

**Sunday June 29, 2008**

**1PM**

**Street Legal Diesel 4x4 Truck Pulls**

**Premium Offered: 75% of entry fees**

**Contact: Corey Finch 309-937-1537**

**Entry Fee:**

**Fair ground Gate: \$6.00 per person (Driver gets in free)**

**Pit passes: \$10.00 per person**

**Rules that will be followed are 2008 NADM 208 Street Diesel Rules – Competition Diesel**

2.8 Street Diesel

The street Diesel (SD) class is designed for full bodied, four-wheel drive pickup trucks on the ragged edge of street ability. The vehicle must be four-wheel drive.

Designations:

2.8 SD

Weight: 8000 lbs, maximum with driver

**Regulations:**

Ballast:

Ballast is permitted. Hanging weights must not extend more than 60 inches from the centerline of the front axle.

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.

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 drivers license.

Driveline: OEM transmission and transfer cases 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.

Drive shaft 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 one-time waiver of this requirement, if the engine is not equipped with a turbocharger with the inducer bore bushed down to 2.8 inch.

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. The use of concrete or other block filler is prohibited. Electric fans are permitted. Alternators must be present and powered via the crankshaft. Water pumps must be present, but may be powered electrically.

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. 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.

Fire Extinguisher System:

A fire extinguisher system is permitted. It must be securely mounted.

Firewall:

The complete OEM firewall is mandatory.

Floor:

The complete OEM floor plan is mandatory.

Fuel:

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

Fuel injection Pump:

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; 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's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00-inch 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 systems components must be removed from the truck.

Propane:

Propane is prohibited. All systems 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 taillights 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 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 lower braces, lower tie bars, sway bars and limit straps are permitted. Traction bars and devices are permitted. The final decision rest with the NADM Technical Department.

Suspension, Rear:

An OEM-style suspension is mandatory. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut lower braces, lower tie bars, limit straps, and camber kits are permitted. The rear suspension may be blocked using a removable or adjustable compression-limiting stop. All rear suspensions must use at least one working shock absorber per wheel.

Tires:

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

Tow Vehicles:

Tow vehicles are prohibited.

Transfer Case:

Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pick up 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 shields must incorporate two ( or one, per manufacturer instructions) ¾ 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 bellhousing; 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 2.8 inches measured at the smallest diameter area of the compressor wheel. A bushing may be used to downsize the compressor housing ahead of the wheel. If a bushing is used, it must be round, metallic, at least ¾ inch long, mounted within 0.050 inch of the compressor wheel, and the inside diameter of the bushing may not exceed the 2.8 inch limit. Bushings must be securely fastened to the compressor housing. If you have any questions regarding the construction of the bushing, contact NADM Technical Services before the season starts. The inlet will be measured using a 2.85 inch plug or internal calipers. A stock map width enhancement (MWE) groove is allowed. NO MWE groove will e allowed that has a width greater than ¼ inch. All provisions allowing air to the wheel other than via the bore and MWE groove is prohibited.

Water injection:

Water injection is prohibited. All systems components must be removed from the truck.

Wheelbase:

The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.