

Classes 36 & 53

8000 2.5 Diesel

Chassis & Suspension

1. OEM 1 ton or less chassis required. No tube chassis or back halve conversions.
2. Factory wheelbase must be retained, Cab and chassis trucks must be no more than 172" wheelbase from center of axle to center of axle.
3. Engine must remain in original location
4. Factory front suspension must be retained. Must retain factory OEM type steering gear. Non OEM power assist is prohibited.
5. OEM style rear suspension is mandatory. Suspension can be temporarily blocked solid.
6. No air bags or air shocks are allowed.
7. Traction bars are allowed front and rear but must bolt to the housings. Only bracketry to bolt them on with may be welded.
8. Reese or T style hitches acceptable with no part of the hitch extending forward of the centerline of the rear axle. Hitch must be parallel to the ground and stationary in all directions.
9. Hitch height is 24" max
10. Hook point must be at least 44" back from the centerline of the rear axle.
11. Hanging weight is permitted and no part of weight may extend more than 60" forward of the front axle.
12. Batteries may not be mounted in the cab. Batteries are to be no further forward than the factory core support.

Driveline

1. OEM 1 ton or less transmissions and transfer cases required. No Bruno, Lencos or reversers. No dropboxes. Aftermarket internals in stock housings is allowed.
2. Automatic transmission equipped trucks must run an SFI approved transmission blanket.
3. Manual transmission trucks must run a blowproof bellhousing or an SFI approved blanket around the bellhousing. Manuals must be clutch assisted, no sequential shifters permitted.
4. All trucks must have safety switches to prevent truck from starting in gear.
5. OEM 1 ton or less axles required front and rear. Aftermarket internals in stock housings are permitted.
6. Must have working wheel brakes.

7. Must have U joint shields covering all driveshaft U joints. Shields need to be at least 6" long and made of at least ¼" thick steel or 3/8" thick aluminum.
8. 35x12.50 DOT tires max. No cutting or sharpening. No chains or studs allowed. No duals front or rear.

Truck

1. Body must be OEM truck body including OEM bed floor. Body must retain full sheetmetal as well as OEM firewall and OEM floor boards. No flat beds.
2. All OEM glass windows must be retained. No lexan permitted. Drivers window must be operational for safety reasons.
3. Hand throttles permitted
4. Factory headlight and tail light assemblies must be in place and operational. The only exception is the right front headlight may be removed for air inlet to the engine.
5. Radiator must be in stock location and at least stock capacity.
6. Fuel cells allowed but must be in the stock location or mounted in the bed.

Engine

1. Engine is limited to a stock appearing OEM compression engine available from the factory in a one ton or less truck. Cubic inch limit of 444ci. Block must freely circulate coolant, no filled blocks.
2. Electric water pumps and electric fans permitted. Factory accessory drive system must be retained.
3. No individual runner intakes (Ex: ZZ Customs)
4. No deck plates
5. OEM cylinder heads required. (Ex: No Hamilton heads for the Cummins, No Brodix heads for the Duramax)
6. No pressurized injectibles allowed what so ever. This includes nitrous oxide, propane, water injection or anything of the sort. All components must be removed.
7. Engines turning more than 4500 rpm must have an SFI approved harmonic balancer.
8. Fuel injection pump is cylinder count specific (6 cylinder pump on a 6 cylinder engine). The use of multiple high pressure common rail or HPOPs is permitted. P Pumps allowed are the P3000 and P7100. No sigma or 12 cylinder allowed. AG governors permitted.
9. Fuel must be commercially available #1, #2 diesel or soy/biodiesel.
10. Factory style or aftermarket air to air intercoolers only mounted in stock location. Water to air intercoolers are prohibited. Absolutely no use of ice or water to cool the intake charge.

Turbo and Exhaust

1. S4, GT 42, HX50 and turbo of this type is the largest turbo allowed. T-4 mounting flange is the largest allowed. Billet compressor wheels are allowed. A single .200 inch MWE groove maximum allowed. No step or clipped wheels. No step down covers. No forward facing MWE groove. Air must change direction to enter the MWE groove. This will be checked by putting a 1/16" diameter pin against the back side of the inducer bore parallel with the turbo shaft. The pin must not protrude into the MWE groove. Inducer bore must be non removable. All air must go through the 2.5" inducer bore and MWE groove. No tapered or egg shaped inducer bores allowed. The wheel must protrude minimum 1/8" into the 2.5" part of the inducer bore. Covers will be plugged from the back side to verify where the wheel protrudes is a maximum of 2.5". Turbo checked with 2.550 plug. MWE groove will be checked.
2. Exhaust must exit upward and behind the back of the cab. Tail pipes exiting on the ground must be equipped with a 90 elbow pointing up.
3. Stacks in the bed permitted. Hood or fender stacks are not allowed.
4. Two 3/8" diameter bolts must be installed in a cross pattern as close to the turbo as possible. Bolt heads welded to the pipe or other fake mimics will be disqualified.

Safety

1. All trucks must have a working 2.5 pound fire extinguisher on board.
2. Helmet and Fire jackets highly recommended.
3. Seatbelts or 5 point harness highly recommended.
4. U joint shields required, see specs for length and thickness under driveline section.
5. All trucks required to have a working kill switch on the back of the truck. Trucks with electronic fuel injection pumps must have an electric shut off located at the back of the truck to kill the injection pump. Mechanical injection trucks must have an air guillotine.

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