**8000 lb 2.5/2.6 Diesel 4x4**

The vehicle may be two or four-wheel drive. Pulling vehicles may be held for post competition

tech inspection. Failure to abide may result in a DQ. All pulling safety equipment as

required for the class its pulling must be in place before competing.

**Weight**: 8000 lbs. Maximum, with driver.

**Ballast**: Ballast is permitted front hanging or in pickup box, must be securely fastened. Hanging

weights may not extend more than 60 inches from the centerline of the front axle. Weight

boxes are permitted, bolt on only and are able to be taken off for street use. Final decisions rest

with the technical department. Weights and brackets must be removable by hand. No

Ballast/added weight in the cab area.

**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 an OEM truck body, including the full bed floor. The body and truck

bed must retain full factory sheet metal. Metal aftermarket 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. Front bumpers are

mandatory; Ranch hand style and others are permitted. Rear Bumpers mandatory; Rear roll

pans are allowed.

**Brakes**: Four-wheel fully operational O.E.M. 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 functioning and in the vicinity of 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 is 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.

Driveshaft Loops: Recommended for all vehicles. All trucks that are not license and registered

must have them. Made up of a minimum of 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.

**Engine:** The engine block must have been available as a factory option on a one-ton or smaller

pickup truck. Block and Head must circulate coolant freely. No hard filled blocks/heads. Water

pumps may be factory or electric powered. All factory belt driven accessories, excluding the air

conditioning compressor, & water pump must be retained and powered via the crankshaft by a

standard serpentine belt. Electric cooling fans are permitted. Aftermarket radiator assemblies

are permitted, but must be securely mounted in the same area as the OEM unit. \*\* A sled- and

driver- operated spring loaded emergency air shut off is mandatory for all vehicles. The cable must

terminate into a two inch diameter steel ring at rear of truck.

**NITROUS OXIDE** is prohibited along with other oxygen extenders and the use of PROPANE is

also prohibited. All system components MUST be removed.

**Exhaust**: All vehicles must be equipped to exit exhaust rearward of the driver’s compartment.

Stacks exiting through the fender well are prohibited. Two (2) 3/8 inch diameter bolts must be

installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close

to the turbo as possible. All exhaust must discharge upward. Hood stacks permitted. Must be

six inches above closed portion of hood.

**Fire Extinguisher**: A fire extinguisher (minimum 2.5 pound dry-powder type) is required and

must be in working order with gauge fully charged. Fire extinguisher must be within reach of

the driver.

**Fire Extinguisher System**: A properly installed fire extinguisher system is permitted.

**Helmet**: A motor sport type Helmet is required for all drivers of truck.

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

fuel is prohibited. Fuel tank must be in O.E.M location or an approved racing type fuel cell

mounted properly in the bed.

**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.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a

harmonic balancer or damper meeting SFI Spec 18.1.

**Hitch:** Maximum hitch height allowed is 26” from the top of the hitch to level ground. Hitch must

be a receiver type-towing hitch or a special constructed pulling hitch. No bumper hitches. Hitch

must be rigid in all directions with a minimum of 3 inches wide by 3 ¾ inches long inside opening. No

vertical hitch or openings. From point of hook to centerline of rear axle shall be no less than 30% of

truck wheelbase and shall not slope any greater than 33 degrees to hitch point. No hitch supports or

adjusters. If the hitch is fastened to the rear axle housing it shall be above the center line of the rear

axle. Final decision of legality of all hitches resides with the head tech official.

**Intercoolers**: Factory style or aftermarket air to air replacement only in stock location. \*\*Water

to air coolers are prohibited.\*\* Any means of cooling the air before the engine, except the air

to air cooler is prohibited. \*\*NO USE OF ICE OR WATER OR COOLED GAS/VAPOR\*\*

**Rear End**: Non-OEM rear-end housings are prohibited. The rear end must have been an option

on a 1-ton or smaller truck. Rear axle bolts to 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.

**Street Equipment**: Complete headlight and taillight assemblies are mandatory and must be

operative in OEM locations. 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. Driver’s window must be completely rolled up while competing.

**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. All rear suspensions must use at least one working shock absorber and leaf spring

per wheel. Solid suspension is permitted with bolt on only components. Must be able to be

removed for street use.

**Tires**: The tires must be DOT street tires. Cut tires are prohibited. Trucks using dual rear wheels:

Limited to Max. width of 8” tread per tire.

**Throttle**: OEM style foot throttle only with two springs on the fuel injection pump. No Hand

Throttles.

**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 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

a Minimum 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 bell

housing; 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 turbo with a compressor inducer of 2.5″ as specified

below. Competitors must make provisions at tech officials’ request to allow complete inspection of the

compressor wheel and housing. Failure to comply with the request will result in disqualification

and banishment until the turbo is re-inspected. (Turbo must be inspected and will receive

tamper-proof seal before competing in the class. If competing more than 2 times at SCTPA

events. This is to be done before the start of the season. If seal is broke, it must be reinspected.

If found competing with broken seal, you will be disqualified.)

\*\* 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration with no

alterations/modifications to bore/housing or wheel. 6.4 Powerstrokes will be permitted to run

modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore

dimension. (2.59”) No TAPERED COVERS will be permitted

**Turbo Specs**: A single turbocharger with a single compression stage is permitted. The intent of

this rule is to limit turbochargers to OEM-style wheel and cover geometries with minimal

modifications. Owners are required to make the compressor wheel and cover accessible to

techs for inspection at any time.

• The compressor cover inducer bore is limited to 2.50” diameter and will be checked with a

2.550” plug. Bore may not be ovaled or otherwise distorted from a true circular shape to allow

stoppage of the plug, but allow additional airflow to the wheel.

• The compressor wheel must protrude into the inducer bore by visual inspection.

• The compressor wheel and compressor cover contours must be parallel within normal OEM

clearances <0.030″ per side) and will be checked visually or with a plug if needed. No cuts,

ledges, steps, tapers or any other features may be machined into the wheel or cover contour to

allow additional airflow. Removable bushings are not permitted.

• A single MWE groove is limited to 0.250” wide at all locations around the inducer bore and

will be checked with ball diameter at 0.255″ on a pick or by other means. The ball must not pass

through the groove. No additional features or structures are permitted in the slot that would

prevent passage of the ball. 2.5” bore both before and after the MWE. Where the groove

intersects the inducer bore, no radiusing or contouring is allowed; only sharp corners with

minimal chamfers/edge rounding is legal. Air may only enter the compressor wheel via the

specified inducer and MWE groove. No Forward Facing MWE

• The MWE trailing edge must be behind the wheel tips. The MWE leading edge must be within

0.500” of the wheel tips and will be measured with a hook-style pick or by other means with a

0.500” mark on it. Excessive clipping or back-beveling of the wheel tips to move the MWE

further up the contour is not permitted.

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

the truck.

\*\*All interpretation of these rules lies with Lorah’s Truck Pull Tech Officials and their decision is final.