



2015 Street Legal Semi Rules:

This is a class for street legal and street licensed semi-trucks. Trucks are expected to be regularly driven on the road. This is truly an open class for all semi-trucks, but it is definitely not a **PURE STOCK** class. Any truck

that **dominates** in the class may be handicapped. Lets all remember, we are all here to have fun and be safe. Thank you and we hope you enjoy yourself this 2015 season.

LEGALITY OF ENTRY:

All entries must be a Street Licensed Semi Truck. The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid license. Truck must be capable of pulling a trailer on the highway. You may trailer a Street Licensed Semi Truck into a pull as long as the truck that is pulling the trailer will also be pulling. Before a truck even hooks to the sled, it was be teched.

SAFETY CONSIDERATIONS:

No riders are permitted in the truck during the pull attempt. Driver may not leave the driver's seat while vehicle is on the pulling track. Driver will take **all direction** from the flagman on the track.

HITCHES:

Trucks that compete regularly are required to have **their own hitching device** that is subject to approval by the head tech official at each event. The hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so the height from the ground to the point of the hook is between 18" and 24" + or - 1". The promotor will have hitches at each event. The hitch will be measure immediately before the semi hooks to the sled.

AIR BAGS:

Rules placed in effect for 2015 pulling season. Last amended 04/01/2015.

The use of air bags is permitted. However, no air may be added to or removed from the air bags while the truck is hooked to weight transfer machine. Any change in the hitch height by adding air to the bags is cause for disqualification. Outlaw Pulling Series reserves the right that if suspension lift becomes an issue, we will make all semi-trucks strap both rear drives.

WEIGHT OF TRUCK: (22,000lb. MAXIMUM)

The truck shall appear "road ready". No added weight or ballast is permitted. Special trucks, such as oil field trucks that carry additional weight that is not **normally** found on a "road ready" truck are **not** permitted in this class. The promotor reserves the right to weigh a truck at any time. Trucks with triple (3) rear axles are permitted to pull, but are subject to being handicapped. The hitch height on a triple axle truck will be set 2" lower than the rest of the class.

SPECIAL RULES:

- 1.) Max RPM limit is 2700 RPMs.
- 2.) Any truck running 2700 RPMs is recommended but not required to have either a plate over the bell housing of the engine or a certified clutch and flywheel.
- 3.) First puller is the test hook for the class. If the sled needs to be changed after the first hook, the first puller will be given the option to either drop back into the field at a desired position or pull again. If the puller decides to pull again, he/she will still have the option of special rule #4.
- 4.) If the sled is set properly set, the first puller can either accept his/her first pull or decline the pull and return to a desired position in the lineup.
- 5.) Water injection in any form is not permitted.
- 6.) Weight is 22,000lbs. Fuel is not allowed to be added after the truck has been weighed.
- 7.) No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbo charger or any part of the air intake system.
- 8.) Alteration/modification/replacement of the (OEM) original factory fuel pump is not permitted. No pump may be modified with Sigma parts. No billet fuel pumps.
- 9.) A Cummins engine must have a Cummins fuel pump. A Detroit must have a Detroit pump. A Cat must have a Cat fuel pump.

- 10.) No Sigma pumps OR MW pumps are permitted. Normal pump diesel is the only fuel permitted in this class.
- 11.) Turbos are limited to single OEM turbocharger with an OEM 4.1 maximum inducer bore on the atmosphere turbo with OEM factory wheels. The bore will be measured using a 4.15 inch slug. Map width enhancement of .180" maximum is permitted which must be in the OEM location. No billet wheels or any type of non-OEM housings are permitted nor are the design modifications to allow a larger wheel to be used in the turbo housing. Exceptions for dual turbos: 2005, 2006, 2007, 2008, 2009 & 2011 CAT twin turbo engine is permitted with the factory installed, non-altered turbos. If you have an exhaust that comes through the hood or is modified from factory position you will have to install 2 3/8" grade 8 bolts 90 degrees of each other within 1" from each other in the vertical part of the exhaust.
- 12.) Center line of the rear axle to hook point on the semi hitch must be no greater than 7 feet.
- 13.) Drivers must use seatbelt and or shoulder harness.
- 14.) Fifth Wheel Position: Kingpin/Fifth wheel plate position can be no further forward then the center of the front drive axle and no further back then the center of the two axles.
- 15.) There must be 66" from the center of the tandems to the first obstruction forward such as the back of truck, toolbox, wet line box, etc.
- 16.) Tandem axle spacing must be between 52" and 60".
- 17.) All trucks must pull with a suspension setup like you would to pull a trailer with.
- 18.) 300 feet is normal length for a full pull. If we pull on a short track the president and vice president with get together and designate a proper distance to be set as a full pull. More than one full pull will result in a pull off.
- 19.) These rules may be altered or changed at any time throughout the season for anything that becomes a safety issue.
- 20.) These rules will be good for 3 years. They will come back up for a class vote for any changes for the 2018 pulling season.