

SOUTH MOUNTAIN TRUCK PULL

Season Rules

Pro Street Diesel Trucks

The Pro Street Diesel category is designed for full body street trucks that have just started into the modifications.

1) Any member caught in default of the following rules will have a one pull suspension for that pull.

2) **WEIGHT** for this class – The truck can only weigh 8500 lbs or LESS including driver

3) **BALLAST WEIGHT** - Weight bars allowed, to a maximum 5' from center of front axle to furthest part of weight bar and/or weights. Only hanging weights allowed. Fabricated bars, boxes, custom weights are allowed as long as the weight is secure and safe. No batteries, tanks or anything else other than hanging weights may be on the bar or past the bumper. Weight covers are allowed.

4) **BATTERIES** - All batteries must be securely mounted. They may not be mounted in the driver's compartment or forward of the rad support.

5) **BODY** - The body must have been available from the factory in a production 3/4 or 1 ton diesel configuration. The body must retain all factory sheet metal. No aftermarket fiberglass body(s) or fiberglass panels allowed. Fiberglass or metal hood scoops are allowed. The hood must be mounted and closed during a run/pull. The complete floor pan, firewall and bed floor must be retained. All holes into the driver's compartment should be sealed from fumes. No cab and chassis or other constructed type trucks will be allowed.

6) **CHASSIS** - A factory made frame available in a production 3/4 or 1 ton diesel truck must be used. The body must match the chassis for the make and model intended during production. The engine must be located within the unmodified factory firewall and rad support for the body used. The rad must be in the factory location if so equipped. Rads are optional. The truck must retain the full factory chassis. Wheel tubs, back half conversion, tube chassis etc, are prohibited.

7) **BRAKES** - Four wheel hydraulic brakes are mandatory and must be in good working condition.

8) **DRIVELINE** - All transmissions, transfer cases, and axles, front and rear must have been available in a production 3/4 or 1 ton chassis from a recognized manufacturer.

Front and Rear Axles - Any front/rear axle assembly normally available in a 3/4 or 1 ton truck may be used. Swapping from manufacturer to manufacturer is allowed. High strength custom made axle shafts are allowed. They must fit into an unmodified housing and retain the standard 8 bolt wheel stud pattern. Transfer Case - Aftermarket transfer cases are not allowed. The transfer case used must have been available in a production 3/4 or 1 ton truck.

The truck must retain the original production wheelbase and track width for the body/chassis used. Offset wheels may be used. Front wheel dually spacers may only be used when accompanied by dual rear wheels.

9) **DRIVER RESTRAINT SYSTEM** - All drivers must use/wear the factory installed seatbelt system for the body used. Aftermarket SFI seatbelts are allowed provided they are of the single release style.

10) **DRIVESHAFT LOOPS** - All trucks shall have at least one driveshaft shield around "each" universal joint on the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have one restraining loop located approximately mid length of the driveshaft. The loop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.

11) **EXHAUST** - All vehicles must have an upwards pointing exhaust stack either rearward of the drivers compartment or through the hood. Two 3/8" cross bolts shall be installed in the exhaust pipe as close to the turbo exhaust outlet as possible.

12) **FUEL INJECTION PUMP** - The fuel injection pump is limited to a stock appearing, factory available pump, in a 3/4 or 1 ton diesel truck application. Pump swapping from manufacturer to manufacturer is allowed. Dual high pressure common rail pumps or dual HPOPS are permitted.

Fuel only to be injected through the injection pump and injectors.

13) **HARMONIC BALANCER** - A SFI balancer is recommended. All trucks must have at least a 1/4" thick by the width of the balancer, steel shield, securely mounted in lieu of a SFI balancer.

14) **HITCHES** - The hitch must be solid in all directions and securely mounted to the frame of the truck. The hitch may not be attached to the frame forward of the rear axle centerline. The hitch must be the rear most part of the truck, including the normal location of the tailgate if the tailgate has been removed. Sled bumpers may be further back than the hitch. No bumper hitches allowed. Maximum hitch height is 26".

15) **INTERIOR** - A complete interior including factory dashboard, door panels, carpet or floor matting, headliner is mandatory. Two matching front seats, in the absence of a bench seat, are mandatory. All MTO required controls such as window mechanisms, lights, horns, etc, MUST be in good working order. If it is required to obtain a safety check inspection it must be in working condition. The intent here is no stripping out interiors or equipment. Trucks with rear seats may remove the rear seats.

16) **STEERING** - The truck must retain either the full factory style steering and steering mechanisms for the chassis used or a hydraulic piston or ram style steering systems will be allowed provided the steering wheel assembly is in the stock location in the dash. Additional steering stabilizer shocks are allowed.

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17) STREET EQUIPMENT - Complete headlights, marker lights, and taillight assemblies must be present and operative. Complete factory glass for the body used must be in place and in good condition. All operational windows must be operational and open close via the original mechanism or power operators. The factory appearing front bumper for the body used must be installed. No aftermarket bumpers or bush bars allowed. Must be OEM style. Headlight housing may NOT be removed.

18) SUSPENSION FRONT - The factory supplied suspension configuration for the chassis used must be in place. Control arms may be strengthened. Truck must have at least one working shock absorber per wheel.

19) SUSPENSION REAR - A factory style suspension, for the chassis used must be in place. All factory location points for the suspension must be used. Bolt on traction bars are permitted. Welding is only allowed for the traction bar attachment points. No welded on traction bars allowed. Blocking of the rear suspension is allowed - no solid suspensions. There must be at least one working shock per wheel.

Air bags for the front and / or rear are allowed, but no on board compressors or in cab adjusters are allowed.

20) TIRES - Any DOT highway tire may be used. Agricultural or turf type tires are NOT allowed even if DOT approved. Maximum tire height as measured shall be 35" tall by a maximum tread face width of 14.5". Cut tires are not allowed. Dual rear wheels will be allowed. Dual rear wheels must be covered by the body or a fender flare substantial enough to prevent track debris from flying outwards. It must cover 3/4 of the outer tire.

21) WATER INJECTION - Water injection is allowed.

22) PROPANE, NITROUS OXIDE, or other flame or combustion accelerators are NOT allowed. No part of any delivery system is allowed on the truck for any reason.

23) FUEL - Must be #1 or #2 diesel. Biodiesel is allowed. No additives are allowed other than fuel conditioners, or lubricating oil. Fuel may not enter the cab of the truck.

24) ENGINES - Any diesel compression ignition engine produced for a North American made 3/4 or 1 ton truck may be used. No aftermarket heads or blocks. Maximum engine size is 460 CI. Engine swaps from make to make, model to model, or year to year are allowed.

25) TURBO - The vehicle is limited to a single turbocharger; twin turbos are allowed for Ford trucks if it was originally equipped from the manufacturer and must be Factory appearing. The turbocharger size for this class is 2.8". This equates to 71.12mm. A 2.8" bushing will need to be used if the compressor wheel exceeds 2.8". 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 2.8" limit at any point. The inlet will be measured using a 2.85" plug. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater of 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited.

Aftermarket exhaust manifolds, and turbo adapters are allowed.

26) TRANSMISSIONS - A functional neutral safety switch is mandatory. A functioning backup light switch must be present and working as per the general rule

AUTOMATIC TRANSMISSION - Non OEM transmissions are prohibited. The transmission used must have been available in a 3/4 or 1 ton North American application. 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. All transmission lines must be metallic or high pressure type hose. All vehicles 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. Oil Pan can be exposed.

MANUAL TRANSMISSION - Non OEM transmission are prohibited. The transmission must have been available in a 3/4 or 1 ton North American application. Aftermarket internal components are permitted. A clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all standard transmission vehicles. 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 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. The flywheel and clutch must be inspected annually as per general rules.

27) AIR SHUTOFF - All trucks shall have an air shutoff located in the intake tract. The shutoff will have a cable or similar connection to the rear of the truck and shall terminate as per the general rules requirements located elsewhere in the rule book. A second cable or switch for the air shutoff shall be located in the driver's compartment and within easy reach of the driver while seated.

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ADDITIONAL RULES

- 1.** Driver's doors must remain unlocked OR window must be down during the pull.
- 2.** NO VEHICLE IS TO BE LEFT UNOCCUPIED WHILE RUNNING AT ANY TIME.
- 3.** The class agrees that no driver will agree to a pull off without adequate cool down time for all trucks (at least one class).
- 4.** Hitch must be 5/8" thick and 1" thick all the way around. The hole in the hitch must be cut 3 1/2" x 2 1/2"
- 5.** Drivers must be wearing a DOT or Snell 2000 Approved helmet while pulling
- 6.** Dash and interior panels must be present in the truck and installed in the factory locations
- 7.** All modified trucks must be equipped with a Fire Extinguisher and securely mounted within the drivers reach
- 8.** Driver and truck must have a valid license and valid insurance. Proof is required at every race.
- 9.** All trucks are to be equipped with hood pins, or cable operated latch mechanisms.
- 10.** A sled and driver operated spring loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring.
- 11.** All drivers must have a valid driver's license.
- 12.** The OEM or aftermarket restraint system is mandatory and must be worn.
- 13.** All drivers are suggested to wear a fire suit meeting a minimum of SFI 3.2 and wear leather steel toe boots. (this is not mandatory)
- 14.** Neck support devices are suggest but are not mandatory.
- 15.** Track Official have the last say

*** "Additional Rules" apply to all classes. ***

The rules are in place for driver safety and the safety of the spectators, and grounds crew.

Any driver found not abiding by the rules will not be allowed to pull for that event and possibly future events.

Truck Tech will happen at the events. There will be random truck tech's. Do not be surprised to tech in and tech out. (tech out will likely only happen for the top 4 trucks)

Truck Tech's can re-tech a truck at any time during the event.

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Season Rules

Work Stock Diesel Trucks

The Work Stock Diesel category is designed for full body street trucks that have little to no modifications.

- 1) Any member caught in default of the following rules will have a one pull suspension for that pull.
- 2) **WEIGHT** for this class – The truck can only weigh 8500 lbs or LESS, including driver
- 3) **WEIGHTS** - Weight bars are not allowed. The only weights that are allowed are weights that are securely mounted or strapped in the bed of the truck. No weights are allowed in the cab of the truck or under the truck at all. Weights that are liquid have to be securely mounted into the bed of the truck and may not be flammable.
- 4) **BATTERIES** - All batteries must be securely mounted. They may not be mounted in the driver's compartment or forward of the rad support. They should all be mounted in the factory locations.
- 5) **BODY** - The body must have been available from the factory in a production 3/4 or 1 ton diesel configuration. The body must retain all factory sheet metal. No aftermarket fiberglass body(s) or fiberglass panels allowed. Fiberglass or metal hood scoops are allowed. The hood must be mounted and closed during a run/pull. The complete floor pan, firewall and bed floor must be retained. All holes into the driver's compartment should be sealed from fumes. No cab and chassis or other constructed type trucks will be allowed.
- 6) **CHASSIS** - A factory made frame available in a production 3/4 or 1 ton diesel truck must be used. The body must match the chassis for the make and model intended during production. The engine must be located within the unmodified factory firewall and rad support for the body used. The rad must be in the factory location if so equipped. The truck must retain the full factory chassis. Wheel tubs, back half conversion, tube chassis etc, are prohibited.
- 7) **BRAKES** - Four wheel hydraulic brakes are mandatory and must be in good working condition.
- 8) **DRIVELINE** - All transmissions, transfer cases, and axles, front and rear must have been available in a production 3/4 or 1 ton chassis from a recognized manufacturer. Front and Rear Axles - Any front/rear axle assembly normally available in a 3/4 or 1 ton truck may be used. Swapping from manufacturer to manufacturer is allowed. High strength custom made axle shafts are allowed. They must fit into an unmodified housing and retain the standard 8 bolt wheel stud pattern. Transfer Case - Aftermarket transfer cases are not allowed. The transfer case used must have been available in a production 3/4 or 1 ton truck. The truck must retain the original production wheelbase and track width for the body/chassis used. Offset wheels may be used. Front wheel dually spacers may only be used when accompanied by dual rear wheels.
- 9) **DRIVER RESTRAINT SYSTEM** - All drivers must use/wear the factory installed seatbelt system for the body used. Aftermarket SFI seatbelts are allowed provided they are of the single release style.
- 10) **DRIVESHAFT LOOPS** – Although it is not mandatory in this class it is HIGHLY recommended that all trucks have at least one driveshaft shield around "each" universal joint on the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have one restraining loop located approximately mid length of the driveshaft. The loop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
- 11) **EXHAUST** - Vehicles are allowed factory appearing exhaust systems. Upwards pointing exhaust stack rearward of the drivers compartment is also permitted. No hood stacks. If the truck smokes then it must be pointed upward.
- 12) **FUEL INJECTION PUMP** - The fuel injection pump is limited to a stock appearing, factory available pump, in a 3/4 or 1 ton diesel truck application. Pump swapping from manufacturer to manufacturer is allowed. Dual high pressure common rail pumps is NOT permitted. Fuel only to be injected through the injection pump and injectors. Single pump only
- 13) **HARMONIC BALANCER** - SFI balancer is recommended but not mandatory.
- 14) **HITCHES** – The hitch must be the factory hitch mounted in the factory hitch location. The hitch must be solid in all directions and securely mounted to the frame of the truck. The hitch must be the rear most part of the truck, including the normal location of the tailgate if the tailgate has been removed. Sled bumpers may be further back than the hitch. No bumper hitches allowed. Must be a Class 4 or Class 5 style hitch. Maximum hitch height is 26".
- 15) **INTERIOR** - A complete interior including factory dashboard, door panels, carpet or floor matting, headliner is mandatory. All of the factory seats must be in the truck, including rear seats if the truck came from the factory with them. All MTO required controls such as window mechanisms, lights, horns, etc, MUST be in good working order. If it is required to obtain a safety check inspection it must be in working condition. The intent here is no stripping out interiors or equipment. Trucks should look like a factory street truck and not gutted in any way shape or form.
- 16) **STEERING** - The truck must retain either the full factory style steering and steering mechanisms for the chassis used. Additional steering stabilizer shocks are allowed.

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17) STREET EQUIPMENT - Complete headlights, marker lights, and taillight assemblies must be present and operative. Complete factory glass for the body used must be in place and in good condition. All operational windows must be operational and open close via the original mechanism or power operators. The factory front bumper for the body used or an OEM style bumper. No aftermarket "weighted" bumpers or bush bars allowed. Headlight housing may NOT be removed.

18) SUSPENSION FRONT - The factory supplied suspension configuration for the chassis used must be in place. Control arms may be strengthened. Truck must have at least one working shock absorber per wheel.

19) SUSPENSION REAR - A factory style suspension, for the chassis used must be in place. All factory location points for the suspension must be used. Bolt on traction bars are permitted. Welding is only allowed for the traction bar attachment points. No welded on traction bars allowed. Blocking of the rear suspension is allowed - no solid suspensions. There must be at least one working shock per wheel.

Air bags for the front and / or rear are allowed, but no on board compressors or in cab adjusters are allowed.

20) TIRES - Any DOT highway tire may be used. Agricultural or turf type tires are NOT allowed even if DOT approved. Maximum tire height as measured shall be 35" tall by a maximum tread face width of 14.5". Cut tires are not allowed. Dual rear wheels will be allowed. Dual rear wheels must be covered by the body or a fender flare substantial enough to prevent track debris from flying outwards. It must cover 3/4 of the outer tire.

21) WATER INJECTION - Water/Meth injection is allowed.

22) PROPANE, NITROUS OXIDE, or other flame or combustion accelerators are NOT allowed. No part of any delivery system is allowed on the truck for any reason.

23) FUEL - Must be #1 or #2 diesel. Biodiesel is allowed. No additives are allowed other than fuel conditioners, or lubricating oil. Fuel may not enter the cab of the truck.

24) ENGINES - Any diesel compression ignition engine produced for a North American made 3/4 or 1 ton truck may be used. No aftermarket heads or blocks. Maximum engine size is 460 CI. Engine swaps from make to make, model to model, or year to year are allowed.

25) TURBO - The vehicle is limited to a single turbocharger; twin turbos are allowed for Ford trucks if it was originally equipped from the manufacturer. The turbocharger must be factory appearing. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. Aftermarket exhaust manifolds, and turbo adapters are allowed. Either a non-modified MWE or a 66mm straight bore Compressor wheel is the maximum allowed size. Turbo or turbo's will require to be inspected and tagged to make sure that they are in spec. (Turbo Tags may be placed on turbo's to ensure there has been not turbo modifications)

26) TRANSMISSIONS - A functional neutral safety switch is mandatory. A functioning backup light switch must be present and working as per the general rule. A blanket type shield is suggested but is not mandatory.

AUTOMATIC TRANSMISSION - Non OEM transmissions are prohibited. The transmission used must have been available in a 3/4 or 1 ton North American application. 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. All transmission lines must be metallic or high pressure type hose.

MANUAL TRANSMISSION - Non OEM transmission are prohibited. The transmission must have been available in a 3/4 or 1 ton North American application. Aftermarket internal components are permitted. A clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all standard transmission vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission are suggested (but not mandatory) to 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 properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing. The flywheel and clutch must be inspected annually as per general rules. This is also a suggestion but is not mandatory.

27) AIR SHUTOFF - All trucks are suggested to have (but not mandatory) an air shutoff located in the intake tract. The shutoff will have a cable or similar connection to the rear of the truck and shall terminate as per the general rules requirements located elsewhere in the rule book. A second cable or switch for the air shutoff shall be located in the driver's compartment and within easy reach of the driver while seated.

Air shutoffs will be phased in this year and will be mandatory for the 2017 Pulling season.

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ADDITIONAL RULES

- 1.** Driver's doors must remain unlocked OR window must be down during the pull.
- 2.** NO VEHICLE IS TO BE LEFT UNOCCUPIED WHILE RUNNING AT ANY TIME.
- 3.** The class agrees that no driver will agree to a pull off without adequate cool down time for all trucks (at least one class).
- 4.** Hitch must be 5/8" thick and 1" thick all the way around. The hole in the hitch must be cut 3 1/2" x 2 1/2"
- 5.** Drivers must be wearing a DOT or Snell 2000 Approved helmet while pulling
- 6.** Dash and interior panels must be present in the truck and installed in the factory locations
- 7.** All modified trucks must be equipped with a Fire Extinguisher and securely mounted within the drivers reach
- 8.** Driver and truck must have a valid license and valid insurance. Proof is required at every race.
- 9.** All trucks are to be equipped with hood pins, or cable operated latch mechanisms.
- 10.** A sled and driver operated spring loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring.
- 11.** All drivers must have a valid driver's license.
- 12.** The OEM or aftermarket restraint system is mandatory and must be worn.
- 13.** All drivers are suggested to wear a fire suit meeting a minimum of SFI 3.2 and wear leather steel toe boots. (this is not mandatory)
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- 15.** Track Official have the last say

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Truck Tech will happen at the events. There will be random truck tech's. Do not be surprised to tech in and tech out. (tech out will likely only happen for the top 4 trucks)

Truck Tech's can re-tech a truck at any time during the event.