

2009 2.6 TS Outlaw.doc 12/18/08

The 2.6 class is designed for daily-driven, on-the-road pickup trucks (full-bodied diesel pickup trucks). Valid DOT registration and license plates are mandatory. The vehicle must be four-wheel drive.

Designations

2.6 followed by competition number

Weight breaks

WS: 8000 lbs. Weight is with driver

REGULATIONS

Ballast:

Ballast is permitted. *Front Hanging Weights are allowed, NOT to exceed 60 inches forward of the center of the front axle. THIS WILL BE MEASURED FROM CENTER OF FRONT WHEELS TO FURTHEREST MOST POINT OF THE WEIGHTS OR WEIGHT RACK. NO Weights in cab of truck.* Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. Final decisions rest with the Scheid Diesel Technical Department.

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. The hood must be closed and securely latched while the vehicle is hooked to the sled.

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.

Engine:

The engine is limited to a stock-appearing, OEM make-specific compression ignition engine.

Exhaust:

All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed 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.

Firewall:

The complete OEM firewall is mandatory.

Floor:

The complete OEM floor pan is mandatory.

Fuel:

The fuel must be public available. I.e. No "HomeBrew" mixtures.

Fuel Injection Pump:

The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump only. The use of multiple high-pressure common-rail fuel pumps is legal. 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.

Hitch:

The hitch must be a "Reese"-style hitch; reinforcements are permitted. 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 may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 inch wide x 3 ¾ length inside diameter opening for the sled hook. The hooking point must be a minimum of 48" from the center of the rear axle to the center of the hooking point. The hooking point will be measured to the center of the clevis loop.

Nitrous Oxide:

Nitrous oxide is permitted.

Propane:

Propane is permitted.

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

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 Scheid Diesel Technical Department.

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. The rear suspension must maintain a minimum compression shock travel of one inch; 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 tires. Cut tires are prohibited.

Transfer Case:

Non-OEM transfer cases are prohibited. The transfer case 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 covers the bellhousing; 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 single turbocharger. The tips of the wheel must protrude into a 2.6 opening at least 1/8" the 2.6 bore has to be maintained for 3/4". The inlet will be measured using a 2.65 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 the bore and the MWE groove are prohibited.

Water Injection:

Water injection is permitted.

Wheelbase:

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

The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel. Vehicle will not pass tech or be allowed to compete until this happens

Pull track managers (Doug Woodward/ Joe Hakman) will have final say if a truck is in question Safety will not be sacrificed by an unsafe vehicle or driver