2026 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.

Smoking Policy

Smoking and the use of tobacco/vape products are prohibited at all times within the arena and public grounds. Any use of this must be within designated pit areas out of sight of the public.

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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 an approved UTTP officer 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 the UTTP 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, said 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.

United Truck and Tractor Pullers reserves the right to interpret any and all rules set forth herein or any other rules that are in force in any UTTP 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 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 officials 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, 100 ft. for long tracks unless otherwise specified, will have a re-pull option, but must be decided on immediately, 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 the 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 vehicles. Maximum weight for each class includes the driver of that vehicle.

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

The puller has 3 minutes to hook to the sled after the track is ready or if the 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 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) in 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. The second attempt starts when the competitor is pulled back to the start line. Pullers 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 the 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 UTTP 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. At the discretion of UTTP officials, puller may compete in a different class for said event.

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

Membership dues can be paid anytime during the year. You MUST be a member to receive points, and points **DO NOT** start until membership is paid.

Modified General Rules

All General Rules apply. EFI is not allowed.
SFI approved fireproof gloves are mandatory.

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.

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 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 turbocharger.

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 UTTP’s technical department.

All single turbochargers (regardless of size or division) or atmospheric turbochargers on a multi turbo setup must have a Kevlar lined containment device (bag or blanket) that completely encloses the intake compressor housing. Bag or blanket used must be commercially available from a PPL approved manufacturer. Note: 1/8” cable around turbo is no longer required or sufficient.

No dual wheels, chains or tire studs are acceptable. DOT dual wheels are acceptable when specified within class rules.

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 the first ply of cords.

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

The 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 on the centerline of the 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 24inches above the point of hook. Cable from the sled will attach to the 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 the 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 the vehicle is in neutral.

The point of hook-on must have a minimum 3.75" x 3" hole for the ability of hookup to sled.

All pulling vehicles must have an automatic ignition kill switch on spark ignition engines and an air shut off on diesel engines. The kill switch must also shut off the 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 1⁄4 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 the 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.

A pulling vehicle must be equipped with a minimum 2 1⁄2 pound, dry power type fire extinguisher, fully charged with a gauge in working condition and within easy reach of the driver.

All Turbo Charged Engines exhaust discharge. One set of two (2) 3⁄8” minimum Grade 5 bolts in the horizontal portion of the exhaust pipe(s) within 2 inches of exhaust flange. Bolts are to be installed at 90 degrees to each other and within one inch of each other. A second set of two 3⁄8” minimum grade 5 bolts in the horizontal portion of the exhaust pipe(s) within two (2) inches of the first set of bolts.

Bolts are to be installed at 90 degrees to each other and are not overlapping the first set of bolts.

Or

One set of two (2) 1/2” minimum Grade 5 bolts in the horizontal portion of the exhaust pipe within 2 inches of exhaust flange. Bolts are to be installed 90 degrees to each other.

Or

Approved exhaust containment ring

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 1⁄2 of the advertised classes are completed.

If the purse is not paid to a canceled class, the entry fee will be refunded. UTTP officers will decide when class is rained out of a session.

PAYOUT CLAUSE

In the event of a cancellation of an event or portion of an event for any reason, classes that were unable to be completed will be refunded/credited hook fees for the event. Payouts may take up to 14 days to be issued.

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 **$1500.00 deposit**. Protests must be made before the next class begins. If illegal, the protester would get a deposit refunded, contestants will be disqualified from participating in UTTP events for one year from the date of that event. If found legal, deposit will be dispersed to contestants and UTTP to cover costs.

The driver is responsible for tearing 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 unsportsmanlike conduct.
Intoxication of driver or crewmen.
Illegal equipment.
Leaving the starting line under a red flag.
Jerking of the sled under the green flag.
Excessive argument with track officials.
Deliberate delay of event.
Being too close to the track. Attacking an official.

POINTS

The following is the UTTPI points structure.

1st place 10 Points
2nd place 9 points
3rd place 8 points
4th place 7 points
5th place 6 points

If there is only one contestant in any particular class you will be paid off a 3rd place placing but will receive 1st place points.

Disqualifications will receive last place points in their class. Eligibility for any points at any event depends on competitors paying entry fee, being a member and paying membership fee, and passing tech inspection, points will begin at the event membership dues are paid, ***all prior points are not eligible***. It is the competitor's responsibility to have a tech official inspect their vehicle. 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 UTTPI. No rain out points awarded if entries do not open. A puller that attends an event with a pulling vehicle but is deemed unable to hook to sled under power will receive no points and NO money for that event.

OPEN STREET

Gasoline Engine:

up to 7000 pounds 26 inch hitch height 7001-7500 pounds 24 inch hitch height 7501 and up 22 inch hitch height

Diesel Engine:

up to 8500 pounds 26 inch hitch height 8501-10,000 pounds 24 inch hitch height 10,001-18,000 pounds 22 inch hitch height

18,001-26,000 pounds 20 inch hitch height
26,000 and up Move to Semi Class
All vehicles classified by official's discretion

Front hanging weights are allowed, not to exceed 60 inches forward of the centerline of the front axle, 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 OEM restraint system is mandatory and must be worn.

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. Helmet must have the appropriate certification sticker affixed inside it.

Exhaust must exit straight up. Turbo containment must be installed per Modified General Rules. Final decisions rest with the UTTP Technical Department.

Pay scale to be fixed amount for positions 1-3.

General Rules apply.

STOCK GAS

The weight class will be 6500 lbs. Maximum, with driver

Any stock pickup that exceeds the mandatory weight limit of 6500 lbs. for the

class after removing all unnecessary parts (i.e. tailgate, spare tire, etc.) can weigh

as much as 7000 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 if the system utilizes a storage tank allowing for rapid inflation.

No ball hitches allowed.

Hitch height is maximum 26 inches

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

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.

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.

WORK STOCK DIESEL

Weight limit is 8500 lbs. Maximum, with a driver.

The 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 must 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 UTTP Tech 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.

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

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.

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. Aftermarket 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 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 if the system utilizes a storage tank allowing for rapid inflation.

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) 3⁄4 inch by 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 us 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.

Turbo chargers must be stock appearing drop in style. No VGT conversions. No aftermarket conversion style VGT chargers. 6.4L powerstrokes must utilize the stock high pressure, and low pressure charger assemblies. Billet compressor wheels will be allowed.

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. 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)

LIMITED PRO DIESEL

(3.0 DIESEL)

Modified General Rules Apply.
Maximum weight 8000lbs. (Dry weight 7900# for ice allowance at scales.)

The OEM chassis is mandatory. The vehicle must retain a full 3⁄4 or 1-ton size chassis. Wheel tubs, back- half conversions, tube chassis prohibited. Maximum wheelbase 158” and 102” maximum width. (outside tire to outside tire). Rigid suspension allowed. Hydraulic steering permitted. (Intent= no Isuzu or compact diesel chassis)

The body must be an OEM truck body. Beds must be covered. No flatbeds permitted. The body must retain full metal, aftermarket steel hoods are permitted. They must be closed and securely latched while hooked to the sled.

Maximum engine size will be 460 cubic inch. Engines must come from the factory in one ton or smaller diesel pickup truck. The engine must remain in stock location as intended by the manufacturer. Engines may be interchanged between manufacturers.

- No aftermarket blocks permitted
- The head must be an OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Out-

outside dimensions of cylinder head must measure factory width and length. The head must retain OEM valve angle.

The front of the engine block can be no farther forward than 17” of center line of the front axle.

The engine must have a cable surrounding block and head. Cable must be minimum 3/8” diameter located between cylinders #1 and #2. Cable must pass through manifolds. Cable will have 4-6” of slack with a minimum of 4 cable clamps at splice.

All engines will have a deflection shield, running the complete length of the block casting. The shield must be securely fastened and must be .060” thick. (This equates to a steel inner fender)

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. 1/4” wall thick tubing material minimum thickness required for hitch assembly. Minimum of 1” material around pivot pin location of drawbar (circumference). Pivot pin at intersection of connection to hitch assembly requires 1⁄2” total thickness minimum (width). 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 on the center line of the rear axle or behind. Hitch must not exceed a maximum of 25° angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar

adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. 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.

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.

Exhaust must exit straight up. Turbo containment must be installed per Modified General Rules.

Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.

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

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.

Fuel Systems: Maximum of one P7100 pump (2 5/8”W x 9 9/16”L x 8 3/16”H main pump body),

limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke 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.

No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

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.

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.

Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.

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.

No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions, refer to General Rules.

SFI bell housing blankets and/or SFI blow proof bell housing required.

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.

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.

26. Fire extinguisher (2.5#) or fire suppression system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seat belts required.

27. No traction control permitted.

PRO-STOCK DIESEL
(3.6 DIESEL)

Modified General Rules Apply Maximum weight 7800lbs.

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.

The body must be an OEM truck body. No flatbeds per- mitted. The body must retain the full sheet metal, aftermarket hoods are permitted. The hood must be closed and securely latched while hooked to the sled.

• Firewall - Must have a complete firewall with no holes except for controls. Holes not to exceed 1⁄2” larger than the controls. May be constructed of a minimum 1/16” aluminum, 1/16” steel or 1/8” Lexan and must extend down- ward to the bottom of the frame.

Maximum engine size will be 460 cubic inches. Engine must come in one ton or smaller truck. Engine must be OEM replacement or its replica. A replica to be considered must retain stock bore spacing and operate with the stock

crankshaft for the model without alterations for chassis mounting.

Front of engine block can be no farther forward than 17” of center line of front axle.

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.

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.)

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. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle center- line or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. 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.

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 1/8th inch inside of opening.

Exhaust must exit straight up. Turbo containment must be installed per Modified General Rules.

Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.

Water injection is permitted. Lubrication only. No alcohol or oxygen enhancers allowed.

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.

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 Powerstroke 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.

No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed. Tires: May run DOT approved tire or bar tire.

- 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.

- 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.
- No combination of (bar/DOT) of tires permitted.
  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.

Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.

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.

No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions refer to General Rules.

SFI bell housing blankets and /or SFI blow proof bell housing required.

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.

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 extinguisher (2.5#) or fire suppression system, helmets-Snell 90 or better, SFI fire suits, hat sock, gloves, shoes, and seat belts required.

See General Rules for SFI specifications on clothing.

Super Stock Diesel

Modified General Rules Apply
Maximum weight 7500 lb.
OEM or tube chassis allowed. Wheelbase maximum 158”. OEM Chassis up to 161” allowed.

Firewall - Must have a complete firewall with no holes except for controls. Holes not to exceed 1⁄2” larger than the controls. May be constructed of a minimum 1/16” aluminum, 1/16” steel or 1/8” Lexan and must extend downward to the bottom of the frame.

Maximum engine size will be 460 cubic inches. Engine must come in one ton or smaller truck. Engine must be OEM replacement or its replica. A replica to be considered must retain stock bore spacing and operate with the stock crank-shaft for the model without alterations for chassis mounting.

Front of engine block must remain behind the grill and front of engine block can be no farther forward than 25” of center line of front axle.

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.

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.

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 33° angle from pivot point to hook point. No hitch supports or adjusters, fastened to the rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

Turbochargers - Limited to a maximum of 3 turbochargers in 2 stage configurations. All trucks with fiberglass bodies require turbo shields, minimum of .060 aluminum.

Exhaust must exit straight up. Turbo containment must be installed per Modified General Rules.

Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.

Water injection is permitted. Lubrication only. No alcohol or oxygen enhancers allowed.

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.

Fuel Systems: Any fuel injection pump allowed. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mount- ed before of the injection pump is mandatory which can be operated by the driver while strapped in the seat.

No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

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

Front weights must be no more than 60” from the center line of the front axle to forward most point and be securely fastened.

Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.

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.

No cast iron clutches, or flywheels permitted, must be SFI approved. Trucks with automatic transmissions refer to General Rules.

SFI bell housing blankets and /or SFI blow proof bell housing required.

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.

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.

See General Rules for SFI specifications on clothing

SUPER STOCK 4X4

Modified General Rules Apply
Weight limit is 6200 lbs maximum, with a driver.

The engine is limited to 530 ± 2% 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.

No cross manufactures engine/chassis
Intake flange no larger than Holley 4500 Dominator (NTPA) All exhaust must discharge vertically. No rain caps.
The engine must accept a stock crankshaft.
Any brand of racing fuel allowed. No alcohol is allowed.
Aftermarket transfer cases, drop boxes, or reversers allowed.

Steel bell housing or an SFI approved transmission blanket and/or scatter shield required.
Single four-barrel carburetor with any intake manifold are acceptable.
Maximum tire size: 31 inch pulling or 36 inch DOT. Dick Cepek, Pit Bull, and Nicholson pulling tires allowed. No Dual rear wheels.

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. No more than a 25° angle. 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.

Inner fender or block shields required per Modified General Rules

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

Fire Suit required per Modified General Rules. Mod 4 Wheel Drive safety rules apply.

No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

PRO STOCK 4X4

Modified General Rules Apply

6200 lb. maximum weight with driver.

Maximum 565 cubic inches, 2 valves per cylinder.

4.9” Bore spacing max.

Gas and alcohol fuel permitted, fuel injection and dual carburetors also permitted. No nitrous oxide allowed. Mechanical fuel injection permitted.

Maximum tire size: 31 inch pulling or 36 inch DOT. Dick Cepek, Pit Bull, and Nicholson pulling tires allowed.

Maximum 133 inch wheelbase.
Aftermarket transmissions and transfer cases allowed.

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.

No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories. No six shooter,

power grid systems or similar type ignition controls in any class.

PRO MOD AND SUPER MOD 4X4

Modified General Rules Apply

Modified 4x4 trucks must be factory produced steel pickups or vans.

Vehicle 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.

Engine must accept stock crankshaft.

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 for Pro Modified 4x4 is 650 c.i.,+ or - 1%. Limit for the Super Mod class is 575 ci., + or - 1%.

Fuel injection shall be permitted. No traction control ignition accessories allowed. No superchargers or turbochargers are allowed in naturally aspirated class. Refer to 2-wheel drive rules for supercharger specifications and requirements for super mod 4x4 vehicles.

All supercharger 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. Supercharger 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.

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.

Vehicle limited to a 133 in. 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 wheel wells are centered above the wheels.

One piece fiberglass bodies will be allowed.

Fiberglass bodies must be an exact replica of the original sheet metal.

Tube frames are allowed.

All weights must be safely secured to the vehicles and may not extend forward more than 60 in. from the center line 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. Vertical is defined as "being in plumb" with a 10-degree variance in any direction permitted.

All trucks must have working front wheel brakes. This does not include driveshaft brakes. Driveshaft brakes, if present, must be shielded 360 degrees by 5/16 in. steel or 3/8 in.

aluminum, both ends enclosed with 1⁄8 in. steel. The floor of the body may be part of the shield if it is 1⁄8 in. 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 except for controls. Holes not to exceed 1/2 in. larger than control.

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 in. vertically. Bumpers must be of rigid construction.

All trucks must have three (3) round metal loops shielding on each driveshaft. (A two-piece driveshaft must have six (6) metal loops. A 360-

degree loop must be a minimum of 3/8 in. wide or wider, and not more than 2 in. from the shaft in any direction. End loops must be placed no farther than 6 in. from universal joints, with a third loop in the center of the shaft, or it can be a solid tube (5/16 in. steel or 3⁄8 in. aluminum) meeting the above requirements. No cast metal is permissible. If running an aftermarket 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 in. steel or 3/8 in. aluminum. Minimum width to be 6 in.

Clearance should not exceed 2 in. between shield and universal joint. Shield should not be butt or seam welded.

Hitch height maximum is to be 26 in. at point of hook before, during, and after pull. Hitch must be rigid in all directions and mounted solidly. Pulling point can be no less than 11⁄2 in. from back edge of drawbar. No clevis chains or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less

than 30% of truck wheelbase and shall not slope any greater than 25 degrees to hitch point.

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.

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

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while sitting in seat.

Outside edge of rear tires must overlap the center line of front tires, by at least 1 in. OR outside edge of front tires must overlap the center line of rear tires, by at least 1 in.

No digital, microprocessor, computer, or programmable ignition controls. No traction

control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

MODIFIED AND SUPER MOD 2WD

Modified General Rules Apply

Maximum weight limit is 6200 lbs., with driver.

All two-wheel drive vehicles shall have a single, eight (8) cylinder automotive type engine.

Engine must accept a stock automotive crankshaft.

Heads shall be limited to two (2) valves per cylinder.

The maximum cubic inches allowed for Modified 2wd is 565 ci, + or - 1%. Limit for the Super Mod class is 575 ci., + or - 1%.

No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

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, except for controls. Holes not to exceed 1/2 in. larger than control.

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.

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.

Weights cannot extend further back than 12 in. 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 15 feet from the centerline of the rear axle to the forward most portion of the vehicle, including weight racks, etc. This does not include tow hook on front of vehicle.

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) in. vertically. Bumpers must 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 in. by 16.1 in., nothing bigger will be permitted.

All two-wheel drive trucks must have wheelie bars. Wheelie bar length must be a minimum of 2 in. back from the furthermost point of tire with a 5 in. pad on the bottom. Maximum 6 in. high if within tire track, or 10 in. 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 in. 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 1⁄2 in. from the back edge of the hook point.

Drawbar length to be no shorter than 18 in. 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 must be wider than all components: idler, belt, pulleys, etc.

All vehicles with superchargers must use SRMA Spec. 6061T-6 Aluminum bolts to secure supercharger 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 driveshafts must have 4 loops. The loops must be a minimum of 5/16 in. steel or 3/8 in. aluminum, (no cast metal). They must be no more than 6 in. from the joint. All u-joints must be shielded 360 degrees by 5/16 in. steel or 3⁄8 in. aluminum. They must be no

more than 2 in. 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 in no more than 12 in. long and the loop is in the middle.

Any vehicle using planetary rear end must have driveshaft fully enclosed by 5/16 in. steel or 3/8 in. aluminum.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while in the seat.

TRACTORS

Modified General Rules Apply

All engine blocks must remain in original location as intended by the manufacturer. Sheet metal to be stock length and location must be stock appearing.

Tractors must have grill and hood in place as intended by manufacturer.

Tractors must have stock block, agricultural type block, OEM replacement block. No automotive blocks permitted. Maximum of 8 cylinders permitted. Approved recasted/after-market block suppliers; (Hypermax, D&R, E-burg Components, Lemke, Chaos Fabrication, Heavy Metal Motorsports).

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

Up to four (4) turbochargers permitted, but only three (3) pressure stages permitted.

All turbocharged engines on tractors will have one cable totally surrounding the engine block and head. The cable will consist of 3/8”

diameter and located between the first and second cylinders. Cable must pass through the manifold areas. Cable will have four (4) to six (6) inches of slack. There will be a minimum of four (4) clamps at all splices. Maximum of 2 valves per cylinder.

• All inline turbocharged engines are required to have a cable(s) placed between first and second cylinder through exhaust manifold port area. Cable must be a minimum of one (1) 3/8 manufactured pendant line with a rating of at least 3000 lb. or more from the manufacturer that indicates rated load capacity with swaged sockets, shackles or appropriate fork and pin.

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

All tractor engines are required to shield all rotating mass mounted on the front of the crankshaft. Shield to be frame rail to frame rail

by a minimum .125 aluminum or steel fastened to the frame on each side by two evenly spaced bolts. (3/8-inch Grade 5 minimum.)

All tractors are required to have an approved bell housing blanket that meets the following specifications of a SFI4.2: 20 ply ballistic nylon or 20 ply Kevlar style 713 betting construction. At least seventeen (17) inches wide and long enough around the bell housing with six (6) inches of overlap, secured with a two (2) inch wide nylon web straps, with a steel “d” ring on one end and sewn the length of the blanket, except overlap area and long enough to pass back through the “d” ring and to be tied in a saddle cinch and with four (4) two inch nylon webs retaining strips, each at the front and back of blanket.

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

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

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

- Tie bars will be of sufficient strength to support weight of the tractor with the bolts used to split the tractor removed.
- All safety blankets will be mounted inside the safety tie bar system.
  On cast iron OEM chassis, a 1/2” spacer plate is permitted for clutch clearance.
  Only mechanical activated clutches permitted.

Component Chassis

- Component tractors are permitted. All new component tractors must have approval of sheet metal and engine combination from the Tech committee.
- The front nose of the crankshaft can be no lower than 4” of the center of the rear axle.

- Aftermarket chassis replaces OEM clutch housing with an SFI 6.2 or 6.3 bell housing in its place.
- The engine placement can be no farther forward than 60” from the centerline of the rear axle to

  the rear of the block.

- No four-wheel drive tractors will be permitted.
- All tractors with a competition weight of 7,000# to 10,000# will require a 47.1 SFI Spec rollover

  protection.

Tractor Classes and Rules vary by location. All modified tractors

welcome! Will honor rules set forth within your sanctioned area. Classes include but are not limited to,

HOT FARM, SUPER FARM, LIGHT LIMITED, SUPER STOCK

LIMITED PRO STOCK, PRO STOCK UNLIMITED MODIFIED, SUPER MODIFIED

United Truck and Tractor Pullers INC.
5355 W 6400 N Tremonton UT 84337

Contact admin@unitedpullers.net

2026 Officer Team

President: Terry Hansen (435) 720-2954

VP : Cody VanAlfen(801) 686-5709

Secretary: Jackie Thurgood (385) 288-8769

Treasurer: Travis VanAlfen (801) 710-3114

Promoter: Mike VanAlfen (801) 725-7579

Promoter: Cliff Towns (208) 731-9422

Head Tech:Rick Walch (435) 714-9071

Tech: Zachery Gray (801) 643-1425