



2020 UPA 8500 WORK STOCK DIESEL 4x4 Rules

8500# WORK STOCK DIESEL 4x4 Trucks may be entered only once per class.

8500# WORK STOCK DIESEL 4x4 Trucks certification will be conducted at the same time and place as all other UPA competing vehicles.

Raising of hoods on the 8500# WORK STOCK DIESEL 4x4 Trucks will be required at every UPA event for tech officials.

The **WORK STOCK** (WS) class is designed for daily-driven, on the road pickup trucks (full-bodied diesel pickup trucks). Valid registration and license are mandatory.

WEIGHT: 8500# weight with driver included.

BALLAST: Front weight bracket and suit case weights are permitted. No weight boxes. No weights in cab. Weights in bed must be secured. Weights may be no more than 60 inches forward of the centerline of the front axle. Loss of weight under green flag will result in disqualification.

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

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 are mandatory. Stock appearing front bumper.

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.

DRIVERS RESTRAINT SYSTEM: The OEM restraint system is mandatory and must be worn.

DRIVESHAFT LOOPS: 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 shaft. All shields must be securely mounted to the vehicle. All front shaft u-joints that are visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

ENGINE: The engine is limited to a stock-appearing, no deck plates are allowed, OEM make-specific compression ignition engine. The engine is limited to any diesel engine available in a 1 ton or smaller pickup; i.e. transplanting a Cummins engine into a Ford is allowed.

EXHAUST: all vehicles must be equipped to direct the exhaust upward. The exhaust must exit rearward of the driver compartment. Stacks exiting through the hood or fender well are prohibited. Two 3/8-inch diameter bolts must be installed through the exhaust pipe in a cross pattern within an inch of each other as close to the turbo as is practical.

FIRE EXTINGUISHING SYSTEM: A fire extinguishing system is permitted. It must be securely mounted.

FUEL: The fuel must be pump #1 or #2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited.

FUEL INJECTION PUMP: The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. The use of multiple high-pressure common-rail fuel pumps are allowed. Power stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

HITCH: The hitch must be a receiver-style hitch, solid mounted, ridged in all directions. Receiver rear bracket must be mounted and attached no more than 8 inches forward of the rear of the frame. Reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. 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. The hitch's height may not exceed 26 inches. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured from the center of the clevis loop. Reece Receiver with solid square shaft, clevises are allowed if using DMI or solid shaft. If the truck hitch does not meet tech approval, UPA will provide a hitch for the puller to use for that one event only. Breakage of the hitch is a disqualification with no measurement recorded.

INTERIOR: A complete interior, including dashboard, door panels, headliner, etc. is mandatory. All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative. The use of hand-throttle controls is prohibited. If vehicle is equipped with heavily tinted driver's side window the window must be rolled down during the hook.

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

STEERING: The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

STREET EQUIPMENT: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshields and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

SUSPENSION FRONT: The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing 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.

SUSPENSION REAR: An OEM-style suspension is mandatory. Lowering or raising the vehicles 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. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel.

TIRES: The tires must be DOT street tires. Cuts are prohibited.

TOW VEHICLES: Tow vehicles are prohibited; i.e. you are not allowed to pull the vehicle up to the pulling track with an ATV.

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

TRANSMISSION AUTOMATIC: Non-OEM transmissions are prohibited. Aftermarket 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.

TRANSMISSION MANUAL: Non-OEM transmissions are prohibited. Aftermarket internal components are permitted.

TURBOCHARGER: T4 with S300 base Borg Warner or stock appearing turbos are allowed, with an inducer true bore (no bushing) of 2.6 limit, measured with a 2.65 plug with zero tolerance. 6.4-liter power stroke engines may utilize the factory compound-turbo configuration. Map groove of .250 allowed.

WATER INJECTION: Water injection is prohibited. All system components must be unplugged or removed from the truck. Nitrous Oxide is prohibited along with other oxygen extenders and the use of Propane is prohibited. All system components must be unplugged or removed from the truck.

WHEELBASE: The vehicle must retain the original factory wheelbase and track width. OEM factory dual wheel vehicles are permitted. Conversions must be factory OEM parts.

KILL SWITCH: A kill switch required.

PULLING ELIGIBILITY: Membership dues are \$80 for the vehicle and \$40 per driver. At the first event, before hooking, you will be required to pay membership dues. There will be a \$25 late fee per member if paid after first pull. Non-member pullers with a legal vehicle will be allowed to purchase a 1-day membership for a fee of \$25, per event, per vehicle with a limit of 2 events. 1-day members will not be eligible for points. Points will not be started until full membership is paid. Non-member 8500# WORK STOCK DIESEL 4x4 Truck pullers with a legal vehicle will be allowed 1 grace hook without driveshaft loops and vertical exhaust under UPA one day membership insurance fee.

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