

2023 SLED PULLING RULES & CLASSES

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Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification.

Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, voids such certification and therefore will not be accepted by NHRDA.

NOTICE: It is the responsibility of the participant, not NHRDA, to ensure that all safety equipment is not modified or altered, is approved and is correctly installed, worn, maintained and used.

General Rules & Regulations2

- All Super Stock, Pro Stock and Limited Pro Stock contestants must be a current 2023 NHRDA Member and have a NHRDA competition number.
- Points are issued by driver, not truck.
- Each driver must register at the NHRDA trailer minimum of 2 hours before pull begins.
- Competition vehicles must have NHRDA & HOTSHOTS decal displayed on both side of vehicle and in plain view
- All track conditions are the decision of the officials.
- Any Contestant under 18 must have written consent from parent or guardian. All drivers must have a valid state driver's license.
- Only driver will be allowed in vehicle when it is being towed or driven.
- Driver must be in driver's seat while engine is running.
- Vehicle must be in neutral or park while hooking to or unhooking from sled. Driver must also raise hands while hooking or unhooking from sled.
- Any driver found under the influence of drugs or intoxicating agents will be disqualified from the event.
- Any crew member found under the influence of drugs or intoxicating agents in the track area will be disqualified.
- No video recording or photography is allowed closer than 30 feet from the track unless direct by the race director.
- **Drones are prohibited under any circumstances.**
- The first pull in the class will have the option of test puller. The test puller may accept their distance, come immediately back or drop five (5) positions in the pulling order. The test puller may drop to last for mechanical breakage, if visible to the finish line track official. The test puller must inform the track official of their decision before leaving the track.
- For mechanical reasons only a puller may drop to last position in the class. This is allowed by the race director's discretion. Safety equipment does not qualify for a mechanical problem.
- Once the track is ready and the track official signals a competitor to the track, the competitor will have four (4) minutes to make a measurable distance under green flag conditions.
- Puller may spot the sled anywhere in bounds and behind the starting line as they wish. This must be done while the sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed.
- All pulls will start with a tight chain. No jerking of the sled is permitted. Excessive jerking of the sled will result in disqualification.
- Excessive loss of liquid may result in disqualification, if vehicle is under green flag. Failure to stop will result in disqualification.
- Pulling will be considered over when forward motion stops. Puller must stop immediately when flagged or be disqualified.
- Any re-pull caused by contest malfunction, the puller may drop five (5) positions or drop to the end of the class. Puller may not move any weight or competitor will be disqualified.
- All pulls will be measured to the nearest inch, unless a laser is used.
- When possible, all competitors must drive off and on the track. Tow starting will be used as a last resort and under the race director's discretion.

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- All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at any event. The NHRDA retains the right to inspect any vehicle at any time. Refusal will result in disqualification.
- Once a class has started no competitors that show up late will be allowed to compete.
- While a vehicle is at the scales weighing, only one crewperson is allowed in scale-master's area.
- Turbo must be ready to be tech and measured before pulling onto scale. Any competitor that does not have turbo accessible will be turned away and asked to make turbo accessible.
- Any pull, maximum of 100 feet unless otherwise specified, will have a re-pull option, but must be decided on right then, and taken right then during the class.
- A puller that attends an event with a pulling vehicle but is unable to hook to the sled under power or make a pull of measurable distance will receive 10 points and no money.
- Track Official decisions are final.

Rules Violations

- Any first time violation may result in disqualification from event. If disqualified the competitor would still receive 10 points for passing tech.
- Second time violation for the same infraction may result in a season long suspension.

Reasons for Disqualifications

- If a vehicle touches any of the boundary lines. This will result in a disqualification for going out of bounds.
- Loss of weight under green flag.
- Loss or failure of safety equipment or equipment belonging to vehicle under the green flag.
- Illegal fuel.
- Loss of excessive liquid.
- Unsportsmanlike conduct – Any competitor or crew member displaying unsportsmanlike conduct at any NHRDA sanctioned event whether verbal or physical will be reason for that teams' loss of points and purse for the event where the actions take place.
- Illegal equipment.
- Leaving the starting line under the red flag.
- Excessive argument with track official.
- Deliberate delay of event.
- Attacking of official.
- Intoxication of driver.

Rain

- A class will be considered complete when 2/3 of the pullers have made a pull, if class cannot complete 2/3 of pull - will be considered a rain out.
- The NHRDA will determine if a class or session is a rain out.
- If pulls are canceled due to rain before pulling starts there will be NO REFUNDS, competitors will receive 10 points for paying hook fee and turning tech card into the NHRDA. Tech card must be turned in to receive points. Your general admission event issued wristband is good for use toward entry up to one year at any NHRDA sanctioned event. You must pay any price difference due to price increases, fees, etc. and you must have your event issued wristband for used toward entry. The NHRDA is not responsible for track refund/rain check policies.

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National Championship Points

All NHRDA sanctioned sled pull events will count towards the National Championship Points standings. The World Finals will count as double points towards the National Championship Points standings.

National Points Classes

Super Stock Diesel, Pro Stock Diesel, Limited Pro Stock Diesel

Non-National Points Classes

Work Stock, Hot Semi Truck

National Points System

10 championship points will be awarded for paying a hook fee and passing tech and not able to make a measurable distance.

POINTS WILL BE AWARDED IN THIS ORDER

1 st – 50	9 th – 34
2 nd – 48	10 th – 32
3 rd – 46	11 th – 30
4 th – 44	12 th – 28
5 th – 42	13 th – 26
6 th – 40	14 th – 24
7 th – 38	15 th – 22
8 th – 36	All remaining competitors receive 20 points

Throw Away Events

All competitors will be able to throw away their worst events from counting towards their 2023 National Championship Points. For example if you don't show up to an event, that event will be considered a zero and that would be a throw away event.

Competitors

All competitors must have current NHRDA membership and comply with all rules and regulations to be awarded points at sanctioned pull events. If competitor is disqualified for any reason all points would be null and void.

Disqualification

If a competitor is disqualified for any reason they will receive only the 10 points for paying the hook fee and passing tech.

Making Class Official

If 2/3 of the of the entries in a class make a pull, that shall make the class official and points and money will be paid out. When a class is official and has to be called off for rain, the purse will split equally for all competitors based on the number of entries in the class and points will be issued equally.

Earning Points

Points must be obtained by driver. NHRDA will follow driver not the truck. Each driver must be a current NHRDA member and have a current NHRDA membership number to be eligible for points and money. This membership fee must be paid prior to pulling.

Tie Breakers

In the event of a tie for the National Points Championship, the first tie-breaker goes to the competitor that scores the most points at the last event.

Canceled Events

If a class is not made official then competitors will only receive the 10 points for paying the hook fee and turning tech card into NHRDA.

Super Stock Diesel

Must have current NHRDA membership and competition number

Vehicle must display NHRDA & HOTSHOTS decal on both sides for vehicle and be in plain view

Weight breaks:

8000 lbs. Weight is with driver.

REGULATIONS

Ballast:

Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Weights in the bed are to be mounted securely. No weights in the driver compartment.

Batteries:

Batteries must be securely mounted. They may not be located in the driver compartment.

Body:

Any truck body style is permitted, but the body must retain the full-bodied appearance. The vehicle must have at least two functional doors. The doors must open and close from inside and outside. Glass may be replaced with Lexan or other shatterproof material of 1/8 inch minimum thickness. The side windows need not be operational.

Brakes:

Vehicles must have adequate stopping power.

Cooling System:

Any sealed system is permitted.

Credentials:

All drivers must have a valid state driver's license.

Driver Restraint System:

A three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 is recommended and should be worn snugly.

Driveshaft Loops: Front & Rear

All trucks must have at least six inch long u-joint shields around the rear u-joint 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.

Engine:

The engine must be compression ignition engine with a maximum of 460 cu in. The engine block must have been available as a factory option on one-ton or smaller pickup truck. An SFI rated dampener is recommended.

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Engine Shielding:

A 1/4" steel plate or 3/8" aluminum plate shield across the frame under the front of the motor shielding the damper and engine fan area is required. Side shields are recommended to run the length of the block covering the block from head to pan. The frame rails may be used as part of this shield.

Exhaust:

Exhaust must be directed away from the fuel tank and driver and exit the vehicle within 10 degrees of plumb. 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 final turbo as is practical.

Fire Extinguisher:

A Halon fire extinguisher is required. It must be securely mounted and within reach of the driver.

Firewall:

Each vehicle must be equipped with a minimum 0.024 inch steel firewall, extending from side to side of the body and from the top of the engine compartment's 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, excluding grommets. The use of magnesium is prohibited.

Floor:

Each vehicle in competition must be equipped with an OEM or minimum 0.024 inch steel floor pan that extends the full length and width of the driver compartment.

Fuel:

The fuel must be pump #1 or #2 diesel only. Soy/Bio-diesel fuel is permitted.

Fuel Shutoff:

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 recommended.

Fuel System:

Location: All fuel tanks, lines, pumps, valves, etc. must be located outside of the driver compartment and within the confines of the frame and/or steel body. Fuel pressure gauge isolators, with steel-braided line, may be mounted on the firewall.

Lines:

All non-OEM fuel lines (including gauge and/or data-recorder lines) must be metallic, steel-braided or "woven or woven-push lock." Fuel lines (except steel-braided lines) in the flywheel/bell housing area must be enclosed in a 16 inch length of steel tubing of 1/8 inch minimum wall thickness and be securely mounted as a protection against fuel-line rupture.

Helmet:

Drivers must wear a helmet meeting Snell 90, 95, 2000, K98 or SFI Spec 31.1 or 41.1 standards. The retention strap must be securely and snugly fastened. The helmet must have the appropriate certification sticker affixed inside it.

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Hitch:

The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least 44 inches rearward from the centerline of the rear axle. The hitch must be horizontal to the ground and stationary in all directions. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. The final decision rests with the MM Technical Department.

Interior:

The vehicle must be equipped with one seat for the driver; it must be securely installed.

Intermediate Shafts:

All intermediate drive shafts must be fully enclosed with a 5/16 inch steel or 3/8 inch aluminum shield. The shield must cover the entire length of the shaft and the universal joints and yokes at each end.

Master Cutoff:

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

Nitrous Oxide:

NITROUS OXIDE IS PROHIBITED. All tanks must be removed from the vehicle.

Propane:

PROPANE IS PROHIBITED. All tanks must be removed from the vehicle.

Protective Clothing:

Drivers must wear a jacket and pants or one piece suit meeting SFI specification 3.2A/5 or 3.2A/15, gloves meeting SFI specification 3.3/15, and shoes or boots meeting SFI specification 3.3/5. Protective clothing exceeding these specifications is permitted. The protective clothing must be labeled with the proper SFI specification.

Rear Axle:

Rear axle bolts must be covered by a cap or shield.

Suspension:

Rigid or 4-link suspensions are permitted.

Tires:

Tires may be no more than 36 inches tall. Pulling tires okay.

Transmission, Automatic:

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 must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is

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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 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. If SFI rated flex plates aren't available then a blanket shield is permissible per above specifications.

Transmission, Manual:

A clutch meeting SFI Spec 1.2 or 1.3 is mandatory. All transmissions must be clutch assisted. Sequential shifters are prohibited. 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; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened. If a SFI rated clutch isn't available then a flywheel shield and blanket may be used per above specifications.

Turbocharger, Supercharger:

Turbocharger(s) must be enclosed in the engine compartment; they may not be visible from outside the truck.

Water Injection:

Water injection is permitted. Alcohol, methanol, and all other flammables are accepted. Commercially available pump lube allowed.

Wheelbase:

The minimum allowed wheelbase is 90 inches; the maximum allowed is 158 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using a X pattern (LF-RR and RF-LR). The maximum allowed tread width is 102 inches.

***All judgement calls will be made by NHRDA tech officials and will be considered final.**

Pro Stock Diesel

Must have current NHRDA membership and competition number

Vehicle must display NHRDA & HOTSHOTS decal on both sides for vehicle and be in plain view

Weight breaks

7800 lbs. Weight is with driver.

REGULATIONS

Ballast:

Hanging weight may not extend past 60 inches from the centerline of the front axle. Weights must be securely attached to the vehicle.

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Batteries:

Batteries must be securely mounted if used. They may not be located in the driver compartment.

Body:

Trucks must remain stock appearing. Must have full size steel or OEM type body.

Brakes:

Vehicle must have adequate stopping power.

Credentials:

All drivers must have a valid state driver's license.

Driveline:

Drivetrain may consist of any front axle, transmission, transfer case and rear axle. No planetaries permitted. All u-joints must be shielded 360degrees by at least ¼" steel or 3/8" aluminum that will safely contain the u-joint and the end of the rear shaft. Shields are to be six inches long minimum and centered on the u-joint. All shields must be securely mounted to the vehicle. Axle shields of at least .060 thickness aluminum or steel are required. Shields may not be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of front hubs.

Driver Restraint System:

The OEM or equivalent SFI restraint system is mandatory and must be worn.

Engine:

Maximum engine size will be 460 cubic inches. Engine must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer. No aftermarket blocks are permitted. Outside of cylinder head must measure factory width and length. Head must retain OEM valve angle. Front of engine block can be farther forward than 17" of centerline of front axle.

Exhaust:

The exhaust must exit the vehicle upward within ten degrees of plumb. Two 3/8" diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 6 inches of the turbo.

Fire Extinguisher System:

A fire extinguisher system is required. It must be securely mounted in the cab.

Fuel:

The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited. No alcohol, nitrous, propane or any oxygen enhancing agents allowed. Racing fuel cells are allowed. No fuel lines or tanks permitted inside of truck cab unless securely mounted in a marine box.

Fuel Injection Pump:

Largest pump allowed will be a P-pump with a maximum of one plunger per cylinder.

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Hitch:

Trick hitches are prohibited. The hooking point must be no closer than 44" of centerline of the rear axle. The hitch must be easily accessible 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 by 3.75 inch long inside diameter opening for the sled hook. Hitch must not exceed a maximum of 25 degree angle from the pivot point to the hook point. No hitch supports or adjusters, if fastened to the rear axle housing shall be above the centerline of the rear axle. Pivot pin of drawbar can be no farther forward than the center line of the rear axle.

Master Cutoff:

A sled and driver operated spring loaded emergency air shut off is required (rain cap or guillotine). The cable must terminate into a two inch diameter steel ring at the rear of the truck, within twelve inches of the hitch.

Nitrous Oxide:

Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.

Propane:

Propane is prohibited. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.

Safety equipment:

All drivers must wear fire suit or coat and pants (SFI3.2/A1 or better). All drivers must wear a Snell approved helmet.

Suspension:

Suspension modifications allowed. Removable suspension blocks are allowed. No air bags.

Tires:

Bar or cut tires are allowed. Maximum tire size to be 112" circumference, when inflated to 30 psi, with original bar, not to exceed 18 inches in width before cutting. Maximum of four tires permitted.

DOT approved tires. Maximum tire height 35". No studded tires or chains. Dual rear wheels are allowed. Dual front wheels are prohibited.

Transmission:

SFI bell housing blankets and or SFI blow proof bell housing required. All intermediate shafts between the transmission and transfer case must be totally enclosed in 3/8" thick aluminum or 5/16" thick steel. 1/4" of the shaft may be visible.

Turbocharger:

The turbocharger is limited to one single smooth faced intake housing turbo with an inducer bore of 3.6 inches or less. No map ring allowed. All air must enter through the 3.6 inch intake opening.

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Intake wheel must protrude 1/8" inside of opening. Driver will be responsible to come to scale with turbo accessible for measuring.

Water Injection:

Water injection is allowed. Alcohol, methanol and all other flammables prohibited. All system components must be removed from the truck.

Wheelbase:

Maximum wheel base length 158".

***All judgement calls will be made by NHRDA tech officials and will be considered final.**

Limited Pro Stock Diesel Truck

Must have current NHRDA membership and competition number

Vehicle must display NHRDA & HOTSHOTS decal on both sides for vehicle and be in plain view

Weight breaks

8000 lbs. Weight is with driver.

REGULATIONS

Ballast:

Hanging weight may not extend past 60 inches from the centerline of the front axle. Weights must be securely attached to the vehicle.

Batteries:

The batteries must be securely mounted. They may not be located in the driver compartment.

Body:

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. After-market hoods are permitted. Complete OEM floor pan is mandatory. A complete OEM firewall is mandatory.

Brakes:

Front brakes are mandatory, rear brakes are optional.

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. The vehicle must retain the original factory wheelbase and track width. Maximum of 1 ton truck chassis allowed.

Credentials:

All drivers must have a valid state driver's license.

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Driveline:

Drivetrain may consist of any front axle, transmission, transfer case and rear axle. No planetaries permitted. 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. Any front shaft u-joint that is visible from the side of the vehicle must be shielded to contain the u-joint and the end of the shaft. All shields must be securely mounted to the vehicle. Axle shields of at least .060 thickness aluminum or steel are required. Shields may not be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of front hubs.

Driver Restraint System:

The OEM or equivalent SFI restraint system is mandatory and must be worn.

Engine:

The engine is limited to a stock-appearing, compression ignition engine. Engine and transmission can be interchanged between Dodge, Ford and GM as long as they came in a 1 ton or smaller truck from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed. Front of engine block can be no farther forward than 17" of the centerline of the front axle. Cylinder head must be OEM or OEM replica for that brand engine. Outside of head must measure factory width and length. Head must retain OEM valve angle.

Exhaust:

The exhaust must exit vehicle upward within ten degrees of plumb. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12 inches of the turbo.

Fire Extinguisher System:

A fire extinguisher system is recommended. It must be securely mounted.

Fuel:

The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited. Propane and Nitrous are prohibited. Racing fuel cells are allowed.

Fuel Injection Pump:

Maximum of one P7100 pump limited to one plunger per cylinder. The use of multiple high-pressure common-rail fuel pumps is legal. Powerstroke engines with a single factory turbo may utilize a second HPOP.

Hitch:

Trick hitches are prohibited. The hooking point must be no closer than 44" of centerline of the rear axle. The hitch must easily accessible 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 by 3.75 inch long inside diameter opening for the sled hook. Hitch must not exceed a maximum of 25 degree angle from pivot point to the hook point. Not hitch supports or adjusters, if fastened to the rear axle housing shall be above the center line of the rear axle. Pivot pin of drawbar can be no farther forward than the centerline of the rear axle.

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Master Cutoff:

A sled- and driver-operated spring-loaded emergency air shut off is required (rain cap or guillotine). The cable must terminate into a two inch diameter steel ring at the rear of the truck, within twelve inches of the hitch.

Nitrous Oxide:

Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.

Propane:

Propane is prohibited. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.

Safety equipment:

All drivers must wear fire suit or coat and pants (SF13.2/A1 or better). All drivers must wear a Snell approved helmet.

Steering:

Hydraulic steering permitted.

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 Technical Department.

Suspension, Rear:

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. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. Blocked suspension is permitted. No air bags.

Tires:

The tires must be DOT street tires. Cut tires are prohibited. No tire alterations allowed. Dual rear wheels permitted with a maximum outside tire to tire measurement of 102". Dual front tires are prohibited.

Transmission, Automatic:

Non-OEM transmissions are prohibited. 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.

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Transmission, Manual:

Non-OEM transmissions are prohibited. All transmissions must be clutch-assisted.

Turbocharger:

The turbocharger is limited to one single smooth faced intake housing turbo with an inducer bore of 3.0 inches or less. No map ring. All air must enter through the 3.0 inch intake opening. Intake wheel must protrude 1/8 inch inside of opening. Driver will be responsible to come to scale with turbo accessible for measuring.

Water Injection:

Water injection is prohibited. Alcohol, methanol and all other flammables prohibited. All system components must be removed from the truck or tank removed or emptied and lines capped.

Wheelbase:

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

*All judgment calls will be made by NHRDA officials and will be final.

Work Stock Diesel

Weight breaks

8000 lbs. Weight is with driver.

REGULATIONS

Ballast:

Hanging weights allowed, they may not exceed 42" from the center of the front axle. Weights securely mounted in the bed will be allowed.

Batteries:

The batteries must be securely mounted in the stock location. They may not be located in the driver compartment.

Body:

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. After-market hoods are permitted.

Brakes:

Four-wheel hydraulic brakes are mandatory.

Chassis:

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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. Vehicle must have current registration and insurance. Proof may be asked for at the scale.

Driveline:

An OEM transmission and transfer case as manufactured is mandatory.

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:

The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fenderwell are prohibited.

Fire Extinguisher System:

A fire extinguisher system is recommended. 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 pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection Pump:

Maximum of one P7100 pump limited to one plunger per cylinder. The use of multiple high pressure common-rail fuel pumps is legal. Powerstroke engines with a single factory turbo may utilize a second HPOP.

Fuel System:

The OEM fuel system is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

Hitch:

The hitch must be a receiver style hitch attached to the frame; reinforcements are permitted. Trick hitches and ball 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 by 3.75" long inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Interior:

A complete interior, including dashboard, door panels, etc., is mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.

Nitrous Oxide:

Nitrous oxide is prohibited. No other oxygen extenders are allowed. **All system components must be removed from the truck.**

Propane:

Propane is prohibited. **All system components must be removed from the truck.**

Rear End:

Rear axle bolts must be covered by a cap or shield. The rear end must be the model supplied with the vehicle as manufactured.

Steering:

The vehicle must retain the full, original OEM steering gear.

Street Equipment:

Complete headlight, taillight, and back up light assemblies (all) are mandatory and must be operative. Complete OEM windshield 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 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 MLM 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 prohibited for attachment to frame or axle housing. Control arms may be strengthened or

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replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. Suspension stops are permitted, must retain at least one inch of travel. All rear suspensions must use at least one working shock absorber per wheel.

Tires:

The tires must be DOT street tires. Cut tires are prohibited. Only vehicles with a stock factory dually bed may use dual rear tires. All factory single wheel trucks must only use single rear tire. Front duals are never permitted.

Transfer Case:

Non-OEM transfer cases are prohibited. The transfer case must be the model supplied with the vehicle as manufactured.

Transmission, Automatic:

Non-OEM transmissions are prohibited. 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.

Transmission, Manual:

Non-OEM transmissions are prohibited. All transmissions must be clutch-assisted.

Turbocharger:

The turbocharger is limited to a single T-3/T-4 S300 based turbo. Driver will provide access to the inducer bore when asked at the time of weigh in for inspection.

Water Injection:

Water injection is prohibited. Alcohol, methanol and all other flammables prohibited. All system components must be removed from the truck.

Wheelbase:

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

*All Judgement calls will be made by NHRDA officials and will be final.

Hot Semi Truck

- Not a National Points Class
- All drivers must have a valid state driver's license
- OEM or equivalent SFI restraint system is mandatory and must be worn
- All drivers must wear a helmet
- NHRDA does not provide a hitch for Hot Semi Truck

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