

2009 Class 7

- All rules and safety equipment as outlined in the general safety rules must be followed:
- Body must retain stock appearance and configuration of the original. Must run hood, front fenders, grille, roof, doors, cab corners and box sides. The panels can be made of aluminum, steel or fiberglass as long as they look factory. The cab must be in stock location visually. Floor and firewall can be replaced with aluminum or sheet metal. All body parts must be fastened securely so they remain on during competition. Bolts and/or Dzus fasteners are allowed. Wheel well openings can be cut out so not to cut tire. Fiberglass race panels are allowed.
- Tailgate skin is optional as long as it is securely mounted and will not come loose in an accident.
- Nothing to exceed 3" above stock hood. Hood scoop is allowed as long as it does not exceed 3" above stock hood.
- Radiator does not have to be mounted in stock location, but must be mounted in front of the engine.
- Rear mounted fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles. It is allowed to be sunken lower than the bottom of the frame.
- Engines may be from different make of vehicle, i.e. chev to ford.
- Engines limited to 2800cc 4 cylinders
- Twin cam cylinder head engines must maintain stock fuel injection system for that engine
- Single cam engines may use aftermarket or fabricated intake manifold with one central mounted carburetor of a maximum 500cfm or 44 Weber carb with 42mm venturies electric fuel pump allowed
- Engine must use stock rods and crankshaft for that engine; rod bolts maybe replaced with ARP, crankshaft maybe reground to stock stroke only
- Block maybe bored .030", stock OEM design pistons for that engine maybe installed, no forged pistons allowed.
- Block must remain within 3.5" stock location; mount must remain on stock engine cross member mount
- No lightening or knife edging or crankshaft allowed.
- No lightening or polishing of rods allowed, may be balanced
- Cylinder head must remain stock, screw in studs allowed, oversize valves allowed to repair worn seats, no under sizing of valve stems, no porting of head. Blending of bowl under valve for 1/4" to repair allowed, port matching of 1/4" to match intake allowed. Stainless valves allowed, must use stock stem diameter, no race flow valves allowed. Head can be resurfaced for clean up only, maximum machining is .075"
- Aftermarket camshaft allowed, maximum lift is .600 at the valve, roller, mechanical lifter or hydraulic lifter allowed
- Any wet sump oil pan allowed, no dry sump systems.
- Headers will be allowed
- Transmission bell housing mounting flange must remain in stock location. It may not be lower or farther back than factory.
- Internal engine mods are legal but remain factory stroke and a maximum of .030 overbore.
- Any header or intake may be used.
- Aftermarket internal engine hardware is allowed (ARP bolts, etc)
- Aftermarket valve train is allowed. No titanium parts.
- Stock fuel injection is allowed. No aftermarket injectors, chips, etc.
- Dual cam engines must retain factory fuel injection. No carburetors allowed.
- Removal of smog equipment OK.
- Any rear differential allowed. No quick change.
- Lockers or spools are allowed.
- Non stock rear disc brakes allowed.
- Gusseting and strengthening of the housing is allowed.
- All steering components must be stock, including the steering box, the steering box mounting may be reinforced but not relocated.
- Any battery may be used but must be located to the bed of the truck.
- The front and rear suspensions must be of the same type as originally produced and installed on the chassis.
- All suspension components must remain in the stock locations and the original mounting methods maintained.

- Must run 1 stock a-arm per side. Can be re-enforced from stock component. Uupper or lower does not matter. The manufactured or aftermarket a-arm must be mounted to stock mounting location.
 - Stock pivot points must be retained, the front and rear springs have to be in the stock location and of the original concept, but spring rates and capacities are open to change.
 - No secondary suspensions allowed.
 - Multiple shocks per wheel allowed
 - Any shocks except Suspensions shocks can be ran.
 - Suspension travel is limited to 12" front and rear.
 - The manufactures specified year chassis and body must be retained as well as the original wheel base.
 - Frames must be stock no lengthening, narrowing or removing of material is allowed but you may strengthen as required.
 - Bumpers may be removed and replaced by racing style bumpers as outlined in the general safety rules. The windshield and door windows must be removed.
- Badly rusted bodies and frame may be rejected contact OORA officials.
Braking: Brakes must be operational on all four wheels at all times.
All brake operation must be OORA approved.