

EASTERN MISSOURI TRUCK PULLERS 2025-2027 GAS CLASS RULES:

ALL GENERAL RULES APPLY UNLESS STATED OTHERWISE BELOW!

All Rules are at the discretion of the tech committee and the tech committee has final say on interpretation of all rules.

All vehicles must be ready for inspection with full access to all areas to be inspected.

All Pullers in classes above Street Stock Must Wear, Full face DOT Approved helmet, SFI fire jacket, fire pants, fire gloves, **neck collar**, fireproof shoes including leather footwear, **and a fire extinguisher within reach of the driver.**

All pullers in Street Stock must wear a helmet.

NO Grid Systems allowed or any other traction-controlled devices. May have a data acquisition system for monitoring and information purposes only.

STREET STOCK - 7000LBS:

CLASS MAY BE SPLIT BY COMPUTER CONTROLLED and NON-COMPUTERED CONTROLLED WITH A MINIMUM OF 3 TRUCKS PER SPLIT.

WEIGHT: 7000lbs weight with driver included.

BALLAST: Ballast may be added must be secured. Front bumper must be mounted in factory location. No loaded front bumpers or winches. **Must be a minimum of 8" off the ground.**
Weights may not be visible outside the vehicle.

BATTERIES: The batteries must be securely mounted in the factory location.

BODY: The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Aftermarket hoods are permitted. No lift off or race weight fiberglass hoods 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 stock location and be of at least stock size. Electric water pumps and electric fans are permitted.

DRIVELINE: An OEM type 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 **or harness** is mandatory and must be worn.

DRIVESHAFT LOOPS: Not mandatory; except on purpose-built vehicles.

ENGINE: Engine must have been commercially available in one ton or smaller truck- factory blocks only. Cast iron OEM cylinder heads only unless factory equipped with aluminum heads. Limited to 2 visible engine modifications for Big Block and 3 visible modifications for Small Blocks i.e., Aftermarket carb, **aftermarket throttle body**, intake manifold, headers, ignition system, or engine swap if not for the era of the vehicle. No Dominator intake or carbs are allowed. Big Block vehicles must be capable of pulling 15" of vacuum at or below 1000rpm. Small Block vehicles must be capable of pulling 13" of vacuum at or below 1000rpm. Vacuum will be checked at carburetor or intake manifold port at tech official's discretion. Vacuum must be maintained and held steady below max RPM within 2 minutes subject to the tech inspectors' discretion. Vacuum must follow the laws of vacuum i.e... fluctuate with rpm, go away instantly when engine is shut off. No check valves, restrictors, or other devices may be used. Must have vacuum port available for checking during inspection or you will not be allowed to run this class. No vacuum pumps or timing control devices permitted. All vehicles will be checked during tech inspection and the Top 3 trucks will be tested after each pull at tech official's discretion. - No adjustments may be made after the hook. In the event an engine cannot pull vacuum after making hook, the puller will be allowed to cool down for 15 minutes. The vacuum must be maintained and held steady below max RPM with no adjustments made within 2 minutes subject to tech inspectors' discretion. Hood must remain closed, and **NO MODIFICATIONS OR ADJUSTMENTS CAN BE MADE!** If the engine can't pull a vacuum after cooling down the puller will be disqualified, and no distance shall be given. **NO POWER ADDERS ALLOWED!!!!** May run 3rd Generation HEMI and Newer **ONLY**. **FACTORY BORE SPACING ONLY!!** No Evacuation Tubes allowed, or Vacuum Pump allowed. **NO Grid Systems allowed or any other traction-controlled devices. May have a data acquisition system for monitoring and information purposes only.**

EXHAUST: Exhaust must exit past cab- no open headers. In frame headers only. 2 1/8" OD max primary tube.

FUEL SYSTEM: E85 is allowed. No oxygenated fuels or methanol allowed . Electric fuel pumps permitted. Fuel cells permitted in bed only.

HITCH: The hitch must be a receiver-style hitch, solid mounted, not adjustable in any direction. Receiver stud must be of solid stock and secured with a minimum 5/8" grade 8 bolt or pin. No bracing forward center of rear axle tube. No bracing support or adjusters of any kind to the axle will be permitted. The hook point must be no closer than 42" of center line of rear axle. Must have a 3" wide by 3 3/4" deep opening for the sled hook. Maximum hitch height will be 26" for 4wd trucks, 30" for 2wd and 24" for any crew cab vehicle. Must have hitch installed when crossing scales.

INTERIOR: A complete interior, including dashboard, door panels, headliner, etc. is mandatory. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be

operative. The use of hand-throttle controls is prohibited. Must have 2 matching front seats- must be upholstered. The driver's seat restraint must be operable and worn during pull.

Differential: Non-OEM rear-end housing is prohibited. The differential 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 (all) are mandatory and must be operative. Complete OEM windshields and windows are mandatory. Windows must be operative by factory specifications; that is, they must open and close via OEM electrical or mechanical means.

SUSPENSION FRONT: An OEM-type suspension for that manufacture is mandatory. Leaf springs must be mounted in factory location and function. **Traction bars and devices are permitted; they must be bolted only; welds are permitted for attachment to frame or axle housing. No bracing or contact from traction bars to frame at any point except for each end.**

SUSPENSION REAR: An OEM-type suspension for that manufacturer is mandatory. Lowering or raising the vehicles height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolted only; welds are permitted for attachment to frame or axle housing. **No bracing or contact from traction bars to frame at any point except for each end.** 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 and mounted in the factory location and function. Rear suspension may be blocked- bolt in only **on the top of differential.** No solid rear suspension. **All traction devices must be in front of the rear differential except for functioning shocks.**

TIRES: Max tire height 35". Max tire width 12.50" for 4WD and 13.50" for 2WD. Tire size as marked on tire or conversion for metric size. 8" width for dually vehicles. The tires must be DOT tires. Cuts are prohibited.

TRANSFER CASE: OEM type transfer cases only. It must have been an option on a one ton or smaller pickup truck.

TRANSMISSION AUTOMATIC: OEM type transmissions only. 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: OEM type transmission only. Aftermarket internal components are permitted.

WHEELBASE: The vehicle must retain the original factory wheelbase and track width for that model. Dual rear wheels are permitted on vehicles with factory dual rear wheel setup. All tires are limited to 8" of tread width on dually applications.

KILL SWITCH: Functional kill switch is mandatory on purpose-built vehicles. Switch must shut off power to ignition as well as fuel pump if using an electric pump.

HOT STOCK 6200LBS:

WEIGHT: 6200lbs weight with driver included.

BALLAST: Ballast permitted- must be secured. No hanging weights beyond the front bumper with bumper mounted in the factory location. **Must be a minimum of 8" off the ground.**

BATTERIES: The batteries must be securely mounted. They may not be 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. 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 stock location. Electric water pumps and electric fans are permitted. Mechanical fans must have metal or aluminum shrouds.

DRIVERS RESTRAINT SYSTEM: The driver restraint system **or harness** 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. A minimum of one safety loop or chain must be used on rear shaft located after the front yoke of shaft and the center of drive shaft.

ENGINE: Naturally aspirated gasoline engines only. Must have been an option in a one ton or smaller pickup. No Power Adders. Cast iron block only- No aluminum blocks permitted. Limited to a single 4150 carb only- no dominators. No Billet Main Body on Carb. No CNC carbs. Maximum throttle blade size of 1.75" will be checked with go no go gauge. **Must be 4 sperate 1.75" throttle blades. Single or dual blade carbs are prohibited. All air must pass through the throttle blades.** 4150 flange intake manifolds only must be readily available part. No custom-made intake allowed . Carb flange opening must be unmodified and must remain as cast. Port matching to head allowed. Cast iron or aluminum heads are allowed. No Billet Head or Pro-Style Heads. Must be conventional type cylinder heads- stock valve angle and valve alignment for Big Block. SMALL BLOCK may run any valve angle must be stock valve alignment. Hemi Head allowed on 3rd Generation Hemi and Newer ONLY. Sheet metal intake is prohibited. SFI Approved Balancer or shield on all engines. FACTORY BORE SPACING ONLY!! Oil pump must be in stock location and wet sump configuration only unless OEM. No Vacuum pumps are allowed. Scavenge tubes allowed. **No mechanical or aftermarket fuel injection allowed.**

NO Grid Systems allowed or any other traction-controlled devices. May have a data acquisition system for monitoring and information purposes only.

EXHAUST: Open headers permitted on in frame only. Fender well headers allowed with exhaust pass the cab must include a muffler. Maximum primary tube of 2 1/8" OD for all.

FUEL SYSTEM: Fuel cells permitted in bed only. Race gas and E85 permitted. No alcohol or nitro.

HITCH: The hitch may be a receiver-style hitch, solid mounted, not adjustable in any direction. Receiver stub must be of solid stock and secured with a minimum 5/8" grade 8 bolt or pin . No bracing forward center of rear axle tube. No bracing or adjusters to axle will be permitted. The hook point must be no closer than 42" of center line of rear axle. Must have a 3" wide by 3 3/4" deep opening for the sled hook. Maximum hitch height will be 26" for 4wd trucks and 30" for 2wd and 24" for Crew Cab vehicles. Must have hitch installed when crossing the scales.

Adjustable draw bar hitches are permitted. Draw bar hitch point will be no closer than 47.88" to the center of the rear axle and the hitch brackets and all bracing must not extend more than 24" from the hitch point. Must have a 3" wide by 3 3/4" deep opening for the sled hook. Maximum hitch height will be 26"for 4wd trucks and 30" for 2wd and 24" for Crew Cab vehicles. No bracing or adjusters to axle will be permitted.

INTERIOR: The use of hand-throttle controls is allowed. Must have factory glass in front and two side doors. All structural metal must be retained in the doors, dash and cab. Driver's window must be operative by factory specifications; that is, they must open and close via electrical or mechanical means.

REAR-END: Non-OEM rear-end housing is 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.

SUSPENSION: An OEM-type suspension for that manufacturer is mandatory. Lowering or raising the vehicles height with suspension modifications is permitted. **Front and rear** traction bars and devices are permitted; they must be bolted only; welds are permitted for attachment to frame or axle housing. . **No bracing or contact from traction bars to frame at any point except for each end.** 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. A minimum of 3 rear leaf springs per side must be mounted in the stock location and functional. Rear suspension may be blocked- bolt in only **on the top of differential**. No solid rear suspension **All traction devices must be in front of the rear differential except for functioning shocks. No bracing or adjusters from the hitch to axle will be permitted.**

TIRES: Max tire height 35 inches. Max tire width 12.50" for 4WD and 13.50" for 2WD. Tire size as written on sidewall or conversion for metric. The tires must be DOT tires. Cuts are prohibited. No bead lock or screwed wheels allowed.

TRANSFER CASE: OEM type transfer cases only. It must have been an option on a one ton or smaller pickup truck.

TRANSMISSION AUTOMATIC: OEM **type** transmissions **only**. 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. SFI blanket type shields or scatter proof floor shields must be used.

TRANSMISSION MANUAL: OEM **type** transmissions **only**. Aftermarket internal components are permitted. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.

WHEELBASE: The vehicle must retain the original factory wheelbase and track width for that model. Dual rear wheels are prohibited.

KILL SWITCH: Functional kill switch is mandatory. Switch must shut off power to ignition as well as fuel pump if using an electric pump.

SMALL BLOCK 6200LBS:

2WD MAY HAVE BIG BLOCK in this class. Must meet all other rules as follows.

WEIGHT: 6200lbs weight with driver included.

BALLAST: Ballast permitted- must be secured. No hanging weights beyond the front bumper with bumper mounted in factory position. **Must be a minimum of 8" off the ground.**

BATTERIES: The batteries must be securely mounted. They may not be 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. 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 stock location. Electric water pumps and electric fans are permitted. All mechanical fans must have metal or aluminum shroud.

DRIVERS RESTRAINT SYSTEM: The driver restraint system **or harness** 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. A minimum of one safety loop or chain must be used on rear shaft located after the front yoke of shaft and the center of drive shaft.

ENGINE: Naturally aspirated gasoline engines only. No Power Adders. Cast iron block only- No aluminum blocks permitted. Limited to a single 4150 carb only- no dominators. No Billet Main Body or Billet Venturis on Carb. No CNC carbs. Maximum throttle blade size of 1.75" will be checked with go no go gauge. **Must be 4 sperate 1.75" throttle blades. Single or dual blade carbs are prohibited. All air must pass through the throttle blades.** 4150 flange intake manifolds only must be readily available part. No custom-made intake allowed . Carb flange opening must be unmodified and must remain as cast. Port matching to head allowed. Cast iron or aluminum heads allowed may run any valve angle must be stock valve alignment. Hemi Head allowed on 3rd Generation Hemi and Newer ONLY. Sheet metal intake is prohibited. SFI Approved Balancer or shield on all engines. FACTORY BORE SPACING!! !! Oil pump must be in stock location and wet sump configuration only unless OEM. No Vacuum pumps are allowed. Scavenge tubes allowed. **No mechanical or aftermarket fuel injection allowed.**

NO Grid Systems allowed or any other traction-controlled devices. May have a data acquisition system for monitoring and information purposes only.

EXHAUST: Open headers permitted on in frame only. Fender well headers allowed with exhaust pass the cab must include a muffler. Maximum primary tube of 2 1/8" OD for all.

FUEL SYSTEM: Fuel cells permitted in bed only. Race gas and E85 permitted. No alcohol or nitro.

HITCH: The hitch may be a receiver-style hitch, solid mounted, not adjustable in any direction. Receiver stub must be of solid stock and secured with a minimum 5/8" grade 8 bolt or pin . No bracing forward center of rear axle tube. No bracing or adjusters to axle will be permitted. The hook point must be no closer than 42" of center line of rear axle. Must have a 3" wide by 3 3/4" deep opening for the sled hook. Maximum hitch height will be 26" for 4wd trucks and 30" for 2wd with small block, **26"** with big block and 24" for Crew Cab vehicles. Must have hitch installed when crossing the scales.

Draw bar hitches are permitted. Draw bar hitch point will be no closer than 47.88" to the center of the rear axle and the hitch brackets and all bracing must not extend more than 24" from the hitch point. Must have a 3" wide by 3 3/4" deep opening for the sled hook. Maximum hitch height will be 26".for 4wd trucks and 30" for 2wd with small block, 26" with big block and 24" for Crew Cab vehicles. No bracing or adjusters to axle will be permitted.

INTERIOR: The use of hand-throttle controls is allowed. Must have factory glass in front and two side doors. All structural metal must be retained in the doors, dash and cab. Driver's window must be operative by factory specifications; that is, they must open and close via electrical or mechanical means.

REAR-END: Non-OEM rear-end housing is 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.

SUSPENSION: An OEM-type suspension for that manufacturer is mandatory. Lowering or raising the vehicles height with suspension modifications is permitted. **Front and** rear traction bars and devices are permitted; they must be bolted only; welds are permitted for attachment to frame or axle housing. **No bracing or contact from traction bars to frame at any point except for each end.** 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. A minimum of 3 rear leaf springs per side must be mounted in the stock location and functional. Rear suspension may be blocked- bolt in only **on the top of differential.** No solid rear suspension **All traction devices must be in front of the rear differential except for functioning shocks. No bracing or adjusters from the hitch to axle will be permitted.**

TIRES: Max tire height 35 inches. Max tire width 12.50" for 4WD and 13.50" for 2WD. Tire size as written on sidewall or conversion for metric. The tires must be DOT street tires. Cuts are prohibited. No bead lock or screwed wheels allowed.

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

TRANSMISSION AUTOMATIC: Non-OEM type 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. SFI blanket type shields or scatter proof floor shields must be used.

TRANSMISSION MANUAL: Non-OEM type transmissions are prohibited. Aftermarket internal components are permitted. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.

WHEELBASE: The vehicle must retain the original factory wheelbase and track width for that model. Dual rear wheels are prohibited.

KILL SWITCH: Functional kill switch is mandatory. Switch must shut off power to ignition as well as fuel pump if using an electric pump.

Pro Street 6200LBS:

WEIGHT: 6200lbs weight with driver included.

BALLAST: Ballast permitted- must be secured. No weight brackets, boxes, or hanging weights beyond the front bumper with bumper in factory position. **Must be a minimum of 8" off the ground.**

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

BODY: Must be an OEM appearing truck body and frame. The body must retain full sheet metal cab, floor pan, firewall and doors all other panels can be fiberglass. Cut out bed allowed but must be covered top and back.

BRAKES: Two (2) hydraulic brakes are mandatory.

COOLING SYSTEM: Radiators must be in stock location. Electric water pumps and electric fans are permitted. Mechanical fans must have metal or aluminum shrouds.

DRIVELINE: Must be OEM type transmission and transfer. They must have been an option on a one ton or smaller pickup.

DRIVERS RESTRAINT SYSTEM: Driver restraint system **or harness** 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. A minimum of one safety loop or chain must be used on rear shaft located after the front yoke of shaft and the center of drive shaft.

ENGINE: Naturally aspirated gasoline engines only. No Power adders are allowed. Cast iron block only- No aluminum blocks permitted. Limited to a single carburetor. No Split dominators. No fuel injection is allowed. Cast iron or aluminum conventional heads allowed stock valve angle. SMALL BLOCK may run any valve angle must be stock valve alignment. Hemi Head allowed on 3rd Generation Hemi and Newer ONLY. No Sheet metal or tunnel ram intake allowed. SFI approved balancer mandatory. FACTORY BORE SPACING!!!

NO Grid Systems allowed or any other traction-controlled devices. May have a data acquisition system for monitoring and information purposes only.

EXHAUST: Open headers permitted. No upright headers permitted.

FUEL SYSTEM: Fuel cells permitted in bed only. Race gas and E85 permitted. No alcohol or nitro.

HITCH: Adjustable draw bar hitches allowed. No bracing forward center of rear axle tube. No bracing support or adjusters to axle will be permitted. The hook point must be no closer than

42" of center line of rear axle. Must have a 3" wide by 3 ¾" deep opening for the sled hook. Maximum hitch height will be 26" for 4wd trucks and 30" for 2wd.

INTERIOR: Factory interior may be removed. **Hand throttle allowed**

REAR-END: D106 or smaller allowed.

FRONT-END: 1 ton or smaller allowed.

STEERING: The vehicle may have an aftermarket hydraulic steering system.

SUSPENSION FRONT: Any OEM-type suspension allowed.

SUSPENSION REAR: Any OEM-type or solid rear suspension allowed.

TIRES: Max tire height 35". MAX TIRE WIDTH 12.50" AS MARKED ON THE SIDEWALL. The tires must be DOT tires. Cuts are prohibited. No Dual wheel vehicles.

TRANSMISSION AUTOMATIC: Non-OEM type 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. SFI blanket type shields or scatter proof floor shields must be used.

TRANSMISSION MANUAL: Non-OEM type transmissions are prohibited. Aftermarket internal components are permitted. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.

WHEELBASE: The vehicle must retain the original factory wheelbase and track width for that model. Maximum 133"-wheel base max.

KILL SWITCH: Functional kill switch is mandatory. Switch must shut off power to ignition as well as fuel pump if using an electric pump.

Pro-Stock 6200LBS:

DOT Tire ONLY

Limited to single gasoline engine only.

Single carburetor. No Fuel Injection allowed.

No sheet metal intakes or tunnel ram intakes.

Must utilize OEM frame with 133" max wheelbase.

NO Grid Systems allowed or any other traction-controlled devices. May have a data acquisition system for monitoring and information purposes only.

Max hitch height 26 inches. Must have a 3" wide by 3 ¾" deep opening for the sled hook.

Weight boxes and hanging weights permitted. Weights may be no more than 60 inches forward of the centerline of the front axle. **8" off the ground minimum.**

All safety requirements, kill switch, drive shaft loops, u-joint shields, axle bolt covers, engine side shields, safety bell housing.