



UPA 8500 lb 4x4 Rules Stock Diesel

BALLAST: Ballast can be added to the truck and must be secured. No weights in the passenger compartment. No hanging weights forward of the front bumper, bumper be in the factory location. No loaded front bumpers. Minimum clearance is 8" from the bottom of the weight to the ground.

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 is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory. Rear seat cannot be removed. Must have 2 fully upholstered matching front seats.

BUMPERS: Front tube type bumpers must not be filled with lead, concrete or any type of ballast. A minimum of ¼" inspection hole must be provided. If you have a homemade front bumper that is considered ballast you will be bumped to the WS class.

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 SYSTEMS: Radiators must be in the stock location and be of at least stock size

DRIVELINE: An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup of matching brand.

DRIVER RESTRAINT SYSTEM: The OEM restraint system is mandatory and must be worn.

ENGINE: The engine is limited to a stock-appearing, OEM make-specific

compression ignition engine. Same brand as chassis.

NITROUS OXIDE: is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the vehicle.

EXHAUST: The exhaust must exit rearward and vertical 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 installed through the exhaust pipe in a cross pattern within one inch of each other within 4 inches of the turbo.

FUEL: The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted.

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. Power stroke engines with a single factory turbo may not utilize a second-High Pressure Oil Pump. Pumps from different years in the same engine model may be interchanged.

FUEL SYSTEM: The OEM 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, must be ridged in all directions; 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 hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched but not removed. The hitch's height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-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. The use of hand-throttle controls is prohibited.

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 steering 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. 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 not permitted.

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. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. All rear suspensions must use at least one working shock absorber per wheel. NO airbag spring assistance is permitted; airbag compressors must be disconnected and bags deflated. Tires: The tires must be DOT street tires. Cut tires are prohibited.

TOW VEHICLES: Tow vehicles are prohibited to the starting line. It is permitted to tow your vehicle to the event in case of breakage.

TRANSFER CASE: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck of matching type.

TRANSMISSION, AUTOMATIC: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.

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.

TURBOCHARGER: Limited to a stock OEM single turbocharger in one ton and under trucks (6.4 powerstrokes may run factory compounds with factory inducer size). Turbo must be mounted in the stock location and must be same make as

OEM(Example: LLY turbo allowed on an LBZ), maximum size of the compressor is 63.5 mm. Aftermarket and Billet wheels are **PROHIBITED**. Inducer bore must be true bore, no plugs, no reducers. Compressor wheel must protrude into the inducer bore. Must measure the same size before and after the MAP groove. No clipped wheels allowed. All air must enter through the inducer bore. Induced bore must be measured with a go-no-go gauge or plug and bore will be checked with bore scope or caliper set to specification. The plug is 2.550 inches, L5P Duramax can run factory Billet wheel. Tech inspector has final discretion on turbo ruling.

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.

GRACE: Vehicle is allowed 1 grace hook

per year.

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