

MATPA 2015 Rules

Street Legal Diesel

Class is intended to introduce pullers to competitive sport of diesel truck pulling in a friendly fun atmosphere.

Registration:

Vehicle must have a current and valid State inspection sticker and must be insured to operate on the road. Vehicle must have proper license plate(s) attached with appropriate valid sticker matching the registration. Truck must be driven to at least 2 pulls (if pulling for the entire season).

Engine:

Must be in stock location intended by manufacturer.

Must be from the same vintage truck and manufacturer as chassis/body

Must be from a vehicle rated 1 ton or less.

Must run on pump diesel or biodiesel.

No nitrous oxide, propane, or water injection allowed, and ALL equipment must be removed from vehicle prior to pulling.

Cannot be stroked (stock stroke only).

Aftermarket heads are not allowed.

Aftermarket intakes allowed.

Aftermarket cams and/or springs are allowed.

Dry sumps are not allowed.

Aftermarket programmers and/or chips are allowed.

No dual CP3's allowed.

P-pumps not allowed in trucks not equipped with a P-pump from the factory.

Exhaust:

Exhaust must exit behind the cab.

Turbo:

All stock unmodified single turbos are allowed.

Ford stock unmodified twin turbos are allowed.

OEM appearing turbo only. Turbo must appear factory and will be measured to make sure inlet has not been opened beyond OEM standards.

Driveline Shielding:

Universal joint shields and driveshaft loops are recommended but not required.

Ballast:

Vehicle (with driver) cannot weigh more than 8500 lbs.

ALL ballast (extra weight) must be securely mounted in bed of pulling truck (absolutely no weights in cab, in the engine compartment, core support, frame, bumper, etc.).

Weights cannot be hung off the front of the vehicle.

No transfer of weights allowed while vehicle is in motion.

Any ballast that is not properly secured and falls onto the track will be grounds for disqualification from event.

Safety:

All drivers must wear a helmet with a chin strap fastened.

All drivers must wear a properly fastened seat belt.

All body parts must remain in vehicle while hooked to sled.

It is recommended that a fire extinguisher be mounted in easy reach of the driver.

Body:

Vehicle must retain all factory glass and hardware.

Vehicle must retain full interior (exception: rear seats can be removed if equipped).

Vehicle must have a hood, grill, and fenders in place as intended by the manufacturer.

Body panels (except hood) must be constructed of the same material as OEM equipped (no replacing steel with fiberglass, aluminum, etc).

Tilt noses are not allowed.

Tilt bodies are not allowed.

All doors must be functional.

Vehicles equipped with pickup beds must have a complete OEM floor.

Vehicle may compete without a tailgate for greater hook point visibility.

Front bumpers must be OEM or equivalent style (such as LMC factory reproductions).

No homemade or aftermarket front bumpers allowed.

Vehicle must have a rear bumper properly attached to vehicle (properly installed roll pans are allowed, but see hitch rule).

Aftermarket and properly designed homemade bumpers are acceptable.

Commercially bought brush guards or lower snow plow frames are allowed but must appear unaltered.

Driver's compartment:

No batteries allowed in driver's compartment.

No radiator, heat exchanger, or water hoses allowed in driver's compartment.

No fuel lines allowed in driver's compartment.

OEM firewall required.

All vehicles must have a complete firewall (no holes except for controls and must be kept to the smallest size possible).

Tires/Wheels:

Tread width limited to 50" per pull vehicle and is measured at the top of the tire (tread width not sidewall width) in order to allow dual rear wheel vehicles to compete (if they meet the rules).

Trucks running dual rear wheels must have been a factory dual wheel truck from the factory with offset front hubs/rims, and all tires must be covered by fenders/bed (no excessive tire stickout).

Any D.O.T. tire allowed.

No cut or altered tires allowed.

No pulling tires allowed.

Removing one set of inner OR outer dual tires is allowed or a traditional tire and rim may be substituted to meet the tread width rule if needed.

Tires with studs and/or chains will not be allowed.

Transmission:

Must be from a passenger vehicle rated at one ton or less.

All vehicles require a working neutral safety switch.

All vehicles require a reverse light operated by the transmission or linkage.

It is recommended that vehicles with automatic transmissions utilize at least a 6 strap SFI approved blanket or an SFI approved Kevlar shield.

It is recommended that vehicles with Manual transmissions utilize an SFI approved bellhousing.

Driveline:

Vehicle must be 4 wheel drive.

Front and rear axles must be from a passenger vehicle rated at 1 ton or less.

Transfer cases must be from a passenger vehicle rated at one ton or less.

No quick change gears allowed in any differential or transfer case.

Frame/Chassis:

Stock full length frames required.

Must be the same as the make and model of the vehicle body.

No modifications allowed to frame (other than for safety).

No modification to frame that alter wheelbase.

No portion of the vehicle may interfere with the sled, chain, or hook during the pull or while being hooked/unhooked.

The area around the drawbar must be free of all obstruction.

Hitch:

Must utilize a factory or commercial "Reese style" hitch in its intended location.

Hitch pin/bolt must be a minimum of 5/8" in diameter and grade 8 strength or equivalent.

Must be attached to frame only (bracing and extra supports are allowed).

No bracing or supports are allowed to contact body, axle, or suspension in any manner.

No cables, springs, or mechanical hitches allowed

Hitch cannot extend forward of the (unaltered) framerrail ends more than 24".

Attachment point to the sled must have a minimum 3" diameter hole and securely fastened to vehicle.

Hook point must not exceed 26" from the ground (measured with the MATPA measuring device).

Attachment point to the sled must be further back than the rearmost part of the bumper for the particular make, model, and year of truck (if a fleetside bed was available, that will be used as the measurement). It will be measured from the axle centerline for trucks with modified beds (flat beds, dump beds, utility bodies, etc.) and compared to a factory truck of similar design.

Hitch POINT (not just hitch) must be the first point of contact when backing into a vertical wall, pullers utilizing roll-pans can still pull as long as hook point is no further in than where the back of the stock rear bumper would end (this is to discourage body alterations to move hitch in). Safety devices (such as sled stops) will not be included in this measurement.

Suspension:

Suspension must be stock configuration for particular make, model, and year (i.e. leaf springs, coils, IFS, etc.), if truck utilized coil springs from the factory, it must utilize coil springs (aftermarket springs, springs from other manufacturers, and safe alterations of stock springs are acceptable).

No homemade setups (i.e. 3 link or 4 link).

Properly installed lift kits are acceptable.

Solid blocking of the rear suspension is allowed as long any blocking devices are constructed in such a way that is strong, safe, and removable. When blocking devices are in place the rear should not sit higher than without blocks (blocking devices are not to be used for raising the back end of the truck).

Brakes:

All vehicles must have 4 working brakes (2 front and two rear) operating off the factory brake pedal.

Fuel Tanks:

Fuel tank must be in stock location unless otherwise deemed dangerous.

Kill switch/Air Shutoff:

Is recommended but not required.