



Combinations allowed in the Big Hoss Class are listed below.

- Naturally aspirated gas or alcohol (with cast iron block & stock spacing): 7600 pounds and 28" hitch height
- Naturally aspirated gas or alcohol (with aluminum block): 7600 pounds and 27" hitch height
- Naturally Aspirated GAS with Nitrous Oxide System: 7300 pounds and 26" hitch height (Bore spacing alterations permitted)
- Naturally Aspirated GAS with Nitrous Oxide System running cast iron block: 7600 pounds and 26" hitch height.
- Any Single Turbo Diesel/Gas Truck: 7600 pounds and 26" hitch height Running with Cut Bar Tires
- Any Single Turbo Diesel/Gas Truck: 7800 pounds and 26" hitch height running with DOT Tires
- Any Multi Turbo Diesel/Gas Truck: 7500 pounds and 25" hitch height with DOT or Bar Tires.
- Super Stock Diesel: 7500 pounds and 25" hitch height
- Super Charged/Pro Charger gas or alcohol (575 ci max) weigh 7300 pounds and 26" hitch height

Engines:

- **GASOLINE or ALCOHOL ENGINES** may utilize a single super charger or a single turbo charger. All NTPA necessary safety equipment and restraints on the super charger must be followed.
- Maximum supercharger size: 14-71, 19-inch rotor case length, 11.25-inch rotor case width rotor case width to be measured internally
- Note: For that utilizing 8-71 blower the following dimensions: 16-inch rotor case length and 11.25-inch rotor case width to be measured internally.
- Screw type blowers are not permitted.
- Variable multi-speed supercharger devices prohibited.
- Pro Chargers are allowed as well maxim size of F-3R-130
- Fuel injection is permitted. Aluminum blocks and aluminum heads are permitted. Bore spacing may be altered. A single turbo charger is also permitted in this configuration.
- **DIESEL ENGINES** are restricted to 6 cylinder and 8 cylinder compression ignition engines. Diesel engine must have been available in a one ton or less truck from the factory. Sigma fuel pumps are permitted. Water injection is permitted. The fuel must be pump #1/#2 diesel only. Soy or Bio-diesel fuel is permitted. A diesel engine truck running without a muffler must have 2 (two) cross bolts installed in their downpipe.

Weights: Added weights are permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Any loss of ballast while hooked to the sled is cause for disqualification.

Hitches: The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. The hitch must be horizontal to the ground and stationary in all directions. 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 rear of the opening in the clevis/hook loop. The area where the hook point is at must be free and clear of any obstructions. No lever, pivot, axis or other types of ‘trick’ hitches are prohibited. No vertical hitches, all hitches must be 33 degrees or less parallel to the ground. A second hitch is not required in this class. Drivers of trucks with a second hitch must assure that the second hitch is ‘taped off’ – this is the driver’s responsibility.

Kill Switch: All trucks must be equipped with an operational kill switch

No tire limitations.

All inline turbocharged engines must have one cable completely surrounding the engine block and head. The cable will be 3/8 inch diameter. Cable must have a minimum of two clamps at all splices. Cable will have 4” to 6” inches of slack.

Master Cutoff – Diesel Engines: A sled- and driver- operated spring loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring.

Fuel cutoff – Diesel Engines: All trucks must be equipped with a driver operated fuel shutoff capable of blocking fuel flow to the injection pump. A three-way dump valve is required.

Driveshaft Loops & Shields: All trucks must have at least six inch wide u-joint shields around the rear u-joints constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive 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.

Flywheel Shield: All vehicles 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 may be used in place of the shield; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Transmission, Manual: After market transmissions and transfer cases are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles that are collecting points. All transmissions must be clutch assisted. Sequential shifters are prohibited.

Transmission, Automatic: Aftermarket transmissions are permitted. 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, appropriately labeled as meeting SFI Spec 4.1 and extending from the rear of the block to front of tail housing with a minimum six inch overlap where it is fastened, is permitted. 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.

Injectables: are allowed. Full multi-layered fire suit, snell or sfi approved helmet (details below) is mandatory.

Batteries: Batteries must be securely mounted; cannot be located in the driver compartment.

Driveline: Aftermarket transmissions and transfer cases are permitted. Axle shields are required and will be .060" thickness in steel or aluminum. Shield shall not be mounted to axle ends or hub bolts. An access hole may be left open to allow locking in the hubs.

Wheelbase: The minimum allowed wheelbase is 90 inches; the maximum allowed is 180 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using an X pattern (LF-RR and RF-LR). The maximum tread width is 102 inches. Extending rear wheels beyond the OEM position is permitted.

Suspension: No suspension is required. A solid suspension is permitted. Lift Kits are acceptable.

Body & Frame: A tube frame is permitted. A Fiberglass body with working doors and complete firewall that seals the driver's compartment is acceptable.

Floor: Each vehicle in competition must be equipped with an OEM floor pan or a minimum 0.024 inch steel floor pan that extends the full length and width of the driver seating area. Non-OEM floor pans must have cross members (minimum two inch by two inch, 0.083 inch wall thickness square tubing) installed between the frame rails for proper seat and driver restraint system installation and support. All openings must be sealed with metal-excluding grommets. The use of fiber glass and/or magnesium is prohibited. The vehicle must be equipped with one seat for the driver; it must be properly installed.

Firewall: Each vehicle must be equipped with an OEM or minimum 0.024 inch steel firewall, OR ¼" Lexan from side to side of the body and from the top of the engine compartments upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with metal-excluding grommets. The use of magnesium is prohibited.

Helmet: Driver must wear a helmet meeting Snell 85, 90, 95, 2000, K98 or SFI Spec 31.1

Firesuit: Fire suits are required at a minimum of SFI 3.2. In flip top bodied vehicles without a firewall or working doors, the driver will be required to wear an SFI 3.2A-5 approved suit.

Driver Restraint System: The OEM restraint system is mandatory and must be worn. A five point safety harness is highly recommended in the class.