

NHRDA

National Hot Rod Diesel Association

2018 NHRDA DIESEL SLED PULLING RULES & CLASSES

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Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification.

Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, voids such certification and therefore will not be accepted by NHRDA.

NOTICE: It is the responsibility of the participant, not NHRDA, to ensure that all safety equipment is not modified or altered, is approved and is correctly installed, worn, maintained and used.

*Highlighted portions are rule additions or changes for the 2018 NHRDA Championship Series

General Rules & Regulations

- All Super Stock, Pro Stock and Limited Pro Stock contestants must be a current 2018 NHRDA Member and have a NHRDA competition number.
- Points are issued by driver, not truck.
- Each driver must register at the NHRDA trailer minimum of 2 hours before pull begins.
- Competition vehicles must have NHRDA decal displayed on both side of vehicle and in plain view
- All track conditions are the decision of the officials.
- Any Contestant under 18 must have written consent from parent or guardian. All drivers must have a valid state driver's license.
- Only driver will be allowed in vehicle when it is being towed or driven.
- Driver must be in driver's seat while engine is running.
- Vehicle must be in neutral or park while hooking to or unhooking from sled. Driver must also raise hands while hooking or unhooking from sled.
- Any driver found under the influence of drugs or intoxicating agents will be disqualified from the event.
- Any crew member found under the influence of drugs or intoxicating agents in the track area will be disqualified.
- No video recording or photography is allowed closer than 30 feet from the track unless direct by the race director.
- **Drones are prohibited under any circumstances.**
- The first pull in the class will have the option of test puller. The test puller may accept their distance, come immediately back or drop five (5) positions in the pulling order. The test puller may drop to last for mechanical breakage, if visible to the finish line track official. The test puller must inform the track official of their decision before leaving the track.
- For mechanical reasons only a puller may drop to last position in the class. This is allowed by the race director's discretion. Safety equipment does not qualify for a mechanical problem.
- Once the track is ready and the track official signals a competitor to the track, the competitor will have four (4) minutes to make a measurable distance under green flag conditions.
- Puller may spot the sled anywhere in bounds and behind the starting line as they wish. This must be done while the sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed.
- All pulls will start with a tight chain. No jerking of the sled is permitted. Excessive jerking of the sled will result in disqualification.
- Excessive loss of liquid may result in disqualification, if vehicle is under green flag. Failure to stop will result in disqualification.
- Pulling will be considered over when forward motion stops. Puller must stop immediately when flagged or be disqualified.
- Any re-pull caused by contest malfunction, the puller may drop five (5) positions or drop to the end of the class. Puller may not move any weight or competitor will be disqualified.
- All pulls will be measured to the nearest inch, unless a laser is used.
- When possible, all competitors must drive off and on the track. Tow starting will be used as a last resort and under the race director's discretion.

2018 SLED PULL Rules and Regulations

- All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at any event. The NHRDA retains the right to inspect any vehicle at any time. Refusal will result in disqualification.
- Once a class has started no competitors that show up late will be allowed to compete.
- While a vehicle is at the scales weighing, only one crewperson is allowed in scale-master's area.
- Turbo must be ready to be tech and measured before pulling onto scale. Any competitor that does not have turbo accessible will be turned away and asked to make turbo accessible.
- Any pull, maximum of 100 feet unless otherwise specified, will have a re-pull option, but must be decided on right then, and taken right then during the class.
- A puller that attends an event with a pulling vehicle but is unable to hook to the sled under power or make a pull of measurable distance will receive 10 points and no money.
- Track Official decisions are final.

Rules Violations

- Any first time violation may result in disqualification from event. If disqualified the competitor would still receive 10 points for passing tech.
- Second time violation for the same infraction may result in a season long suspension.

Reasons for Disqualifications

- If a vehicle touches any of the boundary lines. This will result in a disqualification for going out of bounds.
- Loss of weight under green flag.
- Loss or failure of safety equipment or equipment belonging to vehicle under the green flag.
- Illegal fuel.
- Loss of excessive liquid.
- Unsportsmanlike conduct – Any competitor or crew member displaying unsportsmanlike conduct at any NHRDA sanctioned event whether verbal or physical will be reason for that teams' loss of points and purse for the event where the actions take place.
- Illegal equipment.
- Leaving the starting line under the red flag.
- Excessive argument with track official.
- Deliberate delay of event.
- Attacking of official.
- Intoxication of driver.

Rain

- A class will be considered complete when 2/3 of the pullers have made a pull, if class cannot complete 2/3 of pull - will be considered a rain out.
- The NHRDA will determine if a class or session is a rain out.
- If pulls are canceled due to rain before pulling starts there will be NO REFUNDS, competitors will receive 10 points for paying hook fee and turning tech card into the NHRDA. Tech card must be turned in to receive points. Your general admission event issued wristband is good for use toward entry up to one year at any NHRDA sanctioned event. You must pay any price difference due to price increases, fees, etc. and you must have your event issued wristband for used toward entry. The NHRDA is not responsible for track refund/rain check policies.

National Championship Points

All NHRDA sanctioned sled pull events will count towards the National Championship Points standings. The World Finals will count as double points towards the National Championship Points standings.

National Points Classes

Super Stock Diesel, Pro Stock Diesel, Limited Pro Stock Diesel

Non-National Points Classes

2.5, Work Stock, Hot Semi Truck

National Points System

10 championship points will be awarded for paying a hook fee and passing tech and not able to make a measurable distance.

POINTS WILL BE AWARDED IN THIS ORDER

1 st – 50	9 th – 34
2 nd – 48	10 th – 32
3 rd – 46	11 th – 30
4 th – 44	12 th – 28
5 th – 42	13 th – 26
6 th – 40	14 th – 24
7 th – 38	15 th – 22
8 th – 36	All remaining competitors receive 20 points

Throw Away Events

All competitors will be able to throw away their 2 worst events from counting towards their 2018 National Championship Points. For example if you don't show up to an event, that event will be considered a zero and that would be a throw away event.

Competitors

All competitors must have current NHRDA membership and comply with all rules and regulations to be awarded points at sanctioned pull events. If competitor is disqualified for any reason all points would be null and void.

Gold Cards

Gold Cards are valid for One Free Admission, Pit parking and Tech Card, per even, for card holder only. You must have your gold card present to receive benefits. Gold card is only valid for a Tech Card for the class that it has been issued for. All National and World Champions will receive a Gold Card for the following season.

Disqualification

If a competitor is disqualified for any reason they will receive only the 10 points for paying the hook fee and passing tech.

Making Class Official

If 2/3 of the of the entries in a class make a pull, that shall make the class official and points and money will be paid out. When a class is official and has to be called off for rain, the purse will split equally for all competitors based on the number of entries in the class and points will be issued equally.

Earning Points

Points must be obtained by driver. NHRDA will follow driver not the truck. Each driver must be a current NHRDA member and have a current NHRDA membership number to be eligible for points and money. This membership fee must be paid prior to pulling.

Tie Breakers

In the event of a tie for the National Points Championship, the first tie-breaker goes to the competitor that scores the most points at the last event.

Canceled Events

If a class is not made official then competitors will only receive the 10 points for paying the hook fee and turning tech card into NHRDA.

Super Stock Diesel Trucks

- Maximum weight of 7500lbs with driver.
- All drivers must have a valid state driver's license
- OEM or equivalent SFI restraint system is mandatory and must be worn.
- All drivers must wear a helmet (Must have helmet meeting Snell SA2005, K2005, M2005, SA2010, SAH2010, K2010, M2010 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A or 41.1/2005 specs
- All drivers must wear fire suit or coat and pants (SFI 3.2A/1 or better)
- Fire extinguisher required and must be mounted securely in cab.
- Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller Diesel pickup truck. Engine must remain in stock location as intended by manufacturer.
- Front of engine block can be no further than 25" of centerline of front axle.
- Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more that 1" apart as close to the turbine wheel as possible, no more that 6" from turbine wheel.
- Wheelbase maximum 158" for tube chassis. OEM chassis of 161" are ok.
- No nitrous, propane or alcohol -- #2 Diesel Only
- Water Injection is permitted in this class
- Turbochargers- Limited to 2 stage configuration
- Hanging weights allowed- Weights must not extend more than 60" from centerline of front axle (Weights must be secure)
- 26" Hitch height
- Hitch hook point must not be less than 44" from centerline of rear axle. Opening in drawbar must be 3.75" X 3.00.
- Secondary hitches required. 200 lbs. deduction in weight for not having a safety hitch.
- Hitch must not exceed a maximum of 33 degree angle from pivot point to hook point
- Rigid Suspension allowed
- Drop boxes, Reversers allowed
- No cast iron clutches or flywheels permitted.
- S.F.I Bell housing Blankets and/or S.F.I Blow proof Bell housings required
- All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will no more than 2 inches larger than U-joint.
- All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
- Exhaust must exit straight up, with (2) -3/8" inch bolts mounted in a cross pattern.
- Air Shutoff's required- consisting of (1) cable to the rear of the truck to be operated by the sled, and also a cable inside the driver's compartment

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- Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.
- Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
- **Cut tires only permitted**
- 35" tire maximum height, tread width not to exceed 18". Front and rear dual wheels are prohibited.
- Mechanical or electronic fuel injection permitted.
- All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick.
- Must have current NHRDA membership and competition number
- Vehicle must display NHRDA decal on both sides for vehicle and be in plain view

Pro Stock Diesel Truck

- Maximum weight of 7800lbs with driver.
- All drivers must have a valid state driver's license
- OEM or equivalent SFI restraint system is mandatory and must be worn.
- All drivers must wear a helmet (Must have helmet meeting Snell SA2005, K2005, M2005, SA2010, SAH2010, K2010, M2010 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A or 41.1/2005 specs
- All drivers must wear fire suite or coat and pants (SFI 3.2A/1 or better)
- Fire extinguisher required and must be mounted securely in cab.
- Ballast is permitted. Front hanging weights are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck must be securely fastened down.
- Trucks must remain stock appearing. Must have full size steel or OEM type body.
- Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller Diesel pickup truck. Engine must remain in stock location as intended by manufacturer. No aftermarket blocks are permitted. Head must be OEM for that brand of engine. Outside of cylinder head must measure factory width and length. Head must retain OEM valve angle.
- Front of engine block can be no farther forward than 17" of centerline of front axle.
- Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.
- The turbocharger is smooth faced intake housing, limited to a 3.6" inlet, (no map ring) with all air entering through the 3.6" opening. Intake wheel must protrude 1/8th inch inside of opening. **The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel.**
- Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more that 1" apart as close to the turbine wheel as possible, no more that 6" from turbine wheel.
- Safety switch (Raincap or guillotine) must shut-off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two inch diameter ring to attach to the sled.
- No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
- Computer chips and boxes permitted.
- Fuel Systems: Largest fuel injection pump allowed will be a P-Pump with only one plunger per cylinder.
- Bar & cut tires permitted 34-18.00-15. Maximum tire size to be 112 circumference, when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of four tires permitted.
- D.O.T. approved tire. Maximum tire height 35" no studded tires or chains. Dual rear wheels are permitted Dual front wheels prohibited.
- Maximum wheelbase length 158".
- Water injection permitted

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- Fuel limited to diesel fuel and bio-diesel only. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
- Drive train will consist of the following: Any front axle, any transfer case any rear axle. No planetaries permitted.
- Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
- No cast iron clutches or flywheels permitted.
- S.F.I. Bell housing Blankets and /or S.F.I Blow proof Bell housing required. Driver to provide SFI number and date on tech card.
- All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will be no more than 2 inches larger than U-joint.
- All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
- Suspension modifications are permitted. Removable suspension blocks are permitted.
- Must have current NHRDA membership and competition number
- Vehicle must display NHRDA decal on both sides for vehicle and be in plain view

RACE DIRECTOR will have final say if a truck is in question
Safety will not be sacrificed by an unsafe vehicle or driver

Limited Pro Stock Diesel (Old 2.6 Trucks)

- Maximum 8000lbs weight with driver included
- All drivers must have a valid state driver's license
- OEM or equivalent SFI restraint system is mandatory and must be worn.
- All drivers must wear a helmet (Must have helmet meeting Snell SA2005, K2005, M2005, SA2010, SAH2010, K2010, M2010 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A or 41.1/2005 specs)
- All drivers must wear fire suite or coat and pants (SFI 3.2A/1 or better)
- Front hanging weights are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck must be securely fastened down.
- The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.
- Front brakes are mandatory, rear brakes optional
- Hydraulic steering permitted.
- 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. The vehicle must retain the original factory wheelbase and track width. Maximum of 1 ton truck chassis only allowed.
- Drivetrain will consist of the following: Any front axle, transmission, transfer case, rear axle permitted. No planetaries permitted.
- All trucks must have at least six inch wide u-joint shields around the rear u-joint constructed of at least 1/4 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.
- 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. Front of engine block can be no farther forward than 17" of centerline of front axle.
- Cylinder head must be OEM or OEM replica for that brand engine. Outside of cylinder head must measure factory width and length, Head must retain OEM valve angle.
- 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.
- A fire extinguisher system is permitted. It must be securely mounted. A complete OEM firewall is mandatory.
- The complete OEM floor pan is mandatory.
- Hand throttles permitted. The fuel must be pump #1/#2 diesel, Soy/Biodiesel fuel. No propane or NO2 permitted or any other oxygen enhancers. Racing fuel cells are permitted.
- Maximum of one P7100 pump limited to one plunger per cylinder (Sigma pumps prohibited). The use of multiple high-pressure common-rail fuel pumps is legal. Powerstroke engines with a single factory turbo may utilize a second HPOP.

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- Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.
- Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
- Safety switch (rain cap or guillotine) must shut-off air to diesel motors. Switch will be securely mounted to the back of the vehicle. Ring at rear of truck, minimum of two inch diameter solid ring, which the zip tie will tie to rigid point on truck. For any cases of re-pull, zip tie must be broken.

Turbo

- **Note that 2.6 Turbo's with legal MWE will be allowed in 2018**
- The turbocharger is smooth faced intake housing, limited to a 3.0" inlet, (no map ring) with all air entering through the 3.0" intake opening. Intake wheel must protrude 1/8 inch inside of opening. *The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel at time of tech. If truck does not have compressor wheel accessible will be put to end of tech line.*
- The vehicle is limited to a 2.6 inducer bore single turbocharger. The compressor wheel must protrude into a 2.6" bore for 1/8". The inlet will be measured using a 2.605 inch plug the plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove must be inside neck area where intake cover is measured. 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. All primary blades must protrude into the bore. *The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel at time of tech. If truck does not have compressor wheel accessible will be put to end of tech line.*

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 permitted.
- Lowering or raising the vehicle height with suspension modifications is permitted; must be bolt on only; welds permitted for attachment to frame or axle housing. Sway bars, limit straps, and camber kits permitted. Traction bars and devices are permitted; Blocked suspension is permitted. No air bags.
- Must be D.O.T. approved tire. Cut tires are prohibited. Maximum tire height 35" no studded tires or chains. No alteration to tires allowed. No bar or terra tires. Dual rear wheels are permitted with a maximum outside tire to tire measurement of 102". Front dual tires are prohibited.
- SFI bell housing and/or SFI blowproof bell housing required. Driver to provide SFI number and date on tech card.

Automatic Transmissions

- 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 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) 3/4 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 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.

Manual Transmissions

- 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.
- Water injection is prohibited. All system components must be removed from the truck.
- Intercoolers are allowed. Dumping/draining of intercooler within 100 feet of track is prohibited.
- Must have current NHRDA membership and competition number
- Vehicle must display NHRDA decal on both sides for vehicle and be in plain view

**RACE DIRECTOR will have final say if a truck is in question
Safety will not be sacrificed by an unsafe vehicle or driver**

2.5 Diesel Truck Class

- **Not a National Points Class**
- Maximum 8000lbs weight with driver included
- All drivers must have a valid state driver's license
- OEM or equivalent SFI restraint system is mandatory and must be worn.
- All drivers must wear a helmet, and a SFI 3.2a approved fire jacket and long pants, not necessarily fire suit pants.
- Ballast is permitted. Front hanging weight is permitted. No weights permitted in the cab of truck. No more than 60 in. from center of front axle.
- Batteries: The Batteries must be securely mounted can be in anywhere, but if in cab must be covered completely.
- Body: The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods must be shielded on the underneath side with sheet metal or aluminum skin a minimum of .060 thick.. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket bed must be installed.
- Front wheel hydraulic brakes are mandatory and functional.
- 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.
- Radiators must be in stock location and anti-freeze MUST circulate through the block and the head.
- Use of any compressed gases is prohibited. (Nitrous or propane or any other)
- Any U joint that is visible from the side of the truck must be shielded to contain the Ujoint and end of the shaft. Recommended to be 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.
- The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444 CI. Water pumps may be electric or factory. Electric cooling fans are permitted. No deck plate motors allowed.
- All vehicles must be equipped to direct exhaust upward. If the muffler or catalytic converter have been changed from stock, two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as practical. This will be teched. Bolt heads welded to the pipe, or sheet metal screws to mimic this will be grounds for disqualification.
- A fire extinguisher system is permitted, it must be securely mounted All vehicles are recommended to have at least a 2 ½ lb extinguisher with working gauge securely mounted within drivers reach.
- The fuel must be pump #1, #2 diesel, or Soy/Biodiesel. Must be commercially available fuel. Fuel cells may be used in place of regular fuel tank. Can be mounted anywhere but the cab.
- The fuel injection pump is limited to cylinder number specific (I.E. 6 cylinder pump on 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are

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permitted. The P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed.

- All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.
- The hitch may be a receiver style hitch, reinforcements are permitted. Trick hitches will be determined by the Tech Official. The hitch must be horizontal to the ground and stationary in all directions. Bumper maybe notched or removed. The hitch's height from the ground may not exceed 24 inches. The hooking point must have a minimum of 3 inch by 3 ¾ inch inside opening for the sled hook and can't go above the frame. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be where the hook touches metal. 2016 Work Stock Page 3 That is the hooking point. May have drawbar type hitch. No part of the hitch can be above the frame rails. Drawbar angle must not exceed 25° angle from the pivot point to the hook point.
- Only air to air intercoolers are allowed. No types of water to air coolers, no spray bars or water injection allowed. No individual runner intakes manifolds allowed. (Example ZZ custom)
- Interior may be stripped with just a driver's seat and a dash. Hand throttles are permitted.
- All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck. For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks.
- Non OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup pick up. Rear axle bolts must be covered by a cap or shield.
- The vehicle must retain the full, original OEM steering gear box. Additional stabilizers are permitted. Non OEM power assist methods are permitted.
- The factory suspension configuration must be retained. 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 are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.
- An OEM style rear end is mandatory. Traction bars and devices are permitted, and welds are permitted for attachment to the frame or axle housing. The rear suspension may be solid. Air bag spring assist and air shocks is prohibited.
- The tires must be DOT street tires. 35 inch max. Cut tires are prohibited. No chains or studs.
- 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 shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. 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 shield is permitted, it must be appropriately labeled as meeting SFI Spec 4.1 and it must

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extend from the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All non-blanket shields must incorporate two,(or one per manufactures instruction) $\frac{3}{4}$ inch by $\frac{1}{8}$ 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. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all 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 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.
- Turbocharger: T-4 mounting flange is the largest allowed. Turbos must be a true 2.5 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. A single .200 inch MWE groove maximum allowed It must be in the neck of inducer bore behind face of the wheel in 2.5 area ,no forward facing MWE grove. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the MWE groove. The wheel must protrude into the 2.5 bore $\frac{1}{8}$ inch. Turbo will be checked with a 2.550 plug or internal calipers. Throat area of compressor cover may not exceed 5.5 inch diameter. The 6.4 Power Stroke engine may utilize the factory twin turbo configuration. The driver will be responsible for making turbo accessible for tech personnel to measure and inspect.
- Water injection is prohibited. All system components must be removed from truck
- The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inches center to center of axles.
- Must have current NHRDA membership and competition number
- Vehicle must display NHRDA decal on both sides for vehicle and be in plain view

RACE DIRECTOR will have final say if a truck is in question
Safety will not be sacrificed by an unsafe vehicle or driver

Work Stock Trucks

• Not a National Points Class

- Weight limit is 8500 lbs. Maximum, with driver.
- Any stock pickup that exceeds the mandatory weight limit of 8500 lbs. for the class after removing all unnecessary parts (i.e tailgate, spare tire, etc.) can weigh as much as 9000 lbs. but has to pull with a 22" hitch height.
- Weights are permitted. Hanging front weights are prohibited. Weights may be added in the bed of the truck. If used, they must be securely fastened to the bed.
- Front bumper is limited to stock OEM make, or any factory mass produced front bumper.
- The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.
- 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. The hood must be closed and securely latched while the vehicle is hooked to the sled.
- The complete OEM firewall and OEM floor plan is mandatory.
- Four-wheel hydraulic brakes are mandatory.
- Radiators must be in the stock location and be of a least stock size
- Factory or after market air to air intercoolers permitted. Water to air coolers are prohibited.
- Water injection is prohibited. All system components must be removed from the truck.
- An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.
- The OEM restraint system is mandatory and must be worn.
- The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. 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 truck.
- The exhaust must exit rearward 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 as close to the turbo as is practical.
- The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel is prohibited.
- 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 utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.
- The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.
- All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
- 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 must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26inches. The hooking point will be measured to the center of the clevis loop.

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- 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 be operative.
- The use of hand-throttle controls is prohibited.
- 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 a shield.
- 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.
- 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 permitted. 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.
- The rear suspension must maintain a minimum compression shock travel of one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel.
- Airbag spring assistance is permitted; airbag compressors must be disconnected.
- The tires must be DOT street tires. Dual wheel permitted in factory equipped vehicles only. Cut tires are prohibited.
- Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck. Non-OEM automatic transmissions are prohibited.
- Aftermarket torque converter, valve bodies and internal components are permitted.
- Transmission brakes are prohibited.
- Any non-OEM floor mounted shifters 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 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 tail housing with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or on, per manufacturer's instructions) $\frac{3}{4}$ inch by $\frac{1}{8}$ 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.

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- 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.
- Non-OEM manual 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 bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch over lap where it is fastened.
- The turbocharger is limited to a stock appearing charger. No charger modifications allowed, OEM/Factory make-specific charger only. Turbochargers from different years in the same make may be interchanged. 6.4 liter Power Stroke engines may utilize the factory twin-turbo configuration.
- Water injection is prohibited. All system components must be removed from the truck.
- The vehicle must retain the original factory wheelbase and track width.
- 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.
- Drivers must wear a helmet meeting Snell 90 or newer or SFI Spec 31.1 or 41.1 standards. The retention strap must be securely and snugly fastened. The helmet must have the appropriate certification sticker affixed inside it.
- A fire extinguisher system is permitted but not mandatory. If used, it must be securely mounted and easily accessible by driver (Not behind or under seat).

Hot Semi Truck

- Not a National Points Class
- All drivers must have a valid state driver's license
- OEM or equivalent SFI restraint system is mandatory and must be worn
- All drivers must wear a helmet
- NHRDA does not provide a hitch for Hot Semi Truck