

# Street Stock Trucks

Weight: 8,500

Class A: Street Stock Non-Common Rail

Class B: Street Stock Common Rail

***NO cross entering the same truck between Buckeye Classes, Pre-Common Rail and Common Rail.***

**Batteries:** The batteries must be securely mounted and in the factory location.

**Body:** The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. No fiberglass hoods. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket flatbed must be installed.

**Brakes:** Four wheel hydraulic brakes are mandatory and functional.

**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.

**Compressed Gases:** Use of any compressed gases is prohibited. This includes nitrous, propane, or any other.

**Credentials:** All drivers must have a valid state driver's license. Vehicles must have current registration, and current license plates. Proof of insurance may be required.

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

**Driver Restraint System:** The OEM restraint system is mandatory and must be worn. RIDERS are prohibited while pulling.

**Engine:** The engine is limited to a stock appearing, OEM compression ignition engine, available from the factory in a one ton or smaller truck.

**Exhaust:** The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender wells are prohibited.

**Fuel:** The fuel must be pump #1, #2 diesel, or soy/biodiesel. Off road fuel is prohibited. Must be commercially available fuel.

**Fuel Injection Pump:** OEM Fuel Systems equipped on one ton or smaller trucks only. Aftermarket fuel supply system from tank to the engine is permitted (Air dogs, Fass pumps, ect).

**Harmonic Balancer:** All engines turning more than 3500 rpm must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

**Hitch:** The hitch must be a receiver style hitch. Reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. Trick hitches are prohibited. Trick hitches will be determined by the Tech Official. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumper may be notched or removed. The hitch's height from the ground may not exceed 24 inches. The hooking point must have a minimum of 3" x 3-3/4" inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be where the hook touches metal.

**Interior:** A complete factory OEM interior, including dashboard, door panels, headliner, etc. is mandatory. Aftermarket seats are permitted but they must be fully upholstered. All factory controls, lights, windows, signals, wipers, etc. must be retained and in working order. The use of hand throttles are prohibited.

**Rear End:** Non-OEM rear end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup.

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

**Street Equipment:** Complete headlight and tail light assemblies (all) are mandatory and must be operative, and must be installed during competition. Complete OEM windshield and all other windows are mandatory. Windows must be able to operate per factory specifications; they must open or close by electric or mechanical means.

**Suspension – Front:** The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the Tech Official.

**Suspension – Rear:** An OEM style suspension is mandatory. Traction bars and devices are permitted. They must be bolted-on only; welds are permitted for attachment to the frame or axle housing. Traction bars, if installed, must have a chain or cable or some type of safety device mounted one foot (1') from the front support to catch the bar in case of failure. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. Compression stops may be adjustable. All rear suspension must use at least one working shock absorber per wheel. Air bag spring assist is prohibited.

**Tires:** All tires must be DOT approved street tires. 35-inch max on single wheel trucks. Cut tires are prohibited. No chains or studs. Tires and wheels of Dually trucks must run single wheels in front of vehicles. Dual wheels must be covered by bed or fenders. 35-inch tire max on dual wheel trucks 9 inch maximum footprint per tire.

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

**Transmission – Automatic:** Non-OEM transmissions are prohibited. Aftermarket 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. Vehicles must not start in gear. All transmission lines must be metallic or high pressure type hose. All vehicles with engines running 4500 rpm or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled 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 engine block to the front of the tail housing with a minimum of six inch (6") overlap where it is fastened. All non-blanket shields must incorporate two (or one per manufacturer's instruction) ¾ " x 1/8" 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 an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

**Transmission – Manual:** Non-OEM transmission are prohibited. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines running 4500 rpm or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 rpm or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use properly attached SFI 4.1 or 4.2 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six inch (6”) 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.

**Turbocharger:** Vehicle is limited to the stock OEM turbo for one ton or smaller truck. Factory equipped number of turbos for engine only.

**Wheelbase:**The vehicle must retain the original factory wheelbase and track width. Cab and chassis trucks may not exceed 176 inches center to center of axles. Front dual wheel spacers may be used only with accompanying positive offset dually style wheels.

**Weights:** Truck and Driver must not exceed 8,500IB. No Hanging weights or weight boxes will be permitted. Weights are permitted in the bed of a truck only and must be secured. NO LOOSE OR SECURED WEIGHTS IN THE CAB OF THE TRUCK.

**Judge's Decision is Final**