

8000# Pro Street Diesel

ENGINE

- 1) Pump #1, #2 or Soy/Bio Diesel permitted. Fuel must be commercially available. Propane, Nitrous or any other alternative fuels prohibited and system components must be removed from vehicle.
- 2) Complete engine must have stock appearance except where otherwise noted in these rules. Cubic inch limit of 460CI. Engine must be in OE location for the body used. Engine must have a 3/8" diameter cable surrounding the engine block. Cable is to be positioned between #1 and #2 cylinders and is to pass through manifolds. Cable will have 4-6" slack. Two cable clamps at cable splice are required.
- 3) 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. Deck plates prohibited.
- 4) All engines turning over 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI spec 18.1.
- 5) Fuel injection pump is limited to single P-pump up to a P7100. 13mm plunger limit. Ag governors permitted. Multiple high pressure common rail fuel pumps or HPOPs permitted. No sigma or 12 cylinder pumps allowed.
- 6) **Turbocharger: 2.5 MWE or 2.6 smooth bore permitted. 2.5:** S-4, GT42, or HX50 with T-4 flange and billet wheel are largest turbos permitted. A single turbo with single compression stage and drop-in style billet wheel permitted. Ford factory twin turbos allowed with no alterations/modifications to bore/housing and atmosphere turbo does not exceed the OEM straight bore dimension of 2.59". Tapered covers prohibited. Turbos must be a true 2.5 charger before and after MWE groove. No clipped wheels or step down covers. A square/straight cut .200" MWE groove maximum. Groove will be checked with a ball diameter of .200", no additional features or structures are permitted in the slot that would prevent passage of the ball. No angled MWE grooves, no radiusing or contouring is allowed; only sharp corner with minimal chamfers/edge rounding is legal. The compressor wheel inducer tip limit of 98mm will be measured with dial calipers or a ring gauge. Inducer bore must be non-removable, non-adjustable. All air must go through 2.5 inducer bore or MWE groove. The wheel must protrude into the 2.5" bore 1/8". Turbos will be checked with a 2.550 plug. **2.5 RULE WILL BE REMOVED AT THE END OF THE 2020 SEASON.**
2.6: Limited to 2.6" smooth bore inducer. NO MAP width enhancement groove allowed. Compressor wheel must protrude into 2.6" bore 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel.
- 7) Air to air intercoolers only. No cooling devices for intercooler or ice boxes allowed. Water injection, spray bars etc. prohibited. (16)
- 8) Exhaust must exit upward. Hood stacks permitted. 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.
- 9) *A working safety kill switch and/or air shut off is required to be within one (1) foot of hitch. Kill switch must shut off fuel pump when pulled It is recommended to have an air shut off.*

DRIVELINE

- 1) Vehicle must have a factory-type housing for transmission and transfer case. They must have been an option on a one-ton or smaller pickup.
- 2) Transmissions must have come on a 1-ton or smaller truck. Aftermarket transmissions prohibited. Automatic: Transmission brakes prohibited. Any non-OEM shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. Neutral safety switch is required and vehicle cannot start in gear. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI spec 2.1. An SFI spec 4.1 blow proof transmission blanket required. Manual clutch must meet SFI spec 1.1 or 2.1. All manual transmissions must be clutch assisted. Sequential shifters prohibited. Manual transmissions must have a flywheel shield meeting SFI spec 6.3 or greater. Applications which SFI spec shield is not available you must run an SFI spec 4.1 or 4.2 blanket that completely covers bellhousing. Must

attach to rear of engine block and extend rearward to the transmission with a minimum of a 6" overlap where fastened. Must have safety interlock so cannot start in gear.

- 3) Working front hydraulic brakes required.
- 4) Front and Rear axle must have come in a 1-ton or smaller truck, aftermarket rear ends prohibited. Rear axle bolts must be covered by a cap or shield. Front shields recommended, opening allowed for locking hub.
- 5) All visible u-joints must be shielded by 1/4" steel or 3/8" thick aluminum tubing 6" long centered on u-joint.

CHASSIS

- 1) Front hanging weight must not exceed 60" from center of front axle to outer edge of weight.
- 2) Must have OEM body and full bed floor. Vehicle must have OEM floor and firewall. Flat beds prohibited. Body must retain the full sheet metal. After market hoods permitted.
- 3) OEM chassis is mandatory. Vehicle must retain full OEM chassis. Engine must be in the OEM location for body used. Wheel tubs, tube chassis, etc. are prohibited. Lengthening of frame up to 158" is permitted. Longer trucks (158"-172") must maintain OEM measurements for body being used.
- 4) Front 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.
- 5) Rear Suspension: Can be mounted solid
- 6) Tires must be DOT approved. Duals are not permitted. All tires shall be unmodified street type. No cut, bar or terra tires. 35x12.5 maximum allowed.
- 1) Receiver or draw bar style hitch permitted. Receiver hitch: The receiver tube must be horizontal/parallel to the ground and stationary in all directions. Reinforcements are permitted. Any hitch attachments/bracing must be from frame down, not axle up and cannot extend forward of the center line of the rear axle, and must remain inside the frame rails. No part of hitch can be above frame rail. Trick hitches are prohibited. Bumper may be notched or removed. Draw bar hitch: Must be stationary in all directions, frame mounted and forward mount can be no farther forward than centerline of rear axle. Hitch can not exceed 25 degree angle from pivot point to hook point. 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. Adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. Adjusters not permitted above hook point.**(20)**
- 7) Safety hitch mounted 12" below primary drawbar, minimum 3/8" thick.
- 8) Hitch must have an opening of 3x3³/₄" for hook. Hooking point must be a minimum of 44" from the center of the rear axle and 26" from the ground.**(19)**
- 9) Hand throttle permitted.