

OPEN DIESEL 4X4 TRUCKS ENGINE:

- Engine limited to a stock appearing. Electric cooling fans are permitted..
- Diesel fuel only. Pump #1, #2 or Soy/Biodiesel only. Fuel must be commercially available. No propane or pressurized bottles.
- Aftermarket air cleaner/intakes are permitted.
- Exhaust must be pointed upwards. Exhaust must have (2) 3/8 diameter rods/bolts inserted into exhaust in a cross pattern within 1' of each other. Both rods must 90° from each other. Rods/bolts must be as close to the turbo as possible. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification. Tech inspection committee will have final say on location.
- All engines turning more than 4500 RPM must be equipped with a harmonic balancer meeting SFI spec 18.1..
- Radiator must have a sufficient overflow reservoir and be located in the stock location and be of at least stock size.
- Injection pump is limited to cylinder number specific (IE 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOP's are permitted. P pumps that are allowed are the P3000 and the P7100. Ag governors are allowed. No 12 cylinder pumps.

HITCH:

- Hitch height: 24" maximum.
- Hitch point must have a 3.75" hole minimum.
- Must be a Reese style hitch/receiver. No pulling from bumper. No shackles or clevises. Reinforcements are permitted but must remain inside the frame rails.
- Hitch must use hitch pin. Bolts are prohibited.
- Hitch must be stationary in all directions.
- Hitch may be reinforced and supported for strength. No part of the hitch will be permitted forward of the centerline of the rear axle.
- The hooking point must be a minimum of 44" from the centerline of the rear axle. Hooking point is described by the end of the hole where the hook touches metal to be pulled from.
- No component of the hitch may be connected or in contact with the rear axle.
- Bumper may be notched or removed.
- Hitch must be horizontal to the ground.

CHASSIS:

- The OEM chassis is mandatory. The engine must be in the OEM location. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis, etc are prohibited. Extra bracing is allowed but must be bolted to the rear axle.
- Batteries must be securely mounted.
- Hanging front weights are permitted. If used, ballast must be securely fastened. Weight or weight bracket not extend more than 60" from the centerline of the front axle. Final decisions on weights and brackets will be left to the tech inspectors.
- Factory spec wheelbase and track width only. Cab and chassis trucks may not exceed 72" center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.
- The body must retain full sheet metal. The complete firewall and floor is mandatory. A factory installed pickup bed or commercial style aftermarket bed must be installed. Factory flat beds are permitted. No handmade flatbeds
- Aftermarket seats are permitted. Rear seats may be removed to make weight.
- Driver window must be able to operate per factory specifications. They must open and close via electrical or mechanical means.
- Hand throttles and aftermarket gauges are permitted.
- Max tire size 35" x 12.50"
- No tire chains.
- One ton rear axle or less permitted. Dual rear wheels prohibited.
- No open drivelines or drop boxes.
- Fuel cells may be used in place of the factory fuel tank, but must be mounted in the factory location or securely mounted in the bed.
- Brakes must be fully functional on all 4 corners of the vehicle.
- Automatic transmissions may use aftermarket torque converters, valve bodies, and internal components. Transmission brakes are prohibited. Any non-OEM floor mounted automatic shifter must be equipped with a spring loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission fluid lines must be metallic or high pressure hydraulic hose. All automatic transmissions must be equipped with a transmission shield meeting SFI spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI spec 4.1 and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI spec 29.1.
- Manual transmissions may have aftermarket internal components. A clutch meeting minimum SFI spec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential

shifters are prohibited. All transmissions 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 spec 4.1 or 4.2 blanket that completely covers the bell housing and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so the vehicle will not start in gear.

- The factory front suspension configuration must be retained. Modifications to the front suspension that would alter the original location (IE moving it forward or backward) is prohibited. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks prohibited.
- The factory rear suspension configuration must be retained. Traction bars and devices are permitted. Welds are permitted for attachment to the frame or axle housing. Traction bars, if installed, must have a tether strap mounted one (1) foot from the front support to catch the bar in case of failure. Control arms may be strengthened or replaced provided all original mounting points are retained and used. Sway bars, lower tie bars, limit straps, and camber kits are permitted. The rear suspension can be solid/welded. Must have leave spring connected in OEM style but may not be functional. Air bags and air shocks are prohibited.
- All vehicles must have at least six (6) inch wide u-joint shields around all u-joints on the rear drive shaft constructed of at least ¼" steel or 3/8" aluminum that will safely contain the u-joints and the ends of the drive shafts. Any u-joint on the front axle that can be seen from the front or side of the vehicle must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle. On trucks with electronic injection fuel pumps, it must have an electric shutoff or disconnect for the injection pump on the back of the truck. For trucks with manual injection pumps, they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shutoff on all trucks. Kill switch failure will result in disqualification.
- All vehicles are required to have a fully functional and working kill switch on the back of the truck, located near the hooking point
- The OEM restraint system or SFI 5-point harness is mandatory and must be worn.