

CLASS 7300

PURE-STOCK PRODUCTION

MINI OR MID-SIZED PICKUP/SUV

Vehicles built from a two or four-wheel drive mini or mid-sized pickup & SUV. Manufacturer's stock wheelbase must be retained. Vehicle must have been series produced in quantities of at least 4000 units within a 36-month period. There must be a minimum of 4000 series vehicles sold to the general public in the U.S.A. within a 36-month period. Vehicles must be marketed as a mini or mid-sized pickup and be readily available to the general public in the U.S.A.

GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

COMPETITION REGULATIONS

This class is a pure stock production class. All components must remain stock as delivered from the manufacturer unless otherwise stated within. Manufacturer's body, chassis, engine, transmission, and differentials must be retained. Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, as dealer installed accessories, over the counter accessories, or performance parts are considered original equipment.

Note: The SCR abbreviations refer to the cross-reference listings in the front of this book and are part of the class rules. Where a conflict between the cross-referenced listings and a rule contained under this class occurs, the rule contained under this class has precedence.

SAFETY EQUIPMENT

- SCR1: HELMETS
- SCR2: PROTECTIVE CLOTHING
- SCR3: EYE PROTECTION
- SCR4: NECK BRACES
- SCR5: FIRST AID KIT
- SCR6: BREAKDOWN SAFETY DEVICES
- SCR7: HORNS
- SCR8: REFLECTORS
- SCR9: FIRE EXTINGUISHER
- SCR10: SURVIVAL SUPPLIES

SUSPENSION COMPONENTS

Springs (rate and load) are open but must be attached to the vehicle using the OE manufacturers' interfaces. Spring spacers are allowed.

Front and rear suspension components must remain stock manufacturer, shape, size and configuration as originally produced and installed on the chassis to which it is attached. All suspension components must remain in the original stock locations and retain the original stock mounting methods. All components will be original manufacturer's design and remain stock as delivered from the manufacturer.

A-arms, I-beams, and front axles must remain stock as delivered by the manufacturer of the chassis to which it is attached, unless specifically stated otherwise herein. All suspension components must remain stock size, shape, and configuration as delivered by the manufacturer; no addition of material is permitted unless stated otherwise herein. Stock pivot points must be retained. Rubber bushings may be replaced with urethane bushings.

Ford specific: For model years 1998 thru 2002 the upper right two-piece A-arm is being replaced with a one-piece A-arm bearing part number of 2L5Z-3084-BA.

No welded washers are allowed on any suspension component, pivot point, or any suspension mounting position with the exception of the specific areas addressed under suspension components.

Vehicles with radius arm brackets that have a stock cross member attached to the bracket and the frame, must use the stock cross member as delivered from vehicle manufacturer. You cannot reinforce the stock cross member in any manner or manufacturer your own cross member. The cross member may only attach in the original stock mounting holes in the bracket and frame. **WARNING:** Only vehicles equipped from the factory with a radius arm cross member may use a horizontal cross member between the radius arm brackets. Vehicles that did not come stock from the factory with a radius arm brackets that require the radius arm cross member, may not use the radius arm brackets that require the cross member. Any attachment of a cross member or plate for any purpose, including skid plate bracket, to any other radius arm bracket is strictly forbidden.

Ford-specific: The main engine cross member center I-beam pivot point may have one washer, maximum of the same thickness of the original pivot point thickness, welded to one side only of the pivot point.

Ford-specific: The radius arm bracket may have a plate spot-welded onto the back of the bracket where the radius arm passes through the bracket. The plate may be only 3/8-inch-thick maximum and may extend around the existing radius armhole 5/8-inch maximum. You may only spot weld the washer in place, you may not weld entirely around the washer. The spot weld may only be long enough as what is needed to hold the washer in place without it falling. A washer welded to the front of the radius arm bracket is prohibited.

Specific permitted component changes:

- A. Toyota a-arm vehicles may use manufacturer-stock T-100 series spindles.
- B. Ford I-beam vehicles may use back dated manufacturer's stock I-beams for the same model of vehicle (Ranger to Ranger).

Front and rear springs must remain in the stock locations and retain original stock concept (leaf, torsion, and coil). Spring rates and capacities are open.

SCR11: SHOCK ABSORBERS & BUMP STOPS

Shock absorbers must retain OE mounts. Shock configuration and manufacturer and tuning is open.

SCR12: SECONDARY SUSPENSION

Max 4" Travel Bump stops are permitted.

SCR13: WHEELS & TIRES

Any manufacturer's wheel is permitted. Tire type is open. Tire may not be larger than 35" diameter. Aftermarket wheel studs are permitted.

SCR14: FASTENERS

STEERING & BRAKE COMPONENTS

SCR15: STEERING

- 1) Steering box or rack and pinion must remain stock as delivered by the manufacturer and in the stock mounting location.
- 2) Steering parts (tie rods, tie rod ends, idler arms, pitman arms, relay rods and turning arms) must remain stock as delivered by the manufacturer.
- 3) Any manufacturer power steering pump may be used in the approximate stock location.
- 4) Steering Wheel airbags may be disabled or removed.
- 5) Any manufacturer steering wheel may be used.
- 6) No power assist can be added aftermarket.
- 7) Steering column shaft may be replaced.

SCR16: BRAKES

Turning or steering brakes are not permitted.
Anti-lock brake feature may be disabled. Brake pads are open. Soft Brake lines may be replaced with stainless steel braided lines and fittings.

ELECTRICAL SYSTEM**SCR17: IGNITION**

Ignition system must remain original stock as delivered by the manufacturer. Any make of spark plugs and wires are permitted.

SCR18: BATTERIES

Battery type and location is open. If the stock mounting location is used, additional support is highly recommended for the mounting plate and tie down.

SCR19: LIGHTS

Any manufacturer light may be used. Amber safety light is mandatory.
Stock headlight opening must be retained.
Rearward facing blue light is mandatory.

SCR20: STARTER**FUEL SYSTEM****SCR21: FUEL****SCR22: FUEL TANKS**

Safety fuel cells are required.

OE Fuel Tank must be removed. Mandated fuel cell is limited to a single unit with a maximum capacity of 44 gallons, unless built to race before 2015, has to be approved by BITD Fuel cell must be mounted on the bed or load floor.

SCR23: FUEL FILLER, VENTS & CAPS**ENGINE TRANSMISSION & DRIVELINES****SCR24: ENGINE LOCATION & DISPLACEMENT**

Any engine may be used providing that it is listed as standard equipment or an option for that model of vehicle in that particular year of production. Engine must have a maximum of six cylinders with a maximum displacement of 4300cc. Stock block and heads must be utilized as delivered by the manufacturer but may be modified. All internal components are open.

Engine must be located in the manufacturer's stock mounting location. Engine mounts may be strengthened by the addition of material.

Any make and type of exhaust is permitted.

Smog equipment may be removed.

Any make of automotive carburetor(s) or factory stock fuel injection may be used, providing they maintain a maximum of one venturi per cylinder. Any OE factory intake manifold set (upper and lower) appropriate for the engine may be used. Upper intake manifold cannot be modified.

Any make of intake manifold may be used for carbureted engines only.

Any make of air cleaner may be used with the location optional but must not cut the hood for clearance.

Any make of fuel pump and filter is permitted.

Dry sumps are not permitted. External oil coolers are permitted.

SCR25: ENGINE REPLACEMENT**SCR26: TRANSMISSION**

Any shifter may be used.

DIFFERENTIALS

Front and rear differentials must remain factory stock as delivered by the manufacturer. Gear ratios and carriers are open. Front and rear straight axle differentials only may have material added for strengthening purposes only. Non-straight axle front differentials (traction beam, etc.) may not have material added for strengthening but may use a skid plate to protect the front pumpkin only. The skid plate must be a bolted-on type only and may not reinforce the differential in any way.

Knock-off hubs are not permitted.

SCR27: THROTTLES**SCR28: EXHAUST****SCR29: DRIVESHAFTS****SCR30: FLYWHEEL SHIELDS****SCR31: FLUID COOLERS**

Radiators must remain in the factory stock location.

Aftermarket oil and transmission coolers are permitted.

SCR32: AUXILIARY EQUIPMENT**SCR33: SUPERCHARGERS & TURBOCHARGERS****VEHICLE SAFETY EQUIPMENT****SCR34: ROLL CAGES****SCR35: SAFETY HARNESS****SCR36: SAFETY NETS****SCR37: SEATING**

Any manufacturer's racing seat may be used in the approximate stock location. Additional seat bracing is mandatory.

GENERAL VEHICLE COMPONENTS**SCR38: DRIVER'S COMPARTMENT**

Dash must maintain stock appearance. Items that may come off during competition such as ashtrays, glove box, etc. may be removed.

Aftermarket gauges in any location may be used.

Air conditioning and heating units may be removed.

Items such as door panels, headliners, visors, rear seats, and carpets may be removed.

Stock pedals in the stock locations must be maintained.

SCR39: DOORS & LATCHES

Doors must remain stock and operate on stock hinges as delivered from the manufacturer.

Positive latching secondary door latches are required.

SCR40: FIREWALLS

Firewalls must remain stock as delivered from the factory and may not be modified. Holes may be placed for the routing of fluid lines, electrical, and roll cage but must have the absolute minimum of material removed for such. Holes must be closely drilled to minimize the area open around the item penetrating the firewall and must meet with the approval of **BITD**.

SCR41: BALLAST**SCR42: WEIGHT**

Vehicle must weigh the original stock factory delivery weight minimum.

SCR43: FLOORBOARDS**SCR44: BUMPERS**

Bumpers may be modified. Stock bumpers not required. Modification must meet with **BITD** approval.

SCR45: MIRRORS**SCR46: SKID PLATES**

Skid plates, skid plate brackets and braces must not be attached to any suspension component or pivot point in any fashion that would reinforce that component or pivot point.

SCR47: STORAGE**SCR48: FENDERS**

Wheel openings in fenders may be enlarged a maximum of 2 inches for tire clearance. Front fenders, rear fenders or bedsides must remain factory stock materials. Aftermarket fender flares may be added. Flares and wheel openings must meet with **BITD** approval. Fenders must retain stock appearance and location.

Front inner fender panels may be modified to a minimum for shock installation.

SCR49: CHASSIS & BODY

Body and chassis combinations for the year of manufacture must be retained.

CHASSIS

Chassis control systems such as ABS, stability control, and traction control may be disabled. Modified calibration of these systems is allowed.

Original wheelbase must be retained.

Original stock frame configuration must be retained. Lengthening or narrowing of frame is not permitted. Removal of material is not permitted. Damaged areas of the frame may be plated with the same thickness of metal as that of the original frame thickness (i.e. 0.25-inch thick frame = 0.25-inch thick plate). The plate area may only be as large as required to cover the damaged area and to allow for the welding of the plate to a non-damaged area of the frame.

All repairs must meet with the approval of **BITD**. Photographic evidence of the damaged frame may / will be required for approval of repair work. Entrants must notify **BITD** of required frame repair before starting repair work. If frame damage occurs at a **BITD** event it is highly recommended that you notify the Chief Technical Inspector so that an inspection of damaged frame may be made at the post race inspection area if at all possible.

The frame at the location of the rear bump stop directly over the differential may be reinforced per the following options only. The reinforcement must be centered along the centerline of the bump stop. Installation must meet with **BITD** approval. You may not combine the options.

(Option 1)

A single bar roll cage connection point may be utilized.

(Option 2)

Frame may be boxed with one flat plate only that is a maximum of 6" long with a maximum thickness of the existing frame thickness.

(Option 3)

Two vertical tubes may be placed between the upper and lower frame rails. The placement of the tubes may be placed a maximum of 6" apart as measured from centerline of tube to centerline of tube. The tubes may only have an outside diameter as large as that of the measurement of the frame rail as measured on the inside of the frame from the web to the lip of the frame rail.

BODY

Body must maintain the original shape, size, appearance and configuration. Additional parts or mounts for body strengthening may be used. Mounting location (vertical, horizontal, and lateral) must remain stock in relationship to the frame and must retain stock mounting method. The measurement from the back of the b-pillar post to the centerline of the front spindle must remain stock. A maximum of a 3-inch body-lift may be utilized. The blocks must be made of a non-crushable material that will not deform during competition.

Internal body structural members must remain intact. Holes may be placed for the placement of rollcage, fluid lines, or electrical.

Pickup bed floors must remain intact except for the material removal required for sinking the fuel cell.

Hoods, trunk lids, doors, and bedsides must remain stock as delivered by the manufacturer. Tailgates are optional. Hoods, fenders, and tailgates may be upgraded to the latest available update for that series of vehicle body and chassis combination. You cannot update the hoods, fenders and tailgates between series of the same production vehicle if the body and chassis combination is different between the series runs. (Example: A Ford Ranger with I-beam type suspension cannot upgrade body components to the A-arm series body components. The body components can only be upgraded to the last series run of I-beam type body components.)

Stock front grill assemblies are required.

Safety glass windshields, rear and side glass is optional.

SCR50: HOSES**SCR51: IDENTIFICATION MARKERS**

BITD will assign vehicle numbers.

SCR52: ADVERTISING ON VEHICLES**SCR53: WORKMANSHIP****SCR54: RADIO EQUIPMENT**