



2010 Bluegrass Pulling Series Rules & Regulations

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WORK STOCK TRUCKS

The Work Stock (WS) class is designed for daily-driven, on-the-road pickup trucks (full-bodied diesel pickup trucks). Valid DOT registration and license plates are mandatory. The vehicle must be four-wheel drive.

WS followed by competition number

Weight breaks

WS: 8500 lbs. Weight is 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 pull**. 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, must remain in factory engine compartment OEM location.

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, no fiberglass. 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**.

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 a **proof of valid insurance** may be required

Driveline: An OEM transmission and transfer case are 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.

Engine: The engine is limited to a stock-appearing, OEM compression ignition engine, available from the factory in a one ton or smaller truck.

Exhaust: All vehicles must be equipped to direct exhaust **upward**. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are **prohibited**. If the muffler or catalytic converter have been changed from stock, **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. Stock turbo's will be pushed to their limits in this class.

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 with working gauge.

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. Must be commercially available 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 **prohibited**. PowerStroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. P-pumped 24 valves will be **allowed**, automotive governor only, **No AG Governors. No Sigma or Multi Plunger per cylinder pumps**.

Fuel System: The OEM style fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

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. Trick hitches will be determined by the Tech official.** 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 a roll pan may be installed. 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.

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.

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. 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.

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative and installed during competition. IE Duramax's **must have** passenger side headlight installed. 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 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. Final decisions rest with the 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. Traction Bars if installed **must have** a chain/cable or some other safety device located within 1 foot of front mounting support to catch the bar in case of failure. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. **The rear suspension must maintain a minimum compression shock travel of one inch** compression stops may be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected, no in-cab controls.

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. The transfer case must have been an option on a one-ton or smaller pickup truck.

Drive Shaft Loops: Are not required but are highly recommended, and may be required by tech if sever driveline damage occurs regularly **Recommended** to be 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.

Kill Switches: Are required on all WS trucks competing for points. All kill switches will be tested to function properly. P-Pump Trucks **SHOULD** have a guillotine installed!! This is not mandatory but use your head.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. 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. 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 turbocharger is limited to a **stock un-modified, OEM/Factory charger with factory configuration only**. Turbochargers from different years and different models **may be** interchanged. You are allowed to take a hx35 off a Cummins and put on your Duramax or vice versa and you are allowed to put a Duramax Turbo in your 82 Chevrolet with a 12 valve) twin 6.4L PowerStroke turbo's are permitted.

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

Intercoolers: Only factory OEM intercoolers permitted.

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.