

## CLASS 8000

### PRODUCTION FULL-SIZED TRUCK / SUV'S

Vehicles built from a two or four-wheel drive full-sized truck / SUV. 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. Vehicle must be readily available to the general public in the U.S.A. Vehicle must be marketed as full-sized truck /SUV.

#### GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations

#### COMPETITION REGULATIONS

Manufacturer's body, engine, and chassis combinations must be retained. This is an open class and all parts will be considered open unless restricted herein.

**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: HEAD AND NECK RESTRAINTS
- SCR5: FIRST AID KIT
- SCR6: BREAKDOWN SAFETY DEVICES
- SCR7: HORNS
- SCR8: REFLECTORS
- SCR9: FIRE EXTINGUISHER
- SCR10: SURVIVAL SUPPLIES

#### SUSPENSION COMPONENTS

Front suspension must be of the same configuration as originally produced and installed on the chassis to which it is mounted. Suspensions may be strengthened and reinforced in any manner so long as original stock concept (a-arm, I-beam, etc.) is retained. Pivot points are open. Ball joints may be of any manufacturer. Spindles may be of any manufacture and may be reinforced. Vehicles with straight axle front ends may modify suspension configuration to utilize a four link and coil over shock system.

Rear suspension must utilize an automotive differential. Suspension support system is open (quarter-elliptical, coil-over shocks, four-link, etc.). Outboard mounted rear springs are permitted. Spring rates and capacities are open.

Tires must retract inside of fender wells.

Front and rear wheel travel is open.

**SCR11: SHOCK ABSORBERS & BUMP STOPS**

Number of shocks and mounting methods are open. Mounting points may be strengthened and design modified.

Remote mounted shocks are permitted.

Hydraulic bump stops are permitted.

**SCR12: SECONDARY SUSPENSION**

Secondary suspension is permitted.

**SCR13: WHEELS & TIRES****SCR14: FASTENERS****STEERING & BRAKE COMPONENTS****SCR15: STEERING**

Steering box location is optional. Steering box mounting may be reinforced by adding material.

Power steering is permitted.

Steering box may be replaced.

Steering parts (tie rods, tie rod ends, idler arms, relay rods, and turning arms) may be specially made. Heim joints are optional.

Any manufacturer steering wheel may be used.

**SCR16: BRAKES****ELECTRICAL SYSTEM****SCR17: IGNITION****SCR18: BATTERIES****SCR19: LIGHTS****SCR20: STARTER****FUEL SYSTEM****SCR21: FUEL****SCR22: FUEL TANKS**

Safety fuel cells are required. Fuel cell location is optional. Fuel cell may be sunk into the bed.

Rear frame member may be relocated or replaced in order to sink fuel cell.

**SCR23: FUEL FILLER, VENTS & CAPS**

**ENGINE TRANSMISSION & DRIVELINES****SCR24: ENGINE LOCATION & DISPLACEMENT**

Engine must be of the same manufacturer basic design, type and have the same number of cylinders as the one installed by the manufacturer. Any displacement engine may be used. After market block may be used. Engine must be readily available to the general public in the USA. Engines must be mounted in the front of the vehicle like a truck with all pulleys facing forward. No mid-engine chassis configuration.

**Special Note:** Ford Production turbocharged V6 gasoline engine allowed in Class 8000.

Items with no restrictions include:

- A. Strengthening and balancing.
- B. Valve train and camshaft.
- C. Bore and stroke.
- D. Pistons
- E. Blueprinting.
- F. Oil and water-cooling systems. Dry sumps are permitted.
- G. Heads
- H. Air cleaners.
- I. Fuel pumps.
- J. Exhaust systems (must have muffler or spark arrestors.)

Any make of carburetor will be permitted. Stock factory fuel injection is permitted. Aftermarket port fuel injection is not permitted.

**SCR25: ENGINE REPLACEMENT****SCR26: TRANSMISSION**

Transmission is open.

**DIFFERENTIAL**

Rear axle assembly must use an automotive type straight axle housing and third member. Gear ratios, carriers, axles, and floating hubs are optional.

Knock-off hubs are permitted.

Axle tubes may be replaced.

**SCR27: THROTTLES****SCR28: EXHAUST****SCR29: DRIVESHAFTS****SCR30: FLYWHEEL SHIELDS****SCR31: FLUID COOLERS****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 but must remain in the approximate stock location.

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

If the full stock cab is not being utilized, metal sheeting must be installed on the sides of the roll cage by the occupants to afford protection in event fiberglass doors are damaged or missing. The sheet metal must extend from the front firewall to behind the seats and from the floor to the horizontal bar at the approximate height of the door's windowsill. Sheet metal must be attached to the top of the cage if a fiberglass roof is used. Vehicles utilizing a stock cab are exempt from the

sheet metal sides but it is recommended if utilizing fiberglass doors.

**SCR39: DOORS & LATCHES****SCR40: FIREWALLS****SCR41: BALLAST****SCR42: WEIGHT**

Vehicle must weigh dry 4000 lbs. minimum.

**SCR43: FLOORBOARDS****SCR44: BUMPERS****SCR45: MIRRORS****SCR46: SKID PLATES****SCR47: STORAGE****SCR48: FENDERS**

Wheel openings in fender may be enlarged for tire clearance but must maintain their original bodylines. Fenders may be flared.

Front and rear fender inner panels may be modified, replaced, or removed. Fenders must be securely mounted. Hinged front ends are not permitted. Attachment of fenders, inner panels, and radiator to front hoop is acceptable providing that the stock external appearance is maintained.

Fiberglass front & rear fenders are permitted.

**SCR49: CHASSIS & BODY**

Manufacturer's chassis and body combinations must be retained to the rear of the cab.

**CHASSIS**

Original wheelbase plus or minus 2 inches must be retained.

Frame rails must remain stock shape, size, length, configuration, and material to the rear of the cab.

No material may be removed from frame rails with the exception of the following.

Frame rail exceptions:

The front end of the frame rail may be notched a maximum of 8 inches from the end for ground clearance. Top of frame rail must remain stock.

**BODY**

Body must resemble a truck or SUV. Motor and body must match and have the correct emblem of manufacturer (i.e. Ford Oval or Chevy Bowtie)

Hoods, trunk lids, doors, fenders, and bedsides are required. Hoods, front fenders, doors, and bedsides may be made of fiberglass. Pickup bed floor and inner fender wells may be removed. Tailgates and pickup bed front panels are optional.

Front Grill assembly must resemble stock appearance, (ie. Decals or fiberglass.)

Safety glass windshields, side, and rear glass are optional

**SCR50: HOSES****SCR51: IDENTIFICATION MARKERS**

BITD will assign vehicle numbers.

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