

OUTLAW DIESEL RULES

The Outlaw Diesel Class is a class designed specifically for street driven trucks that do not meet stock/street diesel rules, with no rules or regulations regarding turbocharger size, injectables or fuel injection components. Valid State DOT Registration and License plates are mandatory. Trucks may be hauled to the event. No certified/sanctioned pulling trucks allowed.

Weight: 8,000lbs with Driver. Trucks weighing less than 8,000lbs are permitted to add additional ballast to meet the 8,000lb max weight. Any additional ballast must be securely fastened in the bed of the truck. No weight boxes, weight bars or hanging ballast permitted.

Trucks weighing in factory over 8,000lbs (I.E Dually Trucks) are allowed to run with a “grace” of up to 9,000lbs. However, no additional weight ballast is permitted. Any final decisions rest with the tech official(s). Any truck weighing over 8,000lbs is subject to run a 24” Hitch Height. See Hitch Rules.

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

Body: The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and OEM floorpan is 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 of at least factory size for the specific vehicle

Driver Credentials: All drivers must have a valid state driver’s license.

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup. Driveshaft loops and shields are not mandatory but recommended. If truck is not equipped with Driveshaft Loops and shields, any Driveshaft exposed below the frame of the truck is required to have a chain or minimum 1” wide strap loop for a safety catch.

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

Engine: The engine is limited to an OEM make-specific compression ignition engine available as an option in a 1 ton or smaller pickup. Engine does not need to be OEM Make Specific to Chassis (I.E Cummins in a Ford Chassis is allowed). Filled Blocks are prohibited per rule of being a street driven truck. Aftermarket Cylinder Heads are permitted.

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender-well are prohibited. If the muffler or

catalytic converter have been changed from stock, Two 3/8" crossbolts within one inch of each other as close to the turbo as is practical is required.

Fire extinguishing system: A fire extinguisher is recommended. A fire extinguisher system is permitted.

Fuel: The fuel must be Pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited.

Injectables: Nitrous Oxide, Propane Injection, and Water Methanol Injection are permitted. Nitrous Oxide/Propane Bottles Must be Securely Fastened in the BED of the truck. Mounting of pressurized bottles in Engine bay or Drivers Compartment are prohibited.

Intake: Aftermarket Intake Manifolds and Turbocharger Intakes are permitted. Air Filters are not required. Intake piping to turbocharger may not extend outside of the OEM Body.

Intercooler: Air to Air Intercoolers and Factory equipped Air to water Intercoolers are permitted on 6.7 Powerstroke Diesel. Intercooler must be in factory location. If the truck did not come factory intercooled the Intercooler must be mounted in front of the radiator, and behind the grille.

Fuel Injection Pump: The use of multiple high-pressure common-rail fuel pumps is permitted. The use of multiple HPOP's in Ford Powerstroke Diesels is also permitted. Mechanical Injection Pumps are recommended to have a mechanical fuel shut off cable but not required.

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 4500RPM and higher must be equipped with a harmonic balancer or damper meeting SFI 18.1

Hitch: The hitch must be a "Reese Style" receiver-hitch, no drawbar type hitches allowed. Reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. 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 or rollpans can be notched. The hitch's height from the ground may not exceed-

24" on units over 8,000lbs.

26" on units 8,000lbs or less.

2wd Units are permitted to run a 30" Hitch Height. 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.

Interior: A complete interior, including factory dashboard, door panels, Carpet/Rubber Floor, 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, etc) must be retained and be operative. The use of hand-throttle controls is prohibited.

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 OEM powersteering assistance, if it was so equipped. Additional stabilizers are permitted. Non OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillight assemblies are mandatory and must be operative. Complete OEM Glass windshield and windows are mandatory. Windows must be operative per factory specifications that is they must open and close via OEM electrical or mechanical means.

Suspension - Front: The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillowball 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, aftermarket tie rods and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the Tech official. Lift kits are permitted.

Suspension - Rear: 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 and leaf springs must be retained and used. Sway bars, limit straps and camper kits are permitted. The rear suspension MUST maintain a minimum compression shock travel of one inch; suspension 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!

Tires: The tires must be DOT Street approved tires. Cut/Bar tires are prohibited. Dual rear tires can only be run on factory equipped dually trucks with accompanying dually bed. Factory dually trucks will be limited to the factory OEM size tire only.

Tow Vehicles: Tow vehicles are prohibited. The truck must drive to staging area and onto the track under its own power.

Transfer Case: 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 with engines running 4500RPM 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 tail housing with a minimum of six inch overlap where it is fastened. All non blanket type shields must incorporate two (or one, per manufacturer's instructions) 3/4inch by 1/8inch 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 4500RPM or more and using an

automatic transmission must be equipped with a flexplate meeting SFI Spec 29/1 and be covered by a flexplate shield meeting SFI Spec 30.1.

Transmission - Manual: Non-OEM transmissions are prohibited. A truck may be converted to a manual transmission from an automatic using the appropriate OEM Specific transmission for that truck (IE Ford F-350 to a ZF-6 from a 4R100 Automatic). Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bellhousing; it must be attached to the block and extend rearward to the transmission with a minimum 6" overlap where it is fastened.

Turbocharger: You may utilize the factory turbocharger, or any aftermarket turbocharger in a single or sequential configuration. Any/all turbochargers and affixed piping must fit under the hood of the truck and may not extend outside of the factory body work. Cowl hoods are allowed to help enclose any aftermarket components.