



2010 Bluegrass Pulling Series Rules & Regulations

PRO STREET 2.6 STREET DIESEL

CLASS REPRESENTATIVES: GARRET GAY AND WILLIAM CHAMBERS

The Street Diesel (SD) class is designed for street-drivable pickup trucks with a wide variety of performance upgrades. Valid DOT registration and license plates are mandatory. The vehicle must be four-wheel drive.

Designations: 2.6 SD

Weight: 8000 lbs. Maximum, with driver.

REGULATIONS

Ballast: Ballast is permitted. Hanging front weights are **permitted**. Front Ballast and Ballast mounting point must be easily removable, but securely mounted. May not exceed **60"** from center line of front axle, and **must be** high enough to clear scale and other pit obstacles. **If it hits the scale it must be removed to compete.** 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 Technical Department.

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 the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass Hoods and Roll pans only are permitted. All Fiberglass Hoods must be shielded on the underside with sheet metal or aluminum skin a minimum of .060 thick. Hood must be closed and securely latched while the vehicle is hooked to the sled. **A Factory installed pickup bed or commercial style aftermarket flatbed must be installed.**

Brakes: Four-wheel hydraulic brakes are **mandatory and functional**

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.

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: All trucks **must have** at least six inch wide u-joint shields around the rear u-joint constructed of at least ¼ 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. A new puller will be granted a **one-time** waiver of this requirement.

Engine: The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. All factory belt-driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or 'V' belt. Electric fans are permitted. Auxiliary water pumps are allowed.

Exhaust: All vehicles must be equipped to direct exhaust **upward**. The exhaust must exit rearward of the driver's compartment or through the hood. Stacks exiting through the fender-well are **prohibited**. **Two 3/8 inch diameter bolts** must be placed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical. **THIS WILL BE TECHED**. Bolt heads welded to the pipe, or sheet metal screws to mimic this will be grounds for **disqualification**.

Fire Extinguisher System: A fire extinguisher system is permitted. It must be securely mounted. All trucks are recommended to have a fire extinguisher securely mounted but easy access to driver.

Firewall: The complete OEM firewall is mandatory.

Floor: The complete OEM floor pan is mandatory.

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

Fuel Injection Pump: The fuel injection pump is limited to a cylinder number specific (i.e. 6 cylinder pump on a 6 cylinder motor). Dual Cp3's are allowed. Dual HPOP are allowed. **Sigma pumps and 12 cylinder pump are prohibited**.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements **must not** extend forward of the centerline of the rear axle. **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 hooking point must be a minimum of 44 inches from the center of the rear axle to the center of the hooking point. 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 **3.50-inch** inside

diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Intercoolers: Factory style or aftermarket intercoolers permitted.

Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.

Kill Switches Are required: All kill switches will be tested to function properly. **Mechanically Injected Trucks must have a guillotine installed!!** Electronic Injected truck Guillotine is recommended but a functioning electrical kill switch is required. Kill Switch Failure will result in disqualification. Electrical Kill switch on mechanically injected truck will not suffice. No butterfly type kill switches are permitted.

Nitrous Oxide: Nitrous oxide is **prohibited**. No other oxygen extenders are allowed. All system components must be **removed** from the truck.

Propane: Propane is **prohibited**. All system components must be **removed** from the truck.

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

Street Equipment: Complete headlight and taillight assemblies are required to be operative. 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.

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. The final decision rests with the Technical Department.

Suspension, Rear: An OEM-style suspension is mandatory. **Traction bars and devices are permitted**; they must be a bolt on application only; welds are permitted for attachment to frame or axle housing. Traction Bars if installed **must have** a chain/cable or some other safety device located within 1 foot of front support to catch the bar in case of failure. 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. The rear suspension **may be solid with a removable block**. All rear suspensions must use at least one working shock absorber per wheel. Air bag spring assist is prohibited.

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

Tow Vehicles: On Track Tow vehicles are prohibited.

Transfer Case: Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup 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 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 turbocharger; the inducer bore on the compressor housing may be no larger than **2.6 inches** measured at the smallest diameter area of the compressor housing. The inlet will be measured using a **2.65-inch plug** or internal calipers. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. Bore must be uniform in size throughout the diameter. 6.4 liter PowerStroke engines may utilize the factory twin-turbo configuration. No removable bushings are allowed. The driver will be responsible for making the compressor wheel and bore accessible for tech personnel.

NOTE: In 2011 the rule will be that the compressor wheel must protrude into the compressor inlet housing 1/8 inch and will be maintained for 3/4 inch. The rest of the rule will remain the same.

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

Wheelbase: The vehicle must retain the original factory wheelbase and track width. Cab and chassis trucks may not exceed 172" center to center of axles Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.