

2019 RULEBOOK



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Alcohol Policy

Alcohol and alcohol containing beverages may not be consumed before or during a pulling event by any driver, pit crew, or their guests in the pit area or arena. Violation by a driver will result in disqualification. Pit crew and/or guests found drinking alcohol will be asked to leave the event.



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General Rules

A valid state driver's license is required. Any contestant without a valid driver's license must have prior approval by the UTTPJ Board of Officers and our Insurance carrier.

Any stock pickup that exceeds the mandatory weight limit for that class after removing all unnecessary parts (i.e. tailgate, spare tire, etc.), has the option pull with a 22" hitch height.

A new to pulling/new to class driver and vehicle will be given one warning for violation of general and class rules. Any noted violations must be corrected before the puller participates in the next scheduled event. Any extreme safety violations as determined by UTTPJ technical department will cause the vehicle not to be able to participate in the event. If a seasoned veteran of pulling shows up to an event with a vehicle he/she knows is in violation of the rules such puller will not be allowed to participate in their designated class and will have the option of pulling exhibition.

No smoking allowed in the pulling arena during the pulling event.

The officers of the UTTPJ reserve the right to interpret any and all rules set forth herein or any other rules that are in force in any UTTPJ pull as they see fit. The President has the final decision in all matters.

Drivers must register, be weighed with their vehicle, and complete the required technical inspection two hours before the start of each and every pull. No changing of drivers after weigh in.

Each Individual person MUST sign the liability waiver to receive his or her pit passes at each pull.

A vehicle that fails the technical inspection because of non-compliance with the rules and regulations will be given one warning. If found to be in violation of the rules and regulations by the NEXT pull, driver and vehicle will be disqualified.

No open alcoholic beverages in the pit or arena before or during the pull. Any driver or pit crew suspected or caught drinking in the pits or arena will be cause for driver disqualification.

Safety helmets, minimum Snell 90, and safety belts are mandatory.

No passengers. No riders shall be allowed in a pulling vehicle when it is being towed or driven. No rider in or on any vehicle in the pit, track, or adjacent areas.

All decisions of the head track official and 2 board members are final.

All track conditions are the decisions of the officials.

Any vehicle will only compete one time per class, except in the event of a pull-off situation.

Any pull, maximum of 75 ft. for short tracks, 10 ft. for long tracks unless otherwise specified, will have a re-pull option, but must be decided on then, and taken in that class. This rule is at the track official's discretion.

All are subject to be weighed immediately after their pull at the discretion of the head track official.

Any added weight must be secured and any loss of ballast on the track is subject to disqualification.

No part of pulling vehicle shall interfere with the sled or sled hitch during a pull.

No fuel tanks, fuel lines, radiators, or water hoses are allowed in the driver's compartment.

No battery is allowed in the cab unless securely fastened to the frame and enclosed in a marine battery box.

Fuel tanks must be securely mounted and fastened to pulling vehicle.

Maximum weight for each class includes the driver of that vehicle.

Class will be called once for line-up. Truck will be called a second time, if not in line after second call, truck will be disqualified.

Puller has 3 minutes to hook to the sled after track is ready or if after competition director calls them to the sled. Failure to do so will result in disqualification.

Each vehicle pulls in one class only.

Someone must be in/on the vehicle at ALL times when the motor is being run.

Exhibition pullers must be discussed prior to the end of tech-in and must pay a \$50.00 hook fee at the discretion of officials.

Sled must move at least 25 feet to have sled repositioned. Only one repositioning is allowed.

The first puller (test puller) is each class will have the option to re-pull if not satisfied with the first pull. The re-pull must be taken immediately or at the end of the class.

For mechanical reasons only, a puller may drop to last position in the class. This is allowed by the head track official's discretion. Failure of safety equipment does not classify as a mechanical failure.

2 Attempt Rule: Puller is allowed two attempts to make a measurable pass. Second attempt starts when the competitor is pulled back to the start line. Puller can make multiple attempts at a measurable distance as long as they have not been pulled back and/or have not passed the foul line. Time limit at the head track official's discretion.

Member drivers will be given one driver pass and two arena passes. Non-member drivers will be given one driver pass. The pit crew must be off the track and behind the safety lines after hook has been made.

Tie breakers: When there is a tie for points, a pull off will determine the point's champion. If a pull-off is not possible tie breaker methodology to be determined by UTPI officials.

A puller must compete in at least **3** pulling events to qualify for a points championship.

Tech and scale area limited to driver plus one.

If a class presents with only one vehicle the driver will receive first place points and third place payout after completing a successful pull.

Puller must stop immediately when Red Flagged, no digging of holes.

Modified General Rules

SFI approved fireproof gloves are mandatory.

SFI approved 4-point harness is mandatory for non-street legal vehicles and must be worn.

Fireproof head socks and a full-face helmet are mandatory for all open bodied vehicles. Fireproof driving boots are recommended for all open bodied vehicles.

Drivers must wear a helmet meeting Snell 90, 95, 2000, K98 or SFI Spec31.1 or 41.1 standards. The retention strap must be securely and snugly fastened the helmet must have the appropriate certification sticker affixed inside it.

A five-point harness is mandatory for all supercharged vehicles.

All drivers must wear a minimum SFI 3.2 Spec approved fire suit. No fuel primer bottles shall be carried on any vehicles while competing in a contest.

For a vehicle to qualify to run in the super modified class, that vehicle must be equipped with a belt driven supercharger or an exhaust driven turbo charger.

Any turbo charged vehicle that is utilizing a fiberglass hood, or has no hood, must install a scatter shield using a minimum 5/16" steel or 3/8" aluminum, around the entire diameter of the turbo housing must be encased. Final discretion is up to UTTPI's technical department.

No dual wheels, chains or tire studs are acceptable.

All tires must have rubber compound contact between the tire and the ground surface.

No tire repairs such as boot sections, vulcanized spots, etc. Tires will not be acceptable if ground through first ply of cords.

No clevis, chain or cable is allowed in the hitching device.

Hitch point must be visible for the sled hookup. Trucks may compete without tailgate or rear door for greater hookup visibility. Hitch must be mounted

centerline of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.

All pulling vehicles must be equipped with a starter interrupter switch on the gear shift which will allow starter engagement only in the neutral gear shift position or parked position on an automatic transmission.

All pulling vehicles using an automatic transmission must be equipped with a positive reverse gear lockout.

On required vehicles, a kill switch with a 2-inch diameter ring must be located in the rear-center of the truck (maximum 6 inches off center in any direction), and no more than 24 inches above the point of hook. Cable from the sled will attach to kill switch.

Trucks must have a presentable bed or flatbed.

A neutral safety switch system is required on all pulling vehicles. A white light, automotive quality, minimum 2 inches in diameter, must be mounted directly above or below safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to be activated by the shift lever so the lights will be lit ONLY when vehicle is in neutral.

The point of hook on trucks and big tractors must have a minimum 3-inch hole for ease of hookup. Mini rods must have a minimum 3-inch hole.

All pulling vehicles must have an automatic ignition kill switch on spark ignition engines and an air shut off on diesel engines. Kill switch must also shut off electric fuel pump. These controls must be operated from the driver's seat and from the rear of the truck.

All fuel injected or butterfly shafts on engines must have dual return-to-idle arms and springs; one on each end of the shaft.

All exhaust must discharge vertically. Height to be a minimum of one foot above the bend in the pipe which discharges vertically measured from top of the pipe to the bottom of the bend. All exhaust pipes must be securely attached. Vertical is defined as "being in plumb" with a 10-degree variance in any direction permitted. Venturi type headers are acceptable.

All engine driven fans must have a shroud, 360 degrees around the fan. A shroud can be no more than 1 inch from the radiator and no less than ¼ inch past the back of the fan blades.

All naturally aspirated vehicles, which run automotive engines, are limited to 650 cubic inches total displacement. Supercharged classes limited to 575 cubic inches. Super stock class limited to 500 C.I.

A deflection shield is required on both sides of the engine. A shield must extend the complete length of the block casting and be securely fastened. The shield must be made of aluminum or steel, minimum of 0.060" thick.

Starter motors, fuel injection pumps, and exhaust headers may not be used as shielding. Shielding may cover/pass behind starter or fuel pump.

Shielding on all V or L type engines must extend from the base of the head or the uppermost point of the piston travel to 2 inches below the bottom center of the crankshaft throw and be securely fastened.

Shields must be solid; motor mounts, filters, steering rods, etc. cannot serve as part of the shield. Solid frame rails with no holes can serve as part of the shield, provided it covers the required area of the block casting.

Automatic transmissions MUST be covered by an SFI 4.1 approved or better, full-length safety blanket.

Pulling vehicle must be equipped with a minimum 2 ½ pound, dry power type fire extinguisher, fully charged with a gauge in working condition and within easy reach of the driver.

General Rules Apply.

RAIN

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

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

A session of pulling will be official when ½ of the advertised classes are completed.

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

UTTPI officers will decide when class is rained out of a session.

PULL-OFFS

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

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

If the track officials feel that there has been an error in sled setting, pull-off may be restarted. In this case, the first puller may come right back or drop to last.

In a pull-off, a floating line finish will be used.

PROTEST CLAUSE

Any contestant who feels that another contestant's vehicle in his class is illegal may protest that vehicle to the head track official, with a \$500.00 deposit. Protests must be made before the next class begins. If illegal, the protestor would get deposit refunded. If found illegal, contestant will be disqualified from participating in UTTPI events for one year from the date of that event. Driver is responsible for tear down of his/her motor in the presence of the head track official and one board member within 24 hours of protest.

SUMMARY OF CAUSES FOR DISQUALIFICATION

All disqualifications are not limited to these causes:

Illegal fuel.

Out of bounds. Out of bounds is defined as any part of the pulling vehicle touching the boundary line.

Loss of excessive liquid. Excessive liquid is defined as loss of excessive oil or fuel, except due to breakage.

Loss of weight under the green flag.

Loss or failure of safety equipment under green flag.

Unsafe operation of vehicle.

Unprofessional or un-sportsman like conduct.

Intoxication of driver or crewmen.

Illegal equipment.

Leaving starting line under red flag.

Jerking of the sled under green flag.

Excessive argument with track officials.

Deliberate delay of event.

Being too close to the track.

Attacking an official.

POINTS

1. The following is the UTTP1 points structure.

Place	Points	Place	Points
1 st	50	8 th	36
2 nd	48	9 th	34
3 rd	46	10 th	32
4 th	44	11 th	30
5 th	42	12 th	28
6 th	40	13 th	26
7 th	38	14+	25

2. All remaining competitors will receive 25 points respectively, if a measurable distance has been made under green flag conditions. If competitor does not make a measurable distance, competitor will receive 15 points.
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, being a member and paying membership 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 for any reason, the purse and the points will be split equally for all competitors based on the number of entries in the class.
7. Points must be obtained by vehicle. If frame, body, and/or design changes for mechanical reasons during season, or ownership changes during the off-season, must be approved by UTTP1.
8. No rain out points awarded if entries do not open.
9. A puller that attends an event with a pulling vehicle but is deemed unable to hook to sled under power will receive last place points and NO money for that event.

STOCK GAS



Weight class will be 7000 lbs. Maximum, with driver

Any stock pickup that exceeds the mandatory weight limit of 7000 lbs. for the class after removing all unnecessary parts (i.e. tailgate, spare tire, etc.) can weigh as much as 7500 lbs. but has to pull with a 22" hitch height.

Any stock pickup that exceeds the mandatory weight limit for that class after removing all unnecessary parts (i.e. tailgate, spare tire, etc.), has the option to pull with a 22" hitch height.

Factory stock appearance must be retained. Must be street legal
Dot Approved tires only. No bar tires or cut tires.

An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension must maintain a minimum compression shock travel of one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

Hitch must be a receiver style, no draw bars.

No ball hitches allowed.

Hitch height is maximum 26 inches

Naturally aspirated only. Gasoline or propane are the only acceptable fuels.

Hanging weights are allowed but cannot extend more than 60 inches from centerline of front axle. Nor loose weights in cab or under hood allowed.

Seat belts and helmets are required.

A fire extinguisher system is permitted but not mandatory. If used, it must be securely mounted and easily accessible by driver. (Not behind or under seat)

Maximum engine size 496 ci.

General Rules apply.

OPEN STREET

Weight limit is 10,000 lbs. Maximum, with driver. If over 10,000 lbs you may run at an adjusted hitch height per the discretion of UTTP officials.

Vehicle must have valid state registration and be street legal.

DOT tires are required.

Hanging weight is allowed.

Draw bars are not allowed.

Hitch Heights

26 inches for 8500 lbs maximum weight

24 inches for 8501 lbs to 10,000 lbs.

Maximum inducer size for turbo charged engines is 3.2 inches, bushings allowed.

General Rules apply.

Safety

Safety rules detailed in the "Work Stock Diesel" section of this document will apply to this class.

Final decisions rest with the UTTP Technical Department.

Class does not compete for championship points.

Pay scale will match "Work Stock Diesel" class.

DIESEL CLASSES

All Diesel Fuel powered classes: 100% concentration of Biodiesel or corn based fuels not permitted. Dielectric meter readings from 30-100 permitted.

WORK STOCK DIESEL



Weight limit is 8500 lbs. Maximum, with driver.

Truck must have current state registration.

Any stock pickup that exceeds the mandatory weight limit of 8500 lbs. for the class after removing all unnecessary parts (i.e. tailgate, spare tire, etc.) can weigh as much as 9000 lbs. but has to pull with a 22" hitch height.

Weights are permitted. Hanging front weights are prohibited. Weights may be added in the bed of the truck. If used, they must be securely fastened to the bed.

Final decisions rest with the UTPI Technical Department.

Front bumper is limited to stock OEM make, or any factory mass produced front bumper.

The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory.

Four-wheel hydraulic brakes are mandatory.

Radiators must be in the stock location and be of a least stock size.

An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup.

The OEM restraint system is mandatory and must be worn.

The engine is limited to a stock-appearing, OEM make-specific compression ignition engine.

NITROUS OXIDE is prohibited along with other oxygen extenders. The use of PROPANE is also prohibited. All system components MUST be removed from the truck.

The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8 inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel is prohibited.

The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump only. The use of multiple high-pressure common-rail fuel pumps is prohibited. Power Stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle

All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

The hitch must be a receiver –style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point will be measured to the center of the clevis loop.

A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. After market seats are

permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative. The use of hand-throttle controls is prohibited.

Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or a shield.

Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the UTTP I Technical Department.

An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension must maintain a minimum compression shock travel of one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

The tires must be DOT street tires. Cut tires are prohibited.

Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.

Non-OEM automatic transmissions are prohibited. Aftermarket torque converter, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor mounted shifters must be equipped

with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI spec 4.1 and it must extend from the rear of the block to the front of the tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or on, per manufacturer's instructions) $\frac{3}{4}$ inch by $\frac{1}{8}$ inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI spec 4.1. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Non-OEM manual transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted.

Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.



Aftermarket turbo allowed, 2.4" max inducer bore measured with 2.405" plug. 0.2" max width MAP groove. Factory turbo must retain factory inducer size.

Must retain factory or factory like CAC (Charge-Air Cooler) system.

Water injection is prohibited. All system components must be removed from the truck.

The vehicle must retain the original factory wheelbase and track width.

The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.

Drivers must wear a helmet meeting Snell 90, 95, 2000, K98 or SFI Spec 31.1 or 41.1 standards. The retention strap must be securely and snugly fastened. The helmet must have the appropriate certification sticker affixed inside it.

A fire extinguisher system is permitted but not mandatory. If used, it must be securely mounted and easily accessible by driver (not behind or under seat)

2.5 DIESEL

National Sled Pullers Association (NSPA) Rules Apply

The 2.5 class is designed for street-able trucks (full bodied diesel pickup trucks).

Weight Breaks: 8000 lbs. Weight is with driver.

DOT registration and license plates are NOT required.

Driver must have a valid state driver's license.

Shirt and full-length pants required. No shorts allowed.

Snell/SFI approved helmet required.

OEM restraint system is mandatory and must be worn.

2.5 lb minimum fire extinguisher required.



Hand throttle allowed.



Fuel cell allowed in bed of truck.

Air shutoff must be installed on the 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 to the sled.

Ballast: Ballast is permitted. Front hanging weights are allowed, not to exceed 60 inches forward of centerline of front axle. No weights permitted inside cab of truck.

Hitch: The hitch may be a receiver style hitch or drawbar. Reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. . Trick hitches are prohibited. Trick hitches will be determined by the Tech Official. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 x 3.50 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. Then center

of the hook point must be no less than 44 inches from the centerline of the rear axle.

Body: Body must be OEM truck body including the full bed. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods must be shielded with sheet metal or aluminum skin with a minimum .060 inches thick. Hood must be closed and securely latched while the vehicle is hooked to the sled. Complete OEM firewall is mandatory. Complete OEM floor pan is mandatory.

Street Equipment: Complete headlight and taillight assemblies are mandatory and must be operative, and must be installed during competition. Complete OEM windshield and all other windows are mandatory and must function per factory specifications.

Brakes: Four wheel brakes are mandatory and must be functional.

Chassis: The OEM Chassis is mandatory. The engine must be in the OEM location for the body used. Vehicle must retain full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.

Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Tires: Must be DOT street tires. Maximum 35 inches. Cut tires prohibited. No chains or studs.

Wheelbase: The vehicle must retain the original factory wheelbase length, maximum of 102" track width. If dual rear wheels are used, they must be factory type positive offset front and rear. In basic terms, the axles must be factory type 1-ton. Dual rear wheels require the addition of driveshaft loops and axle shields (see "Driveshaft Loops" rule for sizing).

Driveline: An OEM transmission and transfer case are mandatory and must have been an option in a 1 ton or smaller pickup.

Driveshaft Loops: Any U-joint that is visible from the side of the truck must be shielded to contain the U-joint and the end of the shaft. Must be at least six inches wide and constructed of at least ¼ inch steel or 3/8 inch aluminum.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield. For class MH/E, the rear end must be the model supplied with the vehicle as manufactured.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck. For class MH/E, the transfer case, if any, must be the model supplied with the vehicle as manufactured.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.

Transmission, Manual: Non -OEM transmissions are prohibited. Aftermarket internal components are permitted.

Suspension, Front: The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted.

Traction bars and devices are permitted.

Suspension, Rear: An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension must maintain a minimum compression shock travel of one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

Engine: The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic inch limit of 444 CI. Blocks must circulate coolant freely. No hard filled blocks. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting. Cylinder head intake shelves can be removed.

Fuel: The fuel must be #1/#2 diesel only. Soy/biodiesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection / Constant Pressure Pump: The fuel injection pump is limited to cylinder number specific (I.E. 6 cylinder pump on 6 cylinder motor). The use of multiple high-pressure common rail fuel pumps or HPOPs is permitted. The P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed. –Fuel Tank – The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle. Over size fuel tanks are permitted.

Nitrous Oxide: Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.

Propane: Propane is prohibited. All system components must be removed from the truck.

Water Injection: Water injection is prohibited. All system components must be removed from the truck.

Batteries: The Batteries must be securely mounted and in the factory location.
Inter coolers: Factory style or aftermarket air-air coolers are permitted. Water-to-air coolers are prohibited. Any means of cooling the air before the engine, except the air-to-air cooler is prohibited.

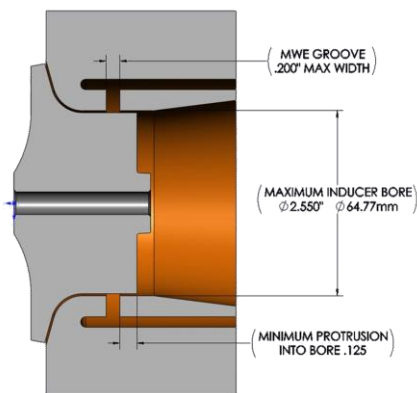
Cooling System: Radiators must be in the stock location and be of at least stock size.

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender wells are prohibited. If the muffler or catalytic converter have been changed from stock, two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to

the turbo as practical. Bolt heads welded to the pipe, or sheet metal screws to mimic this will be grounds for disqualification.

Turbo: Vehicles are limited to two turbochargers. If two turbochargers are used, they must be in a compound configuration with only one atmosphere turbocharger. In no case can the high-pressure turbocharger be larger than the atmosphere turbo charger. The atmosphere turbocharger must fit the rules listed below: S-4, GT 42, HX 50, LLY, and turbo of this type is the largest turbo allowed. T-4 mounting flange is the largest allowed. Turbos must be a true 2.5 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. A single 0.200 inch MWE groove maximum allowed. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the MWE groove. The wheel must protrude into the 2.5 bore 1/8 inch. Turbo will be checked with a 2.550 plug or internal calipers. The vehicle driver will be responsible for making the compressor wheel accessible on the atmosphere turbocharger for the tech personnel to make appropriate measurements. Inducer bore diameter will be measured using a plug or calipers. If the plug fits you will be moved to the appropriate class. Any provisions allowing air to the compressor wheel other than the inducer bore or MWE groove are prohibited The vehicle driver will be responsible for making the compressor wheel accessible for the tech personnel to make appropriate measurements. Inducer bore diameter will be measured using a plug or calipers. If the plug fits you will be moved to the appropriate class.


2.6-inch smooth bore turbo allowed.



LIMITED PRO DIESEL (2.6 DIESEL)

1. Maximum weight 8000# (Dry weight 7900# for ice allowance at scale).
2. The OEM chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back- half conversions, tube chassis are prohibited. Maximum wheelbase 158" and 102" maximum width (outside tire to outside tire.) Rigid suspension allowed. Hydraulic steering is allowed.
3. The body must be OEM truck body, including the complete floor pan and must retain complete OEM firewall. Bed must be covered. No flatbeds permitted. The body must retain full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled.
4. Maximum engine size will be 460 cubic inches. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer. Engines may be interchanged between manufacturers.
 - a. No aftermarket blocks permitted.
 - b. Head must be OEM or OEM one-piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
5. Front of engine block can be no farther forward than 17" of center line of front axle.
6. Engine must have cable surrounding block and head. Cable must be minimum 3/8" diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
7. 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. (This equates to a steel inner fender)
8. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a

maximum of 25° angle from pivot point to hook point. No hitch supports, or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

9.  **The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet, (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of opening. 2.6" turbocharger with MAP groove no longer allowed.**
10. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" away from turbine wheel.
11. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
12. Water injection is prohibited. All components must be removed from the truck.
13. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
14. Fuel Systems: Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Power Stroke® engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
15. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
16. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
17. Must run DOT approved tire. Maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.

18. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are located in the bed of truck they are to be securely fastened to the bed of the truck.
19. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
20. 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.
21. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions, refer to General Rules.
22. SFI bellhousing blankets and/or SFI blow proof bellhousing required.
23. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
24. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, ¼" of shaft may be visible.
25. Fire extinguisher (2.5#) or fire suppression system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seatbelts required.
26. General Rules apply.

PRO-STOCK DIESEL (3.6 DIESEL)

1. Maximum weight 7800lbs.
2. An OEM chassis is mandatory. The vehicle must retain the full OEM frame from center line of front axle to center line of rear axle. Full tube chassis are prohibited. Maximum wheelbase 158" and 102" maximum width (outside tire to outside tire.) Rigid suspension allowed.
3. The body must be an OEM truck body. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled.

- a. Firewall - Must have a complete firewall with no holes except for controls. Holes not to exceed $\frac{1}{2}$ " larger than the controls. May be constructed of a minimum $\frac{1}{16}$ " aluminum, $\frac{1}{16}$ " steel or $\frac{1}{8}$ " Lexan and must extend downward to the bottom of the frame.
4. 4. Maximum engine size will be 460 cubic inches. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer.
 - a. No aftermarket blocks permitted.
 - b. Head must be OEM or OEM one-piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
5. Front of engine block can be no farther forward than 17" of center line of front axle.
6. Engine must have cable surrounding block and head. Cable must be minimum $\frac{3}{8}$ " diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
7. 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. (This equates to a steel inner fender.)
8. Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25° angle from pivot point to hook point. No hitch supports or adjusters, fastened to the rear axle housing shall be above the centerline of rear axle. Pivot pin of drawbar can be no farther forward than centerline of the rear axle.
9. The turbocharger is smooth faced intake housing, limited to a maximum 3.6" inlet, (no map ring) with all air entering through the 3.6" opening. Intake wheel must protrude $\frac{1}{8}$ inch inside of opening.
10. Exhaust must exit straight up, with (2) $\frac{3}{8}$ " bolts mounted in a cross pattern no more that 1" apart as close to the turbine wheel as possible, no more

than 6" from turbine wheel.

11. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
12. Water injection is permitted. Lubrication only. No alcohol or oxygen enhancers allowed.
13. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
14. Fuel Systems: Largest fuel injection pump allowed will be a P-pump with one plunger per cylinder. (No Sigma pumps). The use of multiple high pressure common rail fuel pumps is allowed. Ford Power Stroke® engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
15. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
16. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
17. Tires: May run DOT approved tire or bar tire.
 - a. DOT Tire: maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.
 - b. Bar Tire: Maximum tire circumference or 112", when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of 4 tires.
 - c. No combination of (bar/DOT) of tires permitted.
18. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck.
19. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.

20. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
21. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions refer to General Rules.
22. SFI bellhousing blankets and /or SFI blow proof bellhousing required.
23. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
24. 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.
25. Fire extinguisher (2.5#) or fire suppression system, helmets-Snell 90 or better, SFI fire suits, hat sock, gloves, shoes, and seatbelts required. See General Rules for SFI specifications on clothing.
26. General Rules apply.

SUPER STOCK 4 WHEEL DRIVE

Weight limit is 6200 lbs maximum, with driver.

Engine is limited to 500 cubic inches, must have a cast iron block and may have either cast iron or aluminum heads. Heads must be factory produced of original type configuration with 2 valves per cylinder in the original engine compartment.

Engine must accept stock crankshaft.

Fuel is limited to gasoline only. No alcohol is allowed.

No aftermarket transfer cases, drop boxes, or reversers allowed.

Will be required to have a steel bell housing or a SFI approved transmission blanket and/or scatter shield.

Both single and dual four-barrel carburetors with any intake manifold are acceptable.

Any cut or bar style tire is permitted except Dick Cepek Giant Puller tires. A maximum 31-inch (factory marked) tire is permitted for a non-DOT tire and a maximum 36-inch (factory marked) tire is permitted for a DOT legal tire, 14.5-inch maximum width.

Axles and hub bolt shields are required on all rear ends unless it is a planetary drive rear end. The minimum is 1/16" (0.060") thick steel. The hub bolts should be shielded on both the front and rear axles. The mounting shield cannot be mounted to the axle end or the hub bolts. A hole may be installed in the center of the front shield so the lock can be operated, so long as the hub end or axle bolts are covered.

The vehicle may run a frame up to a 133-inch wheelbase.

Fiberglass may be used in body components in lieu of steel provided the appearance is the same as the factory steel body. Wheel wells, front and rear, must be centered above the wheels. The bed of the pickup truck may be lengthened or shortened, only between the cab and the rear wheel wells, so the wheels are centered in the rear of the bed to make the wells centered above the wheels.

One-piece fiberglass bodies will be allowed. Fiberglass body must be an exact replica of the original sheet metal.

All weights must be safely secured to the vehicles and may not extend forward more than 60 inches from the centerline of the front axle. No loose weights in the cab or under the hood are allowed.

If the vehicle has doors, they must be on and closed. Glass windshields, rear windows, and side windows can be factory tinted or clear glass. Stained glass is not allowed. If Plexiglas is used, it must be clear in all windows.

The vehicle must run with a full hood except for exhaust and fuel systems. Vertical exhausts exiting through the hood are optional. If vertical exhausts are not used, the exhaust must exit straight back.

All trucks must have working front wheel brakes. This does not include drive shaft brakes. Driver shaft brakes, if present, must be shielded 360 degrees by 5/16" steel or 3/8" aluminum, both ends enclosed with 1/8" steel. The floor of the body may be part of the shield if it is 1/8" steel or better.

No mud flaps or dirt deflectors are permitted.

All vehicles must utilize a grill and it must be in the original position.

No holes in the firewall and floorboard are permitted.

Vertical bumpers are required to prevent the vehicle from passing over the buckboard of the sled while backing up to hook and unhook. Bumpers to extend a minimum of 8-inches vertically. Bumpers must be of rigid construction.

All trucks must have three (3) round metal loops shielding on each drive shaft. (A two-piece drive shaft must have six (6) metal loops. A 360-degree loop must be a minimum of 3/8" wide or wider, and not more than 2 inches from the shaft in any direction. End loops must be placed no farther than 6 inches for universal joints, with a third loop in the center of the shaft, or it can be a solid tube (5/16" steel or 3/8" aluminum) meeting the above requirements. No cast metal is permissible. If running an after-market transfer case or drop box all intermediate shafts must be fully enclosed.

No fuel tanks are permitted in the cab. Fuel pressure gauges, fuel pumps, and lines inside the cab are also prohibited.

All trucks will have a 360-degree metal shield around the universal joints, 5/16" steel or 3/8" aluminum, minimum width to be 6-inches. Clearance should not exceed 2 inches between shield and universal joint. Shield should not be butt or seam welded.



From the point of hook to the centerline of the rear axle shall be no less than 30% of the pickup or van wheelbase. If the pickup cannot run a 30% hitch because the bed is too long, the bed may be cut to the 30% hitch length. The hitch must be clear and visible for hookup purposes. The hitch must be rigid in all directions and solidly mounted to the frame.

No devices or installations that will raise the hitch while pulling are permitted. This will be a cause for disqualification. The hitch height cannot exceed 26" before, during, or after the pull. Hitch point must be visible and clear for sled hookup. The pulling point can be no less than 1 1/2" for the back edge of the hook point.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat)

General rules apply.

PRO STOCK 4X4

1. 6200 lb maximum weight with driver.
2. Maximum 565 cubic inches, 2 valves per cylinder.
3.  **4.9" Bore spacing max.**
4. Gas and alcohol fuel permitted, fuel injection and dual carburetor's also permitted. No nitrous oxide allowed.  **Mechanical fuel injection permitted; electrical fuel injection not allowed.**
5. Maximum tire size: 31 inch pulling or 36 inch DOT. Dick Cepek, Pit Bull, and Nicholson pulling tires allowed.
6. Maximum 133 inch wheelbase.
7. Aftermarket transmissions and transfer cases allowed.
8. Refer to Pro Mod Class rules for draw bar specifications.
9. Front weight bar / ballast shall hang no further forward than 60 inch maximum from center of front axle.
10. All modified general rules and safety regulations apply.

PRO MOD AND SUPER MOD 4X4

Weight limit is 6200 lbs maximum, with driver

Modified 4X4 trucks must be factory produced steel pickups or vans. They must have an escape hatch in the roof or in the back or in the back if doors are non-working.

Modified 4X4 trucks must run naturally aspirated, single automotive type engines. No diesel engines allowed. Heads shall be limited to 2 valves per cylinder.

Modified 4X4 trucks may run automotive type engine of gasoline or alcohol. The maximum cubic inches allowed is 650.

Axles and hub bolt shields are required on all rear ends unless it is a planetary drive rear end. The minimum is 1/16" (0.060") thick steel. The hub bolts should be shielded on both the front and rear axles. The mounting shield cannot be mounted to the axle end or the hub bolts. A hole may be installed in the center of the front shield so the lock can be operated, so long as the hub end or axle bolts are covered.

The vehicle may run a frame up to a 133-inch wheelbase. Fiberglass may be used in body components in lieu of steel provided the appearance is the same as the factory steel body. Wheel wells, front and rear, must be centered above the wheels. The bed of the pickup truck may be lengthened or shortened, only between the cab and the rear wheel wells, so the wheels are centered in the rear of the bed to make the wells centered above the wheels. One-piece fiberglass bodies will be allowed. Fiberglass body must be an exact replica of the original sheet metal.

Tube frames will be allowed

All weights must be safely secured to the vehicles and may not extend forward more than 60 inches from the centerline of the front axle. No loose weights in the cab or under the hood are allowed.

If the vehicle has doors, they must be on and closed. Glass windshields, rear windows, and side windows can be factory tinted or clear glass. Stained glass is not allowed. If Plexiglas is used, it must be clear in all windows.

The vehicle must run with a full hood except for exhaust and fuel systems. The exhaust must exit straight up. Refer to general rules section for additional exhaust requirements.

All trucks must have working front wheel brakes. This does not include drive shaft brakes. Driver shaft brakes, if present, must be shielded 360 degrees by 5/16" steel or 3/8" aluminum, both ends enclosed with 1/8" steel. The floor of the body may be part of the shield if it is 1/8" steel or better.

No mud flaps or dirt deflectors are permitted. All vehicles must utilize a grill and it must be in the original position. No holes in the firewall and floorboard are permitted.

No fuel tanks are permitted in the cab. Fuel pressure gauges, fuel pumps, and lines inside the cab are also prohibited.

Vertical bumpers are required to prevent the vehicle from passing over the buckboard of the sled while backing up to hook and unhook. Bumpers to extend a minimum of 8-inches vertically. Bumpers must be of rigid construction.

All trucks must have three (3) round metal loops shielding on each drive shaft. (A two-piece drive shaft must have six (6) metal loops. A 360-degree loop must be a minimum of 3/8" wide or wider, and not more than 2 inches from the shaft in any direction. End loops must be placed no farther than 6 inches for universal joints, with a third loop in the center of the shaft, or it can be a solid tube (5/16" steel or 3/8" aluminum) meeting the above requirements. No cast metal is permissible. If running an after-market transfer case or drop box all intermediate shafts must be fully enclosed.

All trucks will have a 360-degree metal shield around the universal joints, 5/16" steel or 3/8" aluminum. Minimum width to be 6-inches. Clearance should not exceed 2 inches between shield and universal joint. Shield should not be butt or seam welded.

From the point of hook to the centerline of the rear axle shall be no less than 30% of the pickup or van wheelbase. If the pickup cannot run a 30% hitch because the

bed is too long, the bed may be cut to the 30% hitch length. The hitch must be clear and visible for hookup purposes. The hitch must be rigid in all directions and solidly mounted to the frame.

No devices or installations that will raise the hitch while pulling are permitted. This will be a cause for disqualification. The hitch height cannot exceed 26" before, during, or after the pull. Hitch point must be visible and clear for sled hookup. The pulling point can be no less than 1½" for the back edge of the hook point.

Tires have a maximum 18" wide tread, and 34" tall. Pulling tires only

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat)

General rules apply.

MODIFIED AND SUPER MOD 2WD

Weight limit is 6200 lbs. maximum, with driver.

All two-wheel drive vehicles shall have a single, eight-cylinder automotive type engine. Engine must accept a stock automotive crankshaft. Heads shall be limited to two valves per cylinder. Super Modified 2WD are limited to 575 ci.

A five-point harness is mandatory for all supercharged vehicles.

If the original vehicle has doors, they must be on and closed. Funny car type bodies may be used with an escape hatch in the roof or back if doors are non-working. All two-wheel drive vehicles must have a complete firewall with no holes in it.

Glass windshields, rear windows and side windows can be factory tinted glass or clear glass. Stained glass is not allowed. If Plexiglas is used it must be clear in all windows.

A vehicle must run with its hood on. Vehicles with open cockpits such as roadsters, c-cabs, and T-buckets are not required to run a hood.

Any factory production steel body trucks, van, or car body may be used. Fiberglass may be used in body components in lieu of steel provided the appearance is the same as the factory steel body. All funny car fiberglass bodies are acceptable. Only factory type bodies or replicas thereof shall be permitted. No rails allowed.

Weights cannot extend further back than 12 inches from the hitching point.

All vehicles must have axle covers on the rear wheels, except vehicles with planetary type rear ends.

The maximum length of vehicle is to be 15ft from the centerline of the rear axle to the forward most portion of the vehicle, including weight racks, etc. The front wheels and axle are to remain centered in the front wheel wells.

Vertical bumpers are required to prevent the vehicle from passing over the buckboard of the sled while backing up to hook or unhook. Bumpers are to extend a minimum of eight (8) inches vertically. Bumpers can be rigid in construction.

All two-wheel drive trucks must have working individual rear brakes. Modified and super modified two wheel drive truck tires are as follows: 18.4" by 16.1". Nothing bigger.

All two-wheel drive trucks must have wheelie bars. Wheelie bar length must be a minimum of 2 inches back from the furthest point of tire with a 5-inch pad on the bottom. Maximum 6 inches high if within tire track, or 10 inches high if not within tire track.

The hitch must be rigid in all directions and solidly mounted to the vehicle frame. The height of the hitch cannot exceed 30 inches and must be parallel to the ground.

No cable or chain can be used in the hitching device.

The pulling point can be no less than 1 ½" from the back edge of the hook point.

Drawbar length to be no shorter than 18 inches from center of rear wheels to the point of hook.

All super charger drive components must be shrouded on the top and sides with 0.060" steel, the shield to be wider than the drive belt or chain, and be securely mounted. Blower shield to be wider than all components, idler belt, pulleys, etc.

All vehicles with superchargers must use SRMA Spec. 6061T-6 Aluminum bolts to secure blower to intake manifold. Blower straps meeting a SFI 14.1 Spec. are required on all supercharged engines.

The driveshaft must have a minimum 2 loops on each shaft. Two-piece drive shafts must have 4 loops. The loops must be a minimum of 5/16" steel or 3/8" aluminum, (no cast metal). They must be no more than 6 inches from the joint. All u-joints must be shielded 360 degrees by 5/16" steel or 3/8" aluminum. They must be no more than 2 inches from the shaft in any direction. Vehicles that have a shaft between the first transmission and the second transmission need only have one loop if that shaft is no more than 12 inches long and the loop is in the middle. Any vehicle using planetary rear end must have driveshaft fully enclosed by 5/16" steel or 3/8" aluminum.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat) General rules apply.

MODIFIED AND SUPER MOD MINI RODS

Weight limit is 2000 lbs. for naturally aspirated minis, and 2050 lbs. for super mod minis; both are maximum with driver.

Limitations: Modified minis are limited to 650 cubic inches. Super modified minis are limited to 575 cubic inches.

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

A five-point harness is mandatory for all supercharged vehicles.

Modified mini tractors shall be limited to a single automotive type engine. Engine must accept a stock crankshaft. Fuel injection shall be permitted. No blowers or turbochargers are allowed in naturally aspirated class.

Refer to two wheel drive rules for supercharger specifications and requirements.

Engines are limited to 2 spark plugs per cylinder.

Driveline Shielding: All remaining drive train, excluding additional manual transmissions, must be enclosed in 5/16" minimum steel or 3/8" aluminum, round, inside diameter not to exceed 2" more than the outside diameter of the largest universal joint, fastened every 6" or closer, with 3/8" bolts or larger bolts, grade 5, or butt and seam welded, and securely mounted to vehicles frame. Applies to all vehicles with exposed driveshaft. No more than ¼" of end of driveline shall be visible with driveline shielding in place. (Note: If U-joints are used in any driveshaft application, shielding must be 5/16" steel or 3/8" aluminum.)

All modified mini tractor engine-automatic transmission combinations must have: Two front engine mounts, 2 rear engine mounts, and a support saddle for rear of transmission, with ½" maximum clearance; or two front engine mount, support saddle at rear of engine, with ½" clearance, and a mount at rear of transmission.

Drawbars: Drawbar and hitching device to be one-piece construction, with a minimum of 1-inch solid steel; no hollow tubing permitted. Front part of drawbar is to have a minimum of ½ inch cross sectional thickness to remain on the front side of hole where drilled. Minimum ½" pin. Drawbar height adjusting bolts to

be no more than 5 inches from hooking point. The drawbar receiver or the material where the front of the drawbar is attached must have a minimum of $\frac{1}{4}$ " thick metal on each side of a horizontal pin drawbar. There must be a minimum of $\frac{1}{2}$ " metal remaining where the hole is drilled.

Point of hook: The point of hook is to have a minimum of a 2" round hole, maximum 2.25" hole. The thickness of material around the hole must be a minimum of $\frac{3}{4}$ " thick. Point of hook to be no more than $\frac{3}{4}$ " cross sectional thickness.

Stabilizer Bars: Skid pads to be at least 4" square at the ground contact point. Pads to be a maximum of 6" above the ground. Skid pads to be a minimum of $\frac{1}{2}$ the tire diameter when measured horizontally from rear axle centerline to rear of pad. There must be one skid pad on each side of the tractor. The skid pads must be strong enough to support the weight of the tractor. There must be a support brace extending inward to frame, axle, or top of stabilizer bar arms.

All modified mini tractors are required to have roll-over protection. It is recommended to have either chrome-moly with minimum of 1 5/8" in diameter and a wall thickness of .095" minimum, or mild steel a minimum of 1 7/8" diameter with a wall thickness of .083" minimum. The roll cage should be attached rigidly in a safe manner to the frame (welded or 4 grade 8 bolts, $\frac{1}{2}$ " in diameter at all locations.) The roll cage should be able to sustain the driver from any and all injuries in the event of a roll over situation. UTTPi reserves the right to reject any roll over protection that it deems as unsafe.

All modified mini tractors must be equipped with working independent rear brakes.

Modified mini must be two wheel drive.

Hitch height is 13 inches maximum

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat)

General rules apply.

SUPER STOCK DIESEL (PRO MOD)

Weight class will operated at a 7500 lb. maximum

Any diesel engine is allowed.

Wheelbase maximum 158". OEM chassis of 161" are ok.

No nitrous, propane, or alcohol. #2 Diesel Only.

Water Injection is permitted in this class.

Turbochargers - Limited to 2-stage configuration

Hanging weights allowed: Weights must not extend more than 60" from centerline of front axle (weights must be secure)

26" Hitch height

Hitch hook point must not be less than 44" from centerline of rear axle. 3" X 3.5" drawbar opening

Hitch must not exceed a maximum of 33-degree angle from pivot point to hook point

Rigid Suspension allowed

Drop boxes, Reversers allowed

Snell 85 or better helmets required

S.F.I. Fire suits required.

No cast iron clutches or flywheels permitted

S.F.I Bell housing blankets and/or S.F.I blow-proof bell housings required

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.

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.

Fire Extinguishers, helmets and seatbelts required

Exhaust must exit straight up, minimum of cab height, with (2) 3/8" inch bolts mounted in a cross pattern.

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

Kill switch will be securely mounted to the back of the vehicle and have a two 2-inch diameter rings to attach to the sled.

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.

35" tire maximum height; tread width not to exceed 18". No dual wheels.

Four (4) cut or sharpened tires required.

Mechanical or electronic fuel injection permitted.

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.

Tires and wheels must stay in the center of the wheel wells as intended by the manufacturer.

Front of the engine block can be no farther forward than 25" of centerline of front axle.

UNLIMITED MODIFIED TRACTOR

Tractors are limited to 2 naturally aspirated automotive type engines, but cannot exceed 2 supercharge engines or equivalent.

Tunnel rams are permitted with one or more carburetors of dominator size.

Maximum length 14ft from center of rear axle to farthest most point, including weights.

No tricycle front ends.

Weights must be securely fastened on brackets and not extend rearward beyond tires. Weights must not obscure hitching points.

All modified tractors must have 2 supports of sufficient strength bolted to the underside frame and differential to prevent tractor splitting.

Two turnover bars must support the tractor weight and be no more than 8 inches off the ground and have a 24-inch square pad. Pads must be a minimum of 24 inches from the outside of one pad to the outside of the other.

Maximum height of drawbar is 20 inches from the top of the hitching device to the ground. Minimum drawbar is 18 inches from the center of the rear axle to the point of hook. Drawbars to be fastened no higher than center of rear axle on differential housing.

Tires can be no more than 30.5 inches wide, with a rim diameter of no more than 32 inches on tire widths no more than 24.5 inches.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat)

General rules apply.

PRO FARM TRACTOR

The weight class for the Pro Farm tractor is 6,000-7,500 lbs.

Pro Farm Tractors can run a 300 series engine, up to 399 CID

A single turbo, up to a S400 box charger will be allowed.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat)

All other rules derived from Super farm Tractor.

SUPER FARM TRACTOR

The weight class for Super Farm Tractor is 8,000-10,500 lbs.

Super Farm tractors can run 400 series engines, up to 640 CID

All tractors must be stock appearing, including, engine, transmission, and rear end (e.g. International series engine, along with International series transmission and rear end.)

A single turbo, up to 3-inch box charger, may be used.

All tractors that run 3,000 RPM or more must have a steel flywheel.

All tractors that run 3,000 RPM or more must have roll cages. It is recommended to have either chrome-moly with minimum of 2" in diameter and a wall thickness of .095" minimum, or a mild steel a minimum of 2 1/4" in diameter with a wall thickness of .083" minimum. The roll cage should be attached rigidly to the frame. The roll cage should be able to sustain the situation. UTTPI reserves the right to reject any roll over protection that is deemed unsafe.

All tractors must be equipped with an air/fuel shutoff. Three-way valves, in front of the injection pump, are acceptable for the fuel shutoff. No electrical operated air shutoffs allowed. Kill switches are to be located in the driver's compartment and in the rear center of the vehicle, 48" above the point of hook.

Stock cooling fans should be shrouded. (See general modified rules.)

Any tractor that runs 3,000 RPM must have weld on hubs.

Injection pumps are limited to 1 model 100, rotary or p-pump only. No French or Sigma pumps allowed.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver. (Not under or behind the seat)

Wheelie bars must be used, and must be able to support the weight of the tractor.

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