

2012 Midwest Tractor and Truck Pullers

2.6 Diesel

The 2.6 Diesel class is designed for streetable pickup trucks with a wide variety of performance upgrades. The vehicle maybe two or four-wheel drive.

Engine:

Cooling system: Radiators must be in the vicinity of the stock location and be of at least stock size.

Intercooler: Water to air is permitted, but must be located under the hood.

Engine Block: 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 permitted. The engine has to be a manufactured engine, but not a specific make, such as a Cummins motor in a Ford truck.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. Nitrous oxide is prohibited along with all other oxygen extenders. All system components MUST be removed from the truck. Propane is prohibited. All system components MUST be removed from the truck.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine make specific pump only (P-pump). Dual HPOP's and dual common rail high pressure pumps are permitted.

Harmonic Balancer: All engines turning 4500rpm and higher must be equipped with a harmonic balancer or damper meeting SFI Spec. 18.1 or have a shield across the frame under the front of the motor shielding the damper and engine fan area in case of a crank breakage.

Turbocharger: The vehicle is limited to a single turbocharger. The inducer bore on the compressor housing may be no larger than 2.6". Bushing, slugs, cheater rings, stepped covers or clipped wheels from any larger turbo size down to a 2.6" turbo is PROHIBITED. The compressor wheel must protrude into the bore at least 1/8". A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than .250". All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. 6.4 liter Powerstroke engines may utilize the factory, unaltered, twin turbo configuration.

Water Injection: Water injection is prohibited. System must be disabled from outside of the driver's compartment before pulling.

General:

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Tires: The tires are to be a max of 35x12.50 (or metric equivalent) and must be DOT street tires. Cut tires are prohibited.

Wheelbase: The vehicle must retain the original unaltered factory wheelbase. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. Dual rear wheels are allowed with a maximum width of 102" from outside edge to outside edge of the tires.

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

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

Tow Vehicle: Prohibited. A tow vehicle is a vehicle that pulls the pulling truck around in the pit area. Trucks may be hauled to the pull but once unloaded must drive around the pit area under their own power.

Brakes: Four wheel hydraulic brakes are mandatory.

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

Driveline Retention System: All trucks must have at least six inch wide u-joint shields around the rear u-joint constructed of at least ¼" steel or 3/8" aluminum that will safely contain the u-joint and the end of the rear driveshaft. All shields must be securely mounted to the vehicle. Any front driveshaft 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.

Exhaust: All vehicles must have upward facing exhaust. If the muffler and catalytic converter have been removed, then two 3/8" 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.

Master Cutoff: A sled operated emergency shut off is mandatory. The cable must terminate into a 2" diameter steel ring. Electronically controlled engine must kill electrical power to the ECM, with an air shutoff recommended. On mechanically injected engines cut off must shut off injection pump and trip an air shut off.

Protective Clothing: Drivers must wear a jacket meeting SFI specifications, long pants, and closed shoes. Drivers must wear a DOT approved helmet. The retention strap must be securely and snugly fastened. The helmet must have the appropriate certification sticker affixed inside it.

Chassis:

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Ballast: Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

Chassis: The OEM chassis is mandatory. The engine must be in the OEM location for the body used or the front of the engine block can be no farther forward than 17 inches of the centerline of the front axle. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements may 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 a minimum of 44" from the centerline of the rear axle to the hooking point. 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 26 inches on 4wd units and 30 inches on 2wd units. 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.

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.

Front Suspension: 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 Technical Department.

Rear Suspension: 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 but must unbolt from the truck. The rear suspension must be fully functional and allow the vehicle to be driven when the rear suspension travel limiters are removed.

Body:

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.

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 operational. The use of hand-throttle controls is prohibited.

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Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operational. 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.

Drivetrain:

Driveline: An OEM transmission and transfer case is mandatory. They must have been an option on a one ton or smaller pickup truck.

Rear Axle: Non-OEM rear axle housings are prohibited. The rear end must have been an option on a one ton or smaller pickup truck. Rear axle bolts must be covered by a cap or shield.

Transfer Case: Non-OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pickup truck.

Automatic Transmission: 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 running 4500rpm or more 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 4500rpm or more 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 Transmission: 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 with engines 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 overlap where it is fastened.