

2011 2.6 Pulling class

\$35 Hook Fee

Payouts

\$275 First, \$175 Second, \$100 Third, \$75 Fourth, \$50 Fifth

Designations: 2.6 followed by competition number

Weight breaks 2.6: 8000 lbs. Weight is with driver Minimum weight of 7500lbs

REGULATIONS:

Ballast: Ballast is permitted. Front hanging weights are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. Final decisions rest with the Track Technical Department.

Batteries: Must be 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, after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. Head lights must be installed. No external air intake pipes/scoops/filters/etc will be allowed

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 and Proof of insurance for said vehicle.

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

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.

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine: The engine is limited to a stock-appearing, Engine and transmissions can be interchanged between Dodge, Ford and GM as long as they came in a 1 ton truck or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed

Exhaust: All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12" of the turbo.

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, Soy/Biodiesel fuel.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump only. The use of multiple high-pressure common-rail fuel pumps is legal. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. P7100 pumps are allowed to run RSV (ag governors)

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 inch wide x 3 ¾ length inside diameter opening for the sled hook. The hooking point must be a minimum of 44" from the center of the rear axle to the center of the hooking point. The hooking point will be measured to the center of the clevis loop.

Nitrous Oxide: Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck. Only #2 Diesel fuel is allowed in all classes.

Propane/LP: Propane/LP is prohibited. All system components must be removed from the truck. Only #2 Diesel fuel is allowed in all classes.

Rear End: Non-OEM rear-end housings are prohibited. It 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.

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. Final decisions rest with the Track Technical Department.

Suspension, Rear: An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected. Blocked suspension is permitted.

Tires: The tires must be DOT street tires. Cut tires are prohibited.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case 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 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 transmission main body the

bell housing area is to be completely covered 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 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 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. Every vehicle must have a SFI 1.1 or 1.2 approved clutch or SFI 4.1 or 4.2 approved blanket.

Turbocharger: The vehicle is limited to a 2.6 inducer bore single turbocharger. The compressor wheel must protrude into a 2.6" bore for 1/8". The inlet will be measured using a 2.65 inch plug the plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than .200". All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel.

Water Injection: Water Injection Systems are allowed. All units must use Blue washer fluid or Water only.

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

Intercoolers: Intercoolers must be in stock location.

Pull track managers will have final say if a truck is in question

Safety will not be sacrificed by an unsafe vehicle or driver. Not Hot Rodding in the Pits, Etc you will be escorted off the property by security.