

# Brooksville Pulling Association / Florida Truck Pullers Diesel Rulebook

## **Stock Diesel (Fan Participation)**

The Stock Diesel Class is designed for all pickup trucks with very few performance upgrades (stock). The vehicle must be four-wheel drive.

**Weight:** 8500 lbs.

**Ballast:** Ballast may be added to the maximum of 8500 lbs. Heavier trucks must try to get down to as close to 8500 lbs. as possible. Ballast must be secured.

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

**Chassis:** Factory Year, Make, Model specific

**Engine:** Factory Stock, Year, Make, Model specific

**Body:** Factory Stock, Year, Make, Model specific

**Driveline:** Factory Year, Make, Model specific

**Interior:** Factory Stock, Year, Make, Model specific

**Rear End:** Factory Stock, Year, Make, Model specific

**Steering:** Factory Stock, Year, Make, Model specific

**Transmission:** OEM/Make/Model/Year specific

**Suspension:** Factory Stock, Year, Make, Model specific

**Turbocharger:** Factory Stock, Year, Make, Model specific and unmodified

**Cooling System:** Factory Stock, Year, Make, Model specific, in stock location

**Fuel Injection Pump:** Factory Stock, Year, Make, Model specific

**Harmonic Balancer** Factory Stock, Year, Make, Model specific

**Transfer Case:** Factory Stock, Year, Make, Model specific

**Credentials:** All drivers must have a valid state driver's license.

**Brakes:** Must have working brakes on all four tires

**Driver Restraint System:** A driver restraint system is mandatory and must be worn.

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**Driveshaft Loops:** None Required. Duct tape wrapped around u-joints is recommended.

**NITROUS OXIDE:** NOT allowed

**PROPANE:** NOT allowed

**Exhaust:** Street legal

**Fuel:** Diesel Fuel

**Hitch:** Reinforcements must not extend forward of the centerline of the rear axle. The hooking point must be a minimum of 42" from the center of the rear axle. The hitch must be a Stock/OEM receiver in the stock location and must be horizontal to the ground and stationary in all directions. The hitch's height from the ground may not exceed 26 inches on 4wd units.

**Tires:** The tires must be DOT street tires. Maximum 35" tall.

**Tow Vehicle:** Tow vehicles are NOT allowed

**Street Equipment:** As per vehicle from OEM

**Water Injection:** Water injection is NOT allowed.

**Wheelbase:** No front duals allowed. No duals on a vehicle not originally a dually.

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### Work Stock

Work Stock class is designed for daily-driven, on the road pickup trucks (full-bodied diesel pickup trucks) with modifications. Valid DOT registration and license plates are mandatory. The vehicle must be four-wheel drive.

**Weight:** 8500lbs

**Ballast:** Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Weight must be secured. NO ballast in the cab.

**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 floor pan 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 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 an option on a one-ton or smaller pickup.

**Driver Restraint System:** The OEM restraint system is mandatory and must be worn. A helmet is RECOMMENDED.

**Recommended Driveshaft Loops:** All trucks should 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 should be shielded to contain the u-joint and the end of the shaft.

**Required Driveshaft:** Duct taped u-joints and temporary strapping (nylon, metal, rope, leather, or chain) that will prevent the front most portion of the driveshaft from coming in contact with the ground in case of breakage.

**Engine:** The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. NITROUS OXIDE, PROPANE and oxygen extenders are prohibited. All

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system components MUST be removed from the truck.

**Exhaust:** The exhaust must exit rearward of the driver's compartment. 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.

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

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

**Fuel Injection Pump:** The fuel injection pump is limited to one stock-appearing, OEM engine make/model specific pump only. The use of multiple high-pressure common-rail fuel pumps is prohibited. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

**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 and must remain inside the frame rails. 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. Bumper may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum of 3 inch by 3 ¾ inch inside opening for the sled hook. The hooking point must be a minimum of 42 inches from the center of the rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point.

**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 are prohibited.

**Rear End:** 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 shield.

**Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**Street Equipment:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must

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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 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. Final decisions rest with the BPA/FTP Technical Team.

**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 must be retained and used. Sway bars, limit straps, and camber kits are permitted. Rear suspension may use adjustable bump stops. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected. Rear suspension may not be welded solid

**Tires:** The tires must be DOT street tires. Cut tires are prohibited. 35" max tire height.

**Tow Vehicles:** Tow vehicles are prohibited.

**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. 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 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 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. 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

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covers the bell housing; 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 turbocharger is limited to a stock-appearing or no larger than a S300 frame charger and the charger will be tested with a 2.505 plug. Turbochargers from different years in the same make may not be interchanged. Powerstroke engines may utilize the factory twin-turbo configuration utilizing stock unmodified chargers.

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

**Wheelbase:** The vehicle must retain the original factory wheelbase and track width.

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**Super Street Diesel**

The Super Street Diesel class is designed for street-able pickup trucks with a wide variety of performance upgrades. The vehicle must be four-wheel drive.

**Weight:** 8000 lbs. maximum.

**Ballast:** Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Weight must be secured. NO ballast in the cab.

**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 an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket 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 complete OEM floor pan is mandatory. Flatbeds must have a steel or aluminum covering from frame rail to frame rail covering the entire bed floor.

**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 vicinity of 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 is mandatory. They must have been an option on a one-ton or smaller pickup.

**Driver Restraint System:** The OEM restraint system is mandatory and must be worn. A helmet, driver suit, & neck collar is 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-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.

**Engine:** The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. Water pumps must be present, but may be powered electrically. The use of concrete or other block fillers is prohibited. All factory belt-driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or 'V' belt. Electric fans are

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permitted. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same general area as the OEM unit.

**NITROUS OXIDE** is prohibited along with other oxygen extenders and the use of **PROPANE** is also prohibited. All system components **MUST** be removed from the truck.

**Exhaust:** All vehicles must be equipped to direct exhaust upward. Stacks exiting through fender-well are permitted. 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.

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

**Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel

**Fuel Injection Pump:** The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. Dual high-pressure common-rail fuel pumps or HPOPs are permitted. The P7100 injection pump, if equipped, must utilize a stock-appearing governor.

**Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. A shield across the frame under the front of the motor shielding the damper and engine fan area is required.

**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. Hook point must be no closer than 44" of centerline of rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point. Maximum height of 26" with a minimum of a 3.75" long X 3.0" wide 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. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point. Bumper may be notched or removed.

**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 are permitted.

**Kill Switches:** Trucks are recommended to have a kill switch located on the back of the truck located near the hooking point.

**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, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.



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**Street Equipment:** 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.

**Suspension, Front:** The factory suspension configuration must be retained. 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. The final decision rests with the FTP Technical Department.

**Suspension, Rear:** An OEM-style suspension is mandatory. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension may be bolted solid to eliminate travel. All rear suspensions must use at least one working shock absorber per wheel.

**Tires:** The tires must be DOT street tires. 35" maximum height.

**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 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 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 tail housing with a minimum 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 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. 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

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covers the bell housing; 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" 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 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 bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personnel to measure bore and able to inspect compressor wheel.

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

**Wheelbase:** The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. Maximum width is 102".