitted; they 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. All rear suspensions must use at least one working shock absorber per wheel. Limiting straps prohibited. Rear suspension blocks are permitted with at least 1" of suspension compression from ride height. Air bag spring assistance is permitted; air bag compressors must be disconnected.
27. **Tires:** Tires must be DOT street tires. Cuts tires are prohibited. The use of dual rear wheels is prohibited.
28. **Transfer case:** Non OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.
29. **Transmission, Automatic:** Non OEM transmissions are prohibited. All vehicles with engines running 4500 RPM or more using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be label 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 of six inch overlap where it is fastened. All non-blanket type shields must incorporate two (or one, per manufactures instructions) ¾ 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 automatic transmissions must be equipped with flex plate meeting SFI Spec 29.1 and covered by a flex plate shield meeting SFI Spec 30.1.
30. **Transmission, Manual:** Non OEM transmissions are prohibited. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assistant. Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more equipped with a manual transmission must have a fly wheel 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 attach 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 of six inch overlap where it is fastened.
31. **Turbocharger:** Is limited to a Stock appearing ,OEM/factory make specific charger only. Turbochargers from different years in the same make may be interchanged ,no adapters to accept other model turbo. 6.4 liter Powerstroke engines may utilize the factory twin turbo configuration.
32. **Turbocharger; 2.6" Smooth Bore:** The vehicle is limited to a single 2.6" inducer bore turbocharger. The

compressor wheel must protrude into the 2.6" bore no less than 1/8". The inlet will be measured using a 2.605" plug, the plug must not be able to enter the inducer bore. MWE grooves are prohibited, the turbo inlet must be smooth bore. The vehicle's driver will be responsible for making the compressor wheel/bore accessible for inspection by the Tech Officials.



33. **Water Injection:** A Water injection is prohibited. All system components must be removed from truck.
34. **Wheelbase:** The vehicle must retain the original factory wheelbase and track width. Front dual wheel spacers may be used **only** with accompanying positive-offset dually style wheels. Front and rear wheels must have same wheel offset. Final decision resides with SPI Tech Officials.

**XXV**  
**6200# SUPER STOCK 4 x 4 TRUCKS**

**Driver Eligibility:**

1. General rules apply.
2. Minimum 16 year old licensed driver.

**Safety:**

1. OEM seatbelt or better must be worn.
2. DOT approved full face helmet with chin strap fastened. Face shield recommended.
3. No passengers on track or pit area.
4. MANDATORY 2 ½ lb fully charged fire extinguisher on board in reach of operator. A functional gauge on the fire extinguisher required.
5. SFI 3-2-A-1 fire suit, fire retardant gloves, fire shoes and head sock MANDATORY.
6. External battery disconnect recommended.
7. All vehicles will be equipped with a working white reverse light.
8. All vehicles must have a neutral start switch on standard and automatic transmissions.
9. All vehicles MUST have a kill switch mounted a maximum of 24" above hook point. Maximum 12" right or left of center line. Kill switch must kill electric fuel pump or ignition system.
10. Automatic transmission-blanket: MANDATORY 6 strap blanket, minimum SFI 4.1 rating. Straps tight and blanket securely fastened. Blanket MUST cover 360 degrees from rear of engine block to tall shaft.

11. Automatic transmission-shields Transmission shield and flexplate shield MUST meet SFI 4.1 rating. Composite transmission shield and flexplate shield must meet SFI 30.1 rating.
12. Automatic Transmission-Flex Plate: Flex plate MUST meet SFI 29-1 rating.
13. Standard transmission: All engines using a clutch/flywheel assembly MUST run one piece SFI 6.1 rated containment bell housing. MUST use a full block saver plate. Material being 3/16" steel or 1/4" aluminum minimum. One cooling hole will be allowed in explosion area of the bell housing. NO chemical milling permitted. All inspection and/or maintenance hold must be no wider than 8 1/2" and securely bolted to bell housing. Bell housing must be bolted to the engine, using all OEM engine bolt holes, grade 5 fasteners or better. Block saver plates must be securely bolted to bell housing. All flywheel, pressure plate, clutch disc and clutch components MUST meet SFI 1.1 or 1.2 rating.

**Chassis:**

1. OEM frame, modification reinforcements allowed.
2. 4WD trucks MUST have bumper stops mounted on rear of frames to prevent damage from the sled.

**Engines:**

1. Automotive type V8 engine, OEM cast iron block or aftermarket OEM configured cast iron block. 500 cubic inch +/- 2%.
2. MUST use cast aluminum or cast iron manufactured intake manifold.
3. NO homemade manifolds. NO fuel injection.
4. Engine to be naturally aspirated. Carburetor limited to one of any size.
5. Engine must be in engine compartment behind radiator and in front of fire wall. Engine location no further forward than center line of engine block to center line of front axle. All vehicles must have a grill in factory location.
6. Gasoline only. Nitrous oxide, propane, nitromethane, alcohol, methanol and all other oxygen carriers and flammables PROHIBITED. Oxygenated fuel allowed.
7. Engine side shields must cover from top of block to bottom of crankshaft throw. Shields to be full length of block. Frame rails allowed as part of shield. Minimum .060" steel or .125" aluminum.
8. All engine fans must be shrouded with 1/16" or thicker steel, 360 degrees, unless equipped with an electric fan. REQUIRED to have SFI approved harmonic balancer only.
9. MUST have two or more, throttle return springs. Springs must return throttle butterfly(s) to idle if linkage or cable breaks. Toe loops on gas pedal recommended.
10. Exhaust must not exit down (dust control).

**Drive Line:**

1. Transmission, transfer case, front and rear differentials must have come factory in a one ton or less pickup. Dana 60-70-80 series allowed Posi-trac and differential spools allowed.
2. NO planetaries. NO drop boxes, quick change boxes or quick change rear ends will be permitted.
3. Drive shaft shielding: All trucks MUST have 360 degree, 6 inch long u-joints shields covering rear end yoke, rear output yoke, front output yoke, and front end yoke. Shield thickness minimum 1/4" steel or 3/8" aluminum. Drive shaft loops: Minimum 1/4" x 1/2" steel flat stock. NO ready rod or chains. Loops to be mounted 6" from u-joints. Minimum 2 loops rear shaft, one loop front shaft and securely mounted.
4. All 4x4's MUST be equipped with axle shields that cover the hubs. MUST be fastened to the wheel or lug nuts. Must be made of 1/16" steel or better. All wheel studs and axle bolts/studs must be used and tight.
5. The vehicle is to be equipped with adequate stopping brakes mounted on the front wheels. Drive shaft brakes are allowed as a secondary braking system.

**Body:**

1. Tilt front ends allowed.
2. Lift bodies allowed,
3. All vehicles must have working doors, right and left, securely closed while pulling.
4. Maximum 3" body lift.
5. Must have OEM glass or lexan in windshield and all other windows. Tinting of glass allowed.,
6. No holes in firewall or floorboards are permitted except for controls and wiring. Firewall alterations must be equal to or better than original OEM firewall. Any firewall or floor pan alterations must use a minimum of 14 gauge steel, 1/8" aluminum, 1/4" lexan securely fastened. No plexiglass allowed.

7. The pickup box must have either a floor that is secured down, made of wood, steel or aluminum, or may use a plastic box liner or custom made tonneau cover securely fastened.
8. Front and rear OEM bumpers and tailgates are optional.
9. No batteries, fuel tank, fuel pump or fuel lines in cab.

**Hitches:**

1. Minimum draw bar length to be 36% of wheel base. Maximum hitch angle no more than 25 degrees. Draw bar is to be stationary in all directions. MAXIMUM height of 26" from the top of hitching device parallel to the ground. Drawbar must be equipped with a steel hitching device not more than 1 ½" in thickness and with a 3 x 3 ¾" opening. Cross sectional thickness must be ¾" minimum. Pulling point may be no more than 1 ½" from back edge of the hitching device. Connection point is to be no further forward than the center of the rear axle.

**Suspension:**

1. Solid blocking, airbags, and timbrens allowed.
2. Traction bars, sway bars, limit straps and aftermarket shocks allowed.

**Tires:**

1. DOT tires only.
2. Maximum tire size 36 x 15.5 or equivalent. NO more than 50% of tread width offset.
3. NO modifications allowed, i.e.: no cutting, grooving, etc. No duals, no studs, no siping and no tire chains.
4. NO military type tires, bar tires or tractor type tires allowed.

**Added Weight:**

1. All weight must be safely secured to the vehicle and may not extend forward more than 60" from the centerline of the front axle. No loose weights in the cab or under the hood.

**XXVI**  
**8000 Lbs LPSD**

Class weight is 8000 lbs with driver.

1. **Ballast:** Ballast is permitted. Front hanging weights may not extend more than 60 inches from the centerline of the front axle.
2. **Batteries:** The batteries must be securely mounted and concealed. They may not be located in the driver compartment.
3. **Body:** The body must be an OEM truck body. The body must retain full sheet metal. 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. A factory install or commercial style aftermarket bed must be installed. No Flat beds. If no bed floor bed must be covered if no bed floor present.
4. **Brakes:** Front hydraulic brakes are mandatory.
5. **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.
6. **Credentials:** Drivers must have a valid state driver's license.
7. **Driver Restraint System:** The OEM restraint system or SFI approved 5 point harness is mandatory and must be worn
8. **Drive Shaft Loops:** All trucks must have a minimum of 6" wide U-joint shields around for rear U-Joint. Constructed of at least quarter inch steel or 3/8" aluminum that will safely contain the U-joint and the end of the rear shaft. Any U- joint on the front axle that can be seen from the front or the side of the truck must be shielded the same as all other u-joints. All shielding must be securely mounted to the vehicle.
9. **Engine:** The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic inch limit of 460CI..Water pumps may be factory or electric powered. Electric cooling fans are permitted.

No billet aluminum or billet steel heads. Engine must have a 3/8 diameter cable surrounding block and head located between cylinders #1 and #2, cable must pass through manifolds. Cable will have 4-6 inches of slack with a minimum of 4 cable clamps at splice.

10. **Exhaust:** All vehicles must be equipped to direct exhaust upward including stock exhaust systems. Hood stacks are permitted. Two 3/8 inch diameter bolts 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.
11. **Fire Extinguisher System:** A fire extinguisher is permitted, it must be securely mounted. All vehicles must have at least a 2 ½ LBS extinguisher with a working gauge mounted within driver's reach.
12. **Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Bio diesel fuel is permitted. A fuel cell may be used in place of the factory fuel tank; fuel is not permitted in driver's compartment.
13. **Fuel Injection Pump:** A fuel injection pump is limited numbers specific (I.e. 6 cylinders pump on a 6 cylinder motor). Dual high pressure common rail fuel pumps or HPOPs are permitted. AG governors are permitted. No Sigma or 12 cylinder pumps allowed. A 3 way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat (must be demonstrated during tech).
14. **Harmonic Balancer:** All engines turning 4500 RPM or higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
15. **Hitch:** Hook point must be no closer than 44 inches of centerline of rear axle (will be measured where sled hook rests). Hitch height maximum of 26 inches for 4 wheel drive pickups and maximum 30" for 2 wheel drive with a minimum of a 3.0"x3.75" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Reinforcements must not extend forward of the centerline of the rear axle and must remain inside of the frame rails. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.
16. **Intercoolers:** Factory style or after market intercoolers are allowed. Water to air intercoolers allowed. **Ice and water must be weighed at time of crossing the scales.**
17. **Interior:** The vehicle must be equipped with at least one seat for the driver; it must be properly installed. Either the normal foot throttle or an approved spring-loaded hand throttle will be permitted in this class. (See General Rules)
18. **Kill switches:** All trucks are required to have a kill switch located on the back of the truck, located near the hooking point. They must have an air guillotine of the spring loaded type. If during competition the kill switch slides loose or falls out distance will be measured. **Securing the kill switch is the driver's responsibility.**
19. **Nitrous Oxide:** Nitrous oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck.
20. **Safety Equipment:** All drivers must wear a helmet, complete fire suits, leather shoes.
21. **Steering:** The vehicle may retain the original OEM steering gear or use of hydraulic steering. Additional stabilizers are permitted.
22. **Street Equipment:** Complete headlight and tail light assemblies (all) are mandatory. Complete OEM windshield is mandatory. Driver's window must be operative.
23. **Suspension, Rear:** Solid rear suspension permitted. Air bag spring assist permitted; Air bag compressors must be disconnected.
24. **Tires:** The tires must be D.O.T street tires, with a tire limit size of 35 inches. Cut tires are prohibited.
25. **Transmission, Automatic:** Non OEM transmissions are prohibited. Except with 3.0 smooth bore turbo ONLY. The transmission must have been an option for a one ton or smaller pickup 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 extend from the rear of the engine block to the rear of the tail housing with a minimum of six inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Sec 29.1

26. **Transmission, Manual:** Non OEM transmissions are prohibited. Except with 3.0 smooth bore turbo ONLY. The transmission must have been an option on a one ton or smaller truck. Aftermarket internal components are permitted. A clutch meeting minimum SFI Sec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions must have a fly wheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec fly wheel shields is not available may use properly attached SFI 4.1 or 4.2 blankets that completely covers the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmissions with a minimum of six inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that the vehicle will not start in gear.
27. **Turbocharger; 3.0" Smooth Bore:** The vehicle is limited to a single 3.0" inducer bore turbocharger. The compressor wheel must protrude into the 3.0" bore no less than 1/8". The inlet will be measured using a 3.005" plug, the plug must not be able to enter the inducer bore. MWE grooves are prohibited, the turbo inlet must be smooth bore. All exposed velocity stacks must incorporate a 1/16" or greater steel cable in a cross pattern.  
**The vehicle's driver will be responsible for making the compressor wheel/bore accessible for inspection by the Tech Officials.**
28. **Water Injection:** Water injection is prohibited. All system components must be removed from truck.
29. **Wheelbase:** The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inches. Center to center of axles. Front dual wheel spacers may be used only with accompanying positive-offset dually style wheels. If wheel base is altered from factory specs, maximum wheelbase is 158"

XXVII  
7000lb STREET LEGAL GAS 4x4

7,000 lbs Maximum with driver

**STREET LEGAL GAS:** The Street Legal Gas class is designed for daily driven, on-the-road pickup trucks (full-bodied gas pickup truck). Valid DOT registration, license plates, insurance, and matching valid state inspection the state the vehicle is registered are mandatory. No dealer, repair, farm, or temporary plates allowed. The vehicle must be four-wheel drive.

**REGULATIONS:**

1. **Ballast:** Ballast is permitted. Hanging front weights are prohibited. Ballast may be added in the bed of the truck only, no hidden weight or ballast in the cab. If used, ballast must be securely fastened to the bed of the truck. Final decisions rest with the tech official.
2. **Batteries:** The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.
3. **Body:** The body must be an OEM truck body, including the full bed floor. The body must retain all original sheet metal. Metal after-market hoods are permitted, fiberglass is prohibited. The complete OEM firewall and OEM floor pan is mandatory.
4. **Brakes:** Four-wheel hydraulic brakes are mandatory and must be functional.
5. **Chassis:** The OEM chassis is mandatory. The engine must be in the OEM location for the body being used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.
6. **Cooling System:** Radiators must be in the stock location and must be of at least stock size.
7. **Credentials:** All drivers must have a valid state driver's license and registration.
8. **Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup. Front and rear axles must also be from a one-ton or smaller pickup (no 5/4 ton axles).
9. **Driver Restraint System:** The OEM restrain system is mandatory and must be worn. Helmet must meet Snell 90 or better and must be worn when pulling.
10. **Engine:** Maximum engine size is 500 cubic inch and must be correct manufacturer and size that was a factory available option for that year, make, and model vehicle. Engine cannot be bored more than .030 over stock diameter. Engine cannot be stroked, must retain stock stroke. Only type intake manifold and one single four barrel carburetor limited to 750 cfm maximum. No aluminum heads or aluminum engine blocks unless equipped from the factory. No nitrous oxide allowed and any nitrous bottles must be removed. Air cleaner in the stock location is a must and hood cannot be cut/altered to allow protrusion of the air cleaner. Factory fuel injection body system allowed. Engine must be naturally aspirated unless otherwise equipped from the factory (i.e. Ford EcoBoost).
11. **Exhaust:** Exhaust must exit rear of cab. No open exhaust allowed. Muffler is a must. Exhaust must pass state inspection standards for noise level. Exhaust must also pass state inspection emissions regulations if applicable. Aftermarket headers with a tube size of 1.75" diameter or less are allowed.
12. **Fire Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted and it is recommended that it be within easy reach of the driver.
13. **Fuel:** Maximum 93 octane pump gas only; higher octane fuel, race fuel, methanol, or any octane boosters/additives are prohibited. Judgement call of the tech official regarding if prohibited fuels are smelled when going over the scales or competing.
14. **Fuel System:** The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.
15. **Hitch:** The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. The hooking point must be in the rear most point on the vehicle and must be rearward of the stock location of the tailgate. When backing into a vertical wall, the hitch point must be the first thing to hit before the bumper, bed, or other parts of the truck body. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched but must be retained. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3x3.75in

inside diameter opening for the sled hook.

16. **Ignition:** Must utilize the stock ignition system or a distributor style aftermarket system. Aftermarket ignition boxes are prohibited.
17. **Interior:** A complete interior, including dashboard, door panels, headliners, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, window's wipers, etc.) must be retained and be operative. The uses of hand-throttle controls are prohibited.
18. **Rear End:** Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.
19. **Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.
20. **Street Equipment:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications: that is, they must open and close via OEM electrical or mechanical means.
21. **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. Front traction bars are prohibited.
22. **Suspension, Rear:** An OEM-style suspension is mandatory. All OEM suspension mounting points must be retained and used. All rear suspensions must use at least one working shock absorber per wheel. Limiting straps prohibited. Rear suspension blocks are permitted with at least 1" of suspension compression from ride height. Air bag spring assistance is permitted; air bag compressors must be disconnected.
23. **Tires:** The tires must be DOT approved tires. Cut tires, studded tires and tire chains are prohibited. Dual rear wheels are prohibited.
24. **Torque Converter:** Lock up torque converter boxes and controllers are prohibited.
25. **Transfer Case:** Non OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.
26. **Wheelbase:** The vehicle must retain the original factory wheelbase and track width. Front and rear wheels must have same wheel offset. Final decision resides with SPI Tech Officials.

## XXVIII

### 6500 lb. ENHANCED GAS 4X4

**MANDATORY:** All drivers must have a valid state driver's license

Class weight is MAX 6,500 lbs maximum with driver.

1. **Ballast:** Ballast is permitted. All ballast must be behind the front grill or securely mounted in rear bed. Ballast in cab permitted if secure.
2. **Batteries:** The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.
3. **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. Fiberglass is prohibited. 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. Must have hood, grill, and fenders in place as intended by manufacturer. Complete OEM firewall with no hole is required. No tilt bodies or noses, No visible protruding air cleaners threw the hood, can be covered with cowl hood or hood scoop.
4. **Bumpers:** Front bumpers must be unaltered OEM or equivalent. No homemade bumpers allowed. Brush guards or lower plow frames are allowed as long as they appear unaltered.
5. **Brakes:** Four-wheel hydraulic brakes are mandatory.
6. **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.

7. **Cooling System:** Radiators must be in the OEM stock location and be of at least stock size.
8. **Driveline:** An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup.
9. **Driver Restraint System:** The OEM restraint system is mandatory and must be worn.
10. **Driveshaft Loops:** All trucks must have a minimum of six-inch wide u-joint shields around the rear and the front u-joints constructed of at least ¼ inch steel or 3/8 inch aluminum that will safely contain the u-joints and the end of the rear shaft. Chain safety loops are not permitted. Drive shafts must have at least two loops on each shaft with a minimum of 3/4" wide and 1/8" thick steel or 1/4" aluminum with a minimum of 2" clearance.
11. **Engine:** The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Must be located in the factory OEM location. Blocks must circulate coolant freely. Water pumps must be present, but may be powered electrically. The use of concrete or other block fillers is prohibited. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or "V" belt. Electric fans are permitted. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same location as the OEM unit. Maximum cubic inch limit is **500ci. +/- 1 percent** OEM fuel injection allowed if using OEM fuel lines/rails. Aftermarket cast iron blocks allowed, Aftermarket intakes allowed. Single piece 4 barrel carburetor limited to a 4150 style base. Max 2 inch carburetor spacer allowed, No dominators or split carburetors allowed. Engine driven fans require 360 degree metal shielding. No Prostock style heads including Hemi and ex 514. Aluminum heads allowed on small block engines ONLY!
12. **Exhaust:** Must exit behind cab. Open exhaust is permitted.
13. **Fire Extinguisher System:** A minimum of a 2lb fire extinguisher must be loaded and in the vehicle.
14. **Fuel:** Gas is the only fuel permitted. Aftermarket fuel cells are allowed. Use of alcohol is prohibited
15. **Harmonic Balancer:** Must be SFI approved. Or be shielded 360 degree with ¼" steel
16. **Hitch:** Hitch pin may be no smaller than grade 8 5/8" pin/bolt. Must be attached to the frame only including bracing and supports. No bracing or supports can be attached to the body, Axle, or the suspension. Hook point cannot exceed 26" from the ground. Hook point of hitch must be the furthest point back of the truck. No point of the hitch may attach forward of the center line of the rear axle. Sled stops are the only thing that may extend rearward of the hitch.
17. **Interior:** No batteries, water hoses, fuel lines allowed in cab. Nitrous Oxide: Full OEM interior including dash, seat, glass, firewall, etc. Propane AND THE USE OF OTHER OXYGEN EXTENDERS ARE PROHIBITED. All system components MUST be removed
18. **Rear End:** Non-OEM rear-ends housings are prohibited. The rear end must have been an option on a 1-ton or smaller truck. Rear axle bolts to be covered by a cap or shield.
19. **Safety:** All trucks must have a working kill switch with a minimum of a 2" round diameter ring. Located in the rear center of the truck easy to reach and free from the chain and draw bar. When pulled must kill all power to the ignition and fuel pump. **Drivers must wear a helmet.** All other safety and general rules must be followed.
20. **Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are permitted.
21. **Suspension, Front:** The factory suspension configuration must be retained. 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 provide 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.
22. **Suspension, Rear:** An OEM-style suspension is mandatory. 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. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension may be bolted solid to eliminate travel. Blocking of the rear suspension is permitted.
23. **Tires:** The tires must be DOT street tires. Cut tires are prohibited, No siping. No "Real Style" wheels must be DOT approved, No Screwing of beads. Max Tire size 35x 12.50 or equivalent

24. **Transfer Case:** Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.
25. **Transmission:** Must be from a passenger vehicle rated one ton or less. All trucks require a reverse light. Automatic transmissions require a 3 strap **SFI** approved blanket or a **SFI** approved Kevlar shield. Manual transmissions require an **SFI** approved bell housing.
26. **Wheelbase:** Limited to 160 inches. The vehicle must retain the original factory wheelbase and track width. Front and rear wheels must have same wheel offset. Final decision resides with SPI Tech Officials.

## **XXIX**

### **8500lb STREET OUTLAW**

Class weight is 8500 lbs with driver.

**STREET LEGAL:** The Street Outlaw class is designed for daily driven, on the road pickup trucks (full-bodied pickup truck). The vehicle may be two or four-wheel drive.

1. **Ballast:** Ballast is permitted. Hanging front weights are prohibited.
2. **Credentials:** All drivers must have a valid driver's license. Valid DOT registration and license plates are mandatory. **The vehicle must be able to pass state inspection** (safety requirements, no hood stacks, no duals rear tires on single rear wheel trucks etc.).
3. **Driver Restraint System:** The OEM restrain system is mandatory and must be worn. Helmet must be worn when pulling.
4. **Hitch:** Hook point cannot exceed 26" hitch height for 4 wheel drive and 30" for 2 wheel drive.
5. **Street Equipment:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications: that is, they must open and close via OEM electrical mechanical means.

**\*Final decision of legality and safety resides with the head tech official\***