

Heartland Truck Pullers Inc.

***2010 Changes are in RED**

General Rules

1. No consumption of alcohol by drivers will be allowed before and during the pull. Anyone caught will be disqualified.
2. All drivers will pull at their own risk. We are not responsible for breakage of equipment or accidents or injury.
3. Minors must have consent from parent or guardian.
4. Loss of weight or hitch during pulling will result in disqualification.
5. Truck and sled must stay within the boundaries of the track. Failure to do so will be disqualification.
6. The first puller in each class will have the option to pull over in the last position, in that same class. This decision must be made by the driver immediately after their first pull, before unhooking.
7. All pullers may only have a second attempt, provided they stop before 100 feet.
8. Judges decisions are final. Failure to obey track officials will be automatic disqualification. No exceptions. Tech inspectors will make final decisions at tech inspection time. Sponsoring agency must supply their own judge and must be on track during pull.
9. Trucks must be operated in a safe manner at all times. No chain jerking or hot-rodding allowed. May result in disqualification.
10. All trucks must be in neutral or park when being hooked or unhooked, placing your hands in the air while being hooked.
11. Weights or weight bracket must not exceed 60" from center of axle.
12. Hitch length is 36% of wheelbase for Improved Stock and Pro Stock. Street Modified and Open class hitch length is 30% of wheelbase. Maximum height is 26". May be clevised to make height.
13. Hitch must be frame mounted only. No trick hitches or floating hitches. Hitch must be rigid or solid in all directions at all times. **All pullers must furnish their own clevis or 3" wide X 3.7" deep hole. The 3" wide X 3.7" opening must be horizontal to the ground. No vertical hitches.**

14. Maximum wheelbase limit is 135" in Pro Stock and 138" street modified classes only.
15. Tires must be DOT approved, except in open class.
16. If changes are made after inspection, you are automatically disqualified.
17. Class jumping to be determined by promoter. If the promoter allows class jumping, you must meet all the rules of the class that you are going into.
18. Truck must pull in assigned position within 3 minutes, or be subject to disqualification. Judges may reposition you.
19. Any one puller or their associate interfering with the performance of another pulling vehicle will be disqualified, and barred from this track.
20. Heartland Truck Puller members must make 50% of the pulls to be eligible for points pull payouts at the end of the year.
21. You pull as you weigh. No rearranging of weights or other adjustments can be made after weigh in.
22. Siping of tires allowed. No grooving, grinding, sharpening, or removal of rubber allowed, except in open class.
23. Pullers must be on site and inspected before pulling begins in their class.
24. No nitrous allowed in any classes.
25. Trucks must pull in the assigned pulling order. No changing positions after the pull starts unless there is mechanical failures that are approved by Heartland Tech Officials.
26. **PROPOSED For 2011, the CID percentage will be re-defined. Two percent variation in engine pump accuracy will be allowed. The pump result can be contested, but the puller must be able to prove his legality. Cubic Inches must be within size limit of the class, NOT the pump variance.

PROTEST RULES

1. Protest procedure may be omitted by event promoter or by club if it is a points pull.
2. Protest fee to be paid upon presenting protest to a pull official. Protest fee is \$100.00 or as set by event promoter.
3. Protest shall be presented to a pull official or at the announcer's stand within five (5) minutes of the end of the class.
4. Two (2) specific items can be inspected by the tech. official per protest. Items include, but not limited to:

- a. CID pump test
 - b. Re-weighing
 - c. Re-measuring hitch or other vehicle specification.
 - d. Safety equipment
 - e. Other
5. Protested party that fails to make the vehicle available or refuses to allow inspection is considered an illegal vehicle.
6. Competitor whose vehicle is found to be illegal will be disqualified from the class and the competitor forfeits any winnings for the class. Protest fee shall be returned to the protestor.
7. Competitor whose vehicle is found to be legal shall keep their winnings and be paid **100%** of the protest fee.
8. If the protested truck is found to be illegal, the driver and the truck will be barred from all HTP for 1 year and 10 days. If someone has a pull and that driver or truck is allowed to pull within the 1 year and 10 day suspension, it will automatically be a non points event for HTP. No exceptions.
9. **Must be a Heartland Truck Puller member to be able to use the protest rule.**
10. **** PROPOSED For 2011, the CID percentage will be re-defined. Two percent variation in engine pump accuracy will be allowed. The pump result can be contested, but the puller must be able to prove his legality. Cubic Inches must be within size limit of the class, NOT the pump variance.**

IMPROVED STOCK CLASS

Safety equipment is highly recommended

1. Motor must match pickup make.
2. OEM fuel systems only. **Only one carb permitted.** Carburetor must be a single line feed type carburetor with vacuum secondaries. No double pump type carburetors. **The carb spacer/adaptor must be 1 inch or less.** The fuel line must not split before the carburetor to feed fuel to the front fuel bowl and the rear fuel bow. Factory EFI systems allowed, OEM cast iron heads only. May have a secondary tank located in the box and securely fastened down. **Motor must match pickup make.**
3. Vehicle must have front and rear bumper. May run weight bar.
4. No solid or blocked suspension or ladder bars. Must be on springs. Lift kits allowed. Must

use stock frame and running gear. **No blocked suspension or tie downs or clamping of springs allowed. Spring shackles must not be restricted in any manor. This includes welding the spring shackles or any other method of restricting them. Spring shackles must be in the original position as intended by the manufacturer.**

5. Must pull from factory hitch or Reese type hitch.

6. No class jumping allowed.

7. 480 + 2% cubic inch limit*. "Cast In – Cast Out" (cast iron intake, OEM exhaust manifolds, and etc). Trucks that come with factory aluminum intakes or composite intakes are allowed for that year of make and model only. The truck must retain full factory interior, driveline, and the rest of factory components **except factory gas tank.**

* An exception to this rule is if vehicle was originally equipped with a GM 8.1 liter, Dodge 8.0 liter engine, or any truck that is manufactured with an engine greater than 480 cu in. will be allowed.

8. Illegal fuels: E-85, all forms of nitromethane (including nitrous oxide & propylene) or alcohol as a fuel or fuel additive for pulling. Must run gasoline. The only exception is flex fuel vehicles.

9. Vehicles exhaust must exit behind the cab with muffler(s) and have a 3" diameter max. Dual exhaust is allowed.

10. Vehicle must have DOT approved tires, no larger than 33 inch. Siping allowed.

11. All flatbed trucks must be a minimum of a 1 ton cab and chassis series pickup.

PRO STOCK FWD TRUCKS

1. Must have all safety equipment such as drive shaft loops, U-joints enclosed, working kill switch, neutral light, explosion proof bell housing or scatter blanket, and fire extinguisher.

2. Engine size limited to 480 + 2% cu.in. with OEM block and one four barrel carburetor. Maximum 4150 flange type carb (No Dominators or King Demon type carbs). Engine, radiator, and grill to remain in stock location as intended by manufacturer. OEM cast iron heads only. No aftermarket fuel injection systems, air compressing devices, sheet metal intakes, or stretched carburetors. Motor must match pickup make.

3. No fiberglass body parts. Fiberglass hoods and hood scoops allowed. Hoods must have a hood scoop on if the air cleaner protrudes through the hood.

4. Open headers allowed. Exhaust may discharge down under the vehicle and must exit toward the rear of the vehicle, no side discharge permitted. All headers must not point toward

the ground in any manor. No vertical headers.

5. Must use factory stock transmission and transfer case. Front axle must not exceed Dana 60 specifications and rear axle must not exceed Dana 80 specifications (1 ton driveline max).

6. Must have 4 wheel working brakes.

7. Maximum 135" wheel base.

8. Must be on springs. No blocked suspension or tie downs. Spring shackles must not be restricted in any manor. This includes welding the spring shackles or any other method of restricting them.

9. Must retain full factory fenders, cab, steel dash, oem glass and complete box. No body cutting except to clear tires on front fenders. No body hulling for the purpose of reduction of weight.

10. Maximum tire size 35" tall. Siping allowed. No bar or terra type tires.

11. Illegal fuels: E-85, all forms of nitromethane (including nitrous oxide & propylene) or alcohol as a fuel or fuel additive for pulling. Must run gasoline.

12. Batteries must be located on the engine side of the grill. May use a factory gas tank, but a non factory gas tank (must be approved) or fuel cell must be located inside the box and securely fastened down.

13. Pivot point of hitch should extend no further forward than center of rear axle. All hitches must mount under the truck bed. Trucks must have bumper stops.

14. Must retain factory steering (no hydraulic steering).

15. Must have fire suit (jacket), fire suit (pants) and helmet.

STREET MODIFIED CLASS

1. Must have one carb and only one transmission and transfer case. After market transfer cases allowed (i.e. Profab SCS) Reversers allowed.

2. No air compressing devices, turbo chargers, or super chargers allowed.

3. All engine components must be under hood. Only air cleaner can stick through hood.

4. Must have all safety equipment such as drive shaft loops, U-joints enclosed, working kill switch, neutral light, engine side shields if the factory fender liners are removed (NTPA specs: 0.060 thick aluminum that is securely mounted to the frame and extends above the spark plug), explosion proof bell housing or scatter blanket, and fire extinguisher.
5. Front end limited to a one ton (60 series). **Must use OEM frame.**
6. Complete radiator must be in stock location. Engine must be located behind radiator.
7. Illegal fuels: alcohol, all forms of nitromethane (including nitrous oxide & propylene) or alcohol as a fuel or fuel additive for pulling.
8. Rear suspension may be blocked.
9. Must have full front & rear windows in truck.
10. Removal of floors and fenders from box allowed if box is covered. Flat beds are allowed as long as the tires are covered.
11. Must have a minimum of 2 wheel brakes in working order.
12. Exhaust pipes must not be out the side or toward the spectators. Upright headers allowed. All headers must not point toward the ground in any manor. Upright headers are highly encouraged.
13. Cubic inch limit of 530 + 2%.
14. Must have fire suit (jacket), fire suit (pants) and helmet.
15. Must be equipped with safety wheels on the weight bar. Wheels to be 6 inches in diameter and 2 inches wide. Wheels should be at least 3 feet apart and approximately 8 inches from the ground.

OPEN CLASS

1. Must have all safety equipment such as drive shaft loops, U-joints enclosed, working kill switch, neutral light, engine side shields if the factory fender liners are removed (NTPA specs: 0.060 thick aluminum that is securely mounted to the frame and extends above the spark plug), explosion proof bell housing or scatter blanket, and fire extinguisher.
2. Must have front and rear windows.
3. Must have bar tires. Can be cut or sharpened (altered) Tires. Cannot be legal in any other class.
4. All headers must not point toward the ground in any manor. Upright headers are highly encouraged.
5. Must have fire suit (jacket), fire suit (pants) and helmet
6. Cubic inch limit of 650 cu.in. + 2% for naturally aspirated engines. Cubic inch limit for

forced induction engines is 500 cu. in. + 2%.

7. Must be equipped with safety wheels on the weight bar. Wheels to be 6 inches in diameter and 2 inches wide. Wheels should be at least 3 feet apart and approximately 8 inches from the ground.

8500 STOCK DIESEL

Safety equipment is highly recommended

Ballast:

Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

Batteries:

The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Body:

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Brakes:

Four-wheel hydraulic brakes are mandatory.

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 the stock location and be of at least stock size.

Credentials:

All drivers must have a valid state driver's license.

Driveline:

An OEM transmission and transfer case 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. **No passengers allowed.**

Engine:

The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. The engine must be governed to a maximum of 4500 RPM unless the OEM governed speed is higher. Aftermarket air horns are permitted (I.E. High ram, arcflow, or cfm+, and etc.)

Exhaust:

All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fenderwell are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical. Must retain cast iron exhaust manifolds. There is a one time grace on the two 3/8" bolts and the exhaust that must point upward.

Fire Extinguisher System:

A fire extinguisher system is permitted. It must be securely mounted.

Firewall:

The complete OEM firewall is mandatory.

Floor:

The complete OEM floor pan is mandatory.

Fuel:

The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection Pump:

The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. The use of multiple high pressure common rail fuel pumps are prohibited. Powerstroke engine with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

Fuel System:

The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

Hitch:

The hitch must be a "Reese"-style hitch; reinforcements are permitted. Trick hitches are prohibited. 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. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. **The hooking point must have a minimum 3.00" wide X 3.75" deep inside diameter opening for the sled hook.**

Intercooler:

Aftermarket intercoolers are permitted but must fit in stock location.

Interior:

A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.

Lift Pumps:

Aftermarket lift pumps are allowed.

Nitrous Oxide:

Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.

Propane:

Propane is prohibited. All system components must be removed from the truck.

Rear End:

Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

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. Non-OEM power assist methods are prohibited.

Street Equipment:

Complete headlight and taillight assemblies (all) are mandatory and must be operative while pulling. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

Suspension, Front:

The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are not permitted unless factory equipped.

Suspension, Rear:

An OEM-style suspension is mandatory. Traction bars/ladder bars are permitted. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension must be on springs. No blocking, clamping, or any other device is allowed to block suspension. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted with a maximum air pressure of 25 psi, but airbag compressors must be disconnected during the pull. **If equipped with airbags, there must a manual check valve for the tech officials to check air bag pressure.**

Tires:

The tires must be DOT street tires. Siped tires are permitted. **Maximum of 35" tall tire.**

Tow Vehicles:

Tow vehicles are prohibited. **Trucks may be hauled in on trailers.**

Transfer Case:

Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pick up 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 transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral

safety switch is mandatory. 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 block to the front of tailhousing with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch 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 transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with 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 a properly attached SFI 4.1 or 4.2 blanket that completely covers the bellhousing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Turbocharger:

Aftermarket turbochargers are acceptable as long as the inducer bore is 2.5 inches or less. The inducer bore on the compressor housing may be no larger than 2.5 inches measured at the smallest diameter area of the compressor wheel. A bushing may be used to downsize the compressor housing ahead of the wheel. If a bushing is used, it must be round, at least 3/4 inch long, mounted within 0.050 inch of the compressor wheel, and the inside diameter of the bushing may not exceed the 2.5 inch limit. The inlet will be measured using a 2.55 inch plug.

Water Injection:

Water injection is prohibited. All system components must be removed from the truck.

Wheelbase:

The vehicle must retain the original unaltered factory wheelbase and track width.

NEW 8000 lb 2.8 STREET DIESEL

The Street Diesel class is designed for full bodied, four wheel drive pickup trucks on the edge of streetability. The vehicle must be four-wheel drive.

Weight: 8000 lbs. Maximum, with driver.

Ballast: Ballast is permitted. Hanging weights must not extend more than 60 inches from the centerline of the front axle.

Batteries: The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Body: The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory.

Brakes: Four-wheel hydraulic brakes are mandatory.

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 the vicinity of the stock location and be of at least stock size.

Credentials: All drivers must have a valid state drivers license.

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. Must have fire jacket and helmet. No passengers allowed.

Driveshaft Loops: All trucks must have at least six inch wide u-joint shields around the rear u-joint constructed of at least 1/4-inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Engine: The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. The use of concrete or other block fillers is prohibited. Electric fans are permitted. Alternators must be present and powered via the crankshaft. Water pumps must be present, but may be powered electrically. NITROUS

OXIDE and other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender-well are prohibited. Two 3/8 inch diameter bolts must be installed through the exhaust pipe in a crosspattern within one inch of each other as close to the turbo as is practical.

Fire Extinguisher System: A fire extinguisher system is mandatory. It must be securely mounted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. Dual high-pressure common-rail fuel pumps or HPOPs are permitted. The P7100 injection pump, if equipped, may utilize either a stock or agricultural governor.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. A shield across the frame under the front of the motor shielding the damper and engine fan area is required.

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. 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. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3" wide X 3.750" deep inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative. The use of hand-throttle controls are prohibited.

Master Cutoff: A sled and driver operated spring loaded emergency air shut off is mandatory for non-electronic controlled engines. Electronically controlled engines must use a breakaway type of switch at the rear of the truck. When the circuit is open through the breakaway switch, the engine will be inoperable.

Rear End: Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

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

permitted. Non-OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

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

Suspension, Rear: An OEM-style suspension is mandatory. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension may be bolted solid to eliminate travel. All rear suspensions must use at least one working shock absorber per wheel.

Tires: The tires must be DOT street tires. Maximum of 35" tall tires. Siped tires are allowed, but re-grooving the tires is prohibited.

Tow Vehicles: Tow vehicles are prohibited. Trucks may be hauled in on trailers.

Transfer Case: Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pick up 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 transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. 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 block to the front of tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturers instructions) $\frac{3}{4}$ inch by $\frac{1}{8}$ inch 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 transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with 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 a properly attached SFI 4.1 or 4.2 blanket that completely covers the bellhousing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Turbocharger: The vehicle is limited to a single turbocharger. Fords equipped with factory twin turbos will be allowed. The inducer bore for a Ford that is equipped with factory twin turbos must retain the factory size turbos. The inducer bore on a single compressor housing may be no larger than 2.8 inches measured at the smallest diameter area of the compressor wheel. A bushing may be used to downsize the compressor housing ahead of the wheel. If a bushing is used, it must be round, metallic, at least 3/4 inch long, mounted within 0.050 inch of the compressor wheel, and the inside diameter of the bushing may not exceed the 2.8 inch limit. Bushings must be securely fastened to the compressor housing. The inlet will be measured using a 2.85-inch plug or internal calipers. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited.

Water Injection: Water injection is prohibited. All system components must be removed from the truck.

Wheelbase: The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. Maximum width is 102”.