

## 2009 Class 9 Stock Mini Truck

- Stock 2wd, 4cylinder Mini Truck

-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 limited to 2800cc 4 cylinders and must be stock for that vehicle.

-Stock fuel injection or carburetor.

-Block maybe bored .030", stock OEM design pistons for that engine maybe installed, no forged pistons allowed.

-Block must remain in the stock location.

-No lightening or knife edging or crankshaft allowed.

-No lightening or polishing of rods allowed, may be balanced

- Only stock exhaust manifold or factory header will be allowed

-Transmission bell housing mounting flange must remain in stock location. It may not be lower or farther back than factory.

-Only stock intake manifold allowed.

-Aftermarket internal engine hardware is allowed (ARP bolts, etc)

-Removal of smog equipment OK.

-Differentials must remain in stock with the exception of gear ratios and carriers

-Lockers or spools are allowed.

-Stock axles and brakes front and rear, E-brakes may be removed.

-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.

-A-arms and I-beams must remain as delivered on the chassis and suspension parts must retain the stock shape, size and configuration but may be strengthened as required.

-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 and remote reservoir shocks can be ran.

-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.

