2.6 PRO STREET DIESEL

Clothing

1. All drivers must have valid driver license. SFI fire pants and jacket must be worn including helmet.
2. Minimum shoe requirement is a closed toe leather shoe.
3. Driver restraint will be minimum factory seatbelt and must be worn.

Safety Switches

1. All vehicles will be required to use a kill switch.
2. Kill switch must be securely mounted to the back of the vehicle and have a 2" diameter ring to attach the sled cable.
3. A tie strap will be used during tech to show vehicles have been teched. A 1/4" 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 opportunity to pull again.
4. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position.
5. A white safety light is required to indicate that competition vehicle is in neutral during process of hooking or unhooking from sled.

A. 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.
b. A light in the driver's compartment must be operated off the same system.
C. Both lights and the starter interrupter switch will be operated off of the shifter lever.
D. A neutral light should illuminate when vehicle is in the neutral position. Lens color should be clear.

An additional reverse light is highly recommended, amber in color will illuminate when vehicle is in reverse.

Engines

1. All engines will have a deflection shield, running the complete length of the block casting, and vertically from the base of the head to two (2) inches below the crankshaft throw. 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.
2. Engine cooling fans must be electric.
3. All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec 18.1 and carry SFI identification.
4. Maximum cubic inch 460. Front of engine block can be no farther forward than 17" from center line of front axle. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 cables at splice with 4-6 inches of slack.
5. All engines will have a deflection shield on each side, running the complete length of the block casting, and vertically from the base of the head to two (2) inches below the crankshaft throw. Shield must be securely fastened and must be .060" thick (Equates to a steel inner fender)
6. Water injection is prohibited.
7. Air to air intercooler only. No ice or water permitted in truck during competition.

8. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.

Fuel Systems

1. Maximum of one P7100 pump (2 5/8"W x 9 9/16"L x 8 3/16"H main pump body), limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted.
2. A 3-way dump valve mounted before the injection pump is mandatory, which can be operated by the driver while strapped in the seat for all mechanical fuel systems. Not required for common rail fuel systems.
3. Injection "P" pumps will be permitted a tolerance of .040" for OEM case dimensions.
4. Diesel fuel only. No fuels in pressurized containers. No oxygen carriers or combustion accelerators permitted.
5. No nitrous oxide, nitro methane, or propylene oxide. No ether bottles (starting aids) allowed inside of engine compartment.
6. Top lube is allowed, but no nitro based top lube will be accepted.
7. Competitors will report to the scales full of fuel/water/ice etc.
8. All fluids are subject to diagnostic screening which includes but not limited to, specific gravity, mass spectrometer, oxygen concentration, and burn test(s).
9. Diesel fuel standards for PPL dielectric constant test are greater than 30 and less than 150. Diesel fuel specific gravity will range between .78-.88 @ 60F.

Turbochargers

1. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel.
2. All turbochargers mounted outside normal engine shielding will be shielded in .060" steel. All intercoolers mounted outside of normal engine shielding will be .060 aluminum.
3. Titanium turbocharger components prohibited.

Exhaust

1. All vehicles must have exhaust discharging vertically within ten (10) degrees of plumb. Height to be a minimum of 8 inches above the bend in pipe which discharges vertically.
2. No megaphone pipes allowed.
3. Venturi-style headers permitted.
4. No rain caps permitted.
5. All vehicles must be equipped with upward pointing exhaust located either directly behind cab or out of truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and as close to turbo as possible.

Chassis

1. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for body being used. Maximum width is 102"(outside tire to outside tire)

2. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of truck but must be securely fastened. Must use weightbox wheels no more than 6 inches off the ground, within 6 inches of furthest most point. Wheels should support the weight of the vehicle, 6 inches wide and 4 inches in diameter.

3. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. The hood must be closed and securely latched when hooked to sled.

4. The complete OEM floor pan is mandatory. Vehicle must maintain a complete OEM firewall. Additional gauges and pillar pods are permitted.

5. No batteries are allowed inside cab of the vehicle unless they are in a marine battery box and secured to the vehicle frame. Shielding is required for battery posts that are exposed.

6. Hand throttles permitted. 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.

7. All vehicles using a foot throttle must use a toe strap.

8. A fire extinguisher system is permitted. 2.5# fire extinguisher must be securely mounted within reach of driver.

9. Drivers or crew persons must be seated and in control of the pulling vehicle any time motor is started or running.

10. All vehicles must have a strong and rigid seat.

11. Hydraulic steering permitted

12. Suspension - The upper mounting point for strut assembly must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No air bags. Rear suspension may be made solid.

Drawbars

1. Hook point to be no closer than 44"of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25 degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle.

2. 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.
3. All vehicles are required a safety hitch. Safety hitch must be as strong as primary hitch and cannot be connected to primary drawbar. Safety hitch must be mounted eight (8) inches below primary on all tractors and twelve (12) inches below primary for all trucks. A safety hitch should be a minimum of 3/8" thick.
4. All drawbars will have an opening minimum of 3.75" X 3"inches.
5. Drawbar must be a minimum of two (2) square inches total material at any point. This will include area of pin removed; pin will be a minimum .875. must be a steel drawbar, not more than 1.5 X 1.5
6. Any provisions or adjustments (ex. air pressure) that increase drawbar height after drawbar had been checked and "set" are prohibited.
7. Drawbars must have a flat or round rear edge cross-sectional surface. No "V" cut drawbars permitted.
8. Hitch point must be clear of interference and visible to hook and unhook sled chain.

Weight
1.Maximum weight 8000#
2. No loose ballast inside the vehicle will be permitted.
3. Any weight loss while hooked to the sled and under the green flag will result in disqualification. Any weight touching the ground, although may be attached to the pulling vehicle, the pull will be disqualified. Internal breakage is an exception.
4. Weights must not interfere with the kill switch, drawbar, or chain. An area of 5" wide and 12" high immediately above the drawbar must be free of obstructions.

Tires
1. Tires must be DOT approved with maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
2. Dual wheels are prohibited.
3. All pulling vehicles will have a wide front end. Front tires must track within rear tires.

Driveline
1. OEM rear or front ends required. Must have come factory in a one ton or smaller vehicle.
2. Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock.
3. All 4x4 trucks will have complete working front brakes.
4. All brakes in the driveline will be shielded 360° with 5/16 steel or 3/8 aluminum, around the brake components. Ends must be enclosed with 1/8 steel or aluminum, no cast metal permitted to be used as part of shield.

Driveline Shielding

1. Loops on all driveline must be round.

2. All U-joints must be shielded 360º 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, and 1/8" insert will be put inside of shield at u-joint area six (6) inches wide.

3. 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.

4. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.

Automatic Transmissions

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

2. The use of torque converters, automatic shifts, etc. will be permitted.

3. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted.

4. All vehicles using an automatic transmission will use a positive gear lockout.

5. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required.

6. Vehicles where SFI bellhousing is not available to cover the clutch, an SFI type bellhousing may be used consisting of ¼" steel and cover 360°with an SFI 4.2 blanket.

7. Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.

Clutch/Bell Housing/Gearbox

1. All engines using a clutch flywheel assembly will run a full block saver plate. Material being 1/4 aluminum or 3/16 steel minimum. Bell housing must be attached to block plate per manufacturer's specification.

2. All automotive type engines using a clutch will use a 1/4" inch, one piece SFI 6.1, 6.2, 6.3 containment bell housing or OEM bellhousing with a blanket.

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. All inspection maintenance holes must be no wider than 8 1/2" inches and the ends of the holes shall be smoothly and fully radiused to produce and oval shape.

Eight (8) evenly spaced grade 8 or better bolts are required on bottom half of bell housing.

7. All bell housing liner(s) material steel or titanium only permitted. Liner must be flush with bell housing flange.

8. No cast iron clutch components or flywheels will be permitted.

9. Billet steel, aluminum, SFI 1.1 or SFI 1.2 flywheels will be accepted.

10. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.

11. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.