

2018 Benton County Fair Truck Pull

Thursday, August 2, 2018 – 6:00 PM



Benton County Fairgrounds
1410-3 Avenue South, Sauk Rapids, MN 56379
(320) 253-5649

OFFICIAL ENTRY FORM

I will attend the drivers' and judges' meetings preceding the contest. I agree to accept and compete under the rules as published by the Benton County Agricultural Society. I have read the rules and I agree to accept the judges' ruling as final in all matters of interpretation and protest. The entry fee is non-refundable.

RELEASE AND INDEMNIFICATION OF THE BENTON COUNTY AGRICULTURAL SOCIETY

Benton County Agricultural Society shall not at anytime or to any extent whatsoever, be liable and responsible or in any way accountable for any injury to or death of persons or loss, destruction or damage to property, including property and employees and undersigned, occurring in, on or about the premise, or wherever occurring, resulting from any use of or activity on the premises whether such injury, death, loss, destruction, or damage shall be caused by any other matter or thing, whether of the same kind as or of a different kind in matters or things set forth and undersigned shall forever indemnify the Benton County Agricultural Society against any and all claims, ability, loss, damage, action, or cause of action whatsoever on account of any such injury, death, loss, destruction or damage and any related expenses, including attorney fees.

Send entries to: Benton County Agricultural Society, PO Box 118, Sauk Rapids, MN 56379

Entry Fee: \$25.00 per weight class if pre-registered/\$30.00 per weight class at the pull

***ENTRY FEE MUST ACCOMPANY YOUR ENTRY * LIMIT 20 TRUCKS PER WEIGHT CLASS ***

PLEASE PRINT INFORMATION CLEARLY

Driver's Name _____ Daytime Phone _____

Address _____ City _____ State _____ Zip _____

Driver Signature _____ Date _____

Social Security # _____ *Needed if winnings are over \$700.*

Email _____

NOTICE: 2019 driver meeting notices will be posted on the website and facebook.

Please check class you are entering:

STREET STOCK EFI	PRO STOCK	STREET MOD	OPEN CLASS	IMPROVED STOCK	DIESEL
___ 5500 LBS	___ 5800 LBS	___ 5800 LBS	___ 5800 LBS/GAS	___ 5800 LBS	___ 8000 LB 2.5 STREET
___ 6600 LBS	___ 6500 LBS	___ 6500 LBS	___ 6500 LBS/GAS	___ 6200 LBS	___ 8500 LB STOCK
			___ 8500 LBS/OPEN DIESEL		

Truck Entry: Year _____ Make _____ Model _____

****Liability form must be signed and returned with entry form****

****Rules, entry forms and notary forms on website: BentonFairMN.com****

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

DEMOLITION DERBY

TRACTOR PULL

TRUCK PULL

IN CONSIDERATION of being permitted to enter for any purpose any RESTRICTED AREA (herein defined as including but not limited to the demolition derby area, pull track area, racing surface, pit areas, infield and all walkways, concessions and other areas appurtenant to any area where any activity, related to the event shall take place, or being permitted to compete, officiate, observe, work for or for any purpose participate in any way in the event. THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs and next of kin acknowledge, agrees and represents that he/she has, or will immediately upon entering any of such restricted area or areas and his/her participation, if any, in the event constitutes an acknowledgement that he/she has inspected such restricted areas and that he finds and accepts the same as being safe and reasonably sited for the purposes poses of his/her use, and he/she further agrees and warrants that if, at any time, he/she is in or about restricted areas and he/she feels anything to be unsafe, he/she will immediately advise the officials of such and will leave the restricted areas.

1. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoter, participants, racing association, sanctioning organization or any subdivision thereof, track operator, track owner, officials, car owners, drivers, pit crews, any persons in any restricted area, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the event and each of them, their officers and employees, for the purposes herein referred to as 'releases', from any liability to the undersigned, his personal representatives assigns, heirs, and next of kin for any and all loss or damage, and any claim or demands therefore on account of injury to the person or property or resulting in death of the undersigned, whether caused by negligence of the releases or otherwise while the undersigned is in or upon the restricted area, and/or competing, officiating in, observing, working for, or for any purpose participating in the event.
2. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the releases and each of them from any loss, liability, damage or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing, officiating, observing or working for, or for any purpose participating in the event and whether caused by the negligence of the releases or otherwise.
3. HEREBY ASSUMES FULL RESPONSIBILITY FOR AND RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE due to the negligence of releases or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. THE UNDERSIGNED further expressly agrees that the foregoing release, waiver and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Providence or State in which this event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND INDEMNIFY AGREEMENT, and further agrees that no oral representations, statements and inducements apart from the foregoing written agreement have been made.

I HAVE READ THIS LIABILITY WAIVER

PRINT NAME

SIGN NAME

DATE

2018 Benton County Truck Pull Rules and Regulations

	1 st Place	2 nd Place	3 rd Place	4 th Place
Street Stock EFI	\$ 75.	\$ 50.	\$ 25.	
Improved Stock	100.	75.	50.	\$ 40.
Stock Diesel 8500	100.	75.	50.	40.
Street Diesel 8000	150.	125.	100.	75.
Pro Stock	150.	125.	100.	75.
Street Modified	200.	150.	100.	50.
Open	250.	200.	150.	100.

1st Place will also receive trophy

No class jumping allowed * Limits 20 trucks per weight class * Pit will be open at 2:00 pm * All trucks must be on grounds for inspection between 2:00 pm and 5:30 pm * Drivers meeting at 5:45 pm by the announcers stand * Pull starts promptly at 6:00 pm

1. Trucks must be operated in a safe manner at all times. Drivers must remain seated during the pull and must have complete control of the truck at all times. Seatbelts must be worn. All drivers must have a valid driver's license.
2. **NO** consumption of alcoholic beverages in the truck or pit area either before or during contest.
3. If judges believe any individual to be a potential hazard because of such consumption, the individual will be barred from the contest.
4. Pit people must be 16 years of age or older. Those pit people and drivers under 17 years of age must have a notarized Benton County Agricultural Society Minor Release Form signed by parent or guardian. **NO EXCEPTIONS. Forms can be obtained from the fair office, pit gate night of event or on website: BentonFairMN.com. Notary will be not available at pit gate day of event.**
5. Truck entry includes driver admission only. No limit on pit crew and each pit pass is \$15.00. Spectators are not allowed entry thru pit gate due to insurance liability requirements. All spectators must enter from the main entrance located on the fairgrounds by the beer garden. All pit personnel must follow pit area rules.
6. Trucks will be weighed with driver at the fairgrounds prior to pull.
7. Street trucks must have all weights safely secured to the vehicle and may not exceed more than 60 inches from the centerline of the front axle. No weight brackets on street stock EFI.
8. Weights must not touch the grounds. If weight falls off during the pull, driver will be disqualified.
9. Street stock and Pro Stock (Street Legal) may not block suspension – all others may.
10. No portion of the truck may interfere with sled hitch during pull.
11. Everyone must have own clevis on pickup. Minimum 3" inside diameter.
12. Hitch must be rigid in all directions and solidly mounted to the vehicle frame and cannot rise during pull. Hitch must extend beyond box.
13. All pre-registered entrants will be mixed up so the same entrant does not start every class.

14. The first puller in each class will have the option to pull over in the 3rd spot. Must request re-pull before he is unhooked from the sled. Any puller may have one re-pull as long as he stops before the front of the skid passes the 75' mark and requests the re-pull before he is unhooked from sled.
15. **NO** class jumping. Any pre-registered that includes class jumping entry fee will not be refunded.
16. Contest to be governed by judge with all decisions final. Judges have all rights to stop and disqualify any truck if it is not being operated in such a manner as would be considered safe.
17. There will be a \$50. pro-test fee. Fee will be returned if protest is proved within 15 minutes protest time limit following each class.
18. Items can be inspected by the tech or official per protest. Items include, but not limited to: CID pump test, re-weighing, re-measuring hitch or other vehicle specification, safety equipment, etc.
19. Protested party that fails to make the vehicle available or refuses to allow inspection is considered an illegal vehicle. Competitor whose vehicle is found to be illegal will be disqualified from the class and the competitor forfeits any winnings for the class. Protest fee shall be returned to the protestor. Competitor whose vehicle is found to be legal shall keep their winnings and be paid 100% of the protest fee. If the protested truck is found to be illegal, the driver and the truck will be barred from this competition for 1 year and 10 days.
20. No sign up after the class has started pulling.
21. It is the driver's responsibility to be aware when they will be pulling and ready when it's their turn.
22. Top 3 in all classes will be held for inspection after pulling.

PULLING ORDER

- | | | |
|-------------------------|------------------------|-------------------------------------|
| 1. Stock EFI 5500 | 5. Open Class 5800 Gas | 9. Pro Stock/Legal 6500 |
| 2. Modified 5800 | 6. Stock EFI 6500 | 10. Open 6500 Gas |
| 3. Pro Stock/Legal 5800 | 7. Modified 6500 | 11. 8000 Diesel – 2.5 Street Diesel |
| 4. Improved Stock 5500 | 8. Improved Stock 6200 | 12. 8500 Stock Diesel |
| | | 13. 8500 Open Diesel |

ALL STREET STOCK CLASS

1. No duals allowed except 8000 and 8500 classes.
2. Tires must be street legal D.O.T. approved. No grooving sharpening, removal of rubber is allowed. No bar lug tires.
3. Maximum hitch height 26 inches or less. Hitch length from point of hitch to the center of rear axle shall be no less than 36% of pickup wheelbase. Example: $133'' \times 36\% = 47.88''$ minimum hitch length, axle to point of pull. Hitch cannot rise during the pull. No trick hitches or floating hitches.
4. Engines must be naturally aspired and have single carb, no nitrous oxide, super chargers, turbos or after market fuel injections.
5. Truck must have full glass. Must have automotive driveline. No 'prefab or quick-change' driveline gear boxes in street stock and street legal. Overload springs must have visual clearance. Perches must be in factory location. No Heartland Pullers in this class.

STREET STOCK EFI

1. **STOCK IS STOCK as delivered from factory. NO EXCEPTIONS.** No weight racks allowed or block or pre-load suspension (stock). **ONE PULL ONLY!**
2. Trucks must be licensed and must have valid insurance auto ID card. Trucks must have street-able exhaust. Must pull from bumper or hitch. No wheel base restrictions.
3. Headlights and taillights must be in working order.
4. Trucks must have four wheel working brakes.
5. Tires must be D.O.T. approved. No modifications allowed. (i.e. cutting, grooving, etc)
6. Must pull from bumper, hitch or class 3 style hitch. Maximum 3-3/4 inch opening for hook. Hitch height not to exceed 24 inches.
7. Must be factory stock fuel injection only.
8. May only run stock fuel. All other fuels are illegal.
9. All weights must be in box only. No weight out front. No hidden weights. No exceptions.

IMPROVED STOCK

1. Motor must match pickup make.
2. OEM fuel systems only. Only one carburetor permitted. Carburetor must be a single line feed type carburetor with vacuum secondaries. No double pump type carburetors. The carb spacer/adaptor must be 1 inch or less. The fuel line must not split before the carburetor to feed fuel to the front fuel bowl and the rear fuel bowl. Factory EFT systems allowed. OEM cast iron heads only. May have a secondary tank located in the box and securely fastened down. Motor must match pickup make.
3. Vehicle must have front and rear bumper. May run weight bar.
4. No solid or blocked suspension or ladder bars. Must be on springs. Lift kits allowed. Must use stock frame and running gear. No blocked suspension or tie downs or clamping of springs allowed. Spring shackles must not be restricted in any manner. This includes welding the spring shackles or any other method of restricting them. Spring shackles must be in the original position as intended by the manufacturer.
5. Must pull from factory hitch or Reese type hitch.
6. No class jumping allowed.
7. 480 +2% cubic inch limit. "Cast In-Cast Out" (cast iron intake, OEM exhaust manifolds, and etc). Trucks that come with factory aluminum intakes or composite intakes are allowed for that year of make and model only. The truck must retain full factory interior, driveline, and the rest of factory components except factory gas tank. An exception to this rule is if vehicle was originally equipped with a GM 8.1 liter, Dodge 8.0 liter engine, or any truck that is manufactured with an engine greater than 480 cubic inch will be allowed.
8. Illegal fuels: E-85, all forms of nitromethane (including nitrous oxide and propylene) or alcohol as a fuel or fuel additive for pulling. Must run gasoline. The only exception is flex fuel vehicles.

9. Vehicles exhaust must exit behind the cab with muffler(s) and have a 3" diameter max. Dual exhaust is allowed.
10. Vehicle must have D.O.T. approved tires, no larger than 33 inch. Siping allowed.
11. All flatbed trucks must be a maximum of a 1 ton cab and chassis series pickup.

PRO STOCK FWD TRUCKS

1. Must have all safety equipment such as drive shaft loops, U-joints enclosed, working kill switch, neutral light, explosion proof bell housing or scatter blanket and fire extinguishers.
2. Engine size limited to 480+2% cubic inch with OEM block and one four barrel carburetor. Maximum 4150 flange type carb. (No Dominators or King Demon type carbs.) Engine, radiator and grill to remain in stock location as intended by manufacturer. OEM cast iron heads only. No aftermarket fuel injection systems, air compressing devices, sheet metal intakes, or stretched carburetors. Motor must match pickup make.
3. No fiberglass body parts. Fiberglass hoods and hood scoops allowed. Hoods must have a hood scoop on if the air cleaner protrudes through the hood.
4. Open headers allowed. Exhaust may discharge down under the vehicle and must exit toward the rear of the vehicle. No side discharge permitted. All headers must not point toward the ground in any manner. No vertical headers.
5. Must use factory stock transmission and transfer case. Front axle must not exceed Dana 60 specifications and rear axle must not exceed Dana 80 specifications. (1 ton driveline max)
6. Must have 4 wheel working brakes.
7. Maximum 135" wheel base.
8. Must be on springs. No blocked suspension or tie downs. Spring shackles must not be restricted in any manner. This includes welding the spring shackles or any other method of restricting them.
9. Must retain full factory fenders, cab, steel dash, OEM glass and complete box. No body cutting except to clear tires on front fenders. No body hulling for the purpose of reduction of weight.
10. Maximum tire size 35" tall. Siping allowed. No bar or terra type tires.
11. Illegal fuels: E-85 and all forms of nitromethane (including nitrous oxide and propylene) or alcohol as a fuel or fuel additive for pulling. Must run gasoline.
12. Batteries must be located on the engine side of the grill. May use a factory gas tank, but a non-factory gas tank (must be approved) or fuel cell must be located inside the box and securely fastened down.
13. Pivot point of hitch should extend no further forward than center of rear axle. All hitches must mount under the truck bed. Trucks must have bumper stops.
14. Must retain factory steering. No hydraulic steering allowed.
15. Must have fire suit including jacket, pants and helmet.

STREET MODIFIED

1. Must have one carb and only one transmission and transfer case. After market transfer cases allowed. (i.e. Profab SCS) Reversers allowed.
2. No air compressing devices, turbo chargers or super chargers allowed.

3. All engine components must be under hood. Only air cleaner can stick through hood.
4. Must have all safety equipment such as drive shaft loops, U-joints enclosed, working kill switch, neutral light, engine side shields if the factory fender liners are removed (NTPA specs: 0.060 Thick aluminum that is securely mounted to the frame and extends above the spark plug), explosion proof bell housing or scatter blanket and fire extinguisher.
5. Front end limited to a one ton (60 series). Must use OEM frame.
6. Complete radiator must be in stock location. Engine must be located behind radiator.
7. Illegal fuels: Alcohol, all forms of nitromethane (including nitrous oxide and propylene) or alcohol as a fuel or fuel additive for pulling.
8. Rear suspension may be blocked.
9. Must have full front and rear windows in truck.
10. Removal of floors and fenders from box allowed if box is covered. Flat beds are allowed as long as the tires are covered.
11. Must have a minimum of 2 wheel brakes in working order.
12. Exhaust pipes must not be out the side or toward the spectators. Upright headers allowed. All headers must not point toward the ground in any manner. Upright headers are highly encouraged.
13. Cubic inch limit of 530 +2%.
14. Must have fire suit including jacket, pants and helmet.
15. Must be equipped with safety wheels on the weight bar. Wheels to be 6 inches in diameter and 2 inches wide. Wheels should be at least 3 feet apart and approximately 8 inches from the ground.

OPEN CLASS

1. Must have all safety equipment such as drive shaft loops. U-joints enclosed, working kill switch, neutral light, engine side shields if the factory fender liners are removed (NTPA specs: 0.060 thick aluminum that is securely mounted to the frame and extends above the spark plug), explosion proof bell housing or scatter blanket and fire extinguisher.
2. Must have front and rear windows.
3. Must have bar tires. Can be cut or sharpened (altered) tires. Cannot be legal in any other class.
4. All headers must not point toward the grounds in any manner. Upright headers are highly encouraged.
5. Must have fire suit including jacket, pants and helmet.
6. Cubic inch limit of 650 cubic inch + 2% for naturally aspirate engines. Cubic inch limit for forced induction engines in 500 cubic inch + 2%.
7. Must be equipped with safety wheels on the weight bar. Wheels to be 6 inches in diameter and 2 inches wide. Wheels should be at least 3 feet apart and approximately 8 inches from the ground.

STOCK DIESEL 8500

1. Stock as delivered from factory.
2. Weight bars are prohibited. Weight in box only.
3. All drivers must have a valid driver's license.
4. The OEM drivers restraint system is mandatory and must be worn. No passengers allowed.

5. The fuel must be #1 or #2 diesel only. No nitrous oxide, propane, methanol, water or any other oxygen extenders allowed.
6. The hitch must be a factory Reese style hitch. The hitch height from ground may not exceed 26". The hooking point must be horizontal and must have a minimum 3.00"x3.75" deep inside diameter opening for sled hook.
7. Stock suspension only. Bolt on traction/ladder bars allowed. No blocking, clamping, or preloading of suspension. No air bags. If airbags are on truck, compressors must be disconnected and stems removed. The tires must be D.O.T. street tires.
8. Factory STOCK turbo only. Prefer turn up on exhaust to keep smoke out of spectators' faces.
9. Aftermarket air filters and air boxes are permitted. Aftermarket exhaust permitted. Programmers and computer chips permitted.

2.5 STREET DIESEL

Weight Brakes: 2.5: 8000 lbs weight is with driver. Minimum weight of 7500 lbs.

Ballasts: Ballast is permitted. Front hanging weights are allowed, not to exceed 60 inches forward of the center of front axle. This will be measured from center of front wheels to end of weight assembly ballast may be added in the bed of truck.

Body: The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, aftermarket hoods are permitted. 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 state driver's license.

Driveline: An OEM transmission and transfer case are mandatory. They must have been on a one-ton or smaller pickup.

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.

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine: The engine is limited to a stock-appearing. Engine and transmissions can be interchanged between Dodge, Ford, and GM as long as they came in a 1 ton truck or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed.

Exhaust: All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12" of the turbo.

Fire Extinguisher System: A fire extinguisher system is permitted. It must be securely mounted.

Firewall: A complete OEM fire wall is mandatory.

Floor: The complete OEM floor pan is mandatory.

Fuel: The fuel must be #1 or #2 diesel, Soy/Biodiesel fuel. No propane or NOS permitted or any other oxygen enhancers.

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 are legal. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. P7100 pumps are allowed to run RSV(ag governors).

Fuel System: Racing fuel cells are permitted.

Hitch: The hitch must be a "Reese" style hitch. Reinforcements are permitted. 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 or removed. The hitch's height from ground may not exceed 26 inches. The hooking point must have a minimum 3.00" wide x 3.75" length inside diameter opening for the sled hook. The hooking point must be a minimum of 44" from the center of the rear axle to the center of the hooking point. The hooking point will be measured to the center of the clevis loop.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pickup. 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 power assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Suspension, Front: The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to the 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 limited straps are permitted. Traction bars and devises are permitted.

Suspension, Rear: An OEM-style suspension is mandatory. Lowering of raising the vehicle height with suspension modifications is permitted. Traction bars and devises 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, limiting straps and camber kits are permitted. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected. Blocked suspension is permitted.

Tires: The tires must be D.O.T. street tires. Cut tires are prohibited. 102" max outside tire to outside tire. Non-OEM transfer cases are prohibited. The transfer case 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 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 the transmission main body the bell housing area is to be completely covered six inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) ¾" by 1/8" 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 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. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles 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 2.6" inducer bore single turbocharger. The compressor wheel must protrude into a 2.6" plug. The plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than .200". All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel.

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

Ice Water Intercoolers: Allowed.

Wheelbase: Maximum wheelbase: 158".