

MAUMEE VALLEY PULLERS



2.5 DIESEL 4X4 TRUCKS

7800 LBS

GENERAL RULES:

- Valid driver's license required for ALL classes.
- Vehicle registration required for Street Stock Gas and Farm Stock Diesel.
- No alcohol consumption by competitors or crew members prior to, or during pulling, or until after the last hook of the day
- No passengers allowed in vehicle while pulling. Passengers will be permitted in the powder puff class but the passenger must be in the passenger seat with seat belt attached and wearing a helmet.
- Helmets and seat belts required in all classes.
- Fire suits are highly recommended for all classes. Fire proof jacket mandatory in 2.5 Diesel. Full fire suits must be worn in 2WD and Altered Gas.
- Driver must be present in seat of any running vehicle with a manual transmission for the duration of time the vehicle is running.
- A fully functional 2 ½ lbs. dry chemical fire extinguisher is required to be securely mounted within reach of the driver. Gauge must be functioning.
- Weight is prohibited inside cab of vehicle.
- Nitrous oxide, pressurized fuels, and water injection is prohibited.
- Head lights must be OFF while on the pulling track. Parking and marker lights are permitted.
- Hot Street, Two Wheel Drive, Altered Gas, and 2.5 Diesel vehicles must have a working kill switch. Switch must shut off both ignition and fuel. Kill switch location must be 34-40" above the ground and be not more than 6" to either side of the hitch. Kill switch in Street Stock Gas, Farm Stock Diesel, or Work Stock diesel classes are recommended. Notice: Kill switches WILL be mandatory for the Work Stock Diesel class in 2019.
- Any object becoming loose from the pulling vehicle and landing on the pulling surface while hooked to the sled will cause disqualification from the class. This excludes parts in the event of vehicle breakage.
- If a competitor wishes to hook more than once per class, the first pull will be recorded as the official distance. This includes different drivers in the same vehicle. In the event there are 5 or less pullers in a class, a puller who enters more than once can use either pull as their official distance.

- Pulling order will be determined by the driver drawing a number at the time the entry fee is paid. Exhibition pullers will not draw for pulling order but will pull in the order they sign up. Exhibition pulls will be the last pulls of the class they mostly fit with. Exhibition pulls will not be eligible for placement or payout.
- A drivers meeting will be held prior to each event. The time will be announced. All drivers are required to attend.
- The decision as to whether, or not an event will be conducted with or without a floating finish line will be announced at the drivers meeting.
- All pulls must start with a tight chain. Any attempt to jerk the chain will result in disqualification. The starting flagman will have the final decision as to if the chain was intentionally jerked or not.
- Each competitor will be allowed two attempts to make a measurable pull. On his/her first attempt, if an effort is made to let off throttle before going 100 ft, they will get a second attempt. If no attempt was made prior to 100 ft, no second attempt will be granted.
- The competitor pulling in the first position of the class as determined by the draw at registration is considered the test puller. The test puller may accept the pull provided the sled is deemed correct, or the puller may refuse the pull and will have the option of dropping to the number 6 spot (behind the next 5 pullers) or to the last spot. In the event there are less than 6 competitors, the test puller will drop to the last position. The puller must inform the finish line flagman of his/her intentions immediately after the completion of the pull and before the vehicle is unhooked from the sled.
- If at any time the sled requires adjustment, the class will restart. The competitor following the adjustment will be the test puller.
- The test puller, on their first attempt only, will not be disqualified or measured for running out of bounds or losing weight. Any other reasons for disqualification apply.
- Causes of disqualification include but are not limited to: Intoxication of driver or any crew member, any unsportsmanlike conduct by driver or any crew member, illegal equipment or fuel, failure of safety equipment to function, unsafe operation of competition vehicle, leaving the starting line under a red flag condition, knowingly tampering with any other competition vehicle, or attempting to influence an official.
- Rules are locked through the 2019 season, unless a safety concern arises or a change is mandated by Maumee Valley Pullers.
- All decisions and findings of these rules by the Maumee Valley Pullers, operations crew, or the tech inspection committee will be final.
- Any use of these rules outside of Maumee Valley Pullers events shall not reflect towards the Maumee Valley Pullers or their sponsors.

ENGINE:

- Engine limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic inch limited to 444 cubic inches. Block must circulate coolant freely, no hard filled blocks. Water pumps may be factory or electric powered. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine "V" belt. Electric cooling fans are permitted. No individual runner intake manifolds (IE: ZZ Customs). Belt driven alternator must be intact. No deck plates, No Hamilton heads on Cummins motors, No Brodix heads on Duramax motors.
- Diesel fuel only. Pump #1, #2 or Soy/Biodiesel only. Fuel must be commercially available. No propane or pressurized bottles.
- 3-4, GT 42, HX50 and turbos of this type are the largest turbo allowed. T-4 mounting flange is the largest allowed. No clipped wheels or step down covers. Billet compressor wheels are permitted. A single .200 inch MWE groove maximum is allowed. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and MWE groove. The wheel must protrude into the 2.5 bore 1/8". Turbo checked with a 2.550 plug.
- 2.6 smooth bore turbocharger will be allowed in this class.
- 6.4 Power Stroke Diesels will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore dimension (2.59"). No tapered covers.
- Aftermarket air cleaner/intakes are permitted.
- Exhaust must exit behind cab of vehicle and must be pointed upwards. Stacks exiting through the fender well or hood are prohibited. Exhaust must have (2) 3/8 diameter rods/bolts inserted into exhaust in a cross pattern within 1' of each other. Both rods must 90° from each other. Rods/bolts must be as close to the turbo as possible. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification. Tech inspection committee will have final say on location.
- All engines turning more than 4500 RPM must be equipped with a harmonic balancer meeting SFI spec 18.1.
- Exhaust must exit behind cab of vehicle and must be pointed upwards. Exhaust must have (2) 3/8 diameter rods/bolts inserted into exhaust in a cross pattern with both rods 90° from each other. Rods/bolts must be as close to the turbo as possible. Tech inspection committee will have final say on location.
- Radiator must have a sufficient overflow reservoir and be located in the stock location and be of at least stock size.
- No ice or ice water will be permitted on intercoolers. Water to air intercoolers are prohibited. Any means of cooling the air before the engine, except the air to air cooler is prohibited.
- Injection pump is limited to cylinder number specific (IE 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOP's are permitted. P pumps that are allowed are the P3000 and the P7100. Ag governors are allowed. No sigma or 12 cylinder pumps.
- Water injection is prohibited. All system components must be removed from truck.

HITCH:

- Hitch height: 24" maximum.
- Hitch point must have a 3.5" hole minimum.
- Must be a Reese style hitch/receiver. No pulling from bumper. No shackles or clevises. Reinforcements are permitted but must remain inside the frame rails.
- Hitch must use hitch pin. Bolts are prohibited.
- Hitch must be stationary in all directions.
- Hitch may be reinforced and supported for strength. No part of the hitch will be permitted forward of the centerline of the rear axle.
- The hooking point must be a minimum of 44" from the centerline of the rear axle. Hooking point is described by the end of the hole where the hook touches metal to be pulled from.
- No component of the hitch may be connected or in contact with the rear axle.
- Hitch must be the rearmost component on vehicle.
- Bumper may be notched or removed.
- Hitch must be horizontal to the ground.
- No drawbar style hitches allowed.

CHASSIS:

- The OEM chassis is mandatory. The engine must be in the OEM location. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis, etc are prohibited. Extra bracing is allowed but must be bolted to the rear axle.
- Batteries must be securely mounted. They may not be located inside the driver's compartment or forward of the radiator core support.
- The vehicle must retain the full, original OEM, factory steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.
- Hanging front weights are permitted. If used, ballast must be securely fastened. Weight or weight bracket not extend more than 60" from the centerline of the front axle. Weight boxes are prohibited. Weights and brackets must be removable by hand. Final decisions on weights and brackets will be left to the tech inspectors.
- Factory spec wheelbase and track width only. Cab and chassis trucks may not exceed 72" center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.
- The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. The complete OEM firewall and floor pan is mandatory. A factory installed pickup bed or commercial style aftermarket bed must be installed. Factory flat beds are permitted. No handmade flatbeds
- A complete interior, including dashboard and door panels is mandatory. Aftermarket seats are permitted if fully upholstered. Rear seats may be removed to make weight.
- Complete headlight and taillight assemblies are mandatory and must be operational, except the right front headlight may be removed for air inlet to engine. Complete OEM windshield and all other windows are mandatory. Driver window must be able to operate per factory specifications. They must open and close via electrical or mechanical means.
- Hand throttles and aftermarket gauges are permitted.
- DOT tires only. Max 35 x 12.50". No cuts, bars, or siping.
- No tire chains.
- One ton rear axle or less permitted. Dual rear wheels prohibited.
- No open drivelines or drop boxes.
- Fuel cells may be used in place of the factory fuel tank, but must be mounted in the factory location or securely mounted in the bed.
- Brakes must be fully functional on all 4 corners of the vehicle.
- OEM transmission and transfer case only. They must have been an option on a one ton or smaller pickup.

- Automatic transmissions may use aftermarket torque converters, valve bodies, and internal components. 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 fluid lines must be metallic or high pressure hydraulic hose. All automatic transmissions must be equipped with a transmission shield meeting SFI spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI spec 4.1 and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI spec 29.1.
- Manual transmissions may have aftermarket internal components. A clutch meeting minimum SFI spec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions 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 spec 4.1 or 4.2 blanket that completely covers the bell housing and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so the vehicle will not start in gear.
- Non-OEM rear end housings are prohibited. The rear end housings must have been for a one ton or smaller truck. Rear axle bolts must be covered with a cap or shield.
- The factory front suspension configuration must be retained. Modifications to the front suspension that would alter the original location (IE moving it forward or backward) is prohibited. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks prohibited.
- The factory rear suspension configuration must be retained. Traction bars and devices are permitted but must be bolted only. Welds are permitted for attachment to the frame or axle housing. Traction bars, if installed, must have a tether strap mounted one (1) foot from the front support to catch the bar in case of failure. Control arms may be strengthened or replaced provided all original mounting points are retained and used. Sway bars, lower tie bars, limit straps, and camber kits are permitted. The rear suspension can be solid/welded. Must have leave spring connected in OEM style but may not be functional. Air bags and air shocks are prohibited.

- All vehicles must have at least six (6) inch wide u-joint shields around all u-joints on the rear drive shaft constructed of at least ¼" steel or 3/8" aluminum that will safely contain the u-joints and the ends of the drive shafts. Any u-joint on the front axle that can be seen from the front or side of the vehicle must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle. On trucks with electronic injection fuel pumps, it must have an electric shutoff 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 shutoff on all trucks. Kill switch failure will result in disqualification.
- All vehicles are required to have a fully functional and working kill switch on the back of the truck, located near the hooking point
- The OEM restraint system or SFI 5-point harness is mandatory and must be worn.

TECH:

- Any competitor may protest another vehicle within 10 minutes following the completion of the class. A full tech inspection will involve both the protested vehicle and the vehicle of the protestor. A \$300 fee must accompany the protest. If the protested vehicle is found to be illegal, the protestor will be refunded \$250 and the protested vehicle will be disqualified. If the protested vehicle is found to be legal, the protested competitor will receive \$250. \$50 of the protest fee will be assessed to the club. If both vehicles are found to be illegal, both vehicles will be disqualified and the total protest fee will be assessed to the club. Any vehicle found to be illegal will forfeit their purse money from the event back to the club and will be allowed to run only exhibition from that point forward until proven to be legal.
- The class winner may be subject to further tech inspection. If vehicle is found to be illegal or the driver chooses not to tech, they will then forfeit their purse money from the event back to the club and will be allowed to run only exhibition from that point forward until proven to be legal.