

6200LB Pro Stock 4 Wheel Drive

- **Weights and Wheels**

1. Tires must be street legal. No tread alterations—no larger than 33 X 12.50 DOT approved.
2. Solid rear suspension allowed.
3. Any rear-end housing size is permitted. Maximum of one-ton front-end housing allowed. No air lockers or electronic locking devices. The width of the housings is to be similar to the width of the factory housings.
4. Trucks will run at 6,200lbs (see exceptions)
5. Weights/weight bar must not extend forward more than sixty (60) inches from the centerline of front axle

- **Engine**

1. Engine must be the same make as vehicle. Engine must be in stock location. May only run cast iron blocks with any cast iron heads or aluminum type heads that are NHRA pro stock legal with wedge shaped combustion chambers, no hemi type chamber (can have spark plug in middle through valve cover), OEM or after market. Any internal engine modification allowed.
2. Cast iron and cast aluminum single 4-barrel manifold required. No sheet metal intakes, tunnel rams or any infection.
3. A 1% variance to the engine limit of 485 cubic inches.
4. Maximum engine bore spacing of 4.9 inch.
5. No split carburetors allowed. One piece carburetors only.
6. No electronic timing devices. Hood scoops facing forward will be fully enclosed with hood cut out under scoop only and rear facing scoops may be open.

- **Body/Chassis**

1. All body components must retain original location on stock frame and factory production.
2. Vehicle must retain original wheelbase plus or minus ½ inch and stock appearance.
3. Hood scoops may have rear facing opening.

- **Hitch**

1. Secondary safety hitch required, to be painted white.
2. Any nonmember or puller that doesn't conform to rules shall lose 2 inches of hitch height. Or 200 pounds of weight by their choice.
3. Primary hitch must be secure to vehicle frame in all directions, Hitch stem may be any length, as long as point of hook is not over 36% of wheel base, maximum distance cannot change during hook.
4. Hitch point to rear axles centerline must be a minimum of 36% of wheelbase. This distance cannot change during the pull.
5. Hitch stem angle must not exceed 25 degrees measured on the stem w/angle finder. Main stem must be straight from point of hook to pivot point. (On the same plane).
6. No part of hitch can be attached or come into contact w/ rear axle during pull except the Stem adjuster.
7. Hitch adjuster must not locate more than 6 inches from point of hook.
8. Hitch height cannot exceed 26 inches from point of hook to ground or track.
9. No "L" shaped drawbars.
10. No drawbar angle greater than the angle of the sled chain. Acceptable angle is 0 degree to a maximum of 25 degrees. This will be measured by the angle of a straight edge from the point of hook to the center of the pivot point.

11. All turn buckles that control drawbar height from BELOW the drawbar must be vertical or angle FORWARD from the attachment point on the drawbar to axle housing. Attachment point on axle cannot be above centerline of axle housing.
12. All turn buckles that control drawbar height from ABOVE the drawbar must be vertical or angle BACKWARD from attachment point on drawbar to frame.
13. Maximum hitch height shall be 26 inches. This maximum cannot change during pull.
14. Drawbar to be made of steel, minimum of two (2) square inches' total material at any point. This will include the area of the pin with pin removes. Pins will be minimum of 7/8-inch diameter. Drawbar must be equipped with steel hitching device constructed of not more than 1 ½ inch square nor less 1 inch square (1 1/8 inch round stock) with an oblong shaped hole of 3 ¾ inch long by 3 inch wide.
15. No cam type rear ends. All rear ends must be welded or bolted by a minimum of 3 bolts per side solid with a minimum of 3 5/8 grade 5 bolts per side to the frame.

- **Transmission**

1. Aftermarket transmission and transfer case allowed

- **Fuel & Water**

1. Alcohol fuels are not allowed.
2. Racing Gasoline only, oxygenated fuels are allowed.

- **Exceptions (Changed by the board)**

1. The following exceptions are a trial and may be altered as needed within the best interest of the class. This is for the 2017 season only
2. Truck equipped with the following types of cylinder heads will be granted the following exceptions.
 - Chevrolet OEM intake must fit without altercations
 - Ford, Max of A type cylinder head
 - Mopar: Max of B1 style head
3. Trucks equipped with steel/cast cylinder heads will be allowed to run at 6,500lbs.
4. Trucks equipped with aluminum cylinders heads will run at 6,400lbs.