



CLASSES

- 6200 lb – Stock Street– Small Block
- 6200 lb – Stock Street– Big Block
- 6200 lb – Pro Street – Small Block
- 6200 lb – Pro Street – Big Block
- 6200 lb – Open Street
- 8000 lb – Work Diesel
- 8000 lb – Street Diesel
- 8000 lb – Pro Diesel

ELIGIBILITY

1. Vehicle shall conform to the Safety, General and Class rules, any vehicle that does not meet the rule requirements will have until the start of their class to qualify.
2. Competitor shall be 16 years of age and have a valid driver's license.
3. Everyone entering pit shall buy a pit pass. Each competition vehicle shall be reimbursed the price of one (1) pit pass during registration or as set by the event promoter
4. Registration and weigh-in will begin two (2) hours before the scheduled start of the event.
5. Vehicle may only register once in each class.
6. Vehicle may only register in two classes, or as set by the event promoter per number of entries.
7. Eligible vehicles are encouraged to compete in more than one class.
8. Classes may be omitted or combined due to number of entries or as set by the event promoter.
9. Class entry fee and trophy or prize money shall be set by the event promoter.
10. Number of payback places may vary per class and per number of entries or as set by the event promoter.
11. Competitor shall attend a mandatory driver's meeting 15 minutes before the start of the event.

GENERAL RULES

1. Vehicle pulling the weight transfer machine (sled) the farthest distance shall be declared the winner of the class. If more than one vehicle pulls the sled beyond 300 feet, the sled shall be reset and those vehicles shall pull again in a 'pull off'. The event promoter reserves the right to omit 'pull offs' in favor of an 'open gate' for the class and/or event.
2. If the class and/or event is determined to be an 'open gate' pull the competitors will not be flagged to stop at 300 ft. Vehicle pulling the sled the farthest distance shall be declared the winner of the class.
3. The first pull in each class is the 'test puller' to ensure the sled is set correctly for the class. If the sled is reset after the first pull the first competitor shall have the option to pull again immediately or in last position. The second competitor then becomes the test puller. If the sled is reset after the second pull, that competitor shall pull again in order following the initial first puller in the class.
4. The test puller shall have the option to turn down their pull and pull again immediately or in last position. The competitor shall declare their intent before they are unhooked from the sled. There is no test puller during a pull off.
5. Competitor will be allowed a second consecutive attempt to pull, if their first attempt is less than 75 ft. There is no second attempt during a pull off.
6. Any vehicle that breaks down, and has not gone passed 75 ft. on the first attempt will be allowed to pull at the last of the class, if mechanically possible. If test puller breaks before 75 ft. the 2nd competitor then becomes the test puller.
7. Late entries, if allowed by event promoter, shall hook after the original last puller of the class. Late entries shall pull in the order of sign-in. Test puller and/or broken pullers who have repaired shall follow all late entries.
8. Vehicle shall be driven on and off the track under their own power, if mechanically possible (as determined by driver).
9. Vehicle shall be disqualified for the class if it does not stay within the side boundaries of the track while competing.
10. Vehicle shall be disqualified for the class if any ballast weight falls off while hooked to the sled.
11. Vehicle shall be disqualified for the class if not hooked within 3 minutes of when track is ready.
12. Competitor shall be disqualified for the day if competition vehicle is left running without a competent driver in the seat.

13. Competitor shall be disqualified for the day for arguing and unsportsmanlike conduct.
14. Competitor and their pit crew shall conduct themselves in a responsible and professional manner.
15. First, Second and Third place vehicles in each class shall enter holding area near the end of the track until bumped from placing by a following competitor or the end of the class.
16. First, Second and Third place vehicles in each class shall return to the tech inspection area for: weight and hitch measurement as well as nitrous bottle inspection, traction bar inspection and manifold vacuum for classes with those restrictions. Any handicap allowances must be determined before competing or vehicle shall be disqualified.

DEFINITIONS

1. **AFTERMARKET** Any component, replacing an OEM component, but not limited to OEM specifications, and commercially available to the general public prior to the date of the event.
2. **BALLAST** Any removable object added to the vehicle to increase the weight of the vehicle; including but not limited to tractor weights, metal or wood objects, equipment, dirt and/or rock, or other items loaded in or on the vehicle. Tail gates are considered removable weight. Tool boxes and bed-mount fuel tanks not easily removable may be allowed if vehicle meets all weight and/or handicap restrictions.
3. **BAR TIRE** Any off road use only tire with tractor lug style or chevron lug pulling tire style tread. Manufacturers include, but not limited to: Goodyear, Firestone, Titan, Carlisle, Pit Bull and Dick Cepek.
4. **BLOCKING** Any component (bolt-on or non-fastened) temporarily attached to the vehicle restricting suspension movement without directly restricting the torsional rotation of the axle. Exception; The following types are permitted even if axle rotation is restricted:
 - a. **JAM BLOCKING:** device (lumber, steel bar or tubing, or other) placed between and not fastened to the frame and leaf springs or axle, obstructing suspension movement.
 - b. **SNUBBER BLOCKING:** device attached solid to the frame that rests against the axle without being fastened to it, obstructing suspension movement and/or axle rotation.
 - c. **BAR BLOCKING:** bolt-on device attached to frame and axle in place of shocks or other placement, obstructing suspension movement and axle rotation. Device shall be attached to axle within six (6) inches of the axle centerline and shall be within 30 degrees of vertical between frame and axle attachment points.
5. **BOLT-ON** Any externally installed component that doesn't permanently alter the vehicle and can be easily removed. Mounts for the bolt-on component may be welded in place, but the component shall only be installed by bolt, pin, clip, etc.
6. **CID** Cubic Inch Displacement. Measure of engine size. (Bore x Bore x Stroke x 0.7854 x No. of cylinders = CID)
7. **DOT** Department of Transportation. A government organization approving vehicles and vehicular components for use on public roads.
8. **HANDICAP** Restriction beyond the rule of the class for vehicle weight, hitch height or other, imposed upon any vehicle that does not meet a specific class rule, yet meets all other class rules. (Handicap rules are subject to change annually to maintain even competition each season)
9. **LIGHT DUTY** Vehicle or component thereof rated by the manufacturer as one (1) ton or less.
10. **OEM** Original Equipment Manufacturer. Component(s) mass produced and installed on the factory assembly line by the manufacturer originally for passenger car or light duty truck use.
11. **REPLACEMENT** Any component, aftermarket or otherwise, equivalent in type, location, configuration and general size to factory installation.
12. **ROAD-USE** Any fuel DOT approved and sold with a road use tax, including E-85 and Bio-Diesel
13. **STOCK** Any specification, measurement or component, as produced, installed on the factory assembly line and sold by the manufacturer specific to the component and/or vehicle model.
14. **STREET LEGAL** Vehicle or component thereof in correct working order and legal for use on public roads.
15. **SFI** SFI Foundation Incorporated. An organization established to issue and administer standards of specialty and performance automotive and racing equipment.
16. **TRACTION BAR** Any component (bolt-on or otherwise) attached to an axle restricting the torsional rotation of that axle.

GENERAL SAFETY RULES

1. Competitor is responsible and liable for their vehicle and pit crew.
2. Vehicle shall adhere to the additional safety rules of their class.
3. Vehicle is recommended to be equipped with Driveline Shielding. Adhere to class rules.
4. Vehicle is recommended to be equipped with a Fire Extinguisher. Adhere to class rules.
5. Vehicle shall have working driver's seat belt, competitor is recommended to wear seat belt.
6. Vehicle shall have working brakes(s) capable of stopping vehicle in a short distance.
7. Vehicle shall have working reverse lights and brake lights.
8. Vehicle shall have complete firewall and windshield.
9. Vehicle shall have tailgate removed or have tailgate in closed position during hooking and unhooking.
10. Vehicle shall have a driver in the seat while engine is running, in the pits or on the track.
11. Vehicle shall be in neutral or park while being hooked to and unhooked from the sled.
12. Maximum of 5 MPH in the pit area and entering or exiting the track, no hot rodding.
13. No tire studs or tire chains allowed.
14. No weights and/or other ballast within the driver's compartment.
15. No batteries within the driver's compartment unless safely secured and fully shielded from the driver.
16. No fuel tanks or fuel system components allowed within the driver's compartment; except OEM.
17. No engine or transmission cooling components allowed within the driver's compartment; except OEM.
18. Competitor is recommended to wear a racing fire suit or full length natural fiber pants and shirt, leather shoes and gloves.
19. Competitor is recommended to wear SNELL or DOT approved helmet.
20. Competitor shall stop immediately upon signal to do so from the track official.
21. Competitor shall start pull with a tight chain, no jerking.
22. Only the driver permitted in vehicle during a pull.
23. Only the driver and track officials allowed on the track during a pull.
24. Only one pit-crew member allowed on the track to assist driver when vehicle is stopped. (i.e. locking & unlocking hubs)
25. No alcoholic beverages allowed until finished competing or as set by event promoter.
26. Any vehicle that is not in compliance with the rules hereby stated may be allowed to run exhibition only and will not be eligible for trophy or monetary prize. The decision to allow an exhibition run will be made by track officials, event promoter and sled operator upon inspection of the vehicle.
27. Any vehicle with significant potential risk to its driver, track officials, and/or spectators will not be allowed to pull.
28. Track officials reserve the right to stop and disqualify any vehicle not being operated safely.

PROTEST PROCEDURES

1. Protest procedure may be omitted by event promoter.
2. Protest fee to be paid upon presenting protest to a pull official. Protest fee is \$100.00 or as set by event promoter.
3. Protest shall be presented to a pull official or at the announcer's stand within fifteen (15) minutes of the end of the class.
4. Only a vehicle that wins trophy and/or monetary prize may be protested.
5. Protestor shall be competing in the same class as the protested vehicle and may only protest for that class.
6. Protestor shall be present during the inspection to observe measurements.
7. One (1) specific item can be inspected by the tech. official per protest. Items include, but not limited to:
 - a. CID pump test
 - b. Intake manifold vacuum
 - c. Fuel inspection
 - d. Re-weighing
 - e. Re-measuring hitch or other vehicle specification.
 - f. Safety equipment
8. Protested party that fails to make the vehicle available or refuses to allow inspection is considered an illegal vehicle.
9. Vehicle found to be illegal will be disqualified from the class and the competitor forfeits their placing and any winnings for the class. Protest fee shall be returned to the protestor. All lower placing vehicles shall move up one place with the disqualification of the illegal vehicle.
10. Competitor whose vehicle is found to be legal shall keep their winnings and be paid 50% of the protest fee.

GENERAL TRUCK RULES

~~BODY AND CHASSIS~~

1. Vehicle shall adhere to the rules of the class.
2. Vehicle shall adhere to the weight limit of the class. Vehicle shall be weighed with driver for the class.
 - a. Any vehicle over the weight limit of the class without any added ballast weight shall be handicapped hitch height 2" plus 1" per each 200 lbs over the class limit.
 - b. Any vehicle weighing more than 1200 lbs over the limit without any added ballast weight shall not compete regardless of handicap.
3. OEM body classes: Any aftermarket flatbed or utility bed allowed. Home-built beds shall be equal in length, width and thickness to OEM or readily available aftermarket beds of like material. Any wood floor bed shall be a minimum 3/4" thick with a maximum 1/4" between planks. Any vehicle not meeting this rule shall be handicapped 200 lbs, or up to the difference in weight between the bed in question and a stock steel bed, as determined by the tech official.
4. OEM body classes: Any aftermarket body panels that are bolt-on or a direct stock replacement allowed. (i.e. hoods, sunvisors, fender flares, etc.) Any vehicle not meeting these requirements shall be handicapped 200 lbs or up to the difference in weight between the body in question and a stock steel body, as determined by the tech official. No gutted OEM bodies; exception front inner fenders may be trimmed or removed for engine or suspension interferences.
5. No front weight bracket classes: Only an unmodified snowplow mount, brush guard or push bar shall be allowed forward of the grill or front bumper. Other bolt-on items may be allowed upon inspection of the vehicle.
6. Additional weight shall be safely secured to the vehicle or placed in the bed in a way that the weight cannot move.
7. Additional weight shall be describable and easily measured. Recommend truck beds to be clean of trash and debris.
8. All front weights and weight brackets shall be within 60" of the centerline of the front axle, except a single tow hook, not to extend forward from the weight bar more than 6". Tow hook shall have a minimum 3" diameter opening.
9. No fuel tanks, batteries or other engine components allowed forward of the grill and front bumper; except PRO STREET.
10. No pneumatic or hydraulic suspension components with remote or driver operated controls allowed.
11. No aftermarket on-board tire inflation systems allowed. No aftermarket tire deflation systems, on-board or remote.
12. Tires shall be DOT approved with no alterations or additionally cyping. No cut or shaved tires. No studded tires or tire chains. No bar tires.
13. Metric tire sizes shall be converted to inch measurements (i.e. 265/75R15 approximately equals 31"x10.50"x15) by:
 - a. Height: $\text{tire width (mm)} \times \text{aspect ratio} = \text{sidewall ht. (mm)} \div 25.4 = \text{sidewall ht (in.)} \times 2 + \text{rim dia.} = \text{tire dia.}$
(i.e. $265\text{mm} \times 75\% = 198.75\text{mm} \div 25.4 = 7.82" \times 2 = 15.65" + 15" = 30.65" \text{ dia.}$)
 - b. Width: $\text{tire width (mm)} \div 25.4 = \text{tire width (in.)}$
(i.e. $265\text{mm} \div 25.4 = 10.43"$)

~~ENGINE~~

14. Maximum one (1) automotive type engine for all classes.
15. All Small Block engine classes are based on CID only and not engine block family (style). CID limit for all Small Block classes is 410 CID; $\pm 1\%$ allowed only for OEM engine block only, (i.e. OEM ± 400 CID engines with 0.060" overbore and stock stroke length, calculated for V8's by Bore x Bore x Stroke x 6.2832 equate to the following CID:

▪ AMC 401= 413 cid	▪ Ford 400= 414 cid	▪ SBC 400= 412 cid)
▪ Buick 400= 412 cid	▪ Mopar 400= 411 cid	(other stock stroke 400-410 OEM's:
▪ Buick 401= 413 cid	▪ Olds 400('65-7)= 412 cid	▪ BBC 409 +0.030"= 414 cid
▪ B.O.P. 403= 414 cid	▪ Olds 400('68-9)= 412 cid	▪ FFE 406 +0.030"= 412 cid
▪ BBC 402= 414 cid	▪ Pontiac 400= 412 cid	▪ FFE 410 +0.020" = 414 cid)
16. Any OEM replacement aluminum cylinder heads allowed with a 400 lb weight and 2" hitch height handicap for the vehicle. Cylinder heads shall accept OEM cast iron intake without modification, spacer plates or bolt pattern conversion plates. (exception: OEM replacement Ford 'Cleveland' style heads on Ford 'Windsor' block)
17. Vehicle equipped with nitrous oxide shall have bottle removed or shall be tag sealed by tech official before pull and made available for seal verification by tech official immediately after pull or vehicle shall be disqualified.

~~ HITCH~~

18. Unmodified commercially available straight or twisted clevis allowed, but not included in measurement of hitch. A clevis is not stationary, therefore not considered part of the hitch, but rather part of the sled chain.
19. Hitch height for all classes shall be 26". Measured from the hook point to the ground; except clevis.
20. Hitch length for all classes shall be measured from rear axle centerline to the hook point; except clevis.
21. Hitch (or clevis, if used) shall have a minimum 3" diameter opening to accept the sled chain hook.
22. Hitch shall have a maximum of 1.5" from the hook point to the rear most point of the hitch.
23. Hitch shall be rigid in all directions; except drawbar of a cushion hitch and except clevis.
24. No part of the vehicle or hitch shall interfere with the sled chain or hook. The chain shall drop in a direct line from the hook point to the sled.
25. Hitch area shall be clear of obstructions for a minimum 5" wide by 12" directly above hook point.

~~ SAFETY EQUIPMENT~~

26. U-joint shields shall be minimum 6" wide by 5/16" aluminum or 3/16" steel 360° around each joint not more than 2" larger in diameter than the driveshaft and/or yoke and centered over the U-joint.
27. If required by class; Each driveshaft shall have two (2) evenly spaced containment loops. Loops shall be a minimum 3/4" wide and equal thickness and diameter as U-joint shields. Driveshafts turning near or above engine RPM shall be fully enclosed.
28. If required by class; Kill switch for spark plug engines shall be pull out type to ground or break circuit to ignition and electric fuel pump.
29. If required by class; Kill switch for diesel engines shall be cable pull type to shut off air intake. Vehicle recommended to have a driver operated fuel shut-off valve ahead of the injection pump. Computer controlled diesel engines may be allowed a ground or circuit break type kill switch.
30. If required by class; Kill switch shall have a 2" diameter ring to accept sled kill switch cable and be located near the hitch hook point, in plain sight and easy reach for hooking and unhooking.
31. Recommend, front and rear axle and hub bolt shields. Shield to be minimum 0.060 thick and diameter of axle end covering the hub bolts. Mounting shield cannot be mounted to the hub bolts. A hole may be installed in the center of front shield so lock can be operated.

HANDICAP PROCEDURES

1. Handicapping procedure may be omitted by event promoter.
2. Handicap rules are subject to change annually to maintain even competition each season.
3. Vehicle handicapped to be allowed into a class that cannot meet the handicap shall not compete in the class.
4. Vehicle requiring more than two (2) handicap items shall not compete in a class.
5. Vehicle requiring two (2) handicaps to compete shall meet both restrictions added together.
6. Vehicle not able to meet weight handicap shall lower hitch height an additional 1" per each 200 lbs over weight handicap.
7. Vehicle (not handicapped for weight) unable to drop hitch to meet the handicap shall remove 200 lbs of ballast weight per each 1" of hitch height over hitch handicap.

STREET STOCK

This class is intended for daily drivable street legal light duty trucks with minor modifications.

1. Vehicle shall meet all GENERAL TRUCK RULES.
2. Vehicle shall be mechanically street legal and/or have current license, registration and proof of insurance.

~~BODY AND CHASSIS~~

3. Maximum weight: 6200 lbs
4. Maximum wheelbase: Stock regular cab - long bed or extended cab - short bed wheelbase.
 - a. long bed - extended cab or crew cab vehicles shall be handicapped 2" hitch height.
5. Maximum drivetrain: 1 ton
6. Vehicle shall have complete OEM body.
7. Vehicle shall have complete OEM frame. Frame, Body and Engine of different manufacturers allowed.
8. Vehicle shall have front and rear bumpers. Front bumper shall be in stock location.
9. No front weight brackets allowed.
10. Engine shall be in stock location.
11. Vehicle shall have complete stock or stock replacement front and rear suspension.
12. Suspension blocking or suspension blot-on components (i.e. helper springs, coil over shocks, or air bags) are allowed.
13. Vehicle shall have complete front and rear brakes.
14. No traction bars allowed.
15. Tires shall be DOT approved without alterations. No bar tires.

~~HITCH~~

16. Maximum hitch height: 26"
17. Minimum hitch length: 48" from rear axle centerline to hook point.

~~ENGINE~~

18. Maximum cubic inch displacement:
 - a. SMALL BLOCK class = 410 CID
 - b. BIG BLOCK class = 496 CID (set by largest OEM 4wd truck CID)
19. Engine shall be equipped with OEM engine block. No aftermarket engine block.
20. Engine shall be equipped with OEM cylinder heads. No aftermarket cylinder heads.
21. Engine shall be equipped with a single carburetor or stock fuel injection. No dominator carburetors.
22. Engine shall be equipped with a stock or stock replacement intake. (i.e. carbureted engines shall run a dual-plane intake manifold)
23. Engine shall have 14 in. of vacuum min. within the intake manifold at 1000 RPM.
29. No aftermarket forced air induction. (i.e. turbocharger, blower or centrifugal supercharger)
30. Vehicle shall be equipped with and all exhaust shall pass through a street legal exhaust system.
 - a. Exhaust shall pass through a muffler(s) with a minimum length of 12".
 - b. Exhaust shall exit rearward of factory cab.
 - c. Exhaust cut-outs, if equipped, shall be securely closed and remain closed throughout the vehicle's competitive pull.
31. Only readily available road-use gasoline, diesel fuel, bio-diesel or ethanol blended gasoline allowed. No racing fuel, aviation fuel, methanol, nitro-methane, propylene, benzene, nitrous oxide or other oxygen adding agents.

~~SAFETY~~

32. Vehicle shall meet all GENERAL SAFETY RULES.
33. STRONGLY RECOMMEND: U-joint shield covering the rear driveshaft U-joint at the rear axle. Shield shall be 6" wide, 5/16" aluminum or 3/16" steel 360° around the joint not more than 2" larger in diameter than the U-joint.

PRO STREET

The rules of this class were created to align with similar classes of surrounding pulling organizations.

1. Vehicle shall meet all GENERAL TRUCK RULES.

~~BODY AND CHASSIS~~

2. Maximum weight: 6200 lbs
3. Maximum wheelbase: 133"; except any regular cab light duty truck with stock wheelbase.
4. Maximum drivetrain: 1 ton front axle. Aftermarket transfer case and rear axle allowed.
5. Vehicle body shall appear stock with complete OEM cab shell. No 'funny car' style one piece tilt body.
6. Vehicle shall have OEM frame. Frame, Body and Engine of different manufacturers allowed.
7. Front weight brackets allowed. Maximum: 60" forward of the front axle centerline.
8. Engine shall be in stock location. Or the rear of the block no less than 14" behind the centerline of the front axle.
9. Tires shall be DOT approved without alterations. No dual wheels allowed. No bar tires.
10. Maximum tire size: 33"x12.50" or metric equivalent as labeled on tire side wall.

~~HITCH~~

11. Maximum hitch height: 26"
12. Minimum hitch length: 36% of vehicle wheelbase (i.e. 133" WB x 36% = 47.88" from rear axle centerline to hook pt.)

~~ENGINE~~

13. Maximum cubic inch displacement:
 - a. SMALL BLOCK class = 410 CID
 - b. BIG BLOCK class = 485 CID
14. STOCK STREET legal vehicle over 485CID may compete in BIG BLOCK class.
15. Engine shall be equipped with OEM engine block or any aftermarket cast iron engine block accepting OEM cylinder heads allowed.
16. Engine shall be equipped with OEM cylinder heads or any aftermarket cast iron cylinder heads accepting OEM intake manifold with stock bolt pattern and without modification.
17. SM. BLOCK engine (max: 410 CID) equipped with any aftermarket aluminum head may compete in BIG BLOCK class.
18. Engine shall be equipped with a single carburetor or stock or stock replacement fuel injection.
19. No aftermarket forced air induction (i.e. turbocharger, blower or centrifugal supercharger).
20. Open headers allowed. Exhaust shall exit vertically on vehicle burning alcohol fuel.
21. Gasoline, Ethanol, or Methanol only. No nitro-methane, nitrous oxide or other oxygen adding agents. No propylene or benzene beyond that already present in commercially sold racing fuel.

~~SAFETY~~

22. Vehicle shall meet all GENERAL SAFETY RULES.
23. REQUIRED: Fire extinguisher in the vehicle.
24. REQUIRED: U-joint and driveshaft shielding. (one event grace)
25. REQUIRED: A SFI certified steel bell-housing around flywheel and clutch. No cast bell-housing. (one event grace)
26. REQUIRED: Transmissions without separate bell-housing shall have a SFI certified scatter blanket or shielding around the bell-housing area. (one event grace)
27. REQUIRED: A SFI certified scatter blanket or shielding around torque converter and transmission. (one event grace)
28. REQUIRED: A SFI certified steel flywheel and clutch. No cast flywheels. (one event grace)
29. REQUIRED: A SFI certified harmonic balancer or 360° shrouding of balancer with 1/4" steel. (one event grace)
30. REQUIRED: A kill switch. (one event grace)
31. Recommend a fire suit, fire resistant or leather boots and gloves and helmet.
32. Vehicle from another class competing in PRO STREET shall adhere to the safety rules of their class.

Find more Pro Stock (Street) 4WD information and rules for local/regional pulling associations at:

www.cmpatristate.com	Central Missouri Pulling Assoc. / Tri-State
www.fantasytruckpullers.com	Fantasy Truck Pullers
www.iamopullers.com	IAMO Pullers
www.geocities.com/pullifpa/homepage.html	Illinois Farm Pullers Association
www.tspapulling.com	Twin States Pulling Association

OPEN STREET

This class is intended for modified street legal light duty trucks.

1. Vehicle shall meet all GENERAL TRUCK RULES.

~~BODY AND CHASSIS~~

2. Maximum weight: 6200 lbs
3. Maximum wheelbase: 133"; except any light duty truck with wheelbase
4. Vehicle body shall appear stock.
5. Vehicle shall have OEM frame. Frame, Body and Engine of different manufacturers allowed.
6. Front weight brackets allowed. Maximum: 60" forward of the front axle centerline.
7. Tires shall be DOT approved without alterations. No bar tires

~~HITCH~~

8. Maximum hitch height: 26"
9. Minimum hitch length: 36% of vehicle wheelbase or 48" from rear axle centerline to hook point.

~~ENGINE~~

10. Maximum cubic inch displacement: No Limit
11. Any engine block allowed.
12. Any cylinder heads allowed.
13. Any induction allowed.
14. Any fuel allowed.
15. Open headers allowed.

~~SAFETY~~

16. Vehicle shall meet all GENERAL SAFETY RULES.
17. REQUIRED: Fire extinguisher in the vehicle.
18. REQUIRED: U-joint and driveshaft shielding. (one event grace)
19. REQUIRED: A SFI certified steel bell-housing around flywheel and clutch. No cast bell-housing. (one event grace)
20. REQUIRED: Transmissions without separate bell-housing shall have a SFI certified scatter blanket or shielding around the bell-housing area. (one event grace)
21. REQUIRED: A SFI certified scatter blanket or shielding around torque converter and transmission. (one event grace)
22. REQUIRED: A blower shall have restraint straps and belt be shielded with 0.060" steel if not under steel hood.
23. REQUIRED: A turbocharger or centrifugal supercharger shall be shrouded 360° with 0.060" steel if not under steel hood.
24. REQUIRED: A SFI certified steel flywheel and clutch. No cast flywheels. (one event grace)
25. REQUIRED: A SFI certified harmonic balancer or 360° shrouding of balancer with 1/4" steel. (one event grace)
26. REQUIRED: A kill switch. (one event grace)
27. Recommend a fire suit, fire resistant or leather boots and gloves and helmet.
28. Vehicle from another class competing in OPEN STREET shall adhere to the safety rules of their class.

WORK DIESEL

This class is intended for daily driven street legal light duty trucks with no/minimal modifications.

1. Vehicle shall meet all GENERAL TRUCK RULES.
2. Vehicle shall have current license, registration and proof of insurance.
3. Any truck towed or hauled to the event shall not be allowed to compete in WORK DIESEL class.

~~BODY AND CHASSIS~~

4. Maximum weight: 8000 lbs.
5. Maximum wheelbase: Stock
6. Maximum drivetrain: Stock
7. Vehicle shall have complete OEM body.
8. Vehicle shall have front and rear bumpers. Front bumper shall be in stock location.
9. No front weight brackets allowed.
10. All additional weight shall be secured in the bed.
11. Suspension blocking or blot-on suspension components (i.e. helper springs, coil over shocks, or air bags) are allowed.
12. No traction bars allowed.
13. Tires shall be DOT approved without alterations. No bar tires.

~~HITCH~~

14. Maximum hitch height: 26"
15. Minimum hitch length: 48" from rear axle centerline to hook point.
16. Hitch shall be rear bumper or receiver type hitch bolted solid within the last 12" of OEM frame. Any aftermarket cushion hitch allowed.

~~ENGINE~~

17. Engine shall be stock cubic inch displacement for year, make and model of vehicle.
18. Engine shall be equipped with stock engine block for year, make and model of vehicle.
19. Engine shall be equipped with stock cylinder heads for year, make and model of vehicle.
20. No aftermarket fuel pump, oil pump, or injectors allowed.
21. No water injection allowed.
22. Vehicle shall be equipped with and all exhaust shall pass through a street legal exhaust system.
23. Road-use #2 diesel or bio-diesel fuel only. No propane, alcohol, nitro-methane, nitrous oxide or other oxygen adding agents.

~~TURBO~~

24. Maximum one (1) turbo with one (1) pressure stage allowed.
25. Maximum 2.5" diameter opening at intake wheel.
26. No bushing at the compressor wheel to reduce the intake opening to 2.5" allowed.
27. No aftermarket turbocharger allowed. Exception: OEM non-turbo diesel engines allowed single aftermarket turbo meeting turbo rules above.

~~SAFETY~~

28. Vehicle shall meet all GENERAL SAFETY RULES.
29. STRONGLY RECOMMEND: U-joint shield covering the rear driveshaft U-joint at the rear axle. Shield shall be 6" wide, 5/16" aluminum or 3/16" steel 360° around the joint not more than 2" larger in diameter than the U-joint.

STREET DIESEL

This class is intended for daily drivable street legal light duty trucks with minor modifications.

1. Vehicle shall meet all GENERAL TRUCK RULES.
2. Vehicle shall have current license, registration and proof of insurance (non-current vehicles shall be mechanically street legal and street drivable)
3. **~BODY AND CHASSIS~**
4. Maximum weight: 8000 lbs
5. Maximum wheelbase: Stock
6. Maximum drivetrain: Stock
7. Vehicle shall have complete OEM body.
8. Vehicle shall have front and rear bumpers. Front bumper shall be in stock location.
9. No front weight brackets allowed.
10. All additional weight shall be secured in the bed.
11. Suspension blocking or blot-on suspension components (i.e. helper springs, coil over shocks, or air bags) are allowed.
12. No traction bars allowed.
13. Tires shall be DOT approved without alterations. No bar tires.
- ~HITCH~**
14. Maximum hitch height: 26"
15. Minimum hitch length: 48" from rear axle centerline to hook point.
16. Hitch shall be rear bumper or receiver type hitch bolted solid within the last 12" of OEM frame. Any aftermarket cushion hitch allowed.
- ~ENGINE~**
17. Engine shall be stock cubic inch displacement
18. Engine shall be equipped with stock engine block
19. Engine shall be equipped with stock cylinder heads
20. Fuel injection pump shall be OEM only. Vehicles equipped with P7100 pump shall have stock governor.
21. Vehicle shall be equipped with street legal exhaust system.
22. No water injection allowed.
23. Diesel fuel only. No propane, alcohol, nitro-methane, propylene, benzene, nitrous oxide or other oxygen adding agents.
- ~TURBO~**
24. Maximum one (1) turbo with one (1) pressure stage allowed.
25. Maximum 2.8" diameter intake opening at compressor wheel.
26. Bushing at the compressor wheel to reduce the intake opening to 2.8" allowed.
- ~SAFETY~**
27. Vehicle shall meet all GENERAL SAFETY RULES.
28. RECOMMEND: Fire extinguisher in the vehicle.
29. RECOMMEND: U-joint and driveshaft shielding. (one event grace)
30. RECOMMEND: A SFI certified steel bell-housing around flywheel and clutch. No cast bell-housing. (one event grace)
31. RECOMMEND: Transmissions without separate bell-housing shall have a SFI certified scatter blanket or shielding around the bell-housing area. (one event grace)
32. RECOMMEND: A SFI certified scatter blanket or shielding around torque converter and transmission. (one event grace)
33. RECOMMEND: Two (2) 3/8" bolts mounted 90° to each other within exhaust pipe, 8" to 12" from exhaust outlet.
34. RECOMMEND: Turbochargers be shrouded 360° with 0.060" thick steel if not under steel hood.
35. RECOMMEND: SFI certified steel flywheel and clutch. No cast flywheels.
36. RECOMMEND: SFI certified harmonic balancer or 360° shrouding of balancer with 1/4" steel.
37. RECOMMEND: Kill switch.
38. STRONGLY RECOMMEND: U-joint shield covering the rear driveshaft U-joint at the rear axle. Shield shall be 6" wide, 5/16" aluminum or 3/16" steel 360° around the joint not more than 2" larger in diameter than the U-joint.

PRO DIESEL

This class is intended for modified street legal light duty trucks.

The rules of this class were created to envelope the American Tractor Pullers Assoc. (ATPA) Super Stock 4wd Diesel class, the NTPA Pro Stock 4wd diesel class, the DHRA Super Street 4wd class, and the National Association of Diesel Motorsports Super Street 4wd class.

1. Vehicle shall meet all GENERAL TRUCK RULES.

~~BODY AND CHASSIS~~

2. Maximum weight: 8000 lbs
3. Maximum wheelbase: Stock
4. Vehicle body shall appear stock.
5. Engine shall be in stock location.
6. Front weight brackets allowed. Maximum: 60" forward of the front axle centerline.
7. Tires shall be DOT approved without alterations. No bar tires.

~~HITCH~~

8. Maximum hitch height: 26"
9. Minimum hitch length: 48" from rear axle centerline to hook point.

~~ENGINE~~

10. Engines shall be any light duty truck diesel engine. No commercial, industrial or agricultural engines.
11. Aftermarket block meeting all external dimensions of OEM block allowed.
12. Aftermarket head(s) allowed.
13. Aftermarket pumps, turbochargers and injectors, computer chips, and large tube exhaust allowed.
14. Exhaust shall exit vertically. Recommend exhaust outlet to be a minimum of cab height.
15. Compression ignition engines only. No spark plugs.

~~TURBO~~

16. Maximum two (2) turbochargers allowed.

~~SAFETY~~

17. Vehicle shall meet all GENERAL SAFETY RULES.
18. REQUIRED: Fire extinguisher in the vehicle.
19. REQUIRED: U-joint and driveshaft shielding. (one event grace)
20. REQUIRED: A SFI certified steel bell-housing around flywheel and clutch. No cast bell-housing. (one event grace)
21. REQUIRED: Transmissions without separate bell-housing shall have a SFI certified scatter blanket or shielding around the bell-housing area. (one event grace)
22. REQUIRED: A SFI certified scatter blanket or shielding around torque converter and transmission. (one event grace)
23. REQUIRED: Two (2) 3/8" bolts mounted within exhaust pipe at 90° to each other and within 1" of each other, 8" to 12" from exhaust outlet.
24. REQUIRED: Turbochargers be shrouded 360° with 0.060" thick steel if not under steel hood.
25. STRONGLY RECOMMEND: SFI certified steel flywheel and clutch. No cast flywheels.
26. STRONGLY RECOMMEND: SFI certified harmonic balancer or 360° shrouding of balancer with 1/4" steel.
27. STRONGLY RECOMMEND: Kill switch.
28. RECOMMEND: a fire suit, fire resistant or leather boots and gloves and helmet.
29. Vehicle from another class competing in PRO DIESEL shall adhere to the safety rules of their class.

Find more Pro Diesel 4WD information and rules for local/regional pulling associations at:

www.cmpatristate.com
www.dhra.com
www.ecitpa.com
www.fantasytruckpullers.com
www.geocities.com/pullifpa/homepage.html
www.runnadm.com
www.ntpapull.com

Central Missouri Pulling Assoc. / Tri-State
Diesel Hot Rod Association
East Central Iowa Tractor Pullers Association
Fantasy Truck Pullers
Illinois Farm Pullers Association
National Association of Diesel Motorsports
National Tractor Pullers Association