

INDIANA TRUCK PULLING ASSOCIATION

2025 PULLING SEASON Rule Book



General Rules:

1. ITPA Board of Directors will make all rules for each class, general rules, and by-laws.
2. Membership fees are \$250 per truck (per class) if sanctioning more than one class and \$50 per person. A puller can also pay \$150 plus hook fee at their first event and \$150 plus hook fee at their next attended event until the \$300 membership is complete. To qualify for points your full membership must be paid before or at the first event for your class. Purchase of a membership card does not allow for free admission to all events. It also does not allow admission of family members.
3. There is a \$35 per truck hook fee for every event. Limited time members will be charged a \$80 hook fee for every event attended.
4. Any contestant pulling in an ITPA sanctioned pull must be a member of ITPA and have a valid driver's license. Minors may compete starting at 16 years old. Members 16-17 years of age must have a notarized written parental permission slip on file with ITPA before pulling. Minor must have a designated guardian at all pulls.
5. Before each pull all drivers/members will be expected to attend the drivers' meeting to determine necessary track help for the event. Questions and complaints will be heard at this time.
6. Classes will be 6200lb 4x4 Super Stock and Pro Stock, 3.0 Limited Pro Diesel, and 2.6 Pro Street Diesel. Weight includes driver. ITPA board will make all rules for each class.
7. If a class doesn't maintain a 3.5 average, they will be brought up for a board review. All board reviews will be final. This vote by the board will require a majority count to pass. To count towards the 3.5 average for the class, the trucks must not be able to pull in a lower class offered and must meet all rules of the class.
8. Only one truck placing will be paid per truck per class. Trucks may compete in multiple classes for points, provided class membership is paid and the truck meets the rules for the class they wish to run in.
9. Must pay membership for class truck is sanctioned in, can bump up a class without paying a membership, but will receive no points.
10. The Board of Directors will determine class payouts. There will be 10% withheld from each check written and placed in the points fund.
11. ITPA will run on a 45 point system.

1 st - 45pt	7 th - 27pt
2 nd - 42pt	8 th - 24pt
3 rd - 39pt	9 th - 21pt
4 th - 36pt	10 th - 18pt
5 th - 33pt	11 th and down- 15pt
6 th - 30pt	

12. In the event of a rain out. If the pull has started, all trucks entered will receive 15 points. If the pull is rained out prior to the start of the pull, all drivers must report to the secretary to verify attendance and receive 15 points. Trucks must be present along with the driver to receive the points.
13. 15 points will be received for attending the spring meeting.
14. If the truck breaks before hooking it will receive 5 points. If the truck hooks to the sled and attempts to move and breaks, it will receive last place points and monies.
15. Sanctioned events for points cannot be added to the schedule after July 31st without approval by majority of the board.
16. At the last pull, there will be no ties in point standings for the top 5 trucks. Ties will be decided by placings for the season. The person with the highest placings for the season will be awarded the higher placing. In the event of a tie during the season for 1st place there will be a pull off. Any other tie for placings, all drivers must agree to pull off or split the money.
17. The year end points pay out, ITPA will pay back 5 places in each class.
18. All drivers must wear an SFI approved fire jacket (zipped all the way up) and SFI approved long pants and shoes (or full leather boots if pants are tucked into boots). DOT, SNELL or SFI approved helmet. SFI approved gloves and neck brace must be worn.
19. All pulling vehicles will have a kill switch. Kill switch must kill engine and kill power to electric fuel pump. It must be located in the rear center of the vehicle. Maximum of 12 inches off center in either direction. 24 inches maximum above the point of hook. All trucks must have neutral start safety switch. If kill switch is pulled by anything other than the sled operator, truck will be allowed to re-pull in original order, drop 3 positions or last. Flagman and tech official must verify how the kill switch was activated. **BEFORE THE DRIVER EXITS THE VEHICLE.** If the driver exits the vehicle, the pull will be measured where the sled sits. If the kill switch is pulled by the sled operator or for any other reason (accidents, etc) and the engine does not die, the truck is automatically disqualified.
20. Each truck must have a light located near the kill switch that comes on when the transmission is in reverse position.
21. All vehicles must have a 4-point harness in place of seat belts. And drivers **MUST** wear them.
22. All foot throttles must have a toe strap.
23. All pulling vehicles are required to carry a working charged fire extinguisher of at least 2 1/2 pounds, located within the driver's reach. ITPA will provide extinguishers alongside the track.
24. No fuel lines, fuel gauges, fuel tanks, fuel pumps, radiators, water hoses or batteries (factory installed only) inside cab.
25. Windshields cannot be tinted darker than to allow flaggers to see driver through the window in clear daylight hours.
26. All weights shall be securely fastened to vehicle and are to be kept within the vehicle body.
27. All flip top body trucks will have a escape hatch, door on top or back of body, or a working driver's door.
28. Minimal tow hook permitted on front. Subject to tech officials.
29. All hitches must have a minimum opening of 3 inches wide by 3 3/4 inches long.
30. The engine must be shielded at .060-inch thickness. Height to extend to bottom of cylinder head and must cover entire length of engine. No unnecessary holes in the firewall. Any engine driven fan must be shrouded 360 degrees. No shield required if you have fender wells.

31. Each engine equipped with harmonic balancer that is not SFI approved must be shielded 360 degrees with a minimum of 1/8 inch steel. Solid balancer must have a minimum of 1/16 inch steel. Water pump will act as top shield. Shield must have strap or straps that will keep harmonic balancer from working forward.
32. Vehicle must have SEMA approved scatter shields or blanket. All automatic transmissions must have SEMA approved scatter blanket. All fly wheels and flex plates must be SFI approved.
33. U-joint shields: 3 inches long of 1/4 inch thick steel or 3/8 thick aluminum. Also 3 driveshaft loops per shaft, u-joint shield acts as one loop. Driveshaft loops must be a minimum of 3/4 inch wide and 1/4 inch thick steel. All intermediate shafts must be fully enclosed with 1/4 inch steel or 3/8 inch aluminum. All shields and loops must encircle the driveshaft or the u-joint 360 degrees.
34. All pulling vehicles must have working brake system.
35. All rear ends, except planetaries, are required to have axle and hub shield.
36. There will be a \$10 charge to anyone not in line to sign up at least 1 hour prior to the start of the pull, unless you call President, Vice President or Secretary/Treasurer before the start of the pull.
37. No entries can be accepted for class after the hook is dropped in first truck (official or unofficial, measured or unmeasured).
38. Speed limit off the tract (pit, staging lane, entrance or exit) is 5 mph.
39. One driver is allowed in the vehicle while pulling.
40. Flagmen: must be ITPA member. 2nd Flagger must be an ITPA board member or a board approved person. All decisions on the track belong to the second flagman and all calls will be final. The flagman has the right to stop the pull and disqualify any vehicle if it is not being operated in a safe manner. Flagmen have the right to stop for reasons of safety. The board of directors will handle all other decisions. All other track help can be members or non-members.
41. Contestant must stop when flagmen holds up or waves the red flag or be disqualified to last. The flagger must be in front of the truck.
42. Trucks must be staged prior to pull. If mechanical starting problems occur, track officials should be notified so that the next truck in line can pull. The truck may enter line up when able to do so upon notifying track official. Starting line flagman and tech official must verify mechanical problem before next truck is allowed to pull.
43. Only track officials, driver and one crew member are allowed near the pulling track. Crew members must be off to the side of the pulling track. Pullers are only permitted to inspect the track before pull and between classes. Track officials and flaggers only on the track during classes. If a driver needs assistance, they must notify the flagger.
44. Sled may be spotted at the starting line, but must be spotted before sled is pulled back, regardless of previous pullers performance.
45. All pulls must start with a tight chain. All trucks must back up, tighten chain, and attempt to pull all on its own power to receive points. No jerking of the sled.
46. The first puller gets the option to drop and come back in third position or last. Third position is defined as third measured pull in the class. Designation of position must be made before leaving the track at the time of pull. If ITPA resets the sled, the first puller has choice of coming back in first or last position.
47. The contestant will be allowed two attempts at 100 feet to start sled. The contestant must be out of throttle by the time the front of sled reaches the 100-foot line. Starting line flagman has the say if the truck has made an attempt to stop by the 100-foot mark. The first flagman decision is final. The track length goal is 320 feet but track officials will be determining pull distance with board members. Pull offs will always be floating finishes. Exceptions can be made for adverse

conditions to be judged by sled operator and board of directors. If the class is interrupted by weather, the class will restart in original order.

48. In the event an entry breaks on first attempt to start sled before passing 100-foot mark, the driver may use his/her second chance to drop to last position. Starting flagman and board member during that class must verify mechanical problems before next truck is allowed to pull. Starting line flagmen has the say if the truck has made an attempt to pull. Starting line flagman has the say if the truck has made an attempt to stop by 100-foot mark. The first flagman's decision is final.

49. Pulling vehicle tires must stay within track boundaries or be disqualified to last place.

50. An individual's pull is considered complete when forward motion of sled stops.

51. All pulls will be measured with the most accurate increments of sled measuring system (laser, gps) or measured to the nearest inch by hand.

52. Any truck making a full pull must have the same driver in pull off and the truck will have one attempt to move the sled.

53. The board members have the right to weigh in any pulling vehicle.

54. All trucks must pass the class tech inspection before monies or points are given. Trucks will be pumped by protest only at a fee of \$500 to the protester. If contestant fails to pass pump test, all points and monies will be forfeited, and contestant will only receive future monies and points for the pull when pump test is passed in thereafter. Pump technician chooses cylinder to be pumped. After passing tech inspection, truck will be given a tech sticker. Tech committee must pass all vehicles for every item before start of second pull, exception being for kill switch. NO truck will be allowed to pull without a working kill switch.

55. \$500 cash fee must be posted to pump engines accused of being over legal cubic inch limit. This fee covers pumping only. Engines cannot be torn down unless \$1200 is posted; however, the owner of the truck being protested has the right to tear down to prove it is legal. Protest must be made during the class the person is participating in, not after the class is over. The class is officially over when the red flag is thrown on the last truck participating in the class. Protester must be a driver in the same class as the same event when protest is made. If protester loses, he or she loses all accumulated points for that truck for that class. Persons being protested must be notified immediately. The vehicle protested will have five days to prove legal. If seal and/or seal paint is disturbed engine will be counted as illegal. In the event of a protest, no money or points will be issued to protester until protest is resolved. The winning party will receive \$1000 and the tech committee will receive \$200. Cubic inches measured by stroke and cylinder bore. A 1% tolerance will be allowed.

56. To protest a vehicle for other than engine displacement, it must be made before protested vehicle leaves the track. Protester must post a \$500 cash fee. Protester must specify items to be inspected at the time of protest. Protester must be a driver within the same class and same event when protest is made. If protester loses, on first offense he or she forfeits all money and points to be received from the class for that event; second event he or she loses 1) money for that event, and 2) all accumulated points for that class. Persons being protested must be notified immediately. The vehicle being protested will have a Tech Committee member assigned to it until inspection takes place. In the event of a protest, no winners and no prize money will be paid until protest is resolved. The \$500 money goes to the winning party.

57. Fuels: Acceptable fuels: Any advertised commercially available fuel. No Nitromethane, Nitrous oxide or pressurized fuel tanks. Alcohol, Gas and diesel fuel only. Fuel will be checked by protest only. Absolutely no additives are allowed to the manufactures blend (upper lube is allowed in alcohol, no scents allowed) and fuels cannot be mixed period, excluding diesel classes. Test Procedure: Alcohol/Methanol: fuel will be tested with a hydrometer and specific gravity must test within five thousandths (.005), plus or minus, of the temperature corrected specific gravity at all times. Failure to do so will result in the loss of 1) all accumulated points 2) points and money to be received from the event test has failed. For protest and/or proving legal procedures see below:

- 1) Gasoline: Fuel will be tested with either or all the following: color, hydrometer, dielectric meter or testing at ITPA approved lab. To fail any of these tests competitors will lose. A) All accumulated points and B) points and money for that event.
- 2) Hydrometer: fuel must test within five thousandths (.005) of temperature corrected specific gravity for fuel used.
- 3) Dielectric Meter: any fuel testing with a positive (one or above) number is known to be and considered legal.
- 4) Color: fuel must match color as it designated by manufacturer.
- 5) Lab: a pure sample will be shipped along with the suspect sample to the lab and if samples are not identical as to ingredients, suspect sample will be considered illegal.

58. Protest Procedure: Protest must be made by competitor within the same class and made before the vehicle of protest has left the track. Protester must post \$500 for an "in-house" ITPA protest of fuel. If fuel passes ITPA test, the one protested receives the \$500. If the fuel fails the test, protester receives back the \$500 and competitor is deemed illegal and loses all accumulated points and money for that event. To protest a competitor for the lab test, protester must post the \$500 and agree to pay shipping and all testing costs by the lab. If the test is legal, the remainder after lab and shipping fees will be given to the one protested and if test is illegal, the remainder after lab and shipping fees will be returned to protester. Prove legal procedure: If your fuel is deemed illegal, you have the option of sending your sample fuel along with a pure sample to a ITPA approved lab at your expense. If fuel is legal you will receive: a written apology from ITPA and all points and money due as a legal competitor.

59. Appeals are taken to:

- 1) Track Officials
- 2) President
- 3) In writing to the Board of Directors.

60. Pay:

- President: \$100 plus one free hook fee per event.
- Vice President: \$100
- Secretary: \$100 plus \$5 per vehicle at event.
- Treasurer: \$100 plus \$5 per vehicle at event.

Rules of Disqualification:

1. Intoxication of a driver!
2. Any unsportsmanlike conduct before, during or after a pull will not be tolerated and will result in:
 - a) 1st offense -vacate the event immediately with a DQ automatically at that event
 - b) 2nd offense - membership revoked for 366 days from the date of the offense.
 - c) 3rd offense - banned for lifetime
3. Loss of safety equipment or its failure to function.
4. Excessive loss of liquid, except internal breakage.
5. Illegal fuels.
6. Pulling vehicle tire goes out of bounds during competition.
7. Unsafe operation of vehicle on or off the track.
8. Loss of weights during a pull, except for internal breakage.
9. Illegal equipment.
10. Leaving the starting line under the red flag or failure to stop when the red flag is waved.
11. Failure to comply with any rules will result in automatic disqualification.
12. Any truck that pumps over cubic inch limit.
13. Violation of #6 results in last place points for night and monies if any.
14. Violation of #5 and #12 results in loss of accumulated points

4x4 Super Stock Rules

1. 6200lb weight class.
2. Truck must have stock frame. Suspension blocks and traction bars will be allowed.
3. Truck body may be different than the frame if approved by the board. Truck frame shall designate make and model of truck. 134-inch wheelbase maximum. Must have full size body.
4. Truck must have OEM production drive train. Dana 70 or smaller front and any rear F106 Rockwell or equal in size. No planetary rear. No drop boxes or reversers. Cut gears allowed in OEM cases.
5. Hydraulic steering allowed.
6. Rear of block can be no more forward than 12 inches from center of front axle tube.
7. Truck must have all body components: fenders, hood, front doors. Flat beds allowed, tilt front ends allowed, no fiberglass bodies allowed (except fiberglass hood), no tilt bodies allowed.
8. Maximum 35x12.5 inches DOT stamped tires, no cutting or grooving, no bars, no dual wheels, no chains. Wrangler XT terra tires allowed. No alterations allowed.
9. Engine must be naturally aspirated. Any single four-barrel carburetor allowed (must be no larger than a 4500 base) with any cast aluminum intake manifold. No sheet metal intake. 550 cubic inch. Cast iron block, any cast iron heads. Aluminum heads that meet the following criteria are allowed:
 - a) OEM intake port locations checked by template
 - b) Dodge B1 heads allowed
10. Open exhaust is allowed and must exit down and back, upright headers allowed. If running alcohol headers must exit upright.
11. Weight may be added to the front of the truck; weight or frame may not extend more than 60 inches from the center line of the front axle.
12. No cutting of cabs. If the bed is gutted, must be covered. Must have inner fender wells or engine side shields (.060 inch thick minimum).
13. Brakes must slide all 4 wheels. Driveline brakes allowed.
14. Draw bar height is 26 inches for four-wheel drive and must be rigid in all directions. No adjusting hitch height after having height checked.
15. Draw bar length is a minimum of 36% of the wheelbase measured from center line of rear axle to the farthest rear point of hitch opening. Must not exceed more than 12 inches from body.
16. Front gas tank allowed, no more than 60 inches from the center of the front axle.
17. After you cross the scales, no weights are to be added or fuel added. If a truck makes multiple hooks, then fuel can be added after the first hook if necessary.
18. No air or hydraulic hoses attached to any part of the front suspensions.
19. Pony motor allowed for electrical charging purposes only.

4x4 Pro Stock Rules

1. 6200lb weight class.
2. Maximum engine size will be 485 cubic inches. Aluminum cylinder heads allowed. Must have designated ITPA intake bolt pattern, using all bolts with no deviations from the templates and without modification from manufactures bolt pattern. Intake template pattern must match block, example GM block must use GM template. The ITPA templates will match the following gaskets: Felpro 1275 for GM, Felpro 1231 and 12215 A head for Ford, Felpro 1216 and 1276 B1 head for Mopar. Ford A head and Dodge B1 head are allowed. Single naturally aspirated carburetor, no splits and must be no larger than a 4500-intake flange base. No tunnel rams allowed. No sheet metal intake. Any cast Aluminum intake allowed. Any cast iron head allowed. Aluminum blocks allowed. Roller cams allowed.
3. Exhaust systems must run down and back or up through the hood. Adequate clearance around headers will be allowed to permit the opening of the hood. If you burn alcohol, you must run with headers up. You can also run exhaust spacers.
4. High stall torque converters and safety-approved clutch will be allowed.
5. Maximum wheelbase will be 134 inches. Body sheet metal must conform to wheelbase. Fiberglass bodies allowed. Any make engine allowed with any make body.
6. Hitch height is 26 inches and length no less than 36% of wheelbase measured from center of rear axle to the farthest rear point of hitch opening before, during, and after pull.
7. Tires maximum 31.5 x 15.5 x 15 Terra tires or Bar tires. No duals, chains, or studs. Dick Cepeks are allowed. Street legal tires may run in this class. Maximum for these is 35 x 12.5 x 16.5. Outside corner to outside corner tread is measurement.
8. Rear of block can be no more forward than 12 inches from center of front axle tube.
9. Engine must be shielded at least .060 inch thickness. Height to extend to bottom of cylinder head and must cover entire length of engine. No unnecessary holes in the firewall. Any engine driven fan must be shrouded 360 degrees.
10. Drive train will consist of the following: any front axle, any transfer case, any rear axle; no planetary axle allowed. Must have OEM frame rails.
11. Weight box maximum width is 84 inches, not to exceed 60 inches forward from top center position of front axle tube.
12. Tilt bodies allowed or both doors working. Must go .060 inch or thicker on floorboard.

3.0 Limited Pro Stock Diesel Rules

1. Maximum weight: 8000lb (7900lb for ice allowance at scales)
2. Trucks must remain stock appearing. Must have full size steel or OEM type body, including the complete floor pan and must retain complete OEM firewall. Bed must be covered. No flatbeds allowed. The body must remain full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled.
3. Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller diesel pickup. Engine must remain in stock location as intended by manufacture. No aftermarket blocks permitted.
4. Front of engine block can be no farther forward than 17" of center line of front axle.
5. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of a 3.75" x 3.0" opening. Hitch point must be easily accessed. No "TRICK" type hitches permitted. Hitch must be stationary in all directions. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.
6. The turbo charger is smooth faced intake housing, limited to a 3.0-inch inlet, (no map ring) with all air entering through the 3.0-inch opening. Intake wheel must protrude 1/8" inside of the opening.
7. Exhausted must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" from turbine wheel. 8. No cast iron clutches or fly wheels permitted.
9. Kill switch: Rain cap or guillotine must shut off air to the diesel motor. Switch must be securely mounted to the back of the vehicle and have a 2" diameter ring to attach to the sled.
10. No fuel lines or tanks permitted inside the truck cab unless securely mounted in marine box.
11. Computer chips and boxes permitted.
12. Fuel systems: Largest fuel injection pump allowed will be P-pump with only one plunger per cylinder. (No Sigma pumps). The use of multiple high pressure common rail fuel pumps is legal.
13. Must be DOT approved tire. Maximum tire height 35". No studded tires or chains. No alterations to tire allowed. Dual rear wheels are permitted.
14. Water injection permitted.
15. Front weight must be no more than 60" from the center line of the front axle to forward point and be securely fastened. No weights are allowed in cab of truck if in bed of truck they are to be securely fastened to the bed of the truck.
16. Fuel limited to diesel fuel and bio diesel only. NO alcohol, nitrous, propane or any oxygen enhancing agents allowed.
17. a.) Drive train will consist of the following: Any front axle, any transfer case, and any rear axle. No planetaries permitted.
b.) OEM chassis only, no tube chassis permitted.
18. Axle shields are required. shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
19. SFI bell housing blankets and/or SFI blow proof bell housing required.
20. All u-joints must be shielded 360 degree with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6" ling minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
21. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel. 1/4 of shaft may be visible.

22. Suspension modifications are permitted. Removable suspension blocks are permitted.
23. Fire extinguishers, helmets Snell 85 or better, SFI fire suits, shoes and seat belts required.
24. Maximum wheelbase 158" and 102" maximum track width (outside tire to outside tire).
25. Engine shall have a cable running over the top of block and head. Cable must be a minimum of 3/8 inch diameter and located between cylinders #1 and #2. The cable must pass through manifolds with a maximum of 6" of slack.

2.6 Pro Street Diesel Rules

1. Maximum weight: 8000lb
2. 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.
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. Maximum cubic inch 460. Engine must be in OEM locations for the body used. 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. 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.
6. 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 or Reese style. 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. Secondary Hitch is not required.
7. 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.
8. 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 within 12 inches of turbo.
9. 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.
10. All trucks must have at least six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.
11. A fire extinguisher system is required. A 2.5lb fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.

12. All drivers must have valid driver license and full SFI fire suit including helmet. Helmet can be DOT approved.
13. Seatbelt/restraint must be worn. Must be at least a 4-point safety belt.
14. The complete OEM floorboard is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
15. Hand throttles permitted. Diesel fuel only (See fuels page for specs) No propane or N02 or any other oxygen enhancers allowed
16. Fuel Systems: 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. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
17. OEM rear or front ends required. Must have come factory in a one ton or smaller vehicle.
18. Safety switch (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to back of vehicle. A 2 inch or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket. Switch must also be able to be activated in cab while driver is secured in vehicle.
19. Hydraulic steering permitted
20. 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.
21. Tires must be DOT approved with maximum size of 35x12.50. No studded tires or tire chains. No alterations to DOT tires permitted. No sanding, siping, shaving, grooving or burnouts. Excessive wear or modification to OEM configuration is not allowed and will be subject to tech official's review. No bar or terra tires.
22. Dual wheels are prohibited.
23. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle. Cut gears are permitted.
24. Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.
25. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
26. Water injection is prohibited.
27. Air to air intercooler only. No ice or water permitted truck during competition.
28. Axle shields are required. shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.