



**2020 CLASS REPRESENTATIVES**

**SAMUAL ANDERSON (608) 632-3544**

# WORK STOCK TRUCK

The WORK STOCK (WS) class is designed for street legal, on the road pickup trucks (Full bodied diesel pickup trucks).

Valid registration and driver's license are mandatory.

WEIGHT: 8500# weight with driver included.

BALLAST: Ballast is permitted. No Hanging Front weights are allowed. Ballast may not be forward of the front Bumper. Ballast may be used in the bed, cab, etc. of the truck. If used, ballast must be securely mounted.

BATTERIES: The batteries must be securely mounted. They may not be located in the driver's compartment or forward of the radiator core support.

BODY: The body must be an OEM truck body, including the full bed floor. No reinforcements above frame rails. The body must retain full sheet metal. Aftermarket hoods permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan are mandatory.

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 at least stock size.

CREDENTIALS: All drivers must have a valid states driver's license.

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

DRIVERS RESTRAINT SYSTEM: The OEM restraint system is mandatory and must be worn. Helmets are not required but highly Recommended.

DRIVESHAFT LOOPS: All trucks must have at least six-inch-wide U-joint shields around the rear U-Joint constructed of at least 1/4 STEEL or 3/8 ALUMINUM that will safely contain the U-Joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All Front Shaft U-joints that are visible from the side of the truck must be shielded to contain the U-joint and the end of the shaft. Both front and rear driveshaft must have driveshaft loops.

ENGINE: The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. The block AND heads must flow coolant. The engine is limited to any diesel engine available in a one-ton or smaller pick-up; I.E. transplanting a Cummins engine into a Ford or Chevy is allowed. No individual runner intake manifolds are allowed.

**EXHAUST:** All vehicles must be equipped to direct the exhaust upward or downwards. The exhaust must exit rearward of the driver compartment. Stacks exiting through the hood, fender well or horizontal are prohibited. Two 3/8-inch diameter bolts must be installed through the exhaust pipe in a cross pattern within an inch of each other as close to the turbo as is practical.

**FIRE EXTINGUISHING SYSTEM:** A fire extinguishing system is permitted. It must be securely mounted. 2.5# Fire extinguisher, securely mounted. Fire extinguisher in reach of driver required. Complete OEM firewall required.

**FUEL:** The fuel must be pump #1 or #2 diesel only. Soy/ bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. No oxygen extending additives whatsoever.

**FUEL INJECTION PUMP:** The fuel injection pump is limited to stock appearing, OEM engine make-specific pumps only. The use of multiple high-pressure common-rail fuel pumps is allowed. 6.0 and 7.3 Power Stroke engine may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. Dual CP3 pumps are allowed.

**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; reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle. Trick hitches are prohibited. Trick hitches will be determined by the tech officials. The hooking point to be no closer than 48" of center line of rear axle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. The hitch height may not exceed 24 inches. The hooking point must have a minimum 3.75"x3" inside diameter opening for the sled hook. The hooking point will be measured from the center of the clevis loop. Reese receiver with solid square shaft, clevises are allowed if using DMI or solid shaft. Breakage of the hitch is a disqualification with no measurement recorded.

**INTERIOR:** A complete interior, including dashboard, door panels, headliner, etc. is mandatory. Two matching front seats are mandatory. After market seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and operative. The use of hand throttled controls is prohibited.

**KILL SWITCH:** All trucks must be equipped with a functional rear breakaway kill switch. Air or electric kill switches are allowed.

**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, OEM steering gear. The vehicle must retain the original OEM power steering assistance if it were so equipped. Additional stabilizers are permitted.

**STREET EQUIPMENT:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshields 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 in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing factory mounting points to chassis are maintained. The lower mounting point for 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.

**SUSPENSION REAR:** An OEM-style suspension is mandatory. Lowering or raising the vehicles height with suspension modification is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame of axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors and air tanks must be disconnected while pulling. Removable blocks are allowed.

**TIRES:** The tires must be DOT street tires. Cuts are prohibited. The maximum size for tires is 35" Tall, 12.5" Wide. If running duals, the maximum size is 33". If running duals, a dually bed is required.

**TOW VEHICLES:** Tow vehicles are prohibited; I.E. you are not allowed to pull the vehicle up to the pulling track with an ATV/UTV. The exception will be if you brake and need a tow / pull off the track to the pits.

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 converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non- OEM floor-mounted automatic transmission shifter must be equipped with spring-loaded positive reverse lock out device to prevent shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. A Flexplate meeting minimum SFI Spec 29.1 or 29.3 is mandatory on all vehicles with engines running 4500 RPM or more.

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 T3, T4, S300/S400 base, 64.5mm inducer, checked with a 2.55 plug. MAP groove must not exceed .20" and clipped wheels are not allowed. MAP groove placement needs to be in the bore within 1/4 inch of the wheel and must be 90 degrees to the bore, no forward-facing MAP grooves, no chamfered or beveled edges. Stock appearing turbos are allowed for make of engine. I.E. Powerstroke turbo on Powerstroke, Duramax turbo on Duramax, Cummins turbo on Cummins. Stock appearing turbos are limited to 64.5mm inducer. 6.4L Power Stroke engine may utilize the factory appearing compound-turbo configuration. Stock appearing turbos are allowed.

WATER INJECTION: Water injection is prohibited. All system components must be unplugged or removed from the truck.

NITROUS OXIDE: Nitrous Oxide is prohibited along with other oxygen extenders and use of propane is prohibited, along with all injectables. All system components must be unplugged or removed from the truck.

WHEELBASE: The vehicle must retain the original factory wheelbase. Dual wheels MUST be covered by a factory dually bed or an aftermarket flat bed.

**8500# WORK STOCK DIESEL 4x4 TRUCK PULLERS WITH A LEGAL VEHICLE WILL BE ALLOWED 2 GRACE HOOKS WITHOUT FIRE EXTINGUISHER, DRIVE SHAFT LOOPS, VERTICAL EXHAUST, AND KILL SWITCH.**