

8000 Work Stock Diesel

Chassis and 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. Limiting straps are allowed.
8. Traction bars are allowed front and rear but must bolt to the housings. Only bracketry to bolt them on with may be welded. You are allowed 1 straight bar per side with a maximum of 2 links or points of contact on the axle housing and/or frame going from the centerline of the rear axle forward.
9. No rear frame trusses permitted. Bracing may only have 2 points of contact.
10. Must pull off of a Reese style hitch with no part of the hitch extending forward of the centerline of the rear axle. No part of the hitch can connect to the rear axle. No part of the hitch may be above the top of the frame rails. Hitch must be parallel to the ground and stationary in all directions.
11. Hitch height is 26" max
12. Hook point must be no farther forward than the furthest most rear part of the truck.
13. Rear bumpers may be notched or removed. Sled stops permitted
14. Hanging weight is permitted and no part of weight may extend more than 60" forward of the front axle. Hanging weight excludes fuel tanks, batteries or other things of the like. All other ballast must be in the bed. Nothing allowed in the cab.
15. Batteries may not be mounted in the cab. Batteries are to be no further forward than the factory

core support.

16. 8000# max weight limit

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. SFI approved transmission blankets are highly recommended in trucks running an automatic transmission.
3. SFI approved blowproof bellhousings are highly recommended for manual transmission trucks. 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 4 wheel brakes.
7. It is mandatory to 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. 35" DOT tires max or metric equivalent. No cutting or sharpening. No chains or studs allowed. No dual wheels.

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.
2. All OEM glass windows must be retained. No lexan permitted. All windows must retain factory operation.
3. Complete interior including dash board and door panels mandatory. Aftermarket seats permitted but must be matching.

4. Hand throttles permitted

5. 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.

6. Radiator must be in stock location and at least stock capacity.

7. Must use factory fuel tank.

Engine

1. Engine is limited to a stock appearing OEM make specific compression engine available from the factory in a one ton or less truck.

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 not permitted. P Pumps allowed are the P3000 and P7100. No sigma or 12 cylinder allowed. No AG governors. No twin CP3 pumps or dual fueler type set ups.

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. Turbocharger is limited to a stock appearing OEM/factory make specific charger only. Turbochargers from different years in the same make may be interchanged, no adapters to accept other model turbos can be used. 6.4 liter Powerstroke may utilize the factory twin turbos. Turbo inducer bore to be no greater than 2.5" both before and after the MAP groove. This will be checked with a 2.550 plug.
2. Exhaust must exit upward and behind the back of the cab. Tail pipes exiting on the ground may 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 installed in the downpipe in a cross pattern are highly recommended if the factory muffler has been removed.

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. Kill switches mandatory on all trucks and must be located at the back of the truck. Air guillotines are acceptable for non electronic engines. Electric kill switches are permitted on trucks with electronic fuel shut offs.