

**8000# Limited Pro Stock Diesel Trucks  
PPL rules**

**ENGINE**

- 1) Only Diesel and Bio-Diesel fuel may be used. No alcohol, nitrous oxide, propane, or oxygen enhancing agents allowed. All components must be removed. Vehicle must have a drain valve for checking fuel. Fuel may be checked after pull and must pass fuel test.
- 2) One engine only is permitted and must be in stock location. Front of engine block can be no farther forward than 17" from centerline of front axle. Engine must come from factory in 1-ton or smaller truck. Engine does not need to be brand specific (i.e. Cummins in a Ford) Must have 3/8" cable between cylinders 1 and 2 surrounding engine and must pass thru manifolds. Requires 2 clamps at splice with maximum of 6" of slack.
- 3) Cylinder heads must be OEM casting or OEM replica. Outside of cylinder head must measure factory width and length. Head must retain OEM valve angle.
- 4) A working safety kill switch required to be within one (1) foot of hitch. Kill switch must shut off air when pulled. Fuel shutoff recommended. Must have a 2" diameter ring to attach to sled. Should be secured with a maximum 15# zip tie, if it comes out not due to sled, the pull will stand. It is recommended to have an air shut off.
- 5) The largest mechanical fuel pump allowed is a Bosch "P7100" style fuel injection pump with one plunger per cylinder. Multiple high-pressure common-rail pumps are allowed. Powerstroke engines with a single factory turbo may use a second HPOP. No sigma pumps allowed.
- 6) 3" smoothbore turbocharger allowed. Smooth faced intake housing limited to a 3.0" inlet. Map rings prohibited with all air entering thru 3.0" inlet. Intake wheel must protrude 1/8" into 3.0" inlet. Will be measured with 3.005 plug.
- 7) Water injection is not allowed and all components must be removed from the vehicle.
- 8) Air to water intercoolers are allowed.
- 9) Exhaust must exit upward. If the muffler or catalytic converter have been changed from stock, must have two 3/8" bolts installed through exhaust pipe in a cross pattern within one inch of each other as close to the turbo as practical. Stacks through the hood are allowed.
- 10) All vehicles must have a SFI approved harmonic balancer or guard, or have a shield across the frame under the front of the motor, shielding the damper and engine fan area.
- 11) Batteries must be securely mounted and may not be located in the cab.

**DRIVELINE**

- 1) Any front axle, transmission, transfer case or rear axle permitted. Planetaries prohibited.
- 2) *All vehicles must have a SFI approved flywheel shield, scatter blanket, or bell housing. (14)* Manual transmissions must have a SFI approved clutch.
- 3) Functioning front hydraulic brakes required.
- 4) Axle bolts must be covered by a .060" cap or shield.
- 5) Hydraulic steering permitted.
- 6) Rear universal joints, and front if visible, must be protected by a minimum of 5/16" steel or 3/8" aluminum, full 360 degree enclosure, at least 6" long centered on each U-joint. Inside diameter of shield will be no more than 2" larger than U-joint.

## CHASSIS

- 1) Body must be a full size OEM truck including complete floor pan and firewall. Bed must be covered. No flatbeds permitted. Body must retain full sheet metal. Aftermarket steel hoods permitted. Hood must be closed and securely latched while hooked to sled.
- 2) OEM chassis mandatory, 158" wheelbase maximum and 102" track width maximum. The engine must be in factory location for body used. Wheel tubs, back half conversions, tube chassis etc. are prohibited.
- 3) Weight must not exceed 60" from center of front axle to outer edge of weight.
- 4) Hook point can be no closer than 44" to centerline of rear axle. 26" hitch height. Minimum 3x3 3/4" hook point opening. "Trick" hitches prohibited. Hitch must be stationary in all directions, frame mounted and mounts can be no farther forward than centerline of rear axle. Maximum hitch angle of 25 degrees from pivot point to hook point. If hitch supports or adjusters are mounted to axle they must be at centerline or below.
- 5) Tires must be DOT approved and be marked no more than 35" tall. All tires shall be unmodified street type. No cut tires. Must run ½ track or less.
- 6) Front Suspension: upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points are retained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, limit straps and traction bars are permitted.
- 7) Rear Suspension: Can be blocked solid, no air bags.
- 8) Hand throttle permitted.