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## CONTEST PROCEDURE

1. Any contestant under 18 must have written consent from parent or guardian and prior approval from Pro Pulling League Safety Committee. Minimum age for competition is 16 years old.
2. Contestant may not be allowed to participate for emotional or physical reasons. (I.e. including drinking or illness, etc.)
3. Only driver will be allowed on vehicle when it is being towed or driven. No riders on tow tractors or track equipment will be permitted.
4. Driver must be in driver's seat while engine is running.
5. Vehicle must be in neutral or park while hooking to or unhooking from sled. Driver must also raise hands while hooking or unhooking from sled.
6. Any driver or crew member found under the influence of drugs or using intoxicating agents in the track area will be disqualified. Area is defined as 30 feet within the track.
7. No video taping is allowed closer than 30 feet from track or unless directed by head track official.
8. The first puller in the class will have the option of test puller. The test puller may accept their distance, come immediately back or drop five (5) positions in the pulling order. The test puller may drop to last for mechanical breakage, if visible to the finish line track official. The test puller must inform the track official of their decision before leaving the track.
9. For mechanical reasons only a puller may drop to last position in the class. This is allowed by track judge's discretion. Safety equipment does not qualify for a mechanical problem.
10. Puller has three (3) minutes to hook to the sled after track is ready or after competition director calls them to the sled. Failure to do so will result in disqualification, with no refund of entry.

11. Puller may spot the sled anywhere in bounds and behind starting line if they wish. This must be done while sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed.
12. All pulls will start with a tight chain. No jerking of sled is permitted. Excessive jerking of the sled will result in disqualification.
13. Excessive loss of liquid will result in disqualification, if vehicle is under the green flag. If vehicle flagged, pull will be measured from track judge's decision. Failure to stop will result in disqualification. Excessive is defined as any steady or intermittent stream equal to a spot on the track of ten (10) inches in diameter. Major mechanical breakage will not result in disqualification.
14. Pulling will be considered over when forward motion stops. Puller must stop immediately when flagged or be disqualified.
15. Any re-pull caused by contest malfunction, the puller may drop five (5) positions or drop to the end of the class. Puller may not move any weight or competitor will be disqualified.
16. All pulls will be measured to the nearest inch, unless a laser is used.
17. When possible, all contestants must drive off and on the track. Tow starting will be done at last resort and under track judge's discretion.
18. All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at any event. The Pro Pulling League retains the right to inspect any vehicle at any time. Refusal will result in disqualification.
19. No competitor may compete in a class, once the class has started, if arriving late.
20. Boundary line will be 320' long to start the pull, even though a Full Pull may only be 300'. Competitor may not touch boundary lines at any time.

21. Judges decisions are final and unappeasable on any point of controversy. Disagreement will result in disqualification.

## **GENERAL RULES**

1. Fire suits required in all classes, minimum of SFI 3.2. In flip top bodied vehicles without a firewall or working doors, the driver will be required to wear an SFI approved suit. B) Fireproof gloves, fireproof head-sock, and fireproof shoes must meet SFI Spec. 3.3. C) All helmets must meet Snell 90 minimum, or SFI Spec. 31.1, 31.2, 41.1, or 41.2.
2. All pulling vehicles are required to have a minimum of 21/2lb. fire extinguishers. Extinguishers must be within reach of driver.
3. Seatbelts must require 16.1 SFI Spec on all driver restraint assemblies and be worn during competition.
4. All vehicles will have a safety switch. The safety switch will ground the ignition and the electric fuel pumps on spark ignition motors and shut off the air intake to diesel motors.
5. No batteries are allowed inside cab of the vehicle unless they are in a marine battery box and secured to the vehicle frame.
6. All pulling vehicles will have a dead man throttle that will automatically return to the closed position. Throttles will work in a reverse to forward motion, reverse being closed.
7. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on a transmission gear selector.
8. All vehicles using a foot throttle must use a toe strap.
9. All vehicles using an automatic transmission must have a positive gear lockout.
10. Drivers must be seated and in control of the pulling vehicle any time motor is started or running.
11. All pulling vehicles must have a neutral safety light. A) A white light automotive quality, a minimum of 2 inches in

diameter, must be mounted within 30 inches of hooking point and within 6 inches of center line. B) A light in the driver's compartment must be operated off the same system. C) Both lights and the starter interrupter switch will be operated off of the shifter lever.

12. Pro Pulling League reserves the right to refuse any competitor the right to attend or participate at any event.

13. Pro Pulling League associated groups or state may set their own limitations, but must run Pro Pulling League safety rules.

### **PULL-OFFS**

1. Each competitor will have two (2) attempts to make a measurable pull.

2. The Full Pull line will be established by the Head Track Official no less than 300 feet and no later than the fifth competitor. The Full Pull line can be set in front of a vehicle even if vehicle has gone past 300 feet at either 310 or a maximum of 320 feet. Any test puller past 325 feet will automatically cause a weight transfer reset.

3. In a pull-off each puller will hook in the order that they pulled in original class lineup. No dropping of positions is allowed in a pull-off.

4. If the track official believes that an error has occurred in sled setting, pull-off may be restarted. In this case, the first puller may come right back or drop to last.

5. In a pull-off, a floating finish line will be used for all competitors.

### **POINTS**

1. The following is the Pro Pulling League point's structure.

1st- 50	7th-38
2nd-48	8th-36
3rd-46	9th-34
4th-44	10th-32
5th-42	11th 30

6th-40 12th 28  
13th- 26

2. All remaining competitors will receive 25 points respectively.
3. Disqualifications will receive last place points and money in their class.
4. Eligibility for any points at any event depends on competitor paying entry fee and passing tech inspection. It is competitor's responsibility to have a tech official inspect their vehicle.
5. 2/3 of a class presented shall make the class official.
6. When a class has been officially presented, but must be called off because of any reason, the purse and the points will be split equally for all competitors based on the number of entries in the class.
7. No rain out points is awarded if entries do not open.

### **RULES VIOLATIONS**

1. Any first time violation will result in disqualification from that event.
2. Second time violation for the same infraction will result in season long suspension.
3. If there is more than one disqualification in a class, the last available money will be split equally among those disqualified.
4. Anyone suspended will not be allowed in the track or pit area for the duration of the suspension. If vehicle is sold, vehicle will be allowed to pull, but suspended party must not be involved with vehicle in any way.

### **REASONS FOR DISQUALIFICATION**

1. Out of bounds, this is described as any part of the pulling vehicle touching the white boundary line.
2. Loss of weight under green flag.

3. Loss or failure of safety equipment under the green flag.
4. Illegal fuel
5. Loss of excessive liquid
6. Unsportsmanlike conduct
7. Illegal equipment
8. Leaving the starting line under red flag
9. Excessive argument with track official.
10. Deliberate delay on event
11. Attacking of official
12. Intoxication of driver

## **PROTEST**

1. All protests must be made in writing and submitted and signed within five (5) minutes of class being protested completion. Protest must clearly define three items: Who is protested, what they are protested for (limited to one item per protest), and by who is protesting.

2. All protest fees will be in cash. A) If protested vehicle is found legal, then fee will be forfeited to person found legal. B) If vehicle is illegal, then vehicle is disqualified and fee is returned to protester.

3. Fee for protest are as follows:

Cubic inch - \$1,100. Complete tear down. A 1% variance will be given for wear and tear. \$100.00 from protest fee for teardown is paid to the OFFICIAL in charge of the teardown.

Remainder of teardown fee is returned to protestor or given to protested party pending outcome of teardown.

4. Fuel, Visual, Turbo etc. \$500

5. The officials and the protested are the only people allowed near the vehicle during protest.

6. Anyone causing disruption during a protest will be disqualified.

7. If a puller is found guilty or refuses to tear engine down will be barred from all Pro Pulling League events for one year and a day.

8. The Lucas Oil Pro Pulling League reserves the right to suspend a competitor for any rules violation and will receive written notice in three (3) working days.

### **RAIN**

1. Any class not completed for any reason will be considered a rain out.

2. A class will be official when 2/3 of the pullers have made a pull.

3. A session of pulling will be official if 1/2 of the advertised classes are completed.

4. If purse is not paid to cancelled class, entry fee will be refunded.

5. Promoter and Pro Pulling League Official will determine if a class or session is a rain out.

### **BRAKES**

1. All pulling vehicles will have adequate stopping brakes.

2. All brakes in the driveline will be shielded 360° with 5/16 steel or 3/8 aluminum, around the brake components. Ends must be enclosed in the 1/8 steel or aluminum, no cast metal permitted to be used as part of shield.

3. All tractors and 2WD trucks will have working individual working rear wheel brakes.

4. All 4x4 trucks will have complete working rear brakes. Driveline brakes may be permitted.

### **CHASSIS**

1. All pulling vehicles will have a wide front end. Front wheels must track within rear wheels.

2. Tractor Divisions: A front axle brace will be recommended for the 2007 season and mandatory for the 2008 season. Skid plate or guide wheels will be a maximum of 4" ground clearance, or tethered wheel assemblies

### **CLUTCH AND BELL HOUSING**

1. All engines using a clutch flywheel assembly will run a full block saver plate. Material being 1/4 aluminum or 3/16 steel minimum.
2. All automotive type engines using a clutch will use a 1/4" inch, one piece SFI 6.1 containment bell housing.
3. One cooling hole will be allowed in the bell housing, one (1) inch maximum diameter. Hole must not be in explosion area of bell housing.
4. No welding will be allowed in the explosion area of the bell housing.
5. No chemical milling permitted.
6. There will be five (5) 3/8" bolts or four (4) 1/2" bolts to secure bell housing to transmission.
7. All inspection maintenance holes must be no wider than 8 1/2" inches and the ends of the holes shall be smoothly and fully radiused to produce an oval shape.
8. Four (4) 3/8 grade 5 or better bolts are required, in the top half of bell housing to block. Six (6) evenly spaced grade 5 or better bolts are required on bottom half of bell housing.
9. Any vehicle using two blown or turbocharged automotive engines, three naturally aspirated or any industrial marine or aircraft engine that is turbocharged or twin staged supercharged on one clutch must have a liner in the bell housing.
10. No cast iron clutch components or flywheels will be permitted.

11. Billet steel, aluminum, or titanium flywheels will be accepted.
12. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.
13. All clutches on aviation, marine and industrial engines must be approved by the Pro Pulling League.
14. Pro Pulling League reserves the right to spot check any clutch components at any time.

### **HITCHES AND DRAWBARS**

1. Hitch must be rigid in all directions. Hitch length and height cannot change before, during, or after pull. Drawbars must have the pivot pin on the same plane as the hook point. Drawbar must be parallel to the ground within 2-1/4" over its 18" length (SS/SF/MOD/2WD). No cam, "L" or drop down hitches or cam type rear ends permitted.
2. All vehicles are required a safety hitch. Safety hitch must be as strong as primary hitch and cannot be connected to primary drawbar. Safety hitch must be mounted eight (8) inches below primary on all tractors and twelve (12) inches below primary for all trucks.
3. All drawbars will have an opening minimum of 3.5" X 3" inches.
4. All classes through 7500# must meet the following requirements: Drawbar must be a minimum of two (2) square inches total material at any point. This will include area of the pin removed; pin will be 7/8 minimum. Must be a steel drawbar, not more than 1-1/2" by 1-1/2" square stock, nor less than one by one.
5. All classes above 7500# must meet the following requirements: Drawbar must be a minimum of 2 1/2 square inches total material at any point. This will include area of the pin removed; pin will be 15/16 minimum. Must be a steel drawbar, not more than 1-1/2" by 1-1/2" square stock, nor less than 1 1/4 by 1 1/4.

## 6. 2WD Trucks:

- A. Hitch point must be clear and visible for hook and unhook of sled chain.
- B. Drawbar must be mounted solid to frame and rigid in all directions.
- C. Drawbar must be parallel to the ground.
- D. Hitch height not to exceed 30 inches.
- E. Pulling point can be no more than 1 1/2 inches from back of drawbar.
- F. Hitch length is a minimum of 18 inches.
- G. No cable, chain or clevis allowed in hitching device.

## 7. 4X4 Trucks:

- H. Point of hook to centerline of rear axle shall be no less than 36% of vehicles wheelbase.
- I. Hitch height no to exceed 26 inches.
- J. Drawbar must be mounted solid to frame and rigid in all directions
- K. Pulling point can be no more than 1 1/2 inches from back of drawbar.
- L. No cable, chain or clevis allowed in hitching device.
- M. If bed is too long it may be cut to accommodate 36% drawbar.
- N. Hitch point must be clear and visible for hook and unhook of sled chain.

## 8. Tractors:

- 8a. Minimum hitch length 18 inches from center of rear axle to hook point measured horizontally.
- 8b. Hitch height maximum of 20 inches and must be parallel to ground. It is highly recommended to have hitch cut from one solid steel piece with no welds.

## **DRIVELINE SHIELDING**

1. Loops on all driveline must be round.
2. All U-joints must be shielded 360° with 3/8" thick aluminum or 5/16" thick steel. Shield will be six (6) inches long minimum and centered on u-joint. Inside diameter of shield will be no more than two (2) inches larger than u-joint. If aluminum is used on u-joint shield, and 1/8" insert will be put inside of shield at u-joint area six (6) inches wide.
3. All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" steel or 3/8" aluminum. The inside diameter will not be larger than two (2) inches larger than the largest universal joint. No more than 1/4" of driveline will be visible. Bolts holding shield together will be 3/8" grade or better, bolted every two (2) inches or closer.
4. All other vehicles not using planetary rear ends will have loops 360° around driveline two (2) inches away from driveline, made of 3/8" aluminum or 5/16" steel, and spaced every 36 inches.
5. Maximum length of driveline on a modified tractor is 48 inches.
6. 4X4 trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, two (2) inch maximum away from driveline.
7. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
8. Any input or output may extend more than four (4) inches to a bearing.

## **ENGINES**

1. Shielding on v or y type engines must be from the base of the head to two (2) inches below the crankshaft throw. Frame may be used as all or part of the shield provided it is solid and covers the required area.

2. Shielding on in-line engines will run from hood to two (2) inches below crankshaft throw. Shield must be complete, no holes accepted. Shielding must extend complete length of block and be securely fastened.
3. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060 inch thick. Starters, exhausts, fuel pumps, etc., will not be considered as part of the shield.
4. All side shields must be solid. Shielding will be made of a total of .125 aluminum or .90 steel minimum of inch thick.
5. Engine fans must be completely shrouded with steel 1/16" or thicker. Electric fans excluded.
6. All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec 18.1 and carry SFI identification.
7. All supercharger drive components will be shielded on top and sides with .060" steel or 1/8" aluminum. Side is defined as to the centerline of bottom pulley. Shield should be wider than drive components.
8. All vehicles using an automotive type supercharger will use aluminum blower studs, SEMA specs 6061 T-6 to secure blower to intake manifold. Blower straps meeting SFI Spec 14.1 or high quality nylon braided straps are required at all events.
9. Carbureted, or injected, marine or aircraft engines using a centrifugal super charger must be shielded as follows:
  - 9A. Shielding will be the same on both sides of the supercharger.
  - 9B The shield will start at the same at the centerline and extend five (5) inches rearward and eight (8) inches forward.
  - 9C. Notching will be allowed only to fit around necessary components.
  - 9D. On the front edge of the shield there will be a rolled lip, extending inward one inch and at a 90° angle.

- 9E. Shield will be constructed of 3/8" thick steel and be bolted every two (2) inches or closer with 3/8" grade 5 or better bolts.
- 9F. Shield to start at bottom of housing and go over top and down the other side.
- 9G. Superchargers, as specified in rules above, may use a safety blanket with the following properties: 22 ply ballistic nylon or 18 ply Kevlar.
10. All diesel engines will have a manual three-way dump valve installed ahead of the injection pump, to be operated from dash panel.
11. All turbocharged engines must have two (2) 3/8 grade 5 bolts in vertical position of exhaust. Bolts to be installed 90° to each other within one inch of each other.
12. All turbochargers mounted outside normal engine shielding will be shielded in .060" steel. All intercoolers mounted outside of normal engine shielding will be .060 aluminum.
13. Pro-Stock & Limited Pro: In vertical portion of exhaust: 2- 3/8 Grade 5 (minimum) bolts, installed 90° to each other within one inch. In horizontal portion of exhaust: 2- 5/16 Grade 5 bolts, installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange.

## **EXHAUST**

1. All vehicles must have exhaust discharging vertically within ten (10) degrees of plumb.

## **FUEL**

1. Acceptable fuels are gasoline, diesel fuel, alcohol, and methanol. No fuels in pressurized containers.
2. No oxygen carriers or combustion accelerators.
3. No nitrous oxide, nitro methane, or propylene oxide.
4. Top lube is allowed, but no nitro based top lube will be accepted.

5. All competitors will report to the scales full of fuel.

### **SAFETY SWITCHES**

1. All vehicles will be required to use a kill switch.
2. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.
3. A tie strap will be used during tech to show vehicles have been teched. A 1/4" hole will be used to securely hold tie strap just above the kill switch. Only if tie strap is broken, decided by head track official, will competitor be given opportunity to pull again.
4. A white safety light is required to indicate that competition vehicle is in neutral during process of hooking or unhooking from sled.
5. Kill switches on diesel motors will have:
  - 5A.. Air shut off must be operated from driver' seat.
  - 5B. Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring loaded.

### **FENDERS & SEATS**

1. All tractors must have some type of barrier between driver and tire. Barrier must be capable of supporting weight of driver.
2. All vehicles must have a strong and rigid seat.
3. Fender must be constructed so that when driver is secured in the competition position, no part of driver's body can touch the tires.

### **STABILIZER BARS**

1. Stabilizer bars must support the weight of the vehicle for the heaviest class it will compete in.
2. Stabilizer pads must not be more than ten (10) inches off the ground.

3. The stabilizer pad must be a minimum of five (5) inches square, with a minimum of 20" allowed from the outside of one pad to the other.
4. Stabilizer bars may be in no way connected to drawbar assembly.
5. Stabilizer bars must have a brace that extends vertically twelve (12) inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame axle or top of stabilizer bar arms. Vertical brace should extend rearward a minimum of two (2) inches from radius of rear tire.
6. Stabilizer bars are required on all classes, except for 4X4 trucks.

### **AUTOMATIC TRANSMISSIONS**

1. The use of torque converters, automatic shifts, etc. will be permitted.
2. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted.
3. All vehicles using an automatic transmission will use a positive gear lockout.
4. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Automatic transmission shield or tractor blanket must meet SFI Spec. 4.1

### **WEIGHT**

1. No loose ballast inside the vehicle will be permitted.
2. No vehicle weighing more than class will be permitted.
3. Any weight loss while hooked to the sled and under the green flag will result in disqualification. Any weight touching the ground, although may be attached to the pulling vehicle, the pull will be disqualified. Internal breakage is an exception.

4. Weights must not interfere with the kill switch, drawbar, or chain.

### **UNLIMITED SUPER STOCK**

1. Maximum weight permitted 8000#
2. Maximum cubic inch limit is 650.
3. Acceptable fuels are methanol, gasoline or diesel. No oxidizing agents allowed.
4. Up to four (4) turbo-chargers permitted, but only three (3) pressure stages permitted.
5. Overhead cams permitted.
6. Cast or aluminum heads allowed. Maximum two (2) valves per cylinder.
7. Maximum wheelbase is 114" and maximum length is 13' from the center of the rear axle to forward most part of the tractor.
8. The engine placement can be no farther forward than 60" from the centerline of the rear axle to the rear of the block.
9. Front nose of the crankshaft can be no lower than 4" of the center of the rear axle.
10. Component tractors are permitted. All new component tractors must have approval of sheetmetal and engine combination from PPL Tech committee.
11. Sheet metal must be in place as intended by the manufacturer.
12. All Unlimited Super Stock tractors will require a 47.1 SFI Spec rollover protection.

### **PRO-STOCK TRACTOR**

1. Maximum weight permitted 10,000#
2. Maximum cubic inch limit is 680.
3. The only acceptable fuel is diesel fuel.

4. No combustible agents allowed in water injection.
5. One turbo-charger is allowed, as is one pressure stage and one air compressing device.
6. Maximum wheelbase is 114" and maximum length is 13' from the center of the rear axle to forward most part of the tractor.
7. The engine placement can be no farther forward than 60" from the centerline of the rear axle to the rear of the block.
8. The front nose of the crankshaft can be no lower than 4" of the center of the rear axle.
9. Component tractors are permitted. All new component tractors must have approval of sheetmetal and engine combination from PPL Tech committee.
10. Intercoolers are permitted.
11. Maximum tire size will not exceed 24.5 X 32.
12. All Pro-Stock tractors will require a 47.1 SFI Spec rollover protection.



Riverside Engine

7381 South State Road 231 • Tiffin, Ohio 44883

### **SUPER FARM**

1. Maximum weight permitted 9,300#
2. Maximum cubic inch limit is 640.
3. OEM stock head for that model or series engine permitted.
4. OEM intake manifold only permitted. Alterations allowed. Maximum inlet size 3.75" measured on the outside diameter. One inlet pipe only.

5. OEM exhaust manifolds for that model and series engine only permitted.

6. Intercoolers are permitted with the use of water and/or ice only.

7. Overhead cams are not permitted.

8 Chassis-

8A. Components are not permitted.

8B. OEM rearend, transmission, and engine must be in stock location, bolted and secured to OEM chassis.

8C. Engine can not move independent or rearend/ transmission housing(s).

8D. Stock transmission housing or manufacturer's replacement and stock final drive housings or manufacture's replacement.

8E. Chassis and frame must remain stock from rear of engine block to the rear of tractor.

8F. Tie bars are mandatory or full frame must be mounted rigid to engine, transmission, and final drive housings.

9. Fuel Systems: Largest fuel injection pump allowed will be a P-pump with only one plunger per cylinder.

10. Turbos:

10A. Altering of a turbo housing to accommodate a smaller foot or base will not be permitted.

10B. Exhaust housing and exhaust manifold bolt pattern shall be no larger than 2.75 X 3.5 inches.

12 Intake:

- Map width enhancement is allowed. Maximum map width .200"

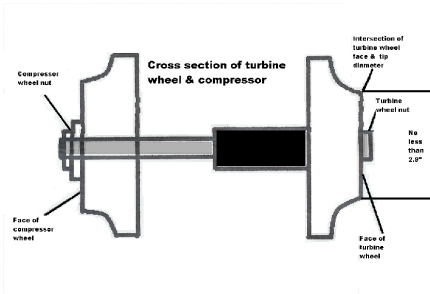
- Compressor wheel must protrude into three inch bore.

- Intake housing to be no larger than three inches at the face of the wheel.

13 Exhaust:

- All turbine wheel blades to protrude into three inch bore. All air must exit through 3" opening.

- Turbine wheel exhaust blade to be no less than 2.90” in diameter at intersection of turbine wheel face and tip diameter.
  - Turbine housing to be no larger than three inches at intersection of turbine wheel face and tip diameter.
  - Exhaust housing will be measured at intersection of turbine wheel face and tip diameter.
14. No waste gates will be permitted.
  15. No variable geometric turbos permitted.



### SUPER STOCK TRACTORS

1. All engine blocks must remain in original location as intended by the manufacturer. Sheet metal to be stock length and location must be stock appearing
2. Tractors must have grill and hood in place as intended by manufacturer.
3. Tractors must have stock motor block or OEM replacement block that will operate with the stock crankshaft for the model without any alterations for chassis mounting. Block can not be altered in any way externally, except for normal repair or for mounting fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to re-bore motor block.
4. Maximum wheelbase is 114” and maximum length is 13’ from the center of the rear axle to forward most part of the tractor.

5. Up to four (4) turbo-chargers permitted, but only three (3) pressure stages permitted.

6. All turbocharged engines on super stock tractors will have one cable totally surrounding the engine block and head. The cable will consist of 3/8" diameter and located between the first and second cylinders. Cable must pass through the manifold areas. Cable will have four (4) to six (6) inches of slack. There will be a minimum of two (2) clamps at all splices.

7. A deflection shield between driver and engine from top of hood and top of transmission housing or clutch housing is required. Deflection shield will go from side shield to side shield. This will help provide a barrier during a flash fire.

8. All Super stock engines are required to shield all rotating mass mounted on the front of the crankshaft. Shield to be frame rail to frame rail by a minimum .125 aluminum or steel fastened to the frame on each side by two evenly spaced bolts. (3/8-inch Grade 5 minimum.)

9. All Super Stock tractors are required to have an approved bell housing blanket that meets the following specifications: 20 ply ballistic nylon or 20 ply Kevlar style 713 betting construction. At least seventeen (17) inches wide and long enough around the bell housing with six (6) inches of overlap, secured with a two (2) inch wide nylon web straps, with a steel "d" ring on one end and sewn the length of the blanket, except overlap area and long enough to pass back through the "d" ring and to be tied in a saddle cinch and with four (4) two inch nylon webs retaining strips, each at the front and back of blanket.

10. All Super Stock tractors will run a safety tie bar system or a one-piece frame rail secured to the rear axle housing.

10a. Tie bars will be mounted with at least four (4) axle housing bolts.

10b. Tie bars will extend forward of bell housing area and be fastened to side of the block with a minimum of two (2) 5/8 bolts.

10c Tie bars will be of sufficient strength to support weight of the tractor with the bolts used to split tractor removed.

10d All safety blankets will be mounted inside safety tie bar system.

Maximum wheelbase is 114" and maximum length is 13' from the center of the rear axle to forward most part of the tractor.

11. The engine placement can be no farther forward than 60" from the centerline of the rear axle to the rear of the block.

12. Front nose of the crankshaft can be no lower than 4" of the center of the rear axle.

13. Component tractors are permitted. All new component tractors must have approval of sheetmetal and engine combination from PPL Tech committee.

14. No four-wheel drive tractors will be permitted.

All Super Stock tractors will require a 47.1 SFI Spec rollover protection or better.

### **HOT FARM TRACTORS**

1. Maximum weight permitted 10,000 lbs

2. Tires:

2A. 20.8 x 38 uncut or single cut tires (no  $\frac{3}{4}$  V's, single V's or double V's) (beyond point of V cannot exceed twice the length of the width of the bar).

2B. No rim size larger than 38" in diameter.

2C. No radial tires.

3. Water Injection:

3A. High pressure water injection is allowed in the crossover pipe and ported water is allowed in the intake manifold only, not in the head. Water only permitted.

3B No intercoolers permitted

#### 4. Engines

4A.. 510 cubic inch limit (+ or – 1 percent). Two valve farm tractor cylinder heads only. (OEM or stock replacement head for make and model).

4B. OEM intake manifolds.

4C. Not allowed to cross manufacturer's lines.

#### 5. Turbos

5A. 3" inlet, 3½" exhaust outlet, no waste gates. Wheel must rotate in the bore.

5B. No additional openings in compressor housing outside the 3" opening. MWE groove is allowed to be open.

#### 6. Restrictor Plate:

6A. 2¾" ID (+ or - .005) (no taper allowed) (round opening)

6B. ¾" thick (+ or - .005)

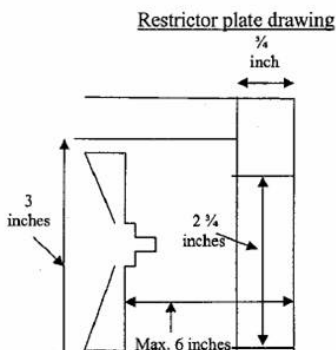
6C. Maximum of 1/16th radius in the bore opening.

6D. Screwed and sealed (O-rings or gasket sealer) to the front face of the compressor housing.

6E Inlet pipe to be the same size inside diameter for the entire length.

6F. No spacer plate behind or in front of restrictor plate.

6G. Maximum 6" from the front of the restrictor plate to the face of the compressor wheel.



7. Largest fuel injection pump allowed will be a P-pump with only one plunger per cylinder.
8. Exhaust headers are allowed.

## **SUPER MODIFIED TRACTORS**

1. Any four reciprocating, internally combusted, automotive engine type tractors will be limited to 8-71 supercharger maximum.
2. Any three reciprocating, internally combusted, automotive engine type tractors will be limited to 14-71 supercharger maximum.
3. Any two Allison or Rolls Royce type powered tractor may stage the air compressing devices, mamimum weight 7,800#.
4. Any two (2) industrial engines. Maximum of 2 pressure stages.
5. All turbine powered tractors will be allowed to compete, with limits of 2-T64, 2-T55, or 4-T53 maximums.
6. Competitors may disable engine or engines to meet class limits.
7. Weight - Maximum weight permitted 7,500#
8. All automotive engines are limited to two (2) valves per cylinder.
9. No screw type superchargers allowed.
10. All burst panels must face away from drivers
11. Maximum bore spacing is 5.00".
12. No timing delay devices permitted.
13. All Super Modified Tractors will require a 47.1 SFI Spec rollover protection.
14. Chassis
  - a) No portion of the tractor may go beyond 14 feet from the center of the rear axle.
  - b) Any Mod that has the frame bolted to the

transmissions must have the frame bolted to the axle housing. Frame must be sufficient enough to withstand the bolts being taken from the plate of the transmission or rear end, and can still support the weight of the tractor.

c) Drive shafts will not exceed 48 inches and no input or output shaft that attaches to a drive shaft will exceed 4 inches beyond a bearing.

d) A one inch material minimum below the end of the drive shaft shield and a bolt. The one inch material will be found in pilot holder at each end of the drive shaft shield. A minimum of 8318 grade #8 bolts will carry bearing assembly if attached to a vertical plate.

e) All carrier bearings must be approved by the PPL.

Tires - No more than 30.5 inches wide.

## **SUPER MODIFIED 2-WHEEL DRIVE TRUCKS**

1. Maximum weight of competition vehicle is 6200#.
2. Maximum wheelbase on all trucks is 165 inches regardless of body type.
3. The 15 feet from center of axle overall rule will apply to all TWD trucks with the exception of a 10" inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed pasted 15 feet.
4. Maximum width of vehicle is 96"
5. Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft.
6. Maximum supercharger limit is 14-71 hi-helix. No screw type superchargers permitted.
7. Maximum bore spacing is 5.00"
8. All burst panels must face away from driver.
9. No timing delay devices permitted.
10. Any mass produced truck style body may be used, all other bodies will be subject to a 200# weight reduction at

nationally sanctioned events. See PPL Tech Committee for approval.

11. Fiberglass bodies are accepted.
12. Flip top bodies must have escape hatch through roof. If body has doors they must be in position and closed.
13. Truck beds must be covered during competition.
14. Grills and fenders must in place as intended by the manufacturer.
15. Clear or factory tinted windows must be in place. Plexi-glass is acceptable.
16. Only 1/4" lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls.
17. No plexi-glass.
18. All vehicles must have vertical bumpers. Bumpers must extend minimum or 8" vertically. Bottom of bumper to be a maximum of 24" from the ground.
19. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
20. Non-planetary rear ends must run axle covers.
21. Weights cannot extend more than 12 inches from drawbar.

### **MODIFIED 4X4 TRUCKS**

1. Maximum weight of competition vehicle is 6350#.
2. No cubic inch limit.
3. Any automotive type engine, must be naturally aspirated, with only two valves per cylinder and must accept a stock automotive crankshaft.
4. Rear of engine block can be no farther forward than the centerline of the front axle.
5. Maximum bore spacing allowed is 5.00".

6. Engine must be behind grill.
7. Front weights may not extend more than 60 inches from centerline of front axle. No loose weights allowed in cab or under hood allowed.
8. Truck or van bodies permitted and must have complete firewall.
9. Planetary axles are permitted.
10. Tube frames are permitted.
11. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A single hole may be cut in one to allow locking in of hubs.
12. Maximum wheelbase is 133 inches on all Modified 4X4 trucks. Wheels must be centered in wheel wells. Body must be lengthened or shortened between cab and rear wheel wells, to maintain rear wheels centered in rear wheel well.
13. Maximum tire size to be 112 inch circumference, when inflated to 30 psi with original bar, not to exceed 18 inches in width before cutting.
14. Front tow hitch will be strong enough to push, pull or pick the vehicle up. Only a 6x6 piece of steel with a minimum thickness of 1" and a maximum of 1.25" thickness will be allowed. A round three (3) inch hole is required in front tow hitch.
15. Clear plexi-glass or factory tint glass permitted.
16. No mud flaps or dirt deflectors will be permitted.
17. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
18. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached during these devices during competition.
19. Hitch height maximum is to be 26" at point of hook before, during, and after pull. Hitch must be rigid in all

directions and solidly mounted. Pulling point can be no more than 1" inches from back edge of drawbar. No clevis, chains, or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 36% of truck wheelbase and shall not slope any greater than 33° to hitch point.

20. No hitch supports or adjusters, if fastened to the rear axle housing shall be above the center line of the rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.

### PRO STOCK 4X4 TRUCKS

1. Maximum weight is 6200#
2. Cubic Inch maximum permitted is 485.
3. All engines must retain stock bore spacing. Aluminum cylinder heads permitted, must retain intake port configuration of OEM and accept OEM intake manifolds without alterations except fords will be allowed "A" type of cylinder heads or their replicas and Dodge will be permitted "B-1" type cylinder heads or their replicas.
4. Aluminum Blocks permitted.
5. Single naturally aspirated carburetors only with no splits or tunnel rams allowed.

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6. All exhaust must exit vertical up thru the hood.
7. Wheelbase – 134” maximum, sheet metal must conform to wheelbase. Fiberglass bodies permitted
8. Any make engine allowed with any body.
9. Hitch Height – 26” maximum, before, during and after the pull and must be rigid in all directions.
10. Rear of block must be at least 12” behind the center front axle tube.
11. Drive train will consist of the following: Any front axle, any transfer case, any rear axle. No planetaries permitted.
12. OEM frame rails only permitted.
13. Totally enclosed bell housings are required and must meet SFI spec. 6.1 or better.
14. Tire maximum 31x15.5x15. Street legal tires may run in this class, maximum is 16.5x12x35. Maximum measured outside corner to outside corner.
15. No mud flaps or dirt deflectors allowed.
16. All other rules may be found in 4x4 Pro Modified Truck section.
17. All questions concerning engine legality must be approved by PPL tech committee.

### **SUPER STOCK 4X4 TRUCKS**

1. Maximum weight of competition vehicle is 6200#.
2. Maximum cubic inch limit is 410.
3. Any automotive type engine must be limited to a single, four (4) barrel carburetor with mechanical linkage, with only two valves per cylinder and must accept a stock automotive crankshaft.
4. Fuel injection or any air compressing devices are not permitted.
5. Rear of engine block if moved must be a minimum of twelve (12) inches behind the centerline of the front axle.

6. OEM bore spacing must be retained in engine.
7. Grill must be original position.
8. Truck bodies permitted and must have complete firewall.
9. . Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A single hole may be cut in one to allow locking in of hubs.
10. Maximum wheelbase is 134 inches on all Super Stock 4X4 trucks.
11. Maximum tire size to be 112 inches in circumference once tire is inflated to 30psi. The outside edge of the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch.
12. Clear plexi-glass or factory tint glass permitted.
13. No mud flaps or dirt deflectors will be permitted.
14. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
15. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached during these devices during competition.
16. Hitch height maximum is to be 26" at point of hook before, during, and after pull. Hitch must be rigid in all directions and solidly mounted. Pulling point can be no more than 1" inches from back edge of drawbar. No clevis, chains, or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 27% of truck wheelbase.
17. All other rules not stated will fall under the Modified 4X4 truck category.

## PRO STREET DIESEL TRUCKS

1. Class will run at 8000 lbs. Trucks must remain stock appearing.
2. Maximum wheelbase permitted 158".
3. Maximum engine size will be 460 cubic inches. Engine must come from factory in one ton or smaller pickup truck. Engine must remain in stock location as intended by manufacturer.
4. Front of engine block can be no farther forward than 17" of the centerline of the front axle.
5. Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.5" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions.
6. One turbo with one pressure stage permitted. Maximum of 3.0" opening on intake wheel. Map width enhancement is allowed. Compressor wheel must protrude into three inch bore Intake housing may not exceed three inches Turbo mounting plates are permitted.
7. Exhaust must exit straight up, minimum of cab height with (2) -3/8" inch bolts mounted in a cross pattern.
8. No cast iron clutches or flywheels permitted.
9. Fuel safety kill and/or air shutoff must be installed on rear of truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.
10. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
11. Computer chips and boxes permitted.
12. Fuel Systems: Largest fuel injection pump allowed will be a P-pump with only one plunger per cylinder. (No Sigma pumps)
13. Stock appearing fuel injection pump permitted.

14. Must be D.O.T. approved tire. Maximum tire height 35". No studded tires or chains. No alteration to tires allowed. No bar or terra tires. Dual rear wheels are permitted.
15. Water injection permitted.
16. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened.
17. Fuel limited to Diesel fuel and Bio-diesel only. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
18. Drive train will consist of the following: Any front axle, any transfer case, any rear axle. No planetaries permitted.
19. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
20. S.F.I Bell housing Blankets and/or S.F.I Blow proof Bell housings required
21. All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will no more than 2 inches larger than U-joint.
22. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
23. Suspension modifications are permitted. Removable suspension blocks are permitted.
24. Fire Extinguishers, helmets, and seatbelts required.

### **DIESEL SUPER STOCK TRUCKS**

1. Weight class will operated at an 8000 lb. maximum
2. Maximum engine size will be 460 cubic inches. Engine must come in one ton or smaller truck.
3. Wheelbase maximum 158"
4. No nitrous, propane or alcohol -- #2 Diesel Only

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5. Water Injection is permitted in this class
6. Turbochargers- Limited to 2 stage configuration
7. Hanging weights allowed- Weights must not extend more than 60" from centerline of front axle (Weights must be secure)
8. 26" Hitch height
9. Hitch hook point must not be less than 44" from centerline of rear axle. 3" X 3.5" drawbar opening.
10. Secondary hitches required. 200# deduction in weight for not having a safety hitch.
11. Hitch must not exceed a maximum of 33 degree angle from pivot point to hook point
12. Rigid Suspension allowed
13. Drop boxes, Reversers allowed
14. Snell 85 or better helmets required
15. S.F.I. Fire suits required.

16. No cast iron clutches or flywheels permitted.
17. S.F.I Bell housing Blankets and/or S.F.I Blow proof Bell housings required
18. All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will no more than 2 inches larger than U-joint.
19. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4 "of shaft may be visible.
20. Fire Extinguishers, helmets and seatbelts required
21. Exhaust must exit straight up, minimum of cab height, with (2) -3/8" inch bolts mounted in a cross pattern.
22. Air Shutoff's required- consisting of (1) cable to the rear of the truck to be operated by the sled, and also a cable inside the driver's compartment
23. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.
24. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
25. 35" tire maximum height, tread width not to exceed 18".
26. Cut or Sharpened tires allowed
27. Mechanical or electronic fuel injection permitted.
28. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick.
29. Tires and wheels must stay in the center of the wheel wells as intended by the manufacture.

## HOT ROD SEMI

1. Maximum weight for competition is 20,000#.
2. Truck must be stock appearance for that year, model and make of truck.
3. One commercial truck engine only permitted. Engine must have been available in road use trucks. No non-commercial or specialty engines permitted. (QSK-19 has been approved for competition)
4. Two (2) air stages maximum are permitted on engine.
5. Transmissions and rear ends must be commercial truck factory components.
6. Automatic transmissions must be covered by an approved scatter blanket.
7. Vehicles are required to have steel flywheel and clutch components. No cast clutch components permitted. All bell housings must be covered by approved scatter blanket.
8. Mechanical clutches only will be permitted.
9. Vehicles are required to have a starter interrupter switch, which will only let vehicle start when in neutral.
10. Batteries must be located and mounted outside of driver's compartment.
11. A diverter valve that will permit fuel to return to the fuel tank in the case of an emergency is required.
12. Pressurized tanks, bottles, or cylinders are not permitted with the exception of air supply tanks used for air brake equipment.
13. DrawbarA. Drawbar must be mounted to frame. B. Maximum hitch height is 18 inches. Drawbar must adjust between 16 and 20 inches. C. Minimum drawbar length is 34 inches from center of the rear axle to the farthest point on hitch, and no longer than 30% of the wheelbase. D. Drawbar must be equipped with a 3 X 3.5 inch round hole and free from any obstructions during hitching.E. Hook point may not be more than two inches from back edge of

drawbar.F. Drawbar must be designed with a minimum of three inches of total material at any point. G. Pivot pin must be greater than one inch in diameter.H. No chains or cable permitted as drawbar

#### 14. Kill Switch

- A. Safety switch will activate the air shut off will be within twelve (12) inches or less of drawbar.
- B. Vehicles that have electric fuel pumps will have switch connected to kill switch to stop fuel being pumped to engine.
- C. Vehicles must have master electrical disconnect clearly visible to official.
- D. Engine ignition and fuel supply master switches must be within easy operating reach of driver for disconnect.

#### 15. Tires

- A. DOT tires only. Maximum tire size to be 11X24.5X8.25 or 10X22X8.25
- B. Must have dual wheels and dual tires on rear axles. Only "Bud" type wheels permitted
- C. No chains or cables permitted.
- D. Cut tires are not allowed.

#### 16. Axles

- A. Tandem axle drive semi trucks will be allowed to compete.
- B. No air or mechanical lifts for front axles are permitted. C. The rear axle drive must be secured to the frame to keep a constant hitch height while hooked to sled during competition.

#### 17. Chaining of axles

- A. The rear drive axle must be secured tightly by chain or other device to the frame to maintain the legal hitch height while hooked to the sled.
- B. Chain binders are not permitted.
- C. If tires on any rear drive axle loose contact with the ground, under the green flag, is under possible disqualification. Action is protest able.

## 18. Weights

- A. Weights must not interfere with hooking of sled to drawbar.
- B. Weights cannot extend rearward more than 51 inches from the center of the rear axle.
- C. Weights cannot extend more than 24 inches from stock forward most point.

## 19. Fluid testing procedures

- A. Only fuel permitted is diesel fuel. Fuel may be tested at each of the events in the point's race season.
- B. The only additive for water injection is a soluble oil. Testing of water will be done on a case by case basis. Windshield washer fluid is not permitted.

### **EAST COAST PULLERS 2007 COMPETITION RULES**

#### 1. Modified tractors are limited to the following:

A) Three (3) blown automotive WEDGE HEAD motors with 8-71 blower limit, or a single Staged turbo. No intercoolers will be accepted. Port fuel injection is acceptable.

B) Pontiac, Oldsmobile or heads of that nature will not be accepted on blown Chevy big blocks. All cylinder heads intake ports must remain in an O.E.M. configuration and accept O.E.M. intake manifold.

C) Five (5) naturally aspirated small blocks permitted.

D) Four (4) naturally aspirated big blocks (non Hemi) permitted.

E) Two (2) blown Hemi or wedge motors with 14-71 blower maximum or 2 staged turbos, no intercooler permitted.

F) Three (3) naturally aspirated Hemi's permitted.

G) One (1) Allison V-12 with either a 2 turbo setup or an aux. stage, plus a naturally aspirated Automotive motor.

H) One (1) Allison V-12 with a single staged supercharger or turbo. Fuel injector system or

Carburetors, plus one (1) wedge automotive type engine with a blower maximum of 8-71.

I) One (1) marine or industrial engine and diesels may have up to 2 pressure stages.

J) Any combination of Turbine engines totaling 4,500 horsepower as rated by the military. Water alcohol injection permitted.

K) Two (2) Packard's running gas or alcohol with a 6.51 supercharger. Stock Packard butterfly must be maintained and used.

L) No more than two (2) Allison's on gas, with a supercharger ratio not exceeding 8.8-1. Two (2) Allison's on alcohol may not exceed supercharger ratio of 8.1-1. Butterfly area may be no larger than 28.4 square inches.

M) Any other engine combination must be approved by the East Coast Pullers Board of Directors.

N) All automotive engines limited to two (2) valves per cylinder.

O) A maximum bore spacing of 5.00" is allowed.

P) All engines with burst panels must face away from the driver.

Q) A puller may disable an engine if their combination is over East Coast Pullers limitations.

## 2. Modified chassis:

A) No portion of the tractor may go beyond 14 feet from the center of the rear axle to furthest most forward point.

B) Any Modified that has the frame bolted to the transmissions must have the frame bolted to the rear axle housing. Frame must be sufficient enough to withstand the bolts being taken from the plate of the transmission or rear end, and can still support the weight of the tractor.

C) Drive shafts will not exceed 48 inches and no input or output shaft that attaches to a drive shaft will exceed 4 inches beyond a bearing. A minimum of 8 grade #8, 3/8 bolts will be used to attach any carrier bearing assembly

mounted to a vertical plate.

D) All drive shafts must be shielded 360 degrees, with minimum 3/8 inch aluminum or 5/16 inch steel for total length. Shielding must be attached by at least 1 inch minimum material at each end.

3. Tires: No more than 30.5 inches wide will be permitted.
4. Weight: 7,500 lbs.

\* ALL TRACTORS ARE REQUIRED TO HAVE 47.1 SFI  
SPEC ROLLOVER PROTECTION \*

### **MODIFIED FOUR WHEEL DRIVE TRUCKS**

1. Maximum weight of pulling vehicle is 6,200 lbs.
2. Maximum cubic inch limit is 650.
3. Maximum bore spacing allowed is 5.00".
4. The use of airbags, air shocks, hydraulic cylinders or electronic controls as components of a chassis's suspension system is not allowed. This shall not prohibit the use of conventional sealed circuit shock absorbers that have no external plumbing lines or external reservoirs.
5. Hitch height maximum is to be 26" at point of hook before, during and after pull. Hitch must be rigid in all directions and mounted solidly. Pulling point can be no more than 1 1/2 inches from back edge of drawbar. No clevis chains or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 30% of truck wheelbase and shall not slope any greater than 33 degrees to hitch point.
6. The use of hydraulic cylinders to retract and or project a weight box is permitted if: A: The cylinders themselves internally limit the travel within the allowable 60". No removable or fixed pins, or external stops, to limit the projection travel. B: During tech it will be pinned at exact position, and must stay in that position during weigh-in, hitch pad adjustment, and competition.

7. All other rules will follow the Modified 4x4 truck rules.

### **MODIFIED TWO WHEEL DRIVE TRUCKS**

1. No body restrictions will be in effect for the East Coast Pullers.
2. Maximum length to be 15 feet from center of rear axle to furthest most forward point. Front wheels must be in the center of wheel well. Maximum wheelbase on all trucks is 165 inches regardless of body type. NO BODY RESTRICTIONS will be in effect for the East Coast. Maximum weight of all competition vehicles is 6200 lbs.
3. Any timing delay devices MUST BE REMOVED from the pulling vehicle.
4. Maximum cubic inch will be 575.
5. Flip top bodies must have escape hatch through roof, if driver can not get out thru window.
6. All other rules will follow the Modified Two Wheel Drive Truck rules.

### **EAST COAST PULLERS COMBO TRACTOR CLASS**

Pro Stock Tractors will weigh a maximum or 10,000 lbs.  
Super Stock Tractors will weigh a maximum of 9,500 lbs.  
Super Stock Tractors using Alcohol for fuel:

- A) Will not be larger than 504 cubic inches
- B) No overhead cams permitted.
- C) Maximum of two (2) turbochargers permitted.

**\*\* WEIGHT CAN AND WILL BE ADJUSTED DOWN FOR THE ALCOHOL SUPER STOCK TRACTORS FOR THE 2007 SEASON IF THE EAST COAST PULLERS BOARD OF DIRECTORS DETERMINES A DOMINATION FACTOR IS OCCURING IN THE 2007 SEASON \*\***

All tractors will have a SFI 47.1 Spec rollover protection.

Unless stated otherwise, all other General Rules will apply to East Coast Pullers Combo Tractor class.

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**2007 Lucas Oil Pro Pulling League COMPETITION RULES  
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**MODIFIED TRACTORS**

1. Modified tractors are limited to the following:
  - A) Three (3) blown automotive WEDGE HEAD motors with 8-71 blower limit, or a single staged turbo. No intercoolers will be accepted. Port fuel injection is acceptable.
  - B) Pontiac, Oldsmobile or heads of that nature will not be accepted on blown Chevy big blocks. All cylinder heads intake ports must remain in an O.E.M. configuration and accept O.E.M. intake manifold.
  - C) Five (5) naturally aspirated small blocks permitted.
  - D) Four (4) naturally aspirated big blocks (non Hemi) permitted.
  - E) Two (2) blown Hemi or wedge motors with 14-71 blower maximum or 2 staged turbos, no intercooler permitted.
  - F) Three (3) naturally aspirated Hemi's permitted.
  - G) One (1) Allison V-12 with a 2 turbo setup or an aux. stage, plus a naturally aspirated automotive motor.
  - H) One (1) Allison V-12 with a single staged supercharger or turbo. Fuel injector system or carburetors, plus one (1) wedge automotive type engine with a blower maximum of 8-71.
  - I) One (1) marine or industrial engine and diesels may have up to 2 pressure stages.
  - J) Any combination of Turbine engines totaling 4,500 horsepower as rated by the military. Water alcohol injection permitted.
  - K) Two (2) Packard's running gas or alcohol with a 6.51 supercharger. Stock Packard butterfly must be maintained and used.
  - L) No more than two (2) Allison's on gas, with a supercharger ratio not exceeding 8.8-1. Two (2) Allison's on alcohol may not exceed supercharger ratio of 8.1-1. Butterfly area may be no larger than 28.4 square inches.

M) Any other engine combination must be approved by the Lucas Oil Pro Pulling League Tech committee.

N) All automotive engines limited to two (2) valves per cylinder.

O) A maximum bore spacing of 5.00" is allowed.

P) All engines with burst panels must face away from the driver.

Q) A puller may disable an engine if their combination is over Modified Tractor limitations.

## 2. Modified chassis:

A) No portion of the tractor may go beyond 14 feet from the center of the rear axle to furthest most forward point.

B) Any Modified that has the frame bolted to the transmissions must have the frame bolted to the rear axle housing. Frame must be sufficient enough to withstand the bolts being taken from the plate of the transmission or rear end, and can still support the weight of the tractor.

C) Drive shafts will not exceed 48 inches and no input or output shaft that attaches to a drive shaft will exceed 4 inches beyond a bearing. A minimum of 8 grade #8, 3/8 bolts will be used to attach any carrier bearing assembly mounted to a vertical plate.

D) All drive shafts must be shielded 360 degrees, with minimum 3/8 inch aluminum or 5/16 inch steel for total length. Shielding must be attached by at least 1 inch minimum material at each end.

3. Tires: No more than 30.5 inches wide will be permitted.

4. Weight: 7,500 lbs.

\* ALL TRACTORS ARE REQUIRED TO HAVE 47.1 SFI SPEC ROLLOVER PROTECTION \*

## **SUPER STOCK TRACTORS**

1. Maximum weight permitted 8,200lbs.
2. All engine blocks must remain in original location as intended by the manufacturer. Sheet metal to be stock length and location must be stock appearing
3. Tractors must have grill and hood in place as intended by manufacturer.
4. Tractors must have stock motor block or OEM replacement block that will operate with the stock crankshaft for the model without any alterations for chassis mounting. Block can not be altered in any way externally, except for normal repair or for mounting fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to re-bore motor block.
5. Maximum wheelbase is 114" and maximum length is 13' from the center of the rear axle to forward most part of the tractor.
6. Component tractors are permitted.
7. The engine placement can be no farther forward than 60" from the centerline of the rear axle.
8. Front nose of the crankshaft can be no lower than 4" of the center of the rear axle.
9. Up to four (4) turbo-chargers permitted, but only three (3) pressure stages permitted.
10. All turbocharged engines on super stock tractors will have one cable totally surrounding the engine block and head. The cable will consist of 3/8" diameter and located between the first and second cylinders. Cable must pass through manifold areas. Cable will have four (4) to six (6) inches of slack. There will be a minimum of two (2) clamps at all splices.
11. A deflection shield between driver and engine from top of hood and top of transmission housing or clutch housing is required. Deflection shield will go from side shield to side shield. This will help provide a barrier during a flash fire.

12. All Super stock engines are required to shield all rotating mass mounted on the front of the crankshaft. Shield to be frame rail to frame rail by a minimum .125 aluminum or steel fastened to the frame on each side by two evenly spaced bolts. (3/8-inch Grade 5 minimum.)

13. All Super Stock tractors are required to have an approved bell housing blanket that meets the following specifications: 20 ply ballistic nylon or 20 ply Kevlar style 713 betting construction. At least seventeen (17) inches wide and long enough around the bell housing with six (6) inches of overlap, secured with a two (2) inch wide nylon web straps, with a steel "d" ring on one end and sewn the length of the blanket, except overlap area and long enough to pass back through the "d" ring and to be tied in a saddle cinch and with four (4) two inch nylon webs retaining strips, each at the front and back of blanket.

14. All Super Stock tractors will run a safety tie bar system or a one-piece frame rail secured to the rear axle housing.

10a. Tie bars will be mounted with at least four (4) axle housing bolts.

10b. Tie bars will extend forward of bell housing area and be fastened to side of the block with a minimum of two (2) 5/8 bolts.

10c. Tie bars will be of sufficient strength to support weight of the tractor with the bolts used to split tractor removed.

10d. All safety blankets will be mounted inside safety tie bar system.

15. No four-wheel drive tractors will be permitted.

16. All Super Stock tractors will require a 47.1 SFI Spec rollover protection or better.

17. Unless stated otherwise, all General and Safety Rules must be followed set forth by the Lucas Oil Pro Pulling League Rulebook.

Specialized for Heavy Super Stock Tractors in Empire State Pullers & NYTPA

## **WEIGHT**

Alcohol Super Stock Tractors will weigh a maximum of 7,500lbs and a maximum cubic inch limit of 504.

Alcohol Super Stock Tractors will with cast iron heads will weigh a maximum of 8,000lbs and a maximum cubic inch limit of 504.

Diesel Super Stock Tractors and Alcohol Tractors under 436 ci. will weigh a maximum of 8,500lbs.

Pro-Stock and Super Farm Tractors will weigh a maximum of 9,000lbs.

### **LIGHT WEIGHT SUPER STOCK TRACTORS**

1. All engine blocks must remain in original location as intended by the manufacturer. Sheet metal to be stock length and location must be stock appearing
2. Tractors must have grill and hood in place as intended by manufacturer.
3. Tractors must have stock motor block or OEM replacement block that will operate with the stock crankshaft for the model without any alterations for chassis mounting. Block can not be altered in any way externally, except for normal repair or for mounting fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to re-bore motor block.
4. No overhead cams permitted.
5. Maximum wheelbase is 114" and maximum length is 13' from the center of the rear axle to forward most part of the tractor.
6. Component tractors are permitted.
7. The engine placement can be no farther forward than 60" from the centerline of the rear axle.
8. Front nose of the crankshaft can be no lower than 4" of the center of the rear axle.
9. Up to four (4) turbo-chargers permitted, but only three (3) pressure stages permitted.

10. All turbocharged engines on super stock tractors will have one cable totally surrounding the engine block and head. The cable will consist of 3/8" diameter and located between the first and second cylinders. Cable must pass through manifold areas. Cable will have four (4) to six (6) inches of slack. There will be a minimum of two (2) clamps at all splices.

11. A deflection shield between driver and engine from top of hood and top of transmission housing or clutch housing is required. Deflection shield will go from side shield to side shield. This will help provide a barrier during a flash fire.

12. All Super stock engines are required to shield all rotating mass mounted on the front of the crankshaft. Shield to be frame rail to frame rail by a minimum .125 aluminum or steel fastened to the frame on each side by two evenly spaced bolts. (3/8-inch Grade 5 minimum.)

13. All Super Stock tractors are required to have an approved bell housing blanket that meets the following specifications: 20 ply ballistic nylon or 20 ply Kevlar style 713 betting construction. At least seventeen (17) inches wide and long enough around the bell housing with six (6) inches of overlap, secured with a two (2) inch wide nylon web straps, with a steel "d" ring on one end and sewn the length of the blanket, except overlap area and long enough to pass back through the "d" ring and to be tied in a saddle cinch and with four (4) two inch nylon webs retaining strips, each at the front and back of blanket.

14. All Super Stock tractors will run a safety tie bar system or a one-piece frame rail secured to the rear axle housing.

10a. Tie bars will be mounted with at least four (4) axle housing bolts.

10b. Tie bars will extend forward of bell housing area and be fastened to side of the block with a minimum of two (2) 5/8 bolts.

10c Tie bars will be of sufficient strength to support weight of the tractor with the bolts used to split tractor removed.

- 10d. All safety blankets will be mounted inside safety tie bar system.
15. No four-wheel drive tractors will be permitted.
16. All Light Weight Super Stock tractors will require a 47.2 SFI Spec rollover protection or better.
17. Unless stated otherwise, all General and Safety Rules must be followed set forth by the Lucas Oil Pro Pulling League Rulebook
- Specialized for Light Weight Super Stock Tractors in Empire State Pullers:

### **WEIGHT**

Alcohol Super Stock Tractors will weigh a maximum of 6,000lbs and a maximum cubic inch limit of 504.

Diesel Light Super Stock Tractors will weigh a maximum of 6,400lbs.

### **BADGER STATE LIGHT LIMITED SUPERSTOCK**

#### **CHASSIS**

1. Must have operational rear brakes
2. Must have wide front axles. Front wheels shall track within the rear wheels.
3. Chassis must conform to engine being used. Must retain factory (OEM) clutch housing, transmission case, rear end housing, and axle housings.
4. Any upgrade of "sheet metal" must have written approval of the BSTP board of directors.
5. A maximum of 114 inch wheelbase is allowed unless tractor was originally produced with a longer wheelbase. In the later case, the wheelbase must remain stock. A maximum length of 13 feet from the center wheel axle to the forward most point of tractor, including weights.

7. Must be equipped with fenders or solid shield between driver and tires. The fender shield must be a minimum of 6" wide at the bottom increasing to 36" wide at the top. The fender shield must curl a minimum of 6 inches from vertical out over the tire.
8. Must be equipped with roll cage including 5 point harness seat.
9. Tire size limit is 24.5" x 32". No chains, no duals, or 4-wheel drives allowed.
10. Must be equipped with side shields (minimum of .060" steel or aluminum) which are securely fastened to the tractor. Quick release fasteners (i.e. winged DUS type or cotter pin type hood pins) must be used. Side shields must cover from top of the frame to the hood and the length of engine.
11. Must be equipped with a metal deflection shield between the driver and the engine from top of torque tube, transmission housing, or clutch housing, to top of hood from side shield to side shield.
12. No ether bottle (starting aids) allowed on board while pulling.
13. Must run either a one piece frame extending from the front of the tractor to rear axle housing mounting bolts, or safety tie bars mounted to rear axle housing (with at least 4 axle housing bolts) extending forward ahead of flywheel area and fastened to the main frame with at least two 5/8" bolts. Frame or tie bars & mounting bolts must be sufficient to support weight of tractor. Clutch safety blanket must be on the inside of the tie bar.
14. Weights must be securely fastened to the tractor. No rubber straps (i.e. bungee cords) allowed holding weights in place.

### **STABILIZER BARS**

1. Must be equipped with stabilizer bars.
2. Stabilizer bars must extend a minimum of 32" behind

the centerline of the rear axles. Pads must not be more than 10" off the ground at the 32" point. Pads must be a minimum of 5"

3. square and minimum of 20" from outside of one pad to the other.
4. Stabilizer bars must have a brace that extends vertically 12" from the rear of the pads.
5. Stabilizer bars must have support braces extending inward to frame, axle, or top of stabilizer bars arms.
6. Vertical brace should extend rearward a minimum of 2" from the radius of the rear tire.
7. Stabilizer bar and bar assembly must not be mounted to or drawbar assembly.
8. Each stabilizer bar must support the weight of the tractor (i.e. jacking under the pads until tractor is completely off the ground is a good test).
9. No cross bars between stabilizer bars behind the point of the drawbar hook.

## **DRAWBARS**

1. Drawbars must be constructed of minimum of 2" square steel at any point including area of pin with pin removed. Pin size must be a minimum of 7/8". The hitch (at hitching point) must be a minimum of 1" square or 1 1/2" round stock and a maximum of 1 1/2" square or 1 1/2" round stock. Hitch opening must be 3" to 3/4" wide by 3 3/4" long. Hitching point must not be closer than 18" to centerline of the rear axles.
2. Hitching point must be parallel with, and not lower than the drawbar (i.e. no "drop down" hitches allowed).
3. No portion of tractor is allowed to interfere with the sled, chain, or hook during a pull or while being hooked or unhooked.
4. An area of 5" wide and 12" high immediately above the drawbar must be free of all obstructions including weights,

stabilizer bars, and second hitch for ease of hooking and unhooking.

5. Second drawbar must be 8" below the primary drawbar. Second drawbar must not interfere with the measurement of the primary drawbar. Hole on second drawbar is recommended to be covered if not in use.

6. Drawbars cannot be connected to hydraulics or any type of trick hitch. No top link adjustment allowed (i.e. turn buckle mounted directly from top of drawbar).

7. Drawbars must be constructed so that in the event of drawbar breakage, the drawbar supports do not pull from a top link or brace above the centerline of the rear axle of the vehicle.

8. It is recommended that the tractor not be tied down to tow vehicle from the drawbar in any manner.

## **ENGINE**

1. Engine must be the OEM manufacturer block for said tractor at the time of manufacture or factory replacement block. Engine must conform to clutch housing, transmission case, and tear end housing being used.

2. Maximum of 315 cubic inches (no tolerance) for twin turbocharged engines.

3. Maximum of 410 cubic inches (no tolerance) for single turbo-charged engines.

4. No larger cubic inch engines as produced by the manufacturer may be de-cubed to be considered legal. The only exception to this rule is if the factory replacement block exceeds the cubic inch limit - in this case, the engine can be de-cubed to the nearest legal cubic inch limit.

5. Cylinder head(s) must be the OEM manufacturer casting for said tractor and engine block or factory replacement block at the time of manufacture. Original casting must be retained.

Porting and polishing of the original ports is allowed.

Modifications to the cylinder head(s) to accept for billet, casted, recasted, molded, or any other kind of insert is not allowed. Cylinder head(s) are limited to two valves per cylinder. No overhead camshafts allowed.

6. Turbocharger(s) shall not exceed a 3 inlet and a 4" outlet measured at the face of the wheels. No "step down" intake housing, exhaust housing, or wheels of any kind allowed. The intake wheel and exhaust wheel must protrude into the maximum allowed inlet and outlet dimensions at least 1/8". No secondary source of air and no slots of any kind allowed. Housing slots must be permanently disabled by being welded shut. No temporary inserts or plugs allowed.

7. Turbocharger(s) must be under stock hood or shrouded end to end and 360 degrees around with .060" steel or heavier. Turbocharger(s) must also be shrouded if under a fiberglass or plastic hood.

8. Use of supercharger(s) is not allowed

9. Only diesel engines operating on diesel fuel allowed.

10. The largest fuel system allowed is a 'P'—pump with one plunger per cylinder and one injector per cylinder. No electronically controlled fuel system allowed.

11. No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.

12. Water injection (limited to H2O and BSTP approved lubricants) and intercoolers allowed.

13. Exhaust must be discharged vertically. No rain caps or curved pipes at outlet allowed. Exhaust pipes must be securely fastened to tractor.

14. Exhaust pipes must have two 3/8" grade five bolts set within 1" at 90 degrees to each other at least 1 foot below opening in the exhaust.

15. Harmonic balancer must be shielded with at least 1/8" metal underneath the front of the block and secured to the frame with four 3/8" bolts.

16. Engines must have one 3/8" safety cable totally

surrounding the block and head passing between the first and second cylinders, through the exhaust manifold port area, with a minimum of two clamps at all splices, with 4 to 6 inches of slack.

17. Must have a spring loaded closing mechanism air shutoff. To be deemed acceptable, when activated, the shutoff mechanism must prevent boost of the engine. The kill switch must be mounted securely to the back of the tractor and have a 2 inch diameter ring (minimum 1/8" thick). Operator must also be able to operate from the driver seat.

18. Fuel system must have manual three-way dump valve installed ahead of the injection pump, to be operated by the operator from the driver seat.

19. Must have "dead man" throttle with two return springs that automatically returns to idle when released by operator.

20. No mechanical fans allowed.

### **CLUTCH/FLYWHEEL**

1. Must have SFI 1.1 or 1.2 approved billet flywheel & clutch assembly components. Absolutely no cast metal allowed in flywheel or clutch assembly components.

2. Must have SFI 4.2 clutch/flywheel blanket that meets the following minimum specifications: 17" wide - Long enough to wrap around bell housing with at least 6" of overlap - Fastened with six 2" wide nylon web straps sewn the length of the blanket with steel D-rings on the end - Secured to the tractor chassis with four 2" wide nylon web straps each at the front and back of blanket.

### **OTHER REQUIREMENTS**

1. Must have at least 200#. of moveable weight.

2. Tractors must be equipped with starter interrupter switch on the gearshift which will only allow the tractor to be started in a neutral gearshift position. No bypass switch allowed.

3. A safety light system is required. A white automotive quality light, minimum of 2" in diameter, must be directly mounted above or below the safety kill switch at the rear of the tractor.

The light is to be activated by a shift lever such that it will only be illuminated when the tractor is in reverse or neutral.

4. Must have at least 2 1/2 lb. Fire extinguisher and be convenient to the operator.

5. Driver is required to wear a fire suit, gloves, shoes, and head sock (minimum SFI 3.2) and helmet (minimum Snell 85 or SFI 31.1, 32.2, 41.1, or 41.2).

### **BADGER STATE PRO FARM**

1. A Profarm tractor shall consist of the following: Stock motor block or OEM block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. Replacement blocks are acceptable. Stock transmission or OEM replacement transmission must be externally stock appearing, no aftermarket gear boxes will be allowed inside of the stock transmission. OEM block cannot be altered in any way externally for normal repair or for mounting of fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to rebore motor block. Frame must remain stock from rear of block to rear of tractor on all Profarm. Clutch housing, transmission case, rear end housing must be OEM, no aluminum replacements. Any alterations in this rule concerning stock motor block or OEM must be approved by the BSTP and PPL.

2. Cubic inch limit is 466 for 9,500# class; no engine of original manufacture of large cubic inches may be decubed. Cubic inch limit is 650 for 11,000# class. Cubic inch limit for naturally aspirated engines is 800 in both classes.

3. ProFarm tractors use OEM cylinder head, intake manifold and exhaust manifold for that model or series engine.

4. No deck plates permitted.
5. No computers allowed for data and acquisition or to control functions of the tractor.
6. No overhead camshafts permitted.
7. Turbos:
  8. Exhaust bolt pattern shall be no larger than 2.75 X 3.5 inches. No altering of turbo housing allowed accommodating a smaller foot or base. Such as T18 with a smaller base or foot welded to it. The inlet and the face of the wheel are to be no larger than 2.75 inches. No secondary air slots permitted.
9. Acceptable fuels are diesel, gas, or propane. Tractor must run the original stock fuel for make and model declared.
10. No combustible agents allowed in water injection.
11. ProFarm tractors will be limited to one carburetor or one P-Series injection pump with the same number of plungers as engine cylinders.
12. 3,000 RPM maximum monitor device required and shall be purchased from the association.
13. All engine blocks must remain in original location as intended by the manufacture, sheet metal to be stock in length and location must be stock appearance.
14. All sheet metal updates must be approved by the PPL and BSTP. Profarm tractors must have hood and grills in place as intended by the manufacture.

<b>Western Kentucky Power Coating</b>	<b>Bill &amp; Ann Schulerich Owners</b>
	120 Vanderbilt Court Bowling Green, KY 42103 Phone: 270-393-9242 Fax: 270-393-9296 wkypc@accessky.net
<a href="http://westernkentuckypowdercoating.com">westernkentuckypowdercoating.com</a>	

15. Wheelbase maximum 114 inches unless originally produced by manufacture longer, then must remain stock length. Maximum length 13 feet from the center of the rear axle to forward most part.
16. Tire size limit is 20.8 X 38 or 18.4 X 32. Tractors small than 466ci will be allowed to run cut tires. Tractors over 466ci will run buffed tires only. No cutting on the leading edge of the bar.
17. No four wheel drive tractors allowed.
18. Weight class shall be 9500# and 11,000# with 200# of movable ballast weight.
19. All rules in the general rules, fenders driveline shielding will cover the Profarm class except, rule number one. Firesuits and helmets are recommended.

### **466 PRO-FARM**

1. Maximum weight permitted 9,500#
2. Maximum cubic inch limit is 466.
3. Maximum tire size 20.8 X 38. Cut tires permitted.
4. OEM stock head for that model or series engine permitted.
5. Chassis requirements are the same as Super Farm division
6. OEM stock intake and exhaust manifolds for that model or series engine permitted.
7. Water injected permitted.
8. Intercoolers are not permitted.
9. Overhead cams are not permitted.
10. Fuel Systems: Largest fuel injection pump allowed will be a P-pump with only one plunger per cylinder. Diesel and Bio-diesel fuel only accepted.
11. Turbos:
  - 11a. Exhaust housing and exhaust manifold bolt pattern

shall be no larger than 2.75 X 3.5 inches.

11b. wheel fins must protrude into housings and have same number of fins on both wheels.

#### 12 Intake:

\* Map width enhancement is allowed.

\* Intake housing to be no larger than 2.75" inches at the face of the wheel.

#### 13 Exhaust:

\* All turbine wheel blades to protrude into three inch bore. All air must exit through 3" opening.

\* Turbine housing to be no larger than three inches at intersection of turbine wheel face and tip diameter.

\* Exhaust housing will be measured at intersection of turbine wheel face and tip diameter.

14. No waste gates will be permitted.

### **SOUTHERN PULLERS ASSOCIATION**

**5200 LB**

**2WD SUPER STREET**

**370 CUBIC INCHES**

#### **TRUCK BODY**

1. Must be a full size Chevy, Ford, or Dodge. Long or short wheel base is acceptable.

2. Must be stock, UNALTERED.

3. Must have all lights, turn signals, back-up lights, neutral safety switch, wipers, etc. and they must remain O.E.M.

4. Truck must have easily accessible tow hooks on front of truck.

#### **SUSPENSION**

1. May use 1/2 ton truck and use a O.E.M. 3/4 or 1 ton driveline.

2. May block stock suspension.

3. May use anti-roll bars on rear end (front or back of rear end or both). They may not extend more than 36" in front of or behind rear end.
4. May support frame from in front of the rear tires to the back of the front tires.
5. Must have stock springs in place. front suspension must match year of frame and body as intended by manufacturer
6. May box in frame.

### **HITCH**

1. Must pull from 3" inside diameter clevis that is horizontal.
2. Maximum hitch height of 24".
3. Hitch point may not be any closer than 6" from unaltered body.
4. Hitch must remain in stock location.
5. Hitch may be adjustable.

### **WEIGHT**

1. 5200 lbs. Total with driver.
2. Weight may not be visible.
3. Weight may be under hood or in the back body.
4. No weights in the cab.
5. No weight racks.
6. All weights must be mounted securely.

### **TIRES AND WHEELS**

1. Tire size: 33x12.50X15.
2. Wheels may be a maximum of 10" wide.
3. Must have axle bolt shield.

## **ENGINE**

1. 370 cubic inch maximum small block only for Chevy, Dodge and Ford.
2. Engine must be same manufacturer as truck, i.e. no Chevy engines in Dodge truck, etc.
3. Engine must have deflection shield on both sides of block. Shields may be constructed of aluminum or steel with a minimum thickness of 0.060".
4. Electric water pumps and electric fans are allowed.

## **BLOCKS**

1. Production blocks only, no aftermarket blocks allowed.

## **PISTONS**

1. Any cast flat-top piston.

## **VALVE TRAIN**

1. Stock, no roller of any kind allowed.

## **CAMSHAFT**

1. May use any hydraulic cam--No lash!
2. May use any cast body lifter, i.e. no Schubeck or ceramic-coated type lifter allowed.
3. No gear drives or belt drives.

## **CYLINDER HEADS**

1. Maximum valve diameter allowed: 2.02" Intake, 1.6" Exhaust.
2. No polishing or porting allowed.
3. Cast iron production heads, no aluminum or aftermarket (no vortec or bowtie Chevy, No W-2 Dodge, No SVO Ford). No special high performance or special production head allowed (stock or otherwise).

4. No gasket matching allowed.
5. May bowl hog a maximum of 3/4" to 1" below the top of the seat.

### **CRANKSHAFT**

1. Do not lighten, knife edge or alter in any other way. May drill for balance.
2. Must have stock stroke with a maximum of 0.010" variance.
3. 350 must have 350 crank--351 must have 351 crank--360 must have 360 crank.

### **CONNECTING RODS**

1. Aftermarket or stock rod bolts allowed.
2. Any stock or stock-type replacement rod allowed.
3. No polishing, drilling, lightening or alterations of any kind will be allowed.

### **HARMONIC BALANCER**

1. Aftermarket safety approved balancers allowed.
2. May use stock balancer, with guard. Guard must be 1/4" thick, steel, no more than 1" away in direction of rotation, 360 degrees, and must be securely fastened.

### **TRANSMISSION**

1. Must use O.E.M. 4 speed, 3/4 or 1 ton only.

### **BELL HOUSING**

1. Must be blow-proof, same as all classes.
2. Must have inspection hole of 4" x 2". Hole must be covered with the same thickness of metal as bell housing. Cover must be bolted on.

## **FLYWHEEL**

1. Stock type, any diameter, no aluminum, S.F.I. steel highly recommended.

## **DRIVE SHAFT**

1. Universal joints, center support bearings may be 3/4 or 1 ton stock O.E.M. only.
2. Drive shaft loops are mandatory. Three loops minimum required for each drive shaft. Each loop must be a minimum of 5/16" thick and 3/4" wide covering 360-degree rotation. Loops around universal joints must be 5/16" thick, 6" minimum width, covering 360-degree rotation. Loops may be constructed of steel or aluminum. See rule number three and four in safety rules and regulations on page twelve for tether configuration that will apply to this class.

## **HEADERS**

1. Headers must exit underneath truck and toward the rear.

## **CLUTCH**

1. Clutch must be stock type.

## **INTAKE**

1. Any dual-plane intake allowed.
2. No porting, polishing, gasket matching or alterations of any kind allowed.

## **IGNITION**

1. No magnetos or crank triggers allowed.

## **CARBURETOR**

1. Holley 1850 or 1850s only.
2. Must be O.E.M. stock.

3. Can remove choke flap, but not the horn. No other modifications allowed.
4. Straight boosters only. No annular discharge or dog leg boosters allowed.
5. No cutting, grinding, matching for flow, or drilling plates for idle. No epoxy, sanding or deburring allowed.
6. May run electric fuel pump.

## **FUEL**

1. No alcohol.
2. No nitrous oxide.
3. No exotic fuels.

### Fuel Tank

1. Must be located in back bed of truck, or stock location.

### Battery

1. Must not be installed in cab of truck.

### Fire Extinguisher

1. Must have working fire extinguisher inside truck. (21/2 lb. capacity minimum).

### Helmet

1. Helmet must be worn while pulling.
2. Helmet must cover ears and have fastened chinstrap.

### Fire Suit

1. Fire suit and shoes must be worn at all times while pulling.

## **5500 LB PRO STOCK 2WD 472 CUBIC INCH MAX NATURALLY ASPIRATED**

Trucks can be entered in one class only and one time only.

1. Gasoline only. No exotic fuels.

2. OEM type fuel injection or single carburetor. Single carburetor choke horn may be removed. No bug catcher or Hilborn type. No Predator or Dominator style allowed.
3. Open header okay. Run toward back of truck, not through hood.
4. After market ignition okay. No magnetos.
5. Solid lifter cam and lifters okay. No roller cams. Roller rockers okay.
6. Cylinder heads in stock port locations. No aluminum or after market cylinder heads.
7. Aluminum or after market intake manifold okay. No sheet metal intakes.
8. Engine must be same manufacturer as truck and in stock location.
9. 472 maximum cubic inch engine limit. No aluminum blocks. No magnetos.
10. Stall converters okay. Any clutch okay. Automatic transmission must have safety blanket or steel transmission cover SFI approved. Clutch transmission must have safety bell housing and steel flywheel.
11. Single stock production transmission only. No after market gear boxes.
12. 4WD can not pull with front drive shaft removed.
13. 136 inch wheel base maximum.
14. Hitch may be adjustable. No trick hitches.
15. Hitch must have eyehook with 3-inch hole in horizontal position only.
16. Maximum hitch height 26-inches.
17. Hitch point maximum 6-inches past rear point of unaltered body.
18. Must retain manufactured frame. No rear springs required.
19. Blocks or helpers okay, but must be mounted securely.

20. Street legal uncut DOT approved tires only, front and rear. Tires 35 inches max. Highway use only.
21. No weights in cab. Ballast weight under hood okay. Weight must be mounted securely and not obvious. All other extra ballast weight must be secured inside back bed below top of bed.
22. No fuel tanks or batteries in cab. All fuel tanks must be located in open area in back of bed.
23. Must have stock bumper in stock location on front and rear.
24. Bench seat or two stock seats required.
25. Body must be unaltered from factory stock body.
26. Maximum width 8 feet.
27. All discussions on rules must be directed to board members.
28. All trucks must have seals.
29. All 2WD trucks are required to have wheelie bars and axle covers. The bars cannot be any closer than two inches to rear wheels and six inches from the dirt if behind the wheel and ten inches if under the frame rail. They must have a 4"x5" pad on the bottom (NO WHEELS).
30. Allowed to run 5 speed Clark or new process transmissions with no modifications and 106 Rockwell rear ends.
31. No after market gears. Changing gear set is not allowed.
32. Running any 4500 series carburetor--demon or dominator is not allowed.
33. Maximum bore sizes as follows: Chevrolet 4.375, Ford 4.44, Mopar 4.40.
34. No short stroke motors.
35. All decisions by track judge/tech officials are final. Refer to general rules for more information.

Please refer to all general and safety rules that apply to this class. All safety equipment required as described under safety rules and regulations of the Southern Pulling Rules handbook.

**5200 LB  
2WD MODIFIED  
472 CUBIC INCH MAX NATURALLY ASPIRATED**

1. Trucks may be entered in one class and one time only.
2. All trucks must have seals.
3. Only one carburetor allowed. Stock bore center only. No high-pressure fuel system. 12 PSI max. No electronically controlled fuel system.
4. Gasoline only. No alcohol, no oxidizer.
5. Special hitches allowed--Maximum 26" hitch height. Hitch must be minimum of 36" from center of rear axle to hitch point. Eyehook, minimum 3" diameter horizontal.
6. No trick hitches. Draw bar must be rigid in all directions.
7. Open exhaust allowed (in safe direction only).
8. No dual wheels.
9. No planetary rear-ends.
10. Weights must be secured safely. No weights in cab.
11. If truck bed is cut out, bed cover required.
12. 472 cubic inch engine limit. No aluminum blocks. No magnetos.
13. No tunnel ram manifolds or sheet metal intakes.
14. Maximum wheelbase: 140 inches.
15. Maximum frame length: 15 feet from center of rear axle to furthestmost point at front of vehicle.
16. Truck frame required. Fiberglass bodies allowed. All trucks must have front and rear fenders.
17. No after market gear box (ProFab--SCS--etc.) No aftermarket modified transmission gear kits. Transmissions

and/or auxiliary boxes must have original gear ratios installed by manufacturer.

18.4 WD cannot pull with front drive shaft removed.

19. DOT approved tires. Cut allowed. Maximum tire size 19.5X44. Highway use tires only.

20. No batteries or fuel tanks allowed in cab.

21. All fuel tanks must be located in back bed of vehicle.

22. All 2WD trucks are required to have wheelie bars on them. The bars must be put on as stated in the NTPA rules. The NTPA rule states the bars cannot be any closer than two inches to rear wheels and six inches from the dirt if behind the wheel and ten inches if under the frame rail. They must have a 4" x 5" pad on the bottom. (NO WHEELS).

23. Cylinder heads introduced to market after January 2003 will not be allowed. Any questions will be addressed by the SPA, Inc. board of directors. Approved cylinder heads:

a. Chevrolet (General Motors)

--Any conventional cylinder head with 24 degree valve angle

The following heads are NOT allowed:

1. Pontiac or any Pontiac style
2. Oldsmobile or any DRCE cylinder head
3. Ray Frank's 12 degree Spread Port or similar heads
4. Brodix Big Duke or similar Brodix heads
5. Dart Big Chief or similar heads

b. Ford

The following heads ARE considered legal:

1. Cobra Jet, Super Cobra Jet, A-429 style
2. Blue Thunder
3. A-460, Ford Motor sport or Trick Flow

c. Mopar

Any cylinder head that DOES NOT have canted valves

The following cylinder heads ARE NOT allowed:

1. Hemi '99 or Pro-Stock
2. NRC Performance Products Predator

24. All discussions on rules must be directed to board members.

All decisions by track judges/tech officials are final. Refer back to your general rules for more information.

Please read general and safety rules for all that apply to this class. All safety equipment required as described under safety rules and regulations of the Southern Pulling Rules handbook.

**6000 LB  
4X4 SUPER STOCK  
500 CUBIC INCH MAX NATURALLY ASPIRATED**

1. Trucks may be entered in one class and one time only.
2. All trucks must have seals.
3. Only one carburetor allowed (no split carburetors). No electronic fuel management systems.
4. Gasoline only. (No oxygenating fuel or additives).
5. Special hitches allowed--Maximum 26" hitch height at hook point. Hitch must be minimum of 36" from center of rear axle to hitch point. (Add tab to rear end for easy measurements.)
6. No trick hitches.
7. Open exhaust allowed. Upright okay, if down, exhaust, headers should be run in a safe direction.
8. No dual wheels.
9. No planetaries allowed.
10. Weight bar cannot extend forward more than 60 inches from center of front axle. (Axle must be in stock location, you cannot relocate wheel wells.)

11. If truck bed is cut out, bed cover required.
12. Back of engine block must be located no closer than twelve inches from center of front axle. (Axle must be in stock location, cannot relocate wheel wells.)
13. 500 cubic inch engine limit. No aluminum blocks.
14. Maximum wheelbase: 136 inches. Maximum width rear 8 feet, front 8 feet 6 inches.
15. Truck frame required. May be reinforced. No rear springs required.
16. After market gear box and transfer case allowed.
17. May use airbags in suspension. No controls inside cab or access to driver while driving (under green flag).
18. Radiator must be within the confines of the body of the truck. (In engine compartment or the bed area, not in the cab).
19. No fuel tanks or batteries in driver compartment. Front fuel tank okay.
20. Trucks using standard transmission with gear stick in cab must have a 5/16-inch chain or 2" x 1/8" strap in place. Refer to safety rule #31 in the SPA., Inc. rulebook, safety section.
21. Fiberglass bodies and lift-up bodies are allowed. Lift-up bodies must have a lock on the lift to prevent falling.
22. Cylinder heads-- Heads introduced to market after January 2003 will not be allowed. Any questions will be addressed by the SPA, Inc. board of directors.

Approved cylinder heads:

a. Chevrolet (General Motors)  
Any conventional cylinder head with 24 degree valve angle.

The following heads are NOT allowed:

1. Pontiac or any Pontiac style
2. Oldsmobile or any DRCE cylinder head.

3. Ray Frank's-Profiler 12 degree Spread Port or any similar head.
4. Brodix Big Duke or similar heads.
5. Dart Big Chief or similar heads.

b. Ford

The following heads are legal:

1. Cobra Jet, Super Cobra Jet, A-429 Style
2. Blue Thunder
3. A-460, Ford Motor sport or Trick Flow

c. Mopar

Any cylinder heads that DO NOT have canted valves.

The following cylinder heads ARE NOT allowed:

1. Hemi '99 or Pro-Stock
2. NRC Performance Products Predator

d. Heads must accept OEM style intake manifolds with no alterations.

23. No tunnel ram intakes. No sheet metal intakes. No two piece intakes.

24. TIRES--35 inch DOT tires, cut or -31"x15.5"X15" cepek type.

25. All decisions by track judges/tech officials are final. Refer back to your general rules for more information.

26. Please refer to general and safety rules for all that apply to this class. All safety equipment required as described under safety rules and regulations of the Southern Pulling Rules handbook.

**5800 LB  
SUPER MODIFIED 2WD  
500 CUBIC INCH MAX NATURALLY ASPIRATED**

**SMALL TIRE**

1. All trucks must have seals.
2. Maximum hitch height--30 inches.

3. Hitch length--a minimum of 18-inches from center of rear axle to rear edge of 3-inch hole.
4. Bar tires allowed. 34 x18.0 x 15 max.
5. All safety equipment required.
6. Maximum length--15 feet from center of rear axle to furthestmost point at front.
7. Maximum width 8 feet.
8. No electronic fuel management systems.
9. White back-up light.

Please refer to general and safety rules for all that apply to this class.

**6200 LB  
4WD MODIFIED  
650 CUBIC INCH LIMIT**

**BODY/CHASSIS**

1. Vehicle must have hood, grill, and fenders in place as intended by manufacturer.
2. Vehicle body style must be or have been available from a dealer as mass-produced.
3. Vehicle must maintain original appearance.
4. Vehicle appearance
  - a. Must have metal cab and outer skin.
  - b. No cab and bare chassis, or flat beds permitted.
  - c. Must have metal fenders, doors, frame, hood and bed shell.
  - d. Non-metal floor allowed in bed.
  - e. Fiberglass hood scoops, spoilers, fender flares are allowed.
  - f. Allowed to use stock appearing pickup truck and van fiberglass bodies and body parts.

5. Side doors must be mounted and closed if vehicle was manufactured with doors.
6. Truck doors must have a single latch design, allowing the door to be opened from both inside and outside.
7. Flip-top-body type vehicles and vehicles that do not have two (2) working windows must have door glass lowered or
8. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17" x 18". Escape hatch will not be counted as a working door.
9. Air shock type devices are allowed as long as there are no lines or controls going to or from them.
10. Adjustable front suspension stops must be mechanical. Pneumatic, hydraulic, electrical adjustable stops not allowed.
11. Vehicles must have safety glass or plexiglass in windshield and rear window. Factory tint is permitted.
12. Tinted windows that impair the track official's view of the driver's compartment are not allowed.
13. Vehicles in this division must have vertical bumpers at the rearmost point of vehicle. Bottom of bumper to be a minimum of 8 inches vertically. Must be rigid.
14. Hood line variance: original hood line should be kept and a 3"-maximum clearance opening will be allowed for speed equipment.
15. Truck must have floor or bed cover.
16. Truck may compete without tailgate or rear door(s) for greater hook point visibility.

## **DRAWBARS**

1. No draw bar greater than the angle of the sled chain. (Acceptable angle: 0 degrees to a maximum of 25 degrees.)
2. Draw bar height 26-inches.

3. Draw bar length 30% of wheel base.

### **DRIVELINE/DRIVELINE SHIELDING**

1. Vehicle must have three (3) round metal loops shielding metal loops.
  - a. 360-degree loop must be a minimum of 3/8-inch aluminum or 5/16-inch steel, 3/4-inch wide (or wider) and not more than 2 inches from the shaft in any direction.
  - b. End loops to be placed no farther than 6 inches from universal joints, with third loop in center of shaft.
  - c. May use a solid tube (3/8-inch aluminum or 5/16-inch steel) to meet the above requirements.
2. If planetary reductions at wheels are used, the following drive shaft shielding criteria will apply. No cast metal.
  - a. All remaining drive train, excluding additional manual transmissions, must be enclosed in 5/16 inch minimum steel or 3/8 inch aluminum, round, inside diameter not to exceed 2 inches more than the outside diameter of the largest universal joint, fastened every 6 inches or closer, with 3/8 inch or larger bolts, Grade #5, or butt and seam welded and securely mounted to vehicle's frame. Applies to all vehicles with exposed drive shaft. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place. If U-joints are used in any drive shaft application, the shielding must be 5/16-inch steel or 3/8 inch aluminum with 1/8-inch steel insert in aluminum. The insert must be a minimum of 6 inches wide.
  - b. Shield over any yoke or U-joint must be within 1/4 inch of gear case and extend a minimum of 4 inches past centerline of U-joint.
  - c. All FWD vehicles engine/automatic transmission combinations must have either:
    - (i.) Two front engine mounts, two rear engine mounts, and a support saddle for rear of

transmission, with 1/2 inch maximum clearance;  
OR

(ii.) Two front engine mounts, support saddle at rear of engine, with 1/2 inch clearance, and a mount at rear of transmission. This is to prevent engine or transmission from dropping if breakage occurs.

3. Drive shafts between engine and transfer case must have solid shielding a minimum of 3/8-inch aluminum or 5/16-inch steel.
4. Vehicle must have 360-degree metal shield around the universal joints, 3/8-inch aluminum or 5/16-inch steel, minimum width 6 inches. If split design is used, mount as in Rule 2:a above.
5. Axle and hub bolt shield required, except where planetary final drives are used.
  - a. Shield must be at least 0.060 inch thick.
  - b. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
  - c. Mounting shield cannot be mounted to axle end or hub bolts.
  - d. A hole may be installed in center of front shield so lock can be operated, so long as hub end or axle bolts are covered.
6. No counter balancers permitted in driveline.

### **ENGINE LIMITATIONS**

1. Vehicles are limited to a single automotive-type engine. Automotive engine is any engine or its replica available in a passenger car or truck. Maximum (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.
2. Maximum of 650 cubic inch naturally aspirated engine.
3. Acceptable fuels are gasoline and alcohol.

4. Engine must be in stock location, which is defined as being within engine compartment as manufactured, behind stock grill, and in front of stock firewall.
5. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of center line of front axle.
6. Vehicle may run without radiator, and engine may be moved forward, but engine must stay behind the grill. Entire engine to mean anything that is bolted to the engine block. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of center line of front axle.
7. No superchargers or turbochargers allowed.
8. Automotive engines are only allowed to run a maximum of (2) valves per cylinder and one spark plug per cylinder.
9. Fuel injection (and carburetors) and headers may protrude through the hood. Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetor(s) or fuel injection, if induction system protrudes through the hood.
10. Maximum boring space to be 5.0 inches on center.
11. Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend. Vertical is defined as "being in plumb" with a 10-degree variance in any direction permitted.
12. FWD vehicles must have provision on crankshaft to accommodate 1/2-inch square drive at 1 to 1 ratio for use of cubic inch test.

## **FRAMES**

1. May be different than the make and model of truck body.
2. Must be main supporting member of chassis, OEM truck frame.

3. Tubular steel frame is allowed.
4. Center of wheels cannot exceed plus or minus 6 inches of fender wells for wheelbase being used, which means that a vehicle may run up to a maximum of 133-inch wheelbase.
5. Wheels must be in fender wells as described above. Body may be stretched in middle to accommodate this.
6. The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch.

### **HITCH**

1. No portion of truck may interfere with sled, chain or hook during pull or while being hooked or unhooked.
2. An area 5 inches wide and 12 inches high immediately above the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
3. Vehicle must have tow hitch on front of vehicle.
  - a. It can extend no more than 6 inches ahead of the farthest front portion of the vehicle.
  - b. It will not be counted when measuring length of vehicle.
  - c. It must have a 3-inch diameter hole, positioned horizontally.
  - d. It must be strong enough to push or pull the vehicle at its heaviest weight.
4. Trucks where drawbar height adjust link is attached to rear differential housing the attaching point must be at axle centerline or below.

### **SAFETY**

1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed 1/2 inch larger than control.

2. Vehicles that do not have working doors must carry an onboard halon fire system with a minimum of (3) nozzles located within the driver's compartment/ engine compartment.
3. Flip-top or funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.
4. Flip-top type bodies must have a safety lock to hold up the body.
5. Body may be raised to start engine and may stay in raised position while engine is running as long as vehicle is not in motion.
6. Operator's compartment
  - a. No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines are allowed in the operator's compartment.
  - b. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (0.060 inch aluminum or steel is acceptable fire barrier material.)
7. Vehicles must use wheels for weight rack, no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle.
  - a. Wheels must be a minimum of 6 inches in diameter by 2 inches wide.
  - b. Wheels must support the weight of the vehicle.
  - c. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track.
  - d. Wheels must be at least 3 feet apart.
8. Weights must be safely secured to vehicle, and must not extend forward more than 60 inches from the centerline of front wheel.
9. All SPA, Inc. safety rules apply to this class.

## **TIRES**

1. Maximum tire size to be 112 inch circumference, when inflated to 30 psi with original bar, not to exceed 17 inches in width before cutting.
2. The rules in this class are subject to modification and changes in order to comply with other sanctioning bodies.

## **8000 LB SUPER FARM TRACTORS TIRES**

1. Maximum 24.5x32 rear tires.

## **ENGINES**

1. 500 cubic inch limit. The only exceptions to the 500 cubic inch rule are: 504 Case. 540 Massey Ferguson. These engines must remain stock cubic inches.
2. Two valve per cylinder O.E.M. cylinder heads only. No aluminum heads, no overhead cams, no roller cams. All cylinder heads must be wet heads.
3. O.E.M. exhaust and intake manifolds for that series engine. No aftermarket or custom manifolds. All exhaust pipes must discharge vertically and should be securely attached.
4. Acceptable fuels are diesel and gas. Tractor must run the original stock fuel for make and model declared.

## **TURBO AND EXHAUST**

1. The inlet at the face of the turbo wheel not to exceed three (3) inches across. Exhaust measurement at the face of the wheel not to exceed three (3) inches.
2. Turbocharged engines must have two bolts (minimum of 1/4") in the vertical position of the exhaust pipe. Bolts to be installed 90 degrees to each other, within 1" of each other.

3. Turbo buyout rule: In order to maintain competitiveness and to keep costs low. All Super Farm tractors competing with the Southern Pulling circuit on a consistent basis (more than two pulls in a given year) are required to abide by the following buyout rule. If another puller believes you have more invested in your turbo than the maximum allowed of \$3250.00, then that person has the right to purchase your turbo off of your tractor at the end of the pull for \$3250.00. Failure to comply (i.e. saying you will not sell your turbo) will result in a one-year suspension from pulling with the Southern Pullers Assoc., Inc. This suspension applies to the driver and the tractor. The person (buyer) wanting to buy the turbo must have cash or a certified check for the amount of \$3250.00. If the buyer does not have cash or a certified check at that time, the turbo does not have to be sold until the buyer can produce the money at a future pull. It is the sellers' responsibility to remove the turbo for the buyer. The turbo-buyout rule does not include any plumbing that leads to or from the turbo, only the turbo itself. The turbo cannot be bought more than one time in six months.

## **FUEL SYSTEM**

1. The largest fuel system allowed will be a P-pump with one (1) plunger per cylinder. Tractors must have an operator-controlled fuel shut-off or dump valve to stop the flow of fuel to the injector pump. This cannot simply be the shut off lever on the injection pump, but a valve to stop or divert the flow of fuel away from the injection pump in the event of an emergency shutdown. This valve must be located 18 inches of the injection pump. Water injection is allowed.
2. A fuel pump buy out rule will also apply with the same guidelines as the turbo buyout rule. If another puller wants to purchase your injection pump off your tractor for \$4500.00 then he/

she has the right to. If the person refuses to sell the injection pump, then he/she will not be allowed to pull for one year. This one-year suspension applies to the driver and the tractor. The buyer must have \$4500.00 in cash or certified check at the time of purchase. It is the seller's responsibility to remove the injection pump for the buyer. Time buyout rule only covers the injection pump; no injection lines, brackets, gears, or injectors are included. The fuel pump cannot be bought more that one time in six months.

### **BRAKES**

1. Functional rear brakes are mandatory.

### **CLUTCH AND FLYWHEEL**

1. All tractors must have a SFI-approved blanket. All tractors must have SFI-approved roll cage and SFI-approved clutch and flywheel.

### **HITCH AND DRAWBARS**

1. Maximum hitch height is 20 inches.
2. Drawbar length is to be a minimum of 18" from the center of the rear axle.
3. Hitch must be rigid in all directions, no floating drawbars.

### **KILL SWITCHES**

1. Tractor must be equipped with a "dead man" throttle, meaning the throttle must return to idle when released.
2. ON all diesel engines there must be an air shut off that will cover or close off the intake (rain cap on an intake pipe). This cap must be able to be actuated from the drivers seat (must be able to reach a cable or devise to shut intake if needed) and by the operator of the sled.

3. On diesel engines, the kill cable must activate the air shut-off. No electrical air shut off devices.
4. Kill switches must not be obscured or blocked by hanging weights or any other part of the tractor, permanent or temporary. Kill switches must have a minimum 1.5-inch diameter ring; the cable from the sled will be attached to this ring.
5. Kill switch on a gas engine must shut the tractor off when activated.

### **CHASSIS, FRAME AND SHEET METAL**

1. Tractors must be agricultural tractors, having chassis, engine, clutch housing, transmission, hood and grille of one manufacturer.
2. Tractors must have wide front axles. Front wheels shall track within the rear wheels.
3. All tractors shall have fenders, or a shield, which consists of a solid barrier between the driver and any part of the rear tire exposed to the driver. The fender or barrier must be mounted on the outside of the roll cage. All tractors shall have a roll cage between the driver and the rear tires.
4. A deflection shield is required on both sides of the engine block; the thickness shall be minimum of 0.060" aluminum or steel. The shield must be able to be removed without the use of tools. Wing nuts are not allowed. A deflection shield shall cover all engine driven fans.
5. A deflection shield between driver and engine from top of hood to top of torque or transmission housing or clutch housing is required. Deflection shield will go from side shield to side shield. This also provides flash fire barrier.
6. All turbos mounted outside the hood must be shielded with a minimum of 0.060" aluminum or steel.

7. Tractors must have a hood and grille in place as intended by the manufacturer.
8. Maximum 114" wheelbase, unless originally produced with a longer wheelbase, in which case stock length must remain.
9. Sheet metal can be upgraded to a newer or larger tractor as long as it is of the same manufacturer (International 966 to a International 1066)
10. Safety tie bars mounted to rear axle housing extending forward of flywheel area on each side of tractor, or a one piece frame extending from front of tractor to rear axle housing mounting bolts are required.

### **STABILIZER BARS (WHEELIE BARS)**

1. Stabilizer bars may in no way be connected to drawbar assembly.
2. Stabilizer bars must support the weight of the tractor from the heaviest class it will compete in.
3. Pads to be a minimum of 5" square.
4. Pads on bottom of stabilizer bar shall not exceed 10" off of the ground.
5. Pads to be a minimum of 32" rearward from the center of the rear housing. In addition to the stabilizer bars there must be a brace that extends vertically 12 inches from the rear most tips of skid pads.

### **WEIGHTS**

1. Weights must not interfere with the drawbar, chain, or kill switch.
2. If weights fall off after you have been flagged to a stop, measurement will be taken and recorded as legal pull.
3. If weights fall off during the green flag, you are disqualified for that pull.

## **SAFETY**

1. All drivers must wear a full fire suit, which includes jacket, pants, leather or SFI approved gloves and shoes, and also a helmet.
2. All tractors must have SFI approved roll cages and SFI approved clutches and flywheels.
3. All pullers must wear a seat/lap belt when pulling.
4. All tractors must have a working fire extinguisher easily accessible by the driver or track official.
5. All SPA, Inc., safety rules apply.

## **CNY MODIFIED 4X4 TRUCKS**

1. Maximum weight of competition vehicle is 6200#.
2. Maximum cubic inch limit 540. Only single four-barrel carburetors allowed no fuel injection, dual carburetors or splits allowed.
3. Any automotive type engine, must be naturally aspirated, with only two valves per cylinder and must accept a stock automotive crankshaft.
4. Rear of engine block can be no farther forward than the centerline of the front axle.
5. Maximum bore spacing allowed is 5.00".
6. Engine must be behind grill.
7. Front weights may not extend more than 60 inches from centerline of front axle. No loose weights allowed in cab or under hood allowed.
8. Truck or van bodies permitted and must have complete firewall.
9. Planetary axles are permitted.
10. Tube frames are permitted.
11. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or

hub bolts. A single hole may be cut in one to allow locking in of hubs.

12. Maximum wheelbase is 133 inches on all Modified 4X4 trucks. Wheels must be centered in wheel wells. Body must be lengthened or shortened between cab and rear wheel wells, to maintain rear wheels centered in rear wheel well.

13. Maximum tire size to be 112 inch circumference, when inflated to 30 psi with original bar, not to exceed 18 inches in width before cutting.

14. Front tow hitch will be strong enough to push, pull or pick the vehicle up. Only a 6x6 piece of steel with a minimum thickness or  $\frac{1}{2}$ " and a maximum of 1.25" thickness will be allowed. A round three (3) inch hole is required in front tow hitch.

15. Clear plexi-glass or factory tint glass permitted.

16. No mud flaps or dirt deflectors will be permitted.

17. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.

18. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached during to these devices during competition.

19. Hitch height maximum is to be 26" at point of hook before, during, and after pull. Hitch must be rigid in all directions and solidly mounted. Pulling point can be no more than 1  $\frac{1}{2}$  inches from back edge of drawbar. No clevis, chains, or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 30% of truck wheelbase and shall not slope any greater than 33° to hitch point.

20. No hitch supports or adjusters, if fastened to the rear axle housing shall be above the center line of the rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.

