

Marion Center Speedway

2018 Truck Pull Rules

The following specifications have been prepared by Marion Center Speedway as guidelines for the construction of a Pulling Truck. No warranty of safety is expressed or implied as a result of this publication of rules. These are intended as a guideline and are in no way a guarantee against injury or death to participants, spectators, or officials. Anything not covered by these specifications should be approved by the track officials and placed in writing. Continuous developments in truck pulling and technology may mandate changes in these rules. However, it is our intent to enforce and police these rules throughout the season.

We strive to keep the competition equal and fair for all competitors. To accomplish this, IF IT DOES NOT SAY YOU CAN - DON'T!! Try to live within the spirit of the rules. If you have any questions, please contact track officials before you are found illegal for competition.

Anything not covered in these rules will be up to the discretion of the tech or track officials, without recourse from drivers or owners. Safety infractions can be cause for a truck to be kept out of competition until they have been corrected. The preceding rules are subject to revision and will be judged accordingly. UNLESS THE RULES SAY YOU CAN - DON'T!!!

Outlaw 4wds

The rules promulgated in these rules are intended as guidelines for the diesel 4x4 trucking pulling sport. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant must assure that their equipment and replacement equipment throughout the season meet the requirements for this class.

The vehicle may be two or four-wheel drive. Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ. Top five trucks may be held at the end of track in a holding area for post pull inspection. It is the driver's responsibility to be aware of their placing and be present with the truck in the inspecting area.

REGULATIONS

- Weight -- Maximum 8000 lbs. with driver.

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- Weights -- Added weights are permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Any loss of ballast while hooked to the sled is cause for disqualification. No fuel or water may be added to the truck after it has crossed the scales.

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- Batteries -- The batteries must be securely mounted. They may not be located in the driver compartment.

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- Body & Frame -- A tube frame is permitted. A fiberglass body with working doors and complete firewall that seals the driver compartment is acceptable.

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- Driveline -- After market transmissions and transfer cases are permitted. Axle shields are required and will be .060 inch thickness in steel or aluminum. Shield shall not be mounted to axle ends or hub bolts. An access hole may be left open to allow locking in the hubs.

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- Driveshaft Loops -- All trucks must have at least 6 inch wide u-joint shields around the rear u-joints constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive 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.

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- Engine: Gasoline or Alcohol -- Engines may utilize a single super charger or a single turbo charger. Screw type blowers are not permitted. Fuel injection is permitted. Aluminum blocks and aluminum heads are permitted. Bore spacing may be altered. All NTPA necessary safety equipment and restraints on the super charger must be followed. A single turbo charger is also permitted in this configuration. Super charged or turbo charged engines are limited to 572 cubic inches. Hood stacks allowed.

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- Engine: Diesel -- Engines are restricted to 6 cylinder and 8 cylinder compression ignition engines. Class maximum of 450 cubic inches will be enforced. Diesel engine must have been available in a one tone or less truck from the factory. Sigma fuel pumps are permitted. Water injection is permitted. The fuel must be pump #1/#2 diesel only. Soy or Bio-diesel fuel is permitted. No Alcohol for fuel. Diesel engines may use an unlimited size single (1) turbo charger. A diesel engine running without a muffler must have cross bolts installed in their exhaust system.

- Hood stacks allowed

- E X C E P T I O N: Any diesel truck running more than turbo chargers in any configuration will hook with a 24 inch drawbar at 7600 pounds.

- All inline turbocharged engines must have one cable totally surrounding the engine block and head.

- The cable will be 3/8 inch diameter
- Cable must have minimum of two clamps at all splices
 - Cable will have 4 inches to 6 inches of slack
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- Master Cutoff: Diesel Engine -- A sled- and driver- operated spring loaded emergency air shut off is mandatory. The cable must terminate into a 2 inch diameter steel ring.
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- Fuel Cutoff: Diesel Engine -- All trucks must be equipped with a driver operated fuel shutoff capable of blocking fuel flow to the injections pump. A three way dump valve is required.
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- Floor -- Each vehicle in competition must be equipped with an OEM floor pan or a minimum 0.024 inch steel floor pan or lexan that extends the full length and width of the driver seating area. Non-OEM floor pans must have cross members (minimum 2 inch by 2 inch, 0.083 inch wall thickness square tubing) installed between the frame rails for proper seat and driver restraint system installation and support. All openings must be sealed with metal excluding grommets. The use of fiberglass and/or magnesium is prohibited. The vehicle must be equipped with one seat for the driver; it must be properly installed.
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- Firewall -- Each vehicle must be equipped with and EOM or minimum 0.024 inch steel or lexan firewall, extending from side to side of the body and from the top of the engine compartments upper seal (hood, cowl, or deck) in the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with metal-excluding grommets. The use of magnesium is prohibited.
- Flywheel Shield -- 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 bell housing may be used in place of the shield; it must be attached to the block and extend rearward to the transmission with a minimum 6 inch overlap where it is fastened.
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- Safety -- Fire suits are required at a minimum of SFI 3.2. In flip top bodied vehicles without a firewall or working doors, the driver will be required to wear an SFI approved suit. Driver must wear a helmet meeting SNELL 85, 90, 95, 2000, K98, or SFI Spec 31.1. A fire extinguisher system is permitted. It must be securely mounted.
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- Driver Restraint System -- The OEM restraint system is mandatory and must be worn. A five point safety harness is highly recommended in the class.

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- Exhaust -- The exhaust on a GASOLINE or ALCOHOL vehicle may exit downward at the back of the truck or directly out the back of the truck or straight up through the hood of the truck or straight up at the back of the cab. All DIESEL vehicles must be equipped so as to direct exhaust upward. Exhaust through the hood is permitted. Two 3/8 inch diameter bolts must be placed in a cross pattern within 1 inch of each other as close to the final turbo as is practical.

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- Other Fuel & Additives -- Propane is prohibited on any engine. Other oxygen extenders are prohibited such as propylene oxide additives. Racing fuel is permitted but not oxygenated racing fuel such as VP113 and Q16. System components used for these banned substances must be fully removed from the truck. Fuel checks may be taken at any time by the officials.

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- Nitrous Oxide -- Nitrous Oxide is permitted for use on any naturally aspirated gasoline engine. This may not be used with alcohol or with any turbo charged or super charged engine.

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- Hitch -- The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least 3.75 inches by 3.5 inches. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. The hitch must be horizontal to the ground and stationary in all directions. The hooking point must have a minimum 3.750 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. The area where the hook point is at must be free and clear of any obstructions. No lever, pivot, axis or other types of 'trick' hitches are prohibited. No vertical hitches, all hitches must be 33 degrees or less parallel to the ground. A second hitch is not required in this class. Owners of trucks with a second hitch must assure that the second hitch is 'taped off' - this is the owner's responsibility. The hooking point will be measured to the rear of the opening in the clevis/hook.

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- Interior -- A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative. The use of hand-throttle controls is prohibited.

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- Kill Switch -- All trucks must be equipped with a Kill Switch.

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- Mini Trucks -- Mini trucks (S-10, Ranger, Dakota, etc.) are permitted to run V-8 engines - location to be the same as full-sized trucks.

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- Suspension -- No suspension is required. A solid suspension is permitted. Lift Kits are acceptable.

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- Throttle -- Either the normal foot throttle or an approved spring-loaded hand throttle will be permitted in this class.

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- Tires -- All forms of pulling tires are permitted including Bar tires, Cepeks, cut tires, etc. Tires may be no more than 36 inches tall.

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- Transmission: Automatic -- Aftermarket transmissions are permitted. 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 RMP 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, appropriately labeled as meeting SFI Spec 4.1 and extending from the rear of the block to front of tail housing with a minimum 6 inch overlap where it is fastened, is permitted. All non-blanket-type shields must incorporate two (or one, 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. All vehicles with engines running 4500 RMP 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.

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- Transmission: Manual -- After market transmissions and transfer cases are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles that are collecting points. All transmissions must be clutch assisted. Sequential shifters are prohibited.

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- Wheelbase -- The minimum allowed wheelbase is 90 inches; the maximum allowed is 180 inches. The maximum wheelbase variation from left to right is 1 inch; the measurement will be made using an X pattern (LF-RR and RF-LR). The maximum tread width is 102 inches. Extending rear wheels beyond the OEM position is permitted.

E V E N T O P E R A T I O N

DRIVER'S WINDOW MUST BE ROLLED COMPLETELY UP WHILE COMPETING. OTHER WINDOWS ON THE TRUCK MAY BE LOWERED. PASSENGERS ARE NOT PERMITTED IN THE TRUCK AT ANY TIME EITHER IN THE PITS OR ON THE TRACK.