



2024

Rulebook

Full Pull Productions
USA EAST Sled Pulling



www.fullpullproductions.com

USA-EAST SLED PULLING 2024 RULE BOOK

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*** All changes for 2024 are printed in RED ***

USA EAST GENERAL RULES

- USA-EAST reserves the right to interpret any and all rules that are in force. Adoption of new rules could become necessary to promote safety or to benefit the sport.
- USA-EAST reserves the right to alter rules due to safety concerns or for the betterment of the sport at any time.
- USA-EAST reserves the right to refuse ANY competitor the right to attend or participate at any event.
 - Certain USA-EAST/Full Pull Events might require previous participation. Contact The Office @ 412-480-9307
- USA-EAST reserves the right to handicap any vehicle or vehicle type that is dominating a particular class or division. Dominating will be determined by the USA-EAST Executive and Tech Committee.
- USA-EAST reserves the right to withhold purse money from any competitor who fails to display proper/required decals.
- By participating at an USA-East Event, you are releasing all media rights to USA-East Sled Pulling, LLC.

CONTEST PROCEDURE

- Any puller under 18 must have written consent from a parent or guardian and prior approval by the USA-EAST executive committee and their insurance carrier.
- Contestants may be barred from pulling due to emotional or physical reasons. Ex: drinking, illness, etc.
- Only the driver will be allowed in/on a vehicle when it is being towed or driven.
- No riders are permitted on tow tractors or track equipment.
- A driver must be in/on the pulling vehicle at ALL times while the engine is running.
- Vehicle must be in neutral or park while hooking to or unhooking from the sled. Drivers are recommended to raise hands while hooking and unhooking.
- Anyone standing closer than 35 feet from the pulling track will be disqualified and shall receive no refund or points and money. Second offense will include a \$100 fine and third offense, suspension (TBD) and a \$200 fine. This rule includes the driver, pit crew, family members and friends of the driver.

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8. Any driver or crew member found under the influence of drugs or using intoxicating agents in the track area will be disqualified. Track area is defined as 35 feet surrounding the track
9. No videotaping is allowed closer than 35 feet from track or in a designated area approved by officials.
10. A driver's meeting is optional and may or may not be held before the pull starts.
11. **The first puller in the class will be considered the "Test Puller". This "Test Puller" may accept their pull distance or choose to come back immediately or drop to ANY position in the pulling order.**
 - a) **The finish flag official must be informed of the "Test Puller's" decision before leaving the track.**
12. A pulling vehicle may drop to any position in the class due to mechanical breakage. This will count as the first of two attempts for the vehicle to make a measurable distance. This dropping must be approved by the track judge. Safety equipment does not qualify for a mechanical problem.
13. A competitor has three minutes to hook to the sled after track is ready, or if after competition director and/or head flag calls them to the sled. Failure to do so will result in DQ with no refund of entry. (Competitors have Three (3) Minutes to come to track and make an attempt. If they do not make a measurable pull, then they will have the option of trying immediately or dropping. This will count as one attempt.)
14. **Puller receives two attempts to move the sled. If on the first attempt, the driver lifts off the throttle before 100' the puller will return to the start line and receive their second and final attempt. Only for mechanical breakage may the puller drop to last for their second attempt.**
15. If a competitor feels that a sled malfunction has occurred with the vehicle's safety switch, the competitor must alert the finish flagman of that fact. The driver of the vehicle will then move the pulling vehicle off the pulling track to a designated area by the track official. The vehicle must be shut down and safely parked. Then the vehicle will be inspected by an USA-East Official and driver. If the Official feels there is a malfunction of the safety switch, then the vehicle will be allowed a re-hook. If the competitor moves the vehicle from the pulling track and does not alert the finish flagman that there may have been a problem the competitor may not return for another hook.
16. When there is a re-pull caused by a contest malfunction, the puller or pullers affected may drop to ANY position in the class or may pull again immediately. Competitors may not move any weight.
17. Competitors may spot the sled anywhere in bounds and behind the starting line if they wish. A cone will be provided for this purpose. This must be done while the sled is returning to the starting line. Only one sled spotting is allowed. Once the sled has returned to the starting line and is ready the puller may NOT re-spot the sled. Doing so will count as the pullers 'first attempt'.
18. All pulls will start with a tight chain. No jerking of the sled. Excessive sled jerking may cause DQ.
19. Excessive loss of liquid will result in disqualification, if the vehicle is under the green flag. If a vehicle is flagged, pull will be measured from the point of the red flag being issued. Failure to stop will be cause for disqualification. Excessive is defined as any steady or intermittent steam equal to a spot on the track of eight (8) inches in diameter.
20. Pulling will be over when forward motion stops. Competitors must stop immediately when RED flagged.
21. All pulls will be measured to the nearest 1/100 of a foot (two decimal places) utilizing an Agri-tronix GPS sled measuring system or laser measuring device.
22. When possible, all contestants must drive on and off the track. Tow starting will be done as a last resort and under tech official's discretion
23. All competition vehicles must report to the scales full of fuel/water/ice, etc. Fuel/water/ice, etc. may not be added once the pulling vehicle has been weighed.
24. Once a vehicle has made its measurable pull and is unhooked from the sled it must be moved from the end of the pulling track. Vehicles cannot be parked where they may interfere with the laser measuring device or flow of event traffic.
25. Any disqualification on the first attempt bars a second attempt unless the class is restarted.
26. The "Test Hook" puller may come back if they go out of bounds on their test hook attempt.
27. Pullers disqualified for actions on the track may still receive purse money. Should the class not be full a disqualified puller shall receive last place purse money IF the vehicle has made a measured pull.

DISQUALIFICATIONS

1. All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at any event. USA-EAST reserves the right to fully inspect any vehicle at any time. Refusal to submit to a complete tech inspection will result in disqualification of the vehicle.
2. The tech person or presiding official has the right to stop and disqualify any competitors or pulling vehicles they feel are unsafe.
3. Any competitors found under the influence of intoxicating agents before or during competition will be disqualified. Any crew members under the influence of intoxicating agents who are in the staging, or track area will be grounds to disqualify the vehicle they are attending with.
4. Official's decisions are final. There is no appeal process. Disagreements may result in disqualification.
5. **Competition Director decisions are final and unappealable on any point of controversy. Disagreement leading to arguments can result in disqualification.**
6. Any Competitors abusing an official or other USA-EAST personal both verbally and/or physically, will be disqualified for that event and will be asked to leave.
7. Disqualifications may result from this list of items, but disqualification is not limited to these causes:
 - Illegal fuel or illegal water
 - Out of bounds - defined as any part of the vehicle touching the boundary line
 - Loss of excessive liquid
 - Loss of weight under the green flag
 - Failure to be Tech Inspected
 - Failure to be properly weighed
 - Loss or failure of safety equipment under green flag
 - Unsafe operation of vehicle
 - Unsafe speed in the pits or leaving the track
 - Unprofessional or unsportsmanlike conduct
 - Illegal equipment
 - Leaving the starting line under a red flag.
 - Deliberate delay of event
 - Being too close to the track
 - Attacking an official

DRIVER SAFETY/CLOTHING

1. Street licensed vehicle drivers must wear a minimum of shirt, long pants, & closed toed shoes.
2. Fire suits are required in all classes (except street licensed) minimum SFI 3.2A.
3. In flip top bodied vehicles without a fire wall or working doors, the driver will be required to wear an SFI 3.2A-5 suit.
4. Fireproof gloves, fireproof head sock, and fireproof shoes must meet SFI Spec. 3.3.
5. All helmets must meet Snell 2015 minimum, or SFI Spec. 31.1/2015
6. Neck Collars are recommended.
7. Helmet face shields must be worn down under green flag conditions.
8. Drivers must be seated and in control of the pulling vehicle any time the motor is started or being started.

ENTRY/TECH PROCEDURES

1. Upon arrival at the pull site, pullers shall go immediately to the registration office and enter all the classes that the vehicle will participate in.
2. **All Competitors must be registered at least one hour prior to the pull.**
3. Once a competitor has registered, they shall return to their vehicle and remain there until the vehicle is teched by a USA-East Official.
4. All tech inspection will occur on the ground not on the trailer...Unless necessitated by inclement weather.
5. Officials will place a "NOT TECH INSPECTED" tag on the vehicle if no one is at the competition vehicle during the tech process. It is then strictly the competitor's responsibility to make sure that their vehicle is properly tech inspected before it comes to the track to compete.
6. On any vehicle competing in a class requiring a safety shutdown switch the driver is responsible for installing the tie strap to the safety switch.
7. Vehicles may enter more than one class but may enter only once in each class.
8. **Memberships are required to enter. Memberships are available as a one day membership and are payable at the registration trailer.**
9. Participants must be a member of USA-EAST in order to collect points, and competitors may join at any USA-EAST event. Membership must be in place prior to hooking to the sled in order to collect points. Vehicle will only be allowed to collect points in one class, this class will be determined by the class that is chosen on their membership form.
10. Pulling order will be determined by 'luck of the draw' at sign-in. Numbers used may not be visible to the pullers. When a team has two or more entries in a single class, the vehicles must be registered separately so as to prevent the misplacing of the tractors numerically.

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- Once entries have closed, Any USA EAST competing member, who have been a member before this event and have drawn numbers which makes their vehicles back-to-back hooks, may elect to drop one position for the 2nd vehicle on the line-up sheet. This will not be applied if the drop position makes that vehicle last or next to last in the class.
- Should a competitor be forced to withdraw from a class due to breakage from a previous class, the competitor must notify officials before class begins to receive a refund. Entry money will not be refunded if the competitor does not scratch before the class starts.
- Once a competitor has hooked to the sled, he will not be refunded entry fee money.
- If puller arrives late (after the class has started) the competitor may NOT compete in the class.
- The only approved late entries accepted will be those pullers who have made prior arrangements with the registration official prior to arriving.
- Competitors will earn NO points if entry fee is refunded. This also applies to rain-out situations.
- Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ.
- USA-East Reserves the right to Super Tech any Vehicle.**

FLOATING FINISH LINE

- Floating Finish Lines will be utilized at all events for all classes unless the head tech official determines that a pull off system will be used. If a pull off is to be used for a certain class, it will be announced prior to the class starting.
- Boundary line will be 330' long to start the pull, even though a Full Pull may only be 300'. Competitors may not touch boundary lines at any time. The Full Pull line will be established by the Head Track Official no less than 300 feet and no later than the fifth competitor, after a sled reset. The Full Pull line can be set in front of a vehicle even if the vehicle has gone past 300 feet at either 310', 320', or 330'. White disqualification line(s) will be 330 feet for the entire contest. If Head Track Official determines a floating finish is need
- If the test hook vehicle goes past 350' on its initial run, the sled will automatically be reset. This can be only overridden by the head track official in the case of inclement weather or other time restraints to the event.

POINTS

- The following is the established point structure
 - 1st - 50; 2nd - 48; 3rd - 46 Down by two (2) to 26 points.
 - All remaining competitors will receive 24 points respectively.
- DQ's will receive last place points and money in their class.
- Competitors shall receive 20 show-up points when their competition vehicle arrives at a pull and registers.
- To be eligible for any points at any event, the competitor shall pay their entry fee and pass tech inspection. It is the responsibility of the Competitors to have a tech official inspect their vehicle.
- Options in the case of TIES in the point race at season end. Ties will be broken as follows:
 - First, attendance at all events.
 - Most number of wins in the season
 - Most number of wins combined with greatest number of 2nds
 - Most number of wins combined with greatest number of 2nds and must number of 3rds
- In case of a rain out or other cancellation during a pull-off that causes the entire pull-off not to be completed - points and money will be divided equally among all pullers qualified for the pull-off.
- Points will not be awarded at any level for any reason for no shows. (except for "Dropped Hooks")
- When a class has been officially presented, but must be called off because of any reason, the purse will stand in order of finish and the points will be split equally for all competitors based on the number of entries in the class.
- Entry must remain open for two hours after the scheduled starting time in those situations where entry has been opened and pullers have registered.
- No rain-out points are awarded if registration does not open.
- DROPPED HOOKS.** Each member in each class is eligible for one (1) 'dropped hook' per season. USA-EAST reserves the right to restrict the number of 'dropped hooks' to no more than two at any specific event. A puller taking the 'dropped hook' shall receive last place points (minus TWO) at that pull. **DROPPED HOOKS are to be used for cases of mechanical breakage, and other unforeseen circumstances. If it is discovered the DROPPED HOOK was used in order to attend another event, the vehicle will receive ZERO POINTS for the event, and the DROPPED HOOK privilege for the vehicle will be revoked for the remainder of the season. Pre-Commit Pullers in the following classes will be allowed two (2) dropped hooks for the season. Pullers must follow the rules as outlined above. Lt Pro/Lim Pro/Super Farm, and Pro Street 2.6.**
- Pre-Commit pullers will be considered to be entered even if they are not physically on the grounds if a rain out is called.
- All vehicles that collect points must be Super Teched prior to the season starting or by the conclusion of the 2nd scheduled event for that class.
- Any Vehicle that has been found to be illegal and banned will forfeit all points for the current year.
- In order for a vehicle/puller to qualify for the points fund they must have competed in 75% or more of the scheduled pulls.

PROTESTS

- Protests are available for any violation of the rules or misapplication of the rules. These violations may be either vehicle protests or rules application protests.
- Items that may lead to a protest must be protested by a puller. USA-EAST will not entertain a protested item discovered by a puller without the necessary protest form and fee.
- All protests must be made in writing and submitted within five minutes (5) of completion of the class being protested. USA-East Sled Pulling reserves the right to NOT handle a protest.
- Protests can only be made by Current Members of USA-East Sled Pulling. A person lodging a protest must have been a member of USA-East for a minimum of 48 hours prior to time of the protest.
- Official protest forms are available at the registration table and must be signed by one (1) owner/driver within the class of competition.
- All protest fees will be accepted in cash ONLY.
 - If a protested vehicle is found legal, then the fee will be forfeited to the person found legal.
 - If a vehicle is illegal, then the vehicle is disqualified, and a fee is returned to the protester.
- Fee for protest are as follows:
 - Pump or Visual - \$500
 - Fuel - \$500 (must be made while vehicle is on pulling track)
 - Cubic inch - (with tear down) \$1100. A 1% variance is permitted for wear.
 - \$100 from tear down is paid to the official in charge of tear down
- ANYONE causing a disruption during a protest will be disqualified.
- The officials and the protested are the only people allowed near the vehicle during a protest.
- If a competitor is found guilty of exceeding the cubic inch limit, they will be barred from all events for one (1) year and one day. Refusing to tear down or to be pumped will be considered exceeding the cubic inch limit.

RAIN-OUT SITUATIONS

- Any event canceled outside of four (4) hours prior to the scheduled starting time is considered a 'cancellation' and is not to be considered as a 'rain out' under these rules.
- A session of pulling will be official if one half of the advertised classes are completed. Promoter is not required to refund gate money in this situation.
- Any class not completed for any reason will be considered a rain out. This would include a class canceled due to sled malfunction or electrical failure or any other unforeseen situation.
- UNOFFICIAL CLASS: If less than 2/3 of the Competitors have hooked, the class is considered a 'rain-out' and rain points are awarded to all pullers in the class regardless of whether or not they have actually hooked to the sled. No purse is paid out if less than 2/3 of the registered pullers have competed.

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5. OFFICIAL CLASS: A class will be official when 2/3 of the Competitors have made a pull. The promoter MUST pay the entire class purse in this situation. The purse is then split evenly between all entered pullers regardless of whether or not they have actually hooked to the weight transfer machine and made a measured pull.
6. Fuel/tow money will be paid in any and all pre committed classes if the event is rained out for any reason
7. Points will be awarded as 'rain points' regardless of whether a puller has actually hooked. All registered pullers in the class will receive the same 'rain' points.
8. When rain points are awarded the entry fee is NOT returned.
9. It is a joint decision of the event official and the event promoter as to when a class or session is rained out.

RULES VIOLATIONS

1. Any first-time violation will result in disqualification from that event.
2. Second time violations for the same infraction will result in a season long suspension.
3. If there is more than one disqualification in a class, the last available money will be split equally among those disqualified.
4. All points are awarded to the vehicle, and NOT to the driver.
5. Anyone suspended will not be allowed in the track or pit area for the duration of the suspension. If a vehicle is sold (AND such sale is proven to the satisfaction of the USA-EAST tech and rules committee), the vehicle will be allowed to pull, but the suspended party is NOT involved with the vehicle in any way.

WALKING/ INSPECTING THE TRACK

Pullers are only permitted to 'walk the track' to check for soft spots, etc. at certain times before and during the pulls:

PULLERS MAY WALK THE TRACK...

- 1) Any time prior to the playing of the national anthem
- 2) Between classes
- 3) When the weight sled has weights added or removed

- 1) From the time a class of competition begins until that class is completed
- 2) When advised by an official that the track is not open
- 3) When safety dictates otherwise

PULLERS MAY NOT WALK THE TRACK...

GENERAL VEHICLE SAFETY

1. Seatbelts are required to meet or exceed SFI Spec. 16.1 on all driver restraint assemblies except for street licensed trucks where the normal seat belt and shoulder harness is acceptable.
2. Pulling vehicles are required to have a minimum of 2-1/2 lb. fire extinguisher. Extinguishers must be within reach of the driver.
3. No batteries are allowed inside the cab of the vehicle.
4. Traction Control is prohibited in any form at USA-Events. This includes any type of engine retardation and or engine management that would result in engine power being altered to the wheels in order to gain a traction advantage.
5. All pulling vehicles will have a dead man throttle that will automatically return to a closed position. Throttles will work in a forward to reverse motion, forward being open. Two (2) springs on Carburetor/Injection pump and one (1) on the hand throttle itself
6. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on the transmission gear selector.
7. All vehicles using a foot throttle must use a toe strap. Exception is a stock vehicle.
8. All vehicles using an automatic transmission must have a positive reverse gear lockout.
9. Driver or crewperson must be seated & in control of the vehicle any time the engine is started or running.
10. All pulling vehicles must have a neutral safety light.
 - a) A white (or clear) light, automotive quality, a minimum of 2 inches in diameter, must be mounted within 30" inches of hooking point & within 6" of the center line of the vehicle.
 - b) A light in the driver's compartment must be operated from the same system.
 - c) Both lights, and the starter interrupter switch, will be operated from the shifter lever.

AUTOMATIC TRANSMISSIONS

1. The use of torque converters, automatic shifts, etc., will be permitted unless otherwise stated in class rules. Transmission brakes are prohibited.
2. All vehicles using an automatic transmission, and not licensed for use on public roads (or running 4500 rpm or more) must meet these requirements;
 - a) Must have an SFI Spec. 29.1 automatic transmission flex-plate and be covered by a flex plate shield meeting SFI Spec 30.1. No cast iron accepted.
 - b) Must have an approved safety blanket over the torque converter area. A full-length safety blanket is required. Automatic transmission shields or tractor blankets must meet SFI Spec. 4.1.
 - c) All non-blanket-type shields must incorporate two (or one, 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.
 - d) Any non-OEM shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear.
 - e) All transmission lines must be metallic or high-pressure type hose.

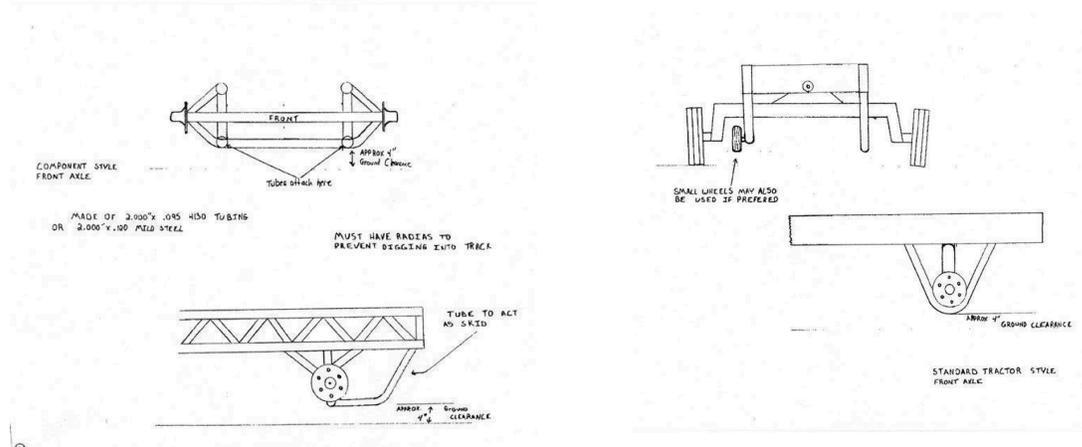
BRAKES

1. All pulling vehicles must have adequate stopping brakes.
2. All tractors and TWD trucks must have working individual rear wheel brakes.
3. All 4x4 trucks must have complete working front brakes. All brakes in the driveline must be shielded 360 degrees with 5/16-inch steel or 3/8 aluminum, around the brake components. Ends must be enclosed in 1/8-inch steel or aluminum; no cast metal is permitted to be used as part of a shield.

CHASSIS/SKIDS

1. All pulling vehicles will have a wide front end. Front wheels must track within rear wheels.
2. OEM Tractor chassis will consist of;
 - a) All tractors must retain stock appearance, must have hood & grill in place as intended by the manufacturer.
 - b) The OEM engine block of a given brand must remain the same as the brand of transmission & rear-end housing. Sheet metal must match the brand of the engine & rear-end, sheet metal may be upgraded to a newer model of the same brand.
 - c) Engine block must remain in its original location as intended by the manufacturer.
 - d) Only engines considered legal for USA-EAST competition are those found in two-wheel-drive farm tractors. (Only Unlimited Super Stock Tractors will be allowed four-wheel-drive tractor engines)
 - e) Stock clutch, transmission, rear-end, & final drive housings, or manufacturer replacements. No aluminum replacements allowed.
 - f) All engines must be mounted rigid to chassis, Engine cannot move independent of transmission/rear-end housings.
 - g) Chassis & frame must remain stock from the rear of the engine block to the rear of the tractor.
 - h) Tractors using a full frame must locate the engine at or above the centerline of the rear axle. Rear of the engine block cannot exceed 60 inches from the center of the rear axle.
 - i) Allow tractors with cast tub (belly-type) frames (i.e., Oliver, Cockshutt, White) to remove the complete frame from front of transmission housing. The Engine and clutch housing remain in original location and mounted solid as intended by the original manufacturer, with motor mounts in the front and rear of the engine. No engine cradles. Once the tub is removed the rear of the engine cannot exceed the 60" rule.
 - j) OEM chassis will be allowed a maximum 1/2" steel spacer plate for clutch clearance.
 - k) Maximum wheelbase of 114 inches, maximum length of thirteen (13) feet from center of rear axle to the forward most point of the tractor. (6" long tow hook only may extend beyond the 13' limit)
 - l) All tractor classes will be required to run a safety tie bar system, or a one-piece frame rail secured to the rear axle housing. Tie bars must extend ahead of the rearmost mounting location of the engine block, ties must be able to support the tractor with all the bolts used to split the tractor removed.
 - m) All safety blankets must be mounted inside the tie bar system.
3. ALL Tractor Divisions: A front axle brace will be mandatory.

Front axle support to be made of 2.00" X .095 tubing or 2.00" X .120 mild steel tubing or same material as tractor frame rails. Front axle supports should connect to each frame rail inline and extend towards the front of the tractor. Front skid/front axle support should have radius to prevent digging into track. Front axle support frame should be strong enough to support the front end weight of the tractor. Support should have a maximum of 4" ground clearance.



- Suspension systems with air must utilize a self-contained system with the following components: Maximum of three pneumatic lines or hoses and one pressure gauge mounted on suspension's manifold system. Electrical wires are prohibited.

CLUTCHES AND BELLHOUSINGS

- All engines using a clutch flywheel assembly will run a full block saver plate. Material must be 1/4" aluminum or 3/16" steel minimum. There will be a minimum of five (5) grade 5 or better bolts to secure plate to bell housing.
- All automotive type engines using a clutch will use a 1/4", one piece, SFI 6.1, 6.2, or 6.3 containment bell housing.
- One cooling hole will be allowed in the bell housings one (1) inch max. diameter. Hole must **NOT** be in the explosion area of the bell housing.
- No welding will be allowed in the explosion area of the bell housing.
- No chemical milling permitted.
- There will be five 3/8" bolts or four 1/2" bolts to secure bell housing to transmission.
- All inspection maintenance holes must be approved by USA-EAST. Crowder stand adjustment slots will be accepted.
- Four 3/8" grade 5 or better bolts are required, in the top half of bell housing to block. Four additional bolts 3/8" grade 5 or better, will be mounted between existing bolts in the top half of the bell housing to secure the bell housing to block the saver plate. Six evenly spaced grade 5 or better bolts are required on the bottom half of bell housing.
- All bellhousing/clutch blankets must meet SFI Spec. 4.1. Blankets must cover the furthest forward & furthest rearward points of the bellhousing, must overlap a minimum of six (6) inches where it is fastened.
- Any vehicle using two blown or turbocharged automotive engines, three naturally aspirated or any industrial, marine or aircraft engine that is turbocharged or twin-staged supercharged on one clutch, must have a liner in the bell housing.
- All clutches on aviation, marine and/or industrial engines must be approved by USA-EAST.
- No cast iron clutch components or flywheels will be allowed.
- All competitors will be required to sign a warrant of clutch, flywheel, bellhousing components.
- USA-EAST will reserve the right to inspect any clutch or components at any time
- Aluminum Bellhousing are not allowed in any division.

DRIVELINE SHIELDING

- Loops on all drivelines must be round.
- All u-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6" long minimum and centered on the u-joint. Inside diameter of the shield will be no more than 2 inches larger than the u-joint. If aluminum is used on a u-joint shield, a 1/8" insert will be put inside the shield at a u-joint area 6" wide.
- All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" steel or 3/8" aluminum. The inside diameter will not be more than two inches larger than the largest universal joint. No more than 1/4" of driveline will be visible. Bolts holding the shield together will be 3/8" grade or better, bolted every two inches or closer.
- All other vehicles not using planetary rear ends must have loops 360 degrees around the driveline, 2 inches away from the driveline, made of 3/8" aluminum or 5/16" steel, and spaced every 36 inches.
- Maximum length of the driveline on a modified tractor is 48 inches.
- FWD pickups will have 3 loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, 2" maximum away from driveline.
- 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.
- Any input or output may extend more than 4" to a bearing.
- Axle shields are required and will be .060" thickness in steel or aluminum. Shield shall not be mounted to axle ends or hub bolts. An access hole may be left open to allow locking in the hubs.

ENGINES

- Shielding on V or Y type engines must be from the base of the head to two (2) inches below crankshaft throw. Frame may be used as all or part of the shield, provided it is solid and covers the required area.
- Shielding on in-line engines will run from hood to two (2) inches below crankshaft throw. Shield must be complete; no holes accepted. Shielding must extend the complete length of the block and be securely fastened.
- All engines must have a deflection shield, running the complete length of the block casting. Shield will be securely fastened and must be .060 inch thick. Starters, exhausts, fuel pumps, etc., will not be considered as part of the shield.
- All side shields must be solid. USA-EAST shielding be made of a total of 1/8" aluminum or .090" steel at a minimum.
- Any engine driven fan must be shielded 360 degrees with 1/16 steel minimum, no less than 1/4 inch past the back edge of the fan and no more than one (1) inch from the radiator. Electric fans are exempt.
- All automotive type engines must be equipped with a harmonic balancer SFI spec 18.1 and display SFI identification. If the harmonic balancer is not SFI spec, the vehicle must use a 1/4 inch steel shield 360 degrees around the balancer. The shield will be at least one (1) inch wide and no more than one (1) inch away from the

balancer. There must be two tabs, two in front of the balancer to keep the balancer from working forward. Tabs will be at least one (1) inch long and ¼ inch thick and 180 degrees of each other. A bolt is required in the end of the crankshaft, to hold the damper pulley. Water pump may be used as part of a shield.

7. All diesel engines must have a manual three-way dump valve installed ahead of the injection pump, to be operated from the dash panel.
8. All diesel engines are permitted a maximum deck plate thickness of one (1) inch. Unless otherwise noted.
9. Any tractor sheet metal consisting of nonferrous material must have additional shielding inside the hood area. No open vents or louvers in the hood area without a minimum of 1/8" steel or aluminum in the turbocharger area.
10. 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 with a tag from the manufacturer that indicates rated load capacity with swaged sockets.
Or
Two (2) 3/8" cables with a minimum of 4 clamps at the splice or crimps with a coupler on each cable. Cable(s) must circle the entire head /block assembly with a maximum of 4" slack

EXHAUST

1. All vehicles must have exhaust discharging vertically within ten (10) degrees of plumb. Height to be a minimum of 8 inches above the bend in pipe which discharges vertically.
2. No megaphone pipes allowed.
3. Venturi-style headers permitted.
4. No rain caps permitted.

FENDERS

1. All tractors must have some type of barrier between the driver and tire. Barrier must be capable of supporting the driver's weight.
2. Fenders must be constructed so that when the driver is in the competition position, no part of the driver's body can touch the tires.
3. Super Stock and Pro Stock Tractors must have a barrier a minimum of 6 inches wide at the bottom increasing to 36 inches wide at the top between driver and tire. Barrier must curl out at least 6 inches from the vertical over tire in the same configuration as the tire.

FUEL

1. Acceptable fuels are gasoline, diesel fuel, alcohol and methanol. No fuels in pressurized containers.
2. No oxygen carriers or combustion accelerators permitted.
3. No oxygen carriers or combustion accelerators allowed in water injection. Only water-soluble oil is permitted in water injection.
4. No nitrous oxide (except in the RWYB class, see RWYB rules for clarification), nitro methane or propylene oxide. No ether bottles (starting aids) allowed on board while pulling.
5. Top Lube is allowed, but no nitro base top lube will be accepted.
6. Intercoolers will be permitted to carry ONLY water & ice. All competitors are required to report to the scales with full fuel tanks and water/ice if applicable.
7. All diesel-powered competition vehicles will have a "T" Valve/Petcock installed on the return line from the pump. This must be located as close as possible to the Injection pump and will be used to obtain a fuel sample. The sampling valve needs to have a flexible hose. Diesel engines need to be running when the fuel sample is obtained.
8. A digitron fuel test meter will be utilized for testing with a minimum number of 30 & maximum number of 150.
9. All fluids are subject to diagnostic screening which includes but not limited to, specific gravity, mass spectrometer, oxygen concentration, & burn test(s).
10. Any vehicle may be fuel tested at any time at the discretion of the Competition Director.
11. The top three (3) or top five (5) may be fuel tested at the conclusion of a class at any time at the discretion of the Competition Director.

PROTESTED FUEL TEST PROCEDURE

Protest must be made on the track \$500.00 Cash with protest form

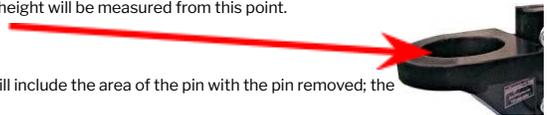
1. The protested fuel will be drawn directly from the Tank or the Petcock valve. This is up to the Competition Director
2. The Fuel sample container will be labeled with a seal with the Competition Directors signature as well as Competitor's signature.
3. Fuel sample will then go to the designated testing area. No one will be permitted in that area other than the USA-East Officials and the person being protested.

TOP THREE/FIVE FUEL TESTING PROCEDURE

1. Selected vehicles will be held at a designated "Holding Area" with a USA-Tech Official present the entire time
2. Any vehicles/owner choosing NOT to comply with the fuel testing will be disqualified for that event and will lose all purse money and points. Said vehicle/owner will be subject to random fuel testing for the remainder of the season.
3. At the conclusion of the class those three OR five vehicles will have a fuel sample obtained from the "T-Valve/Petcock" injection pump return line into a clean sample container and marked with that vehicles name. Vehicles must be running when the fuel sample is obtained.
4. Samples will be placed into a carrying container and then transported to the Designated Fuel Testing area.
5. Fuel samples will be then tested using the established USA-East Fuel Testing Procedures as outlined in the General Rules Section of the rulebook.
6. Any vehicle FAILING the fuel test will have all points & prize money taken away for that event.
7. Any Subsequent violation will result in a 375-day banishment from pulling with USA-East/Full Pull Productions events for driver and vehicle.
8. Any vehicle found with "Illegal Fuel" will be subject to fuel testing at all future events for the remainder of the season.
9. Decisions by the Competition Director or their designee are FINAL. There is no recourse or appeal process implied or used.
10. One (1) Member of the pulling vehicle team may accompany the Competition Director or their designee during this procedure. **Absolutely no one else permitted.**
11. Results will be shown as a Pass or Fail with no additional comment from officials.

HITCHES AND DRAWBARS

1. Hitch must be rigid in all directions. Hitch length or height cannot change before, during, or after the pull. No cam hitches or cam type rear-ends allowed, no "L" or drop-down drawbars allowed. Drawbars must have the pivot pin of the same plane as the same plane as the hook point.
2. All drawbars will have an opening minimum of 3.5" X 3.75" inches. Point of hook and drawbar height will be measured from this point.
3. All classes up to 7,500 lbs. must meet the following requirements:
 - a) Drawbar must be a minimum of 2 square inches total steel material at any point. This will include the area of the pin with the pin removed; the 7/8" minimum.
 - b) Must be a steel hitching device, not more than 1 ½" by 1 ½" square stock (1 ½" round stock), nor less than one inch by one inch (1 1/8" round stock) and must be 3" minimum to 3 ½" maximum opening.
4. All classes over 7,500 lbs. over must meet the following requirements:
 - a) Drawbar must be a minimum of 2 ½" square inches total steel material at any point. This will include the area of the pin with the pin removed; pin will be 15/16" minimum.
 - b) Must be a steel hitching device, not more than 1 ½" by 1 ½" square stock (1 ½" round stock), nor less than one inch by one inch (1 1/2" round stock).
5. Tractors:
 - a) Minimum hitch length is 18" from center of rear axle to hook point measured horizontally.
 - b) If the drawbar has provisions to be made SHORTER than the legal length (18 inches from the center of the rear axle) is not acceptable as a legal drawbar.
 - c) Hitch height 20" and must be parallel to the ground within 10 degrees. All hitches will be made from solid steel, no welded hitches allowed.



6. Two Wheel Drive Trucks
 - a) Drawbar must be mounted solid to frame & rigid in all directions.
 - b) Drawbar must be parallel to the ground.
 - c) Maximum drawbar height of 30 inches.
 - d) Pulling point can be no more than 1 ½ inches from back of drawbar.
 - e) Hitch length can be no shorter than 18" from hook point to center of rear axle, measured horizontally.
 - f) No cable, chain, or clevis allowed in the hitching device.
7. Four Wheel Drive Trucks
 - a) Drawbar height is a maximum of 26" (unless otherwise specified) before, during and after the pull.
 - b) Drawbar must be rigid in all directions and solidly mounted to frame.
 - c) Pulling point can be no more than 1 ½ inches from the back edge of the hitching device.
 - d) No chain or cable allowed in the hitching device.
8. **A Clevis welded on as a hitch is not acceptable even if it meets the above criteria.**
9. All drawbars must have a flat or rounded rear edge cross-sectional surface, no "V" cut drawbars.
10. Any provisions or adjustments (I.e., changing tire air pressure, moving of more than 200 lbs. from the rear to the front of a vehicle) after drawbar height has been checked & "set" are **PROHIBITED!!!**
11. Hook point must be clear of interference & visible to hook & unhook sled chain.
12. All vehicles with a second (safety) hitch must fully cover the hole to prevent being hooked in the wrong hitch. This is the responsibility of the driver/crew of the vehicle, **USA-FAST IS NOT RESPONSIBLE FOR THE VEHICLE BEING HOOKED IN THE WRONG HITCH IF IT IS NOT PROPERLY COVERED!!!**

SAFETY (KILL) SWITCHES

1. Kill switches on all spark ignition engines, the kill switch must break current or ground the ignition. Vehicles equipped with spark ignition and electric fuel pumps must also break current to the fuel pump.
2. Kill switches on diesel motors will have the following:
 - a) Air shut off will consist of a cap that closes over the end of the air intake pipe and must be spring loaded to a closed position.
 - b) Air shut off must also be operated from the driver's seat.
 - c) Vehicles equipped with spark ignition and electric fuel pumps must also break current to the fuel pump
 - d) Air shut offs consisting of a butterfly flap inside a pipe will not be accepted.
3. Kill switches must be able to be operated from the driver's seat, while strapped in five-point harness, seat belt, etc.
4. Kill switches will be securely mounted to the back of the vehicle and have a 2-inch diameter ring (at least 1/8" thick) to attach to the sled.
5. A tie wrap will be used during tech to show vehicles have been subject to tech inspection. A 1/4" hole will be used to securely hold the tie wrap just above the kill switch. Only if the tie wrap is broken will a competitor be given another attempt. (To be decided by the head track official)

SEATS

1. All vehicles must have a strong, rigid seat.
2. Tip seats will be securely fastened while pulling.
3. All competition vehicles must be equipped with a drivers seat that is constructed from a solid material that is formed or welded as one piece.
4. Seat must be formed on each side to protect the driver's hip area.
5. Seat back must extend vertically from the base of the seat to the driver's shoulders.
6. Seat must be securely fastened to vehicle chassis with a minimum of four (4) 3/8" grade 5 bolts, two across the front of base & two across rear of base.
7. Seat must be constructed from material equivalent in strength to no less than 1/16" aluminum.

STABILIZER (WHEELIE) BARS

1. Stabilizer bars should be rigid in all directions & must support the weight of the vehicle for the heaviest class it will compete in.
2. Stabilizer bars may in no way be connected to drawbar assembly. No cross bars between stabilizer bars behind the point of hook. (To avoid sled hook being accidentally hooked anywhere except drawbar)
3. Stabilizer bar specifications;
 - a) Modified tractors where hitch and wheelie bars are connected to the same frame - the bars must be fastened at least four (4) inches ahead of the hitch.
 - b) Stabilizer bars will extend a minimum of 32 inches behind the center of the rear axle. Stabilizer bar height is no more than ten (10) inches off the ground.
 - c) Stabilizer pads should be parallel to the ground & must be a minimum of five (5) square inches with a minimum of 20 inches from outside of one pad to the other.
 - d) There must be a brace that extends vertically twelve (12) inches from the rear most tips of the skid pads. The vertical brace should extend rearward a minimum of two (2) inches from the radius of the rear tire.
 - e) There must be a support brace extending inward to the frame axle or top of stabilizer bar arms.
4. Stabilizer bars are required in all classes, except for FWD trucks.

TIRES

1. Rubber tires only, no dual tires (except semi-trucks & specified classes of 4X4 trucks), no tire studs or chains.
2. DOT tires must be street legal. No studded tires, tire chains, no tire not specifically intended for street use are allowed. No tread alterations of any kind-sharpening, cutting, re-grooving, or tread touch up is not allowed, any alterations will deem the tire illegal. Must be DOT approved with factory stamp, the size must be displayed on the tire sidewall.
3. Semi tires;
 - a) All tires must be road use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires is permitted. Maximum tire size limited to; 11x24.5 x 8.25 (or) 10 x 22 x 8.25. Tread width of 10" per each drive tire.
4. Tractor tires;
 - a) 30.5X32 maximum of 210-inch circumference, when inflated to 10psi. Tread width not to exceed 31". Bias ply tires only, no radials allowed.
 - b) 24.5X32 maximum of 210-inch circumference, when inflated to 10psi. Tread width not to exceed 25". Bias ply tires only, no radials allowed.
 - c) 20.8X38 maximum of 220-inch circumference when inflated to 20psi. Tread width not to exceed 21.3 inches. Bias ply OR radials allowed.
 - d) 18.4X38 bias ply OR radials allowed.
5. 4X4 & 2WD truck tires;
 - a) 34-18-15 on a 20-inch rim, maximum circumference 112 inches inflated to 30psi.
 - b) 18.4X16.1 on an 18-inch rim, maximum circumference 143 inches inflated to 28psi, **maximum tread width of 19".**



TURBOCHARGERS/SUPERCHARGERS

1. Turbocharger ChargerExhaust Containment
 - a. A)- Exhaust wheel cage made from stainless steel bolted or fastened to exhaust housing as intended by the manufacturer. If the exhaust wheel cage is bolted minimum of 8 – 5/16 bolts required to fasten as designed by turbo manufacturer.
 - b. -Exhaust housing has the capacity of installing 2 – ½ inch bolts installed 90 degrees from each other. Welded or fastened.
 - c. Exhaust adapter must be fabricated using two interlocking pieces of .250 inch x 1.000 inch flat steel notched .250 inch x .500 inch at center creating a single interlocking assembly and welded into a cross pattern. Leading edge of cross assembly can be sharpened a maximum of .250 inch back from the leading edge facing the exhaust wheel. Any tapered or sharpened edge is in addition to 1-inch minimum width. Adapter must be attached to the turbo exhaust housing flange using clamps supplied by the adapter manufacturer. Since this containment device is attached to the turbo exhaust housing flange by use of a clamp, the exhaust pipe must be welded to the containment device.
2. All turbochargers mounted outside normal engine shielding will be shielded in .060” steel. All intercoolers mounted outside of normal engine shielding must be .060” aluminum.
3. All single turbocharger (regardless of size or division) or “atmospheric” turbocharger(s) 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 USA EAST approved manufacturer. Note: 1/8” cable around turbo is no longer required or sufficient



4. All supercharger/procharger drive components must be shielded on top and sides with .060” steel or 1/8” aluminum. Side is defined as the centerline of the bottom pulley. Shield should be wider than the drive components.
5. All vehicles using an automotive-type supercharger will use aluminum blower studs, SEMA spec 6061 T-6 to secure the blower to the intake manifold. Blower straps meeting SFI spec 14.1 are required.
6. All turbocharger alcohol engines must shield spark plugs with a minimum of 1/8” steel or aluminum within two (2) inches any direction of centerline of spark plug.
7. Titanium turbocharger components prohibited.

WEIGHT

1. All competing vehicles must be weighed before attempting to pull.
2. No loose ballast inside the vehicle will be permitted, all ballast must be secured. No tarp straps allowed for securing ballast.
3. Any weight lost while hooked to the sled and under the green flag will result in disqualification. Any weight hitting the ground and still attached to the pulling vehicle will also result in disqualification (internal breakage excluded). No rubber straps or ‘Bungee Cords’ are allowed to hold weights in place.
4. No vehicle weighing more than the class will be accepted.
5. All ice, water, fuel, oil, etc. to be added to the competition vehicle must be present and weighed when the vehicle is weighed. No ice, water, fuel, oil, etc. may be added to the vehicle without being re-weighed unless the vehicle is returning after a sled reset or returning for a pull-off.
6. Registered driver of the competition vehicle for that pull must be in the driver’s seat when the vehicle is weighed. All safety equipment (helmet, fire suit, etc.) must be on the vehicle when the vehicle is weighed.

“DUEL FUEL” TRACTORS
FORMERLY SMOKER SERIES
{PRO STOCK & SUPER STOCK TRACTORS}
Adopted: MARCH 2024

1. All tractors will be required to have a 47.1 SFI Spec. roll-over protection.
2. Component tractors are permitted in the “Smoker Series”, with the following requirements:
 - a) OEM clutch housing must be replaced with an SFI 6.2 or 6.3 bellhousing.
 - b) Front nose of the crankshaft can be no lower than 4” of the centerline of the rear axle.
 - c) The engine placement can be no farther forward than 60” from the centerline of the rear axle to the rear of the engine block.
 - d) Drawbar, stabilizer bars, & roll cage must be integrated as part of the chassis structure.
 - e) No four-wheel-drive tractors will be permitted.
 - f) Engine block & sheet metal do not have to be of the same manufacturer.
3. All Super Stock, Pro Stock, and Super Farm tractors are required to have an approved bell housing blanket that meets the following specifications: *20 ply ballistic nylon or 20 ply Kevlar style 713 netting construction. 17 inches wide and long enough around the bell housing with 6 inches of overlap, secured with six 2” 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 two-inch nylon webs retaining straps, each at the front and back blanket.*
4. All “Smoker Series” Tractors will run a safety tie bar system, or a one-piece frame rail secured to the rear axle housing.
 - a) Tie bars will be mounted to axle housing with at least four (4) axle housing bolts.
 - b) Tie bars will extend forward of the bell housing area and be fastened to the side of the block with a minimum of two 5/8” bolts.
 - c) Tie bars will be of sufficient strength to support the weight of the tractor with the bolts used to split the tractor removed.
5. Only mechanical activated clutches permitted.
6. Stock motor block or O.E.M. block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. Approved replacement blocks are acceptable.
7. All “DUEL FUEL SERIES” tractors will be limited to two (2) valves per cylinder.
8. Intercoolers are permitted on all “DUEL FUEL SERIES” Tractors.
9. All “DUEL FUEL SERIES” tractors must have a shield between driver and tire to consist of a solid barrier between driver and any part of the rear tires, sufficient to support the weight of the driver. The barrier must be a minimum of 6” inches from the vertical out over the tire configured as the tire.
10. A deflection shield between driver and engine from top of hood to top of torque or transmission housing or clutch housing is required. Deflection shield must go from side shield to side shield. This also provides a flash fire barrier.
11. All rules in the general rules section also cover “DUEL FUEL SERIES” tractors, unless otherwise stated.
12. Limited Pro Stock and Super Farm tractors may run in the “DUEL FUEL SERIES”, but they must meet any and ALL safety requirements for the division.

PRO STOCK TRACTORS in “DUEL FUEL SERIES”

1. Pro Stock tractors will compete at 10,000 lbs.
2. Pro Stock tire size will not exceed 24.5 x 32.
3. Pro Stock cubic inch limit may be no more than 680 CID.
4. Maximum of eight (8) cylinders, engines must have been available in a two-wheel drive farm tractor. (No 4wd tractor or truck engines allowed)
5. One turbocharger is allowed, as is one (1) pressure stage and one (1) air compressing device.
6. Acceptable fuel is diesel fuel only. Tractor must run the original stock fuel for make and model.
7. The engine placement can be no further forward than 60” from the centerline of the rear axle.
8. The front nose of the crankshaft can be no lower than 4” of the center of the rear axle.

DIESEL SUPER STOCK TRACTORS in “DUEL FUEL SERIES”

1. Diesel super stock tractors will compete at 9500 pounds with the following exceptions:
 - a) Diesel super stock tractors that are accepted in the NTPA Grand National pre-commitment program for the current calendar year are limited to **9000 pounds**.
 - b) Diesel super stock tractors utilizing an overhead cam engine are limited to 8000 pounds.
2. Diesel super stock tractors are limited to **no more than 650** cubic inches.
3. Diesel super stock tractors with up to 540 cubic inches are permitted four turbo-charges and may have three pressure stages.
4. Diesel super stock tractors with over 540 cubic inches are limited to three turbo chargers with only two pressure stages.
5. Super Stock tire size will not exceed 30.5 x 32.

ALCOHOL SUPER STOCK TRACTORS in “DUEL FUEL SERIES”

1. Tractors using alcohol are welcome to compete within the “DUEL FUEL SERIES”.
2. Tractors using alcohol as a fuel may collect points in the “DUEL FUEL SERIES” (see below)
3. All alcohol tractors are considered ‘Super Stock’ in this division.
4. Officials may alter the weight for ANY Tractors (Domination Rule)
5. Officials may alter the drawbar height for ANY TRACTOR.
6. Super Stock tire size will not exceed 30.5 x 32.

ALCOHOL TRACTORS WILL FALL INTO THREE CLASSIFICATIONS OR CATEGORIES:

A. Alcohol Tractors with no more than 504 cubic Inches (w/two chargers)

1. Maximum weight to be 9500 pounds.
2. Overhead cams are NOT permitted.
3. Maximum drawbar height of 20 inches.
4. Tractor may compete in all (100%) of “Smoker Series” scheduled events.

B. Alcohol Tractors with no more than 504 cubic Inches (w/three chargers)

1. Maximum weight to be **9000 pounds**.
2. Overhead cams are NOT permitted.
3. Maximum drawbar height of 20 inches.
4. Engine may be equipped with three chargers but is limited to TWO pressure stages.
5. Tractor may compete in all (100%) of “DUEL FUEL SERIES” scheduled events.

C. Alcohol Tractors over 504 cubic Inches (Unlimited Super Stock)

1. Maximum weight to be 8000 pounds.
2. Maximum drawbar height of **20 inches**.
3. Cubic inch limit of 650 cubic inches to be enforced.
4. Overhead cams are permitted.
5. Tractor is limited to four turbochargers with three pressure stages.
6. Tractor may compete **no more than** three (3) of “DUEL FUEL SERIES” scheduled events. The owner of the tractor shall decide upon which three events to participate.
7. Tractor will **NOT** collect points in the “DUEL FUEL SERIES”

*** Adjustments for the betterment of the class and sport may be made during the season at any time. ***

LT PRO STOCK/LIM PRO STOCK/SUPER FARM

Smoker Series

Adopted: January 2024

1. All tractors will be required to have a 47.1 SFI Spec. roll-over protection.
2. All Lt Pro Stock/Limited Pro Stock/Super Farm Tractors are allowed a maximum tire size of 24.5x32.
3. All Lt Pro Stock/Limited Pro Stock/Super Farm tractors must utilize an OEM (Ag Chassis) tractor chassis. Component tractors are **PROHIBITED!**
4. Only mechanical activated clutches permitted.
5. Cast or manufactured cylinder head will be accepted. Cylinder head must retain OEM length and width for the engine application. Valves must remain OEM angle for engine application. No overhead cams allowed. Maximum 2 valves per cylinder.
6. OEM replacement blocks permitted. Must have USA East approval.
7. Any tractor using a deck plate must be cube checked prior to the 1st day that the tractor is entered into competition by a certified official and at the full cost to the owner of the tractor. This may not be done on the same calendar day as competition!!
8. All Lt Pro Stock/Limited Pro Stock/Super Farm Tractors must have a shield between driver and tire to consist of a solid barrier between driver and any part of the rear tires, sufficient to support the weight of the driver. The barrier must be a minimum of 6" inches from the vertical out over the tire configured as the tire.
9. A deflection shield between driver and engine from top of hood to top of torque or transmission housing or clutch housing is required. Deflection shield must go from side shield to side shield. This also provides a flash fire barrier.
10. Diesel is the only approved fuel - use of ALCOHOL is strictly prohibited in either the fuel or the water injection. Each tractor is subject to both fuel and water sampling at each event. Failure to submit to immediate testing will result in disqualification from that event and barring from competition for the remainder of the season.
11. No sigma pumps OR MW pumps are permitted. Fuel injection pumps may not be girdled.
12. Only Three (3) Mechanical Drops per season per tractor will be allowed.
13. The USA-EAST "Dropped Hook" rule will apply as per the Pre Commitment program.
14. All rules in the general rules section also cover Lt Pro Stock/Limited Pro Stock/Super Farm, unless otherwise stated.

LT PRO STOCK TRACTORS

1. Limited Pro Stock Tractors will compete at a maximum weight of 8,500 lbs.
2. 540 cubic inch maximum
3. Tractors are allowed a single (1) turbocharger with any manifold modifications necessary to mount the turbo charger.
4. Turbo: All exhaust will exit through a 4.5" opening in the exhaust housing. Exhaust wheel must protrude 1/8th inch. inside bore. Maximum inlet size is 5.00".
5. Manifold pressure may be a single stage only.
6. Diesel fuel only. P-7100 injection pump is the largest allowed. (2-5/8"W X 9-9/16"L X 8-3/16" H main pump body) Only one plunger per cylinder allowed. No billet housings
7. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump.
8. No inner/after coolers allowed. No CO2 or any other means of cooling the air in the piping or manifold. No ice filled or ice cooled devices onboard tractor of any kind. All engine air must enter the inlet of the turbo at ambient air temp & humidity. Inlet air may not be drawn through or across any type of cooling device.

LIMITED PRO STOCK TRACTORS

9. Limited Pro Stock Tractors will compete at a maximum weight of 9,000 lbs.
10. 540 cubic inch maximum
11. Tractors are allowed a single (1) turbocharger with any manifold modifications necessary to mount the turbo charger.
12. Limited Pro Stock turbocharger, G-Trim Max on Exhaust Side of Turbo (Limited to 4.5" Outlet I.D.)
13. Manifold pressure may be a single stage only.
14. 'A' PUMP: Only one plunger per cylinder and one injector per cylinder are permitted. All 'A' pumps must be derived from the German Bosch design. Pumps must maintain stock dimensions.
15. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump.
16. No inner/after coolers allowed. No CO2 or any other means of cooling the air in the piping or manifold. No ice filled or ice cooled devices onboard tractor of any kind. All engine air must enter the inlet of the turbo at ambient air temp & humidity. Inlet air may not be drawn through or across any type of cooling device.

SUPER FARM TRACTORS

1. Super Farm Tractors will compete at a maximum weight of 10,000 lbs.
2. 640 cubic inch maximum
3. P-pump with 1 plunger per cylinder. Pumps must maintain stock dimensions.
4. Intake will be limited to a Maximum O.D. Size of 3.75" measured at the manifold attachment point with one inlet pipe only.
5. Turbo housing may not be altered to accommodate a smaller foot or base. Such as a T18 with a smaller foot or base welded to it.
6. Exhaust housing bolt pattern shall be no larger than 2.75 x 3.5 inches.
7. INTAKE -
 - a) Intake housing to be no larger than 3" at the face of the wheel.
 - b) Compressor wheel tips must protrude into 3" bore.
 - c) Map width enhancement of .200" Maximum is permitted. Must be in OEM location
 - d) All Air flow must go through the turbo intake and map ring, no other air flow will be permitted IE. Drilled holes around the turbo intake
8. EXHAUST -
 - a) Turbine wheel to be no less than 2.90" in diameter at intersection of turbine wheel face and tip diameter.
 - b) Turbine housing to be no larger than 3" at the intersection of turbine wheel face and tip diameter.
 - c) All turbine wheel blades protrude 1/8" into 3" bore. All air must exit through the 3" opening.
 - d) Exhaust housing will be measured at the intersection of turbine wheel face and tip diameter.
9. No waste gates permitted.
10. No variable geometric turbochargers permitted.

*** Tech Officials reserve the right to refuse any turbo charger that is in question based on the above specifications. ***

*** Any 2nd turbo disqualification will lead to a year and ten-day suspension. ***



“SUPER FARM/HOT FARM” TRACTORS

Adopted: January 2024

Any tractor that has competed with the USA-EAST Limited Pro/Super Farm division in 2023 must submit to a complete “super tech” prior to participating with the Hot Farms.

HOT FARM TRACTORS

Maximum weight of 9,500 lbs. Pro Farm 466 Tractors may compete at 10,250 lbs if all Pro Farm rules are met.

1. All tractors will be required to have a 47.1 SFI Spec. roll-over protection.
2. All “Pro Farm” Tractors must have at a minimum of a factory R.O.P.S. system capable of supporting the tractor at its heaviest weight class.
3. All “Hot Farm” Tractors must have steel engine side shields.
4. All “Hot Farm” Tractors must utilize an OEM (Ag Chassis) tractor chassis. Component tractors are **PROHIBITED!**
5. Rear weights may not extend more than 6” past rear tires and may not interfere with hooking devices or ability to hook and unhook the tractor from the sled.
6. Tractor must have a stock block or its factory replacement. OEM Stock Head. **No** Re-Cast Blocks/Heads.
7. Maximum engine displacement of 600 cubic inches. Any tractor is subject to a cubic inch check at any time.
8. OEM exhaust manifolds must be used for that series engine (alterations for turbo mounting ONLY are allowed).
9. Intake manifold:
 - a. OEM Intake manifold with a 1” spacer plate with maximum inlet size of 4.00”
 - b. OR Atlas Brand 400 Series intake with Maximum inlet size of 4.00” diameter. NO BILLET INTAKES ALLOWED. Any other brand of intake must be pre-approved by USA East.
10. Diesel fuel only allowed in the “Hot Farm” class.
11. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump. No Billet or Re-Cast Pumps.
12. ‘A’ PUMP: All ‘A’ pumps must be derived from the German Bosch design. Allowed an Intercooler
13. ‘P’ PUMP: No Intercooler
14. No sigma pumps OR MW or Re-Cast pumps are permitted.
15. All Fuel Injection Pumps must maintain stock OEM Dimensions
16. A single turbocharger ONLY is permitted with the following:
17. **INTAKE –**
18. Intake housing to be no larger than 3.1” at the face of the wheel.
19. Compressor wheel must protrude into the 3” bore.
20. Map width enhancement of .200” Maximum is permitted. Must be in OEM
21. location
22. All Air flow must go through the turbo intake and map ring, no other air flow will be
23. permitted: IE. Drilled holes around the turbo intake
24. **EXHAUST –**
25. Turbine wheel to be no less than 3.0” in diameter at intersection of turbine wheel face
26. and tip diameter.
27. Turbine housing to be no larger than 3” at intersection of turbine wheel face and tip
28. diameter.
29. All turbine wheel blades must protrude into 3” bore. All air must exit through the 3” opening.
30. Exhaust housing will be measured at the intersection of turbine wheel face and tip diameter.
31. No waste gates permitted.
32. No variable geometric turbos permitted.
33. No clipping of turbo wheels to allow larger wheels in a smaller housing.
34. Maximum tire size of 20.8” x 38”.

SUPER FARM TRACTORS

1. Super Farm Tractors will compete at a maximum weight of 9,300 lbs.
2. 640 cubic inch maximum
3. P-pump with 1 plunger per cylinder. Pumps must maintain stock dimensions.
4. Intake will be limited to a Maximum O.D. Size of 3.75” measured at the manifold attachment point with one inlet pipe only.
5. Turbo housing may not be altered to accommodate a smaller foot or base. Such as a T18 with a smaller foot or base welded to it.
6. Exhaust housing bolt pattern shall be no larger than 2.75 x 3.5 inches.
7. **No Intercoolers Permitted**
8. Intake housing to be no larger than 3” at the face of the wheel.
9. Compressor wheel tips must protrude into 3” bore.
10. Map width enhancement of .200” Maximum is permitted. Must be in OEM location
11. All Air flow must go through the turbo intake and map ring, no other air flow will be permitted IE. Drilled holes around the turbo intake
12. **EXHAUST –**
 - a. Turbine wheel to be no less than 2.90” in diameter at intersection of turbine wheel face and tip diameter.
 - b. Turbine housing to be no larger than 3” at the intersection of turbine wheel face and tip diameter.
 - c. All turbine wheel blades protrude 1/8” into 3” bore. All air must exit through the 3” opening.
 - d. Exhaust housing will be measured at the intersection of turbine wheel face and tip diameter.
13. No waste gates permitted.
14. No variable geometry turbochargers permitted.

USA-EAST will permit a tractor using these rules to compete at USA-EAST Events in 2024

The following is the 2024 NTPA Hot Farm Tractor Rules

1. 510 cubic inch limit (+ or - 1 percent). Maximum of 8 cylinders permitted.
2. Engine head must be OEM agriculture-type (no aftermarket head) for that brand engine. Must have engine Cubic Inches prior to tractors first hook with USA-East
3. No overhead cams allowed. Maximum of 2 valves per cylinder.
4. Intake Manifolds
 - a) Intake manifolds may be non-OEM with a maximum inlet size 3.75” measured on the outside diameter. One inlet pipe only.
 - b) No intercooler or aftercooler allowed. If an OEM intercooler manifold is used it must be disconnected from all cooling means. No CO2 or any other means of cooling the air in the piping or manifold. No ice filled or ice cooled devices onboard tractors of any kind. All engine air must enter the inlet of the turbo at ambient air temp and humidity. Inlet air may not be drawn through or across any type of cooling device.
 - c) Exhaust headers allowed
5. Turbo restriction 3” inlet X 3½” exhaust outlet, no waste gates. Compressor wheel must protrude into the 3” bore. Intake housing to be no larger than three inches at the face of the wheel. No additional openings in compressor housing outside the 3” opening. The exhaust side must be no larger than 3.5” at the face of the wheel and the wheel should protrude the housing 1/8”. MWE groove is allowed a maximum width of .200. MWE groove must be inside neck area where intake covered is measured at 3”
6. The Maximum allowed size pump for diesel injection is a P-8600-Pump. (No aftermarket housing) Only one plunger per cylinder allowed.

PRO FARM "466" TRACTORS

Adopted: January 2023

1. Maximum weight of 10,250 lbs.
2. All "Pro Farm" Tractors must have at a minimum of a factory R.O.P.S. system capable of supporting the tractor at its heaviest weight class.
3. All "Pro Farm" Tractors must have steel engine side shields.
4. All "Pro Farm" Tractors must utilize an OEM (Ag Chassis) tractor chassis. Component tractors are **PROHIBITED!**
5. Rear weights may not extend more than 6" past rear tires and may not interfere with hooking devices or ability to hook and unhook the tractor from the sled.
6. Tractor must have a stock block or its factory replacement. OEM Stock Head. **No** Re-Cast Blocks/Heads.
7. **Maximum engine displacement of 480 cubic inches.** Any tractor is subject to a cubic inch check at any time.
8. OEM stock intake and exhaust manifolds must be used for that series engine (alterations for turbo mounting **ONLY** are allowed). Intake spacer no greater than one (1) inch.
9. Diesel fuel is only allowed in the "Pro Farm" class.
10. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump. The largest fuel injection pump allowed is a Bosch P-7100 pump (2-5/8"W x 9-9/16"L x 8-3/16"H main pump body) with one plunger per cylinder and one injector per cylinder. No electronically controlled fuel system allowed. No sigma pumps OR MW or Re-Cast pumps are permitted.
11. A single turbocharger **ONLY** is permitted with the following:
INTAKE -
 - a) Intake housing to be no larger than 3.1" at the face of the wheel.
 - b) Compressor wheel must protrude into the 3" bore.
 - c) Map width enhancement of .200" Maximum is permitted. Must be in OEM location
 - d) All Air flow must go through the turbo intake and map ring, no other air flow will be permitted: IE. Drilled holes around the turbo intake**EXHAUST -**
 - a) Turbine wheel to be no less than 3.0" in diameter at intersection of turbine wheel face and tip diameter.
 - b) Turbine housing to be no larger than 3" at intersection of turbine wheel face and tip diameter.
 - c) All turbine wheel blades must protrude into 3" bore. All air must exit through the 3" opening.
 - d) Exhaust housing will be measured at the intersection of turbine wheel face and tip diameter.
12. No waste gates permitted.
13. No variable geometric turbos permitted.
14. No clipping of turbo wheels to allow larger wheels in a smaller housing.
15. Maximum tire size of 20.8" x 38".

NOTE: A true farm stock tractor operating at **no more than** 10% over manufacturer's RPM specifications is released from the safety equipment requirements.

LIGHT LIMITED SUPER STOCK TRACTORS

Adopted: January 2024

Chassis

1. All tractors must be equipped with a SFI spec 47.1 roll cage. A 5-point SFI 16.1 harness is required.
2. Rear of the engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of a 1" adapter plate.
3. Allow tractors with cast tub (belly)-type frames (i.e., Oliver, Cockshutt, White) to remove the complete frame from front of transmission housing. The Engine and clutch housing remain in original location and mounted solid as intended by the original manufacturer, with motor mounts in the front and rear of the engine. No engine cradles.
4. Once the tub is removed the rear of the engine cannot exceed 60 inches from the center of the rear axle.
5. Tractors that have removed the tub (belly)-type frame will be required to have 100lbs of non-movable weight mounted onto the belly of the tractor.
6. Oliver style tractors must also run a SFI 6.2 or 6.3 bellhousing with SFI inspection sticker in place. If they continue to run the OEM bellhousing, they will be required to run a bellhousing blanket.
7. Auxiliary transmission will be permitted.
8. No type of front-end suspension will be allowed, swivel axle front ends will be accepted.

Engine

1. Engine crankcase, block, and cylinder head must be of the same manufacturer, or factory replacement and can be used in any agricultural transmission and rear end that used that brand of engine, or through its company mergers used that brand of engine.

Example:

CNH=	AGCO=
Case	Oliver
Farmall	Moline
International	White
Case IH	Massey Ferguson
Ford	AC
New Holland	Deutz

2. Must be an OEM engine block, no billet steel or aluminum blocks.
3. Engine must match the brand of the tractor.
4. A 1% tolerance will be given on cubic inch limitations to allow for normal engine wear.
5. No V-8 engines permitted.
6. No overhead cams allowed.
7. The largest fuel injection pump allowed is a Bosch P-7100 with one plunger per cylinder and one injector per cylinder. No electronically controlled fuel system allowed.
8. No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.
9. Water injection allowed with oil lubricant only, no additives allowed in injection water, and water will be subject to testing.
10. Computers can only be used for data acquisition, may not be able to control engine timing, or fuel delivery.
11. No traction control.
12. No mechanical fans allowed.

Cylinder Heads

1. Cast iron OEM cylinder heads only. No billet or re-cast cylinder heads allowed.
2. Cylinder head must match the engine block.
3. Valves must maintain the factory angle, lateral movement of valves **ONLY**. Valves must seat in the bottom of the OEM head on all 6-cylinder engines.
4. Cylinder heads are limited to two (2) valves per cylinder.
5. One spark plug per cylinder **ONLY**.

6. Only one (1) plate will be permitted between the top of the block and the bottom of the cylinder head, with a maximum thickness of 1-1/8th inch.

Diesel Engine Options

1. A maximum of one (1) 3"x4" turbo with MAF Maximum of 315 cubic inches for twin turbo charged diesel engines with Intercoolers. (Turbo(s) must be staged)
 - a) This engine combination can run a maximum of two (2) 3"x4" smooth bore turbo(s). No MAF enhancement.
2. Maximum of 360 cubic inches for twin turbo charged diesel engines and no intercooler or after cooler allowed. (Turbo(s) must be staged)
 - a) This engine combination can run a maximum of two (2) 3"x4" smooth bore turbo(s). No MAF enhancement.
3. Maximum of 410 cubic inches for single turbo charged diesel engines. Intercoolers allowed.
 - a) This engine combination can run a maximum of one (1) 3"x4" turbo with MAF enhancement.
 - b) 0.200 MAF enhancement
 - c) No forward facing MAF.
4. Maximum of 470 cubic inches for single turbo charged diesel engines. No intercoolers allowed.
 - a) This engine combination can run a maximum of one (1) 3.4X4 smooth bore turbo.
OR
 - b) A maximum of one (1) 3X4 turbo with a maximum of 0.200" MAF enhancement. No forward facing MAF enhancement.

Alcohol Engine Option

1. Maximum of 370 cubic inches for single turbo charged alcohol engines. No intercoolers allowed.
 - a) This engine combination can run a maximum of one (1) smooth bore 3X4 Turbo

Fuel

1. Acceptable fuels are diesel fuel, alcohol and gasoline.
2. No oxygen carriers or combustion accelerators will be permitted.
3. No ether starting aid can be on the tractor.

Tires

Maximum tire size 30.5 X 32 and Minimum tire size 24.5 X 32

Turbochargers

1. All turbo compressor and exhaust wheels must protrude into the housing no less than 1/8th of an inch.
2. The compressor wheel must measure no larger than 3-inch at the face of the wheel.
3. 0.200" MAF enhancement is to be placed in the neck of the compressor housing in the factory location.
4. Diesel engines that will be allowed to run a 3.4"x4" smooth bore turbo, the compressor wheel must protrude into the housing 1/8th of an inch and the compressor wheel must measure no larger than 3.400" at the face of the wheel.
5. No superchargers allowed.

Weight

Maximum weight of 6,250 lbs.

Classic Super Stock Tractors

ADOPTED: January 2023

AGE OF TRACTOR

1980 and older but including the total run of that model.

ENGINE

All up graded Blocks must be approved by the USA-EAST tech committee Examples: IH 68 series 466, JD 40 series 8.1L, JD 5010 & 5020 can de-cube a 619 block, AC 516, Case 504, Ford 478, MM 504, Oliver 478 and others to be approved by the committee. ALL ENGINES MUST BE 531 CUBIC INCHES OR SMALLER. All tractors must have a cubic inch, turbo, and Safety inspection before they are permitted to compete.

CYLINDER HEADS

Must be from the same manufacturer and must bolt in stock location without modification. No over-head cams allowed.

INJECTION PUMPS

P-7100 series pump maximum, one plunger per cylinder. No computerized fuel systems allowed.

MANIFOLDS

OEM stock intake and exhaust manifolds for that series engine, alteration for turbo mounting allowed. OEM style intake manifolds including intercooler type manifolds, intercoolers must be unhooked with no hoses attached to the cooler (no functioning intercoolers allowed). No intake spacers. May strengthen manifolds by welding gussets/braces.

TIRES

18.4x38 maximum radials allowed.

TURBOCHARGER

One single stage turbo allowed. Turbo must not extend through the hood.

- A. Exhaust bolt pattern no larger than 2.750" x 3.250".
- B. No altering of a housing to accommodate a smaller base, i.e., T-18A95 with a smaller base welded to it. No external altering of housings. Compressor housing must be 3LM style with 2" OD outlet.
- C. A compressor measurement to be measured at the face of the wheel a maximum of 2.7". The wheel may be no larger than this measurement at the inlet. Compressor housing inlet bore to be no more than 2.75" maximum. Tips of the wheel must protrude into the opening at least 1/8". No slots or grooves. A maximum of 2". OD at the outlet.
- D. An exhaust measurement to be measured at the face of the wheel outlet of a maximum of 3". The wheel may be no larger than this measurement at the outlet. Exhaust housing bore to be no more than 3.06" maximum.

WEIGHT

Maximum weight of 7,700 lbs.

Hot Rod V-8 Tractors

Adopted: January 2023

AGE OF TRACTOR

Tractor must be 1972 or older and be an agricultural two-wheel drive tractor. No industrial or experimental tractors.

CHASSIS

1. Rear end, transmission, and axle housing must appear stock. Transmission shafts must remain in stock location. No differential locks permitted in the rear end. No power shift, factory TA permitted. Double clutching is prohibited.
2. Engine must be parallel with the input shaft of the transmission and be mounted in the center of the frame.
3. Maximum overall length, including weights measured from the center of the rear axle, is 12 feet. Tractor wheelbase may not exceed 102" from center of rear axle to center of front spindles.
4. Sheet metal must be stock appearing dimensions. Must be in stock location as measured from the centerline of the rear axle. Sheet metal can be from a different tractor and must be older than 1972.
5. Roll-over protection must extend higher than the driver's helmet.
6. Front Skids are recommended in 2022 and will be mandatory in 2023.

CLUTCH

1. Pressure plate must be competition type and meet SFI approved 1.1, 1.2, or 1.5.
2. **Tractors built prior to 1/1/2006** must have a steel constructed flywheel of greater than 1 ¼" maximum thickness. Cast iron flywheels are not permitted. Flywheels must be accessible for inspection. Tractors must have a steel shield around the flywheel and clutch with a SFI blanket with a minimum rating of 4.2. The shield must be made of .25" (¼") minimum thickness and minimum with equal to the thickness of the flywheel and pressure plate assembly. Shield may be attached to the bell housing, engine, or chassis.
3. **Tractors built after 1/1/2006** must have a SFI rated competition designed flywheel, clutch, and pressure plate. Tractors must also have a steel bell housing with SFI rating of 6.1, 6.2, 6.3, or a SFI rated blanket with a 4.2 rating.

ENGINE

1. Engine must be naturally aspirated V-8, with a cubic inch displacement no larger than 521.16 c.i.
2. Block must be cast iron, no aluminum.
3. **Cylinder heads maybe either cast iron or aluminum.**
4. Single carburetor, no fuel injection, no turbo chargers or forced air induction of any kind. Air cleaners must be under the hood.
5. Aluminum manifolds are permitted.
6. Headers must exit in an upward direction.
7. Spark plug guards must be in place to deflect downward or contain spark plug.
8. Crank driven engine cooling fans must be a minimum rating of 8,000 RPM or electrically driven.
9. **Maximum allowable RPM's will be no greater than 6000.** All ignitions must use an MSD system with a 6000 maximum RPM limiter chip or limiter box. Must be equipped with a recall tach. No more than 100 RPM variation over 6000. If a check and tach recall is cleared, it is an automatic disqualification. If the tractor is over 6100 RPM's tractor can be checked with handheld tach as a backup for accuracy.
10. **A Recall tachometer must be mounted on the driver's side (left) of the vehicle for ease of checking from the ground. Tachometers will be cleared during tech prior to the event. Officials reserve the right to check the RPM's on each tractor or randomly at events.**
11. **No computers** allowed that control any mechanical operation of the competing vehicle. No automated or computer operation of traction control devices. The use of electronic control devices for ignition timing I.E. (MSD 8973, Power Grid, Six Shooter, and Davis Electronics, Etc.) are not allowed. Wiring of any components (Tach, Coil, and MSD Box) must be readily visible for inspection.
12. **All engines must be controlled directly by the driver through a manual throttle.**

FUEL

It is recommended that the fuel tank be mounted in front of the tractor. Gasoline fuels only with a maximum of 750 specific gravity, no alcohol, no pressurized fuels, no nitrous oxide, no oxygen accelerate, no nitrogen methanol, and no propylene oxide. Race Car gasoline may be used. Diesel conversions are allowed but must run on gasoline with no injection.

TECHNICAL INSPECTIONS/PROTEST PROCEDURE

- All tractors must be pumped or measured. Ray Bell - Lisbon, Ohio is the USA-East Appointed Tech Director for the Class. Pans must be sealed with a USA-EAST wire seal on two oil pan bolts. No other seals accepted. One head bolt will be painted on the engine to ensure the engine hasn't been completely torn down after inspection. Tractors without the wire seal on the oil pan or paint on the head bolt will not be allowed to pull. When performing the pump test, the engine cubic inch can be a maximum of 521.16. Provisions must be made to put on a "seal" on the engine after the tractor has been cube checked. Competitors must be able to have their engine pumped at ANYTIME during the pull season. A 1% variance will be permitted.
- Protests will follow USA-EAST rules. All items of protest except for teardown shall be \$500 (Cash Only). If the protest is sustained, the protest fee, less the costs of any required inspection, will be returned to the protesting member. If the protest is not sustained, the protest fee, less the cost of inspection, will be forfeited to the protested member. Fuel and complete teardown protest shall follow current USA-EAST protest procedures.
- Drivers found cheating will be banned from pulling for one year plus one pull.
- Rules can only be changed for safety reasons or for the betterment of the class. Only individuals that have pulled at least one time and are a current member in the HRV8 class in the current calendar year have the right to vote on the rules. Each tractor only has one vote.

TIRES

18.4 x 38 maximum allowed bias or radials with any cut.

WEIGHT

Maximum weight of 6,500 lbs.



BIG RIG PULLING SERIES

IN ORDER TO COLLECT POINTS IN THE BIG RIGS PULLING SERIES IN 2024
A VALID MEMBERSHIP WITH **USA-EAST** IS REQUIRED

Certain events may require vehicle to have participated in earlier USA-East Events in 2024

Contact the Corporate Office for any questions. *Attendance at a Minimum of 2 events will be required prior to Canfield Fair in order to participate. This may be altered by USA EAST.*

GENERAL RULES

1. Vehicle must have a stock appearance for that year, model and make of truck.
2. All competition vehicles must have a firewall between the engine compartment and the driver's compartment. No holes except for controls. Holes must be no larger than one-half inch larger in diameter than the control that passes through.
3. Any shaft longer than ninety inches must have safety loops. Driveline shields must be 360 degrees with a minimum of 5/16th steel.
4. All fans must have fiberglass blades. A complete shroud must encircle the fan area (360 degrees) and be securely attached. A heavy fiberglass shroud is highly recommended.
5. All vehicles must have working brakes on all rear wheels.
6. All vehicles must be equipped with a securely fastening lap belt with a quick-opening clasp. The lap belt must be used when the vehicle is hooked to the sled.
7. All ice, water, fuel, oil, etc. to be added to the competition vehicle must be present and weighed when the vehicle is weighed. No ice, water, fuel, oil, etc. may be added to the vehicle without being re-weighed unless the vehicle is returning after a sled reset or returning for a pull-off. Weights removed at the scales are not allowed to be loaded onto pit vehicles until after the vehicle has pulled.

AXLES

1. Only tandem drive axle semi-trucks will be permitted to compete. No front wheel drive will be permitted. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.) will be permitted to compete.
2. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted.
3. The rear drive axle must be rigid to the frame in all directions, the rear axle must not move from the main frame of the truck. Chains & chain binders are NOT permitted. All trucks must maintain the legal hitch height while hooked to the sled, no devices may be used that may alter the hitch height while the semi is pulling.
4. Suspension components cannot exceed farther than 18" from the centerline of the front drive axle. All cylinders air, hydraulic, etc. used for suspension must be mounted vertically. Hydraulic Cylinders must be of single acting type. Cylinders are allowed to push the axle toward the ground but are not allowed to lift the axle.

ENGINE AND TRANSMISSION

1. One production-available commercial truck engine ONLY will be permitted. Engines must have been available in road use trucks. No multi-engine vehicles may enter any competition. No non-commercial truck engines (car, pick-up truck, military, aircraft, etc.) are permitted. No specialty engines such as Arias, Keith Black, Rodeck, etc. are permitted. NOTE: The legality of the Cummins QSK-19 has been approved for the Big Rigs Series since 1998 and is non-contestable.
2. Only two (2) air stages are permitted on the engine - turbo-charger (or) super chargers.
3. Turbochargers must be shielded by a minimum of 5/16 fiberglass, or 1/8-inch aluminum hood. Turbochargers located outside will follow super stock tractor rules.
4. Ether bottles used as starting aids only may be permanently mounted to the vehicle using an OEM system. All lines must be completely visible and traceable.
5. Transmissions and rear ends must be commercial semi-truck factory components.
6. All engines must have suitable side shields in place.
7. Flywheels are to be steel plate or steel billet and are subject to an annual or semi-annual review.
8. Only mechanically activated clutches are permitted.
9. A diverter valve that will permit fuel to return to the fuel tank in the case of an emergency is required.

ELECTRONIC FUEL INJECTION SYSTEMS

Electronic engine control (ECM) may be O.E.M. or aftermarket.

FUEL

All forms of nitromethane including nitrous oxide and propylene are illegal as a fuel or as a fuel additive for pulling competition. Legal fuels for diesel engines are diesel fuel, soluble oil and water. NOTE: Two-cycle oil has also been used in the past and will be permitted in 2021.

HITCH

1. All BIG RIG trucks are required to have a frame mounted hitch assembly. Hitch can have no connection to the rear axle or bumper bar assembly.
2. Hitch may be no shorter than 34 inches, measured from the center of the rear axle to the point of hook, and no longer than 30 % of the wheelbase.
3. Hitch must be a minimum of three-square inches of total material (steel) at any point. This includes the area of the pin with the pin removed.
4. The hook point can be no more than two inches from the back edge of the hitching device.
5. Maximum hitch height 18 inches and be adjustable from 16-20 inches. The area five inches wide and 12 inches high directly above the drawbar must be free of all obstructions. (Including weights)
6. Big Rigs Utilizing Multiple Chargers will have their drawbar set two (2) inches lower than the single Charger Big Rigs.
7. BIG RIGS with engines under 750 cubic inches will be allowed to run a 20" hitch height.

TIRES

1. All tires must be road use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires is permitted. Maximum tire size limited to; 11x24.5 x 8.25 (or) 10 x 22 x 8.25. Tread width of 10" per each drive tire.
2. No split rim or wedge lug type wheel allowed. No spoke type wheels. Wheels must be bud type.

WEIGHTS or ADDED BALLAST

1. Maximum weight for any truck will be 20,000 pounds.
2. Weights cannot extend rearward more than 51 inches from the center of the rear axle. (Weights included)
3. Weights cannot extend more than 24 inches from the farthest point forward of the vehicle.
4. Weights must not interfere with the hooking of the sled to the hitch.
5. No moveable weights are permitted during competition. (Such as hydraulic controlled weight racks or boxes).

LIMITED PRO-STOCK "POSSE" SEMI TRUCKS

Adopted: January 2023

GENERAL RULES

1. Vehicle must have a stock appearance for that year, model and make of truck. All must have complete safety equipment as per the Big Rigs & USA-EAST general rules.
2. All competition vehicles must have a firewall between the engine compartment and the driver's compartment. No holes except for controls. Holes must be no larger than one-half inch larger in diameter than the control that passes through.
3. Universal joint shields required beyond the rear of the transmission. Must be a solid construction, 5/16" thick steel minimum and be able to contain debris or direct debris toward the ground. U-joint shields not required on the inter-axle drive shaft provided the top of the frame between the rears is securely covered with minimum 1/8" aluminum or steel. One drive shaft loop must be installed on any driveshaft over 36" long including those with a carrier. Driveshaft loop should be near the center of the shaft and be capable of keeping the shaft from coming out of the vehicle in the event of breakage.
4. All vehicles must have working brakes on all rear wheels.
5. All fans must have fiberglass blades. A complete shroud must encircle the fan area (360 degrees) and be securely attached. A heavy fiberglass shroud is highly recommended.
6. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled.

AXLES

1. Only tandem drive axle semi-trucks will be permitted to compete. Tandem axle spacing must be between 60" and 52". No front wheel drive will be permitted. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.) will be permitted to compete.
2. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted.
3. At no time may rear drive axles lose contact with the ground while the truck is hooked to the sled.
 - If the rear drive axles leave the track surface before beginning forward movement while under Green Flag; then the truck will be red flagged and lose one attempt.
 - Driver will be informed to maintain contact with the pulling surface. If 2nd attempt results in drive axles losing contact again then the truck is DQ'd.
4. Trucks with air ride suspension must be equipped with chains or some type of limiting device on both drive axles to prevent the height of the frame from changing during the pull. Limiting devices must not have any 'give' built in. Solid rear drive axle suspension permitted, however all drives must be chained or limited. Chains or limiting devices must be tight (no slack) when the hitch is measured. Four short chains or cables from the side of the frame down to the axle housings is recommended. No chains and binders going up and over the frame rails allowed. Maximum air pressure in the suspension airbags must be limited to 80psi by installing an air pressure regulator in the leveling valve supply line. An air pressure gauge mounted at the regulator in a visible position must be present to check air pressure. This is done to prevent breakage of the suspension limiting device or failure of the airbags due to an over pressure condition. Breakage or failure of a chain or limiting device while hooked to the sled will be cause for disqualification.

ENGINE AND TRANSMISSION

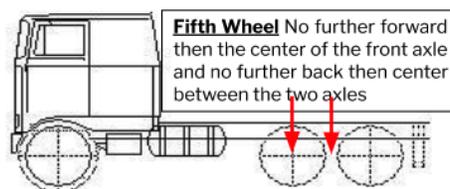
1. One production-available commercial truck engine ONLY will be permitted. Engines must have been available over the highway road use trucks. The stock motor block or O.E.M. block that will operate with the stock crankshaft for that model without any alterations for chassis mounting and in stock location for that series of semi. NOTE: The legality of the Cummins QSK-19 has been approved since 1998 and is non-contestable.
2. Turbos are limited to single O.E.M. style Turbocharger with a 4.1" inch maximum inducer bore on the atmosphere turbo with O.E.M factory exhaust wheels. The bore will be measured using a 4.2" inch slug. Map width enhancement of .180" maximum is permitted which must be in the O.E.M. location. No type of non-O.E.M Housing permitted nor are design modifications to allow a larger wheel to be used in the turbo housing. No Clipped or cut wheels. Exceptions: A factory 2005-2009 & 2011 CAT twin turbo engine is permitted with the factory-installed non-altered turbos. A truck running an engine under 650 cubic inches permitted to run twin turbos.
3. Transmissions and rear ends must be commercial semi-truck factory components.
4. Only mechanically activated clutches are permitted. (Hydraulic assists are permitted)

ELECTRONIC FUEL INJECTION SYSTEMS/FUEL INJECTION PUMPS

1. Electronic engine control (ECM) may be O.E.M. or aftermarket.
2. Factory fuel pump or P-Pump is allowed for all trucks. Must not be larger than a P7100. No pump may be modified with Sigma parts. No Billet fuel pumps.

HITCHES

1. Trucks are required to have their own hitching device that is subject to approval by the head tech official at each event. This hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so that the height from the ground to the point of hook is between 18" and 14" + or - 1". The hitch will be measured immediately before the semi hooks to the sled. Hitch design will follow the standard Full Pull Productions Style Hitch.
2. Centerline of the rear axle to hook point on the semi hitch must be no greater than 7 feet.
3. Fifth Wheel Position- Kingpin/Fifth wheel plate position no further forward than the center of the front axle and no further back than center between the two axles.



TIRES

1. All tires must be road use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires is permitted. Maximum tire size limited to; 11x24.5 x 8.25 (or) 10 x 22 x 8.25. Tread width of 10" per each drive tire.
2. No split rim or wedge lug type wheel allowed. No spoke type wheels. Wheels must be bud type.

WEIGHTS or ADDED BALLAST

6. Maximum weight for any truck will be 20,000 pounds.
7. Weights cannot extend rearward more than 51 inches from the center of the rear axle. (Weights included)
8. Weights cannot extend more than 24 inches from the farthest point forward of the vehicle.
9. Weights must not interfere with the hooking of the sled to the hitch.
10. No moveable weights are permitted during competition. (Such as hydraulic controlled weight racks or boxes).

"3.6 PRO STREET" SEMI TRUCKS

Adopted: March 1, 2024

This class is for STREET LEGAL, LICENSED semi-trucks. Any truck that dominates in the class *may be* handicapped. This is truly an OPEN class for all semi-trucks, but it is NOT a PURE STOCK class.

LEGALITY OF ENTRY

All entries must be a Street Licensed Semi Truck. The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid CDL license. Truck must be capable of pulling a trailer on the highway. These rules may be altered or changed at any time throughout the season for anything that becomes a safety issue.

SAFETY CONSIDERATIONS

No riders are permitted in trucks during pull attempts. Driver may not leave the driver's seat while the vehicle is on the pulling track. Driver will take all directions from the flagman on the track. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled. All trucks must have a fire extinguisher per USA-EAST general rules.

AIR BAGS/AXLES

1. Only tandem drive axle semi-trucks will be permitted to compete, trucks with triple rear axles or lift axles are not permitted. Tandem axle spacing must be between 60" and 52". No front wheel drive will be permitted. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.) will be permitted to compete.
2. There must be 66" from the center of the tandems to the first obstruction forward such as the back of the truck cab, toolbox, wet line box, etc.
3. The use of air bags is permitted. However, no air may be added to or removed from the air bags while the truck is hooked to the weight transfer machine.
4. The height of the hitch must remain the same from start to finish. Any change in the hitch height will be cause for disqualification.
5. Trucks with air ride suspension must be equipped with chains or some type of limiting **device on both rear drive axles** to prevent the height of the frame from changing during the pull. Limiting devices must not have any 'give' built in. Solid rear drive axle suspension permitted, however all drives must be chained or limited. Chains or limiting devices must be tight (no slack) when the hitch is measured. Short chains or cables from the side of the frame down to the axle housings is recommended. No chains and binders going up and over the frame rails allowed. Breakage or failure of a chain or limiting device while hooked to the sled will be cause for disqualification.

ENGINE AND TRANSMISSION

1. Water injection in any form is not permitted. Air to air intercooler only. No ice or water permitted on the truck during competition. An OEM equipped; liquid cooled after cooler is permitted.
2. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbocharger or any part of the air intake system.
3. Turbos are limited to single O.E.M. Turbocharger with an O.E.M 3.6-inch (92 mm) maximum inducer bore on the atmosphere turbo with O.E.M factory exhaust wheels. Map width enhancement of .180" maximum is permitted which must be in the O.E.M. location. The bore will be measured using a 3.65-inch slug. Compressor wheel must protrude 1/8 inch into the 3.6 bore., (no forward facing MWE groove). Any cut, notched, or etc. turbo wheels/blades will result in a disqualification. Turbo housing must be unaltered OEM/ Factory with no provision made for extra air flow and/or machining to allow larger turbo wheels in the housing. No bushing of the inducer is permitted. It is the responsibility of the driver to make the turbo accessible for inspection, a USA-EAST seal will be placed on the compressor housing for future reference. Failure to allow for turbo inspection will result in immediate disqualification. Any truck disqualified for this reason will be required to undergo a complete super tech prior to any further competition. Absolutely no refunds for any illegal turbo found after the class has pulled. Exceptions:
 - a. A factory 2005-2009 & 2011 CAT twin turbo engine is permitted with the factory-installed non-altered turbos.
 - b. Detroit Diesel two-cycle engines may utilize one turbocharger per bank, single-staged only. Must be Air Research or Garrett brand only, T18A90 maximum (or its after-market equivalent).
 - c. ****FOR THE 2024 SEASON ON A TRIAL BASIS: Turbos no larger than 4.1 that have a USA-East Approved Bushing/Reducer and a Turbo Wheel Measuring a maximum of 3.6" in diameter with no alterations such as Cuts, Notches etc. will be permitted compete BUT will have their Hitch Height Reduced by Two (2) Inches. The .180" map groove rule will apply as well. NOTE: This rule may be altered to ensure competitiveness.**

>>It is the intent that the only permitted turbo for 2025 will be the 3.6 Turbo<<
4. Turbos must have "Turbo Cage" Exhaust Wheel Cage is a containment device bolted to exhaust housing by turbo manufacturer. Billet steel cage made from 304 stainless bolted and fastened to exhaust housing as supplied by the turbo manufacturer.
5. Exhaust wheel cage must be fastened using bolts, a minimum qty. 8 (eight) – 5/16-inch diameter, grade 8 or greater Exhaust wheel cage must be installed as supplied. No modifications allowed.

Ø NOTE- Exception for 2024 Season will allow Cross Bolts on a Turbo Charged Engines must meet the following rules in regards to cross bolts in the exhaust pipe.

One set of two (2) 3/8" minimum Grade 5 bolts in the horizontal portion of the exhaust pipe(s) as close to the turbo as possible. 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) with in two(2) inches of the first set of bolts. Bolts are to be installed at 90 degrees to each other and are to be indexed 45 degrees from the first set of bolts.

1. All exhaust must exit behind the driver's compartment (no hood stacks permitted) and must exit vertically. (Turnout, bull hauler, aussie, etc. stack tips are permitted).
2. Transmissions and rear ends must be commercial semi-truck factory components. All Transmissions must have a SFI approved blanket surrounding the bell housing and clutch components.
3. Only mechanically activated clutches are permitted. (Hydraulic assists are permitted)

ELECTRONIC FUEL INJECTION SYSTEMS/FUEL INJECTION PUMPS

Normal pump diesel is the only fuel permitted in this class. Bio Diesel is permitted. Dielectric testing of 150 will apply.

HITCHES

1. All trucks competing in the "3.6 Pro Street Semi" class are required to have their own hitching device that is subject to approval by the head tech official at each event. This hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so that the height from the ground to the point of hook is between 20" and 16" + or - 1". The hitch will be measured with air bags fully inflated when the truck weighs in AND immediately before the semi hooks to the sled.
2. Centerline of the rear axle to hook point on the semi hitch must be no greater than 7 feet.
3. Fifth Wheel Position- Kingpin/Fifth wheel plate position no further forward than the center of the front axle and no further back than center between the two axles.

TIRES

1. All tires must be road use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted.
2. No cutting of tires is permitted.
3. Maximum tire size limited to: 11x24.5 x 8.25 (or) 10 x 22 x 8.25 (or) 315/8.5R x 22.5. Tread width of 10" per each drive tire. No split rim or wedge lug type wheel allowed.
4. No spoke type wheels. Wheels must be bud type.

WEIGHT OF TRUCK

1. Maximum weight for any truck will be 22,000 lbs. All trucks will be weighed in at all points collecting events, if the wheelbase is too long to fit all three axles on the scales, the truck may be "split" weighed. A variance of one percent (220 lbs.) will be given ONLY if the truck must be "split" weighed. All trucks shall appear 'road ready'.
2. No hanging weight permitted anywhere on the truck or hitch. No weight boxes on or above the fifth wheel permitted.

KILL SWITCH

1. All vehicles must have an operable kill switch on the right side of the hitch and located directly in line with the point of hook. A minimum of a two-inch solid ring is required for connection with a minimum of 1/8-inch cross sectional thickness. The sled cable will be attached to this ring.
2. On all diesels, the kill switch must activate the air shut-off. Shut-off must be placed ahead of any turbochargers. A cable may be used for this purpose, but must have positive-type enclosed cable for the shut off. This cable must be 100% free of any obstructions. The Guillotine must have a spring loaded closing mechanism. Systems to be deemed acceptable must at least prevent any building of boost. It is recommended that a gasket/seal arrangement be used to shut off all air flow more effectively. Control for the driver will not be the same as for the sled.
3. Kill switch ring must be secured with a single nylon tie wrap (1/8"). The tie wrap must be broken in order for a re-pull to be approved.

"STREET STOCK" SEMI TRUCKS

Adopted: January 2023

This class is for STREET LEGAL, LICENSED semi-trucks. Any truck that dominates in the class may be handicapped or may be moved up a class. This is truly an OPEN class for all working-class semi-trucks, but it is NOT a PURE STOCK class. There may be other "local fair" rules imposed on this class at certain events.

LEGALITY OF ENTRY

All entries must be a Street Licensed Semi Truck. The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid CDL license. Truck must be capable of pulling a trailer on the highway. All trucks must be driven to the pulls, no exceptions. These rules may be altered or changed at any time throughout the season for anything that becomes a safety issue.

SAFETY CONSIDERATIONS

No riders are permitted in trucks during pull attempts. Driver may not leave the driver's seat while the vehicle is on the pulling track. Driver will take all directions from the flagman on the track. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled. All trucks must have a fire extinguisher per USA-EAST general rules.

AIR BAGS/AXLES

1. Only tandem drive axle semi-trucks will be permitted to compete. Tandem axle spacing must be between 60" and 52". No front wheel drive will be permitted. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.) will be permitted to compete.
2. On a trial basis for 2023, trucks with airbag lift axles will be permitted but must put down pressure on the axle. All tires must remain in contact with the pulling surface at all times while hooked to the sled.
3. There must be 66" from the center of the tandems to the first obstruction forward such as the back of the truck cab, toolbox, wet line box, etc.
4. The use of air bags is permitted. However, no air may be added to or removed from the air bags while the truck is hooked to the weight transfer machine.
5. The height of the hitch must remain the same from start to finish. Any change in the hitch height will be cause for disqualification.
6. All air bags will be fully inflated and then the hitch height will be set.

ENGINE AND TRANSMISSION

1. Maximum RPM limit of 2,500.
2. Water injection in any form is not permitted. Air to air intercooler only. No ice or water permitted on the truck during competition. An OEM equipped; liquid cooled aftercooler is permitted.
3. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbocharger or any part of the air intake system.
4. Turbos are limited to single O.E.M. Turbocharger with an O.E.M 3.15-inch (80mm) maximum inducer bore on the atmosphere turbo with O.E.M factory exhaust wheels. The bore will be measured using a 3.1-inch slug. Compressor wheel must protrude 1/8 inch into the 3.6 bore. Map width enhancement of .180" maximum is permitted which must be in the O.E.M. location, (no forward facing MWE groove). Any cut, notched, or etc. turbo wheels/blades will result in a disqualification. Turbo housing must be unaltered OEM/ Factory with no provision made for extra air flow and/or machining to allow larger turbo wheels in the housing. No bushing of the inducer is permitted. It is the responsibility of the driver to make the inlet of the turbo accessible for inspection, a USA-EAST seal will be placed on the compressor housing for future reference. If the seal is in place and undamaged, no turbo inspection is required. Failure to allow for turbo inspection will result in immediate disqualification. Any truck disqualified for this reason will be required to undergo a complete super tech prior to any further competition. Absolutely no refunds for any illegal turbo found after the class has pulled. Exceptions;
 - a) A factory 2005-2009 & 2011 CAT twin turbo engine is permitted with the factory-installed non-altered turbos.
 - b) Detroit Diesel two-cycle engines may utilize one turbocharger per bank, single-staged only. Must be OEM stock AirResearch or equivalent aftermarket turbo.
 - c) Cummins KT 600 model engines must retain stock turbo and stock wheel.
5. All exhaust must exit behind the driver's compartment (no hood stacks permitted) and must exit vertically. (Turnout, bull hauler, aussie, etc. stack tips are permitted).
6. Transmissions and rear ends must be commercial semi-truck factory components.
7. Only mechanically activated clutches are permitted. (Hydraulic assists are permitted)

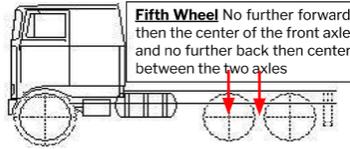
ELECTRONIC FUEL INJECTION SYSTEMS/FUEL INJECTION PUMPS

1. Alteration/modification/replacement of the (OEM) original factory fuel pump is not permitted. No pump may be modified with Sigma parts. No Billet fuel pumps.
2. A Cummins engine must have a Cummins fuel pump - A Detroit must have a Detroit fuel pump - A Cat must have a cat fuel pump.
3. No sigma pumps OR MW pumps are permitted. Normal pump diesel is the only fuel permitted in this class.

HITCHES

1. Trucks that compete regularly are required to have their own hitching device that is subject to approval by the head tech official at each event. This hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so that the height from the ground to the point of

- hook is between 20" and 16" + or - 1". The promoter will provide hitches at each event. The hitch will be measured when the truck weighs in AND immediately before the semi hooks to the sled.
- Centerline of the rear axle to hook point on the semi hitch must be no greater than 7 feet.
 - Fifth Wheel Position: Kingpin/Fifth wheel plate position no further forward than the center of the front axle and no further back than center between the two axles.



TIRES

- All tires must be road use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires is permitted. Maximum tire size limited to: 11x24.5 x 8.25 (or) 10 x 22 x 8.25 (or) 315/85R x 22.5. Tread width of 10" per each drive tire.
- No split rim or wedge lug type wheel allowed. No spoke type wheels. Wheels must be bud type.

WEIGHT OF TRUCK

- Maximum weight for any truck will be 22,000 lbs. USA-EAST or the promoter may weigh any truck at any time. If the wheelbase is too long to fit all three axles on the scales, the truck may be "split" weighed. A variance of one percent (220 lbs.) will be given ONLY if the truck must be "split" weighed.
- No added weight or ballast permitted.
- All trucks shall appear 'road ready'.
- No hanging weight permitted anywhere on the truck or hitch.

SUPER MODIFIED "RUN WHAT YA BRUNG" TRUCKS

Adopted: January 2024

USA-EAST Officials reserve the right to alter these rules before or during the season in order to deal with safety related issues or to insure the competitive nature of the class. The provision for 'bumping up' from other FWD CLASSES lies with the head official and may or may not be available at every event.

COMPETITION VARIANCES

- Four-Wheel-Drive Trucks
 - Maximum weight of all 4x4 will be 7,500 lbs.
 - Limited Pro Diesel (3.0) trucks will be allowed to compete in the RWYB class at a maximum weight of 8,000 lbs. if they comply with all current rules in place for their respective class. If the turbo, tires, etc. are changed from current 3.0 rules, maximum weight is limited to 7,500 lbs. as all other 4x4 trucks. 3.0 trucks will only be allowed to compete in one class per event if both RWYB & 3.0 classes are offered.
 - Maximum drawbar height for all 4x4 trucks will be 26", with the following exceptions;
 - Naturally aspirated trucks will be 28" hitch.
 - Naturally aspirated with nitrous will be 27".

DRAWBARS

Diesel Super Stock Trucks, Lim Pro 3.0 Trucks, Nitrous Engine Trucks 134"-158" wheelbase –

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 further forward than centerline of the rear axle.

Naturally Aspirated or Blown Alcohol Engine Trucks with 133" Wheelbase or smaller

Hook point must be no closer than 30% of the actual wheelbase of the truck (133" wheelbase is 39.9" hitch length) Hitch height maximum of 26" (with above exceptions), with a minimum of a 3.75" X 3.0" opening. 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 further forward than centerline of the rear axle.

DRIVELINE

Aftermarket transfer cases are permitted. Planetary axles are permitted. Axle shields are required and will be .060" thickness in steel or aluminum. Shield shall not be mounted to axle ends or hub bolts. An access hole may be left open to allow locking in the hubs.

ENGINES

All engines must be behind the grill. Gasoline or alcohol engines, rear of engine block can be no further forward than the center line of the front axle. Diesel engines, front of engine block can be no farther forward than 25" of center line of front axle.

- GASOLINE or ALCOHOL ENGINES** may utilize a single supercharger or a single turbocharger. All shields and restraints on the supercharger must be in place. (See turbochargers/superchargers section)
 - Maximum supercharger size: 14-71, 19-inch rotor length. For vehicles utilizing an 8-71 blower the following dimensions: 16-inch rotor case length.
 - Screw-type superchargers are not permitted.
 - Variable multi-speed supercharger devices prohibited.
 - Pro-Chargers are allowed a maximum size of F-3R-130
 - Fuel injection is permitted. A single turbocharger is also permitted in this configuration.
 - Supercharged or single stage turbocharged engines are limited to 575 cubic inches.

DIESEL ENGINES are restricted to 6 cylinder and 8-cylinder compression ignition engines. Class maximum of 460 cubic inches will be enforced. Diesel engines must have been available in a one-ton or less truck from the factory. Sigma fuel pumps are permitted. Water injection is permitted. The fuel must be pump #1/#2 diesel only. Soy or Biodiesel fuel is permitted. Diesel engines may use an unlimited size turbocharger(s). International DT466 blocks or their replacements will be limited to 2 turbochargers and 2 Pressure stages. Maximum of 460 Cubic Inches.

EXHAUST

- The exhaust on a **GASOLINE** or **ALCOHOL** vehicle may exit downward at the back of the truck or directly out the back of the truck or straight up through the hood of the truck or straight up at the back of the cab.
- All **DIESEL** vehicles must be equipped to direct exhaust upward.

FIREWALL

Each vehicle must be equipped with an OEM or minimum 0.024-inch steel firewall, OR 1/4" Lexan from side to side of the body and from the top of the engine compartments upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with metal-excluding grommets. The use of magnesium is prohibited.

FLOOR

Each vehicle in competition must be equipped with an OEM floor pan or a minimum 0.024-inch steel floor pan that extends the full length and width of the driver seating area. Non-OEM floor pans must have cross members (minimum two inch by two-inch, 0.083-inch wall thickness square tubing) installed between the frame rails for proper seat and driver restraint system installation and support. All openings must be sealed with metal-excluding grommets. The use of fiber glass and/or magnesium is prohibited.

GENERAL

1. Clear plexiglass or factory tint glass permitted.
2. No mud flaps or dirt deflectors will be permitted.
3. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in the cab must be shielded top and sides with a minimum of .060 aluminum.
4. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached to these devices during competition.
5. No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls. (Starter saver allowed)

NITROUS OXIDE

Nitrous Oxide is permitted for use on any naturally aspirated gasoline engine. This may not be used with alcohol or with any turbocharged or supercharged engine.

OTHER FUELS AND ADDITIVES

Propane/NOS, etc. is prohibited on all engines except naturally aspirated gasoline engines. System components used for these banned substances must be fully removed from the truck. Other oxygen extenders are prohibited such as propylene oxide additives. Racing fuel is permitted.

TIRES

1. Four-wheel drive
 - a) Bar tires, maximum of four (4) tires, no duals, no combination of bar tires & DOT tires.
 - b) DOT tires, maximum tire height 36", no studded tires or chains. Dual rear wheels are permitted on the rear axle only. Maximum of 6 tires.
2. Two-wheel drive
 - a) Bar tires, maximum tire size is 18.4 x 16.1.
 - b) DOT tires, maximum tire height 36", no studded tires or chains. Dual rear wheels are permitted. Ribbed tractor-type tires are permitted on the front.

TRANSMISSIONS

Aftermarket transmissions are permitted. All manual transmissions must be clutch assisted, sequential shifters are prohibited.

WEIGHTS

Front weights may not extend more than 60 inches from the centerline of the front axle. No loose weights allowed in the cab or under the hood allowed. Front weight boxes will be rigid & have a minimum of eight (8) inches of ground clearance for staging & competition. Front tow hitch will be strong enough to push, pull or pick the vehicle up. Only a 6x6 piece of steel with a minimum thickness of 1" and a maximum of 1.25" thickness will be allowed. A round three (3) inch hole is required in front tow hitch.

WHEELBASE

The maximum wheelbase length allowed is 158 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using an X pattern (LF-RR and RF-LR). The maximum tread width is 102 inches. Extending rear wheels beyond the OEM position is permitted.

SUPER STREET (PRO STOCK) GAS 4x4 TRUCKS

Adopted: January 2023

BALLAST

- 1) Additional added weight is permitted.
- 2) Trucks with a wheelbase of 135" and longer, hanging weights and brackets may not extend more than 195 inches from the centerline of the rear axle.
- 3) Trucks with a wheelbase of 135" and shorter, hanging weights and brackets may not extend more than 60" from the centerline of the front axle.
- 4) Weights may be securely fastened inside the engine compartment, or in the bed, but not inside the cab.

BATTERIES

Batteries must be securely mounted, may be in the stock location, in the bed, or mounted on the front weight rack/box. If mounted in the bed or on the front, a manual battery disconnect (easily accessible and clearly marked) is required. If batteries are mounted inside the cab, they must be covered with steel or aluminum with a driver accessible battery shutoff and be clearly marked.

BODY/CHASSIS

Truck exterior must be stock in appearance. Sheet metal must conform to the wheelbase. Fiberglass bodies are permitted. OEM cab must have O.E.M. firewall and O.E.M. floor for safety. Bed floor is not required however there must be a tonneau cover. Factory full size truck O.E.M. frames are required, no tube frames or homemade frames are accepted. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached during these devices during competition.

CREENTIALS

- Trucks in this class do not have to be licensed or inspected or insured. If not street legal, must have all safety equipment in place.
- Any street licensed truck that chooses to enter this class must be fully licensed and insured.
- Memberships are not required in order to enter and participate, but a current and valid membership with the USA-EAST sanctioning body is required in order to collect points.
- Trucks may collect points in both the Super Street Gasoline (SSG) class and the RWWB class. Any truck that competes in the Super Street Gasoline division in 2022 will be restricted from the Street Stock 4x4 division at USA-EAST events.

DRAWBAR/HITCH

Maximum hitch height of 26 inches. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. A truck may compete with a Reese style hitch if it meets the 27% rule, no pulling from the bumper. All hitches must be 33 degrees or less parallel to the ground. No clevis's allowed.

DRIVELINE/SHEILDING

1. Any front axle, any transmission, any transfer case, any rear axle permitted. No planetaries permitted.
2. All manual transmissions must be clutch assisted. Sequential shifters are prohibited.
3. A clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles.
4. All vehicles equipped with a manual transmission must have a flywheel shield. Applications for which a flywheel shield is not available may use a properly attached blanket that completely covers the bell housing. (See clutches & bell housings).
5. All vehicles equipped with an automatic transmission must use a properly attached blanket. (See clutches & bell housings)
6. Automatic transmission blankets, flywheel shields, and driveshaft loops, u-joint shields, & axle shields are;
 - a) Required on all trucks that will collect points.
 - b) Required on all trucks that are not licensed & properly inspected for the highway.
 - c) Required on any truck that competes more than four times in a year.
7. Front hydraulic brakes or a driveline brake is required.

ENGINE

1. Rear of the engine block must remain at least 12" behind the centerline of the front axle.
2. No cubic inch limit, aluminum engine blocks are permitted, any intake manifold permitted, any aluminum cylinder heads permitted (no billet heads allowed)
3. Any single, four-barrel carburetor permitted. No dual carburetor's permitted
4. On a trial basis for 2022, small block trucks will be allowed to compete with electronic fuel injection.

5. No forced induction of any kind, naturally aspirated only. (No turbos, superchargers, or prochargers)
6. Exhaust must be routed in following ways:
 - a) Exhaust may be routed vertically up through the vehicle hood. The exhaust must be minimum 6" higher than the hood when the hood is in the closed position.
 - b) Exhaust may be routed under the vehicle must exit under the cab and but before the rear axle.
 - c) Street legal trucks may use factory type configuration.

KILL SWITCH

All trucks must be equipped with a kill switch per USA-EAST general rules. A true street truck which is still licensed, inspected and legal for the street may be permitted to pull without a kill switch with Tech Officials approval.

FIREWALL

Each vehicle must be equipped with an OEM or minimum 0.024-inch steel firewall, OR ¼" Lexan from side to side of the body and from the top of the engine compartments upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with metal-excluding grommets. The use of magnesium is prohibited.

FLOOR

Each vehicle in competition must be equipped with an OEM floor pan or a minimum 0.024-inch steel floor pan that extends the full length and width of the driver seating area. Non-OEM floor pans must have cross members (minimum two inch by two-inch, 0.083-inch wall thickness square tubing) installed between the frame rails for proper seat and driver restraint system installation and support. All openings must be sealed with metal-excluding grommets. The use of fiber glass and/or magnesium is prohibited.

FUEL

Gasoline, E-85 (ethanol), alcohol, and racing fuel are permitted. Nitrous oxide and all other oxygen extenders are PROHIBITED. System components must be removed from the vehicle. Fuel tanks may be in the stock location, in the bed, or mounted on the front weight rack/box. No fuel tanks or fuel lines permitted inside the cab. If non-OEM, a manual fuel shutoff (ball valve, easily accessible, clearly marked) is required on the fuel cell.

TIRES

All tires must be DOT approved, maximum size of 35x12.50. (Metric conversion of this tire size is 315/70 or 315/75). No cut, altered, or sharpened tires are permitted. No duals allowed. Use of dirt deflectors is prohibited.

DRIVER SAFETY

USA-EAST approved helmets, fire suits, shoes, gloves, etc. are required for all drivers of trucks that are not currently licensed, insured and inspected for street use. Seatbelts must be at minimum OEM and must be worn during competition. Driver's window must be rolled completely up while competing. Passengers are not permitted in the truck at any time either in the pits or on the track

WEIGHT

Maximum weight of 6200 lbs.

WHEELBASE

Maximum width of 102" permitted.

SMALL BLOCK MODIFIED 4,500 LB. 4X4 TRUCKS

Adopted: January 2023

BALLAST

Additional weight is permitted, no weights allowed inside the cab. Front weights and brackets may not extend further than 60 inches from the center of the front axle.

BATTERIES

Batteries must be securely mounted, may be in the stock location, in the bed, or mounted on the front weight rack/box. If mounted in the bed or on the front, a manual battery disconnect (easily accessible and clearly marked) is required. If batteries are mounted inside the cab, they must be covered with steel or aluminum with a driver accessible battery shutoff and be clearly marked.

BODY/CHASSIS

1. Vehicles must have closed doors, unless equipped from the factory with fabric top. Half cabs must have closed doors.
2. Vehicles must have stock appearing grill, hood, front fenders, bedsides, and hood (can be cut but must shield all rotating parts)
3. Must retain all exterior body panels fiberglass is permitted. Tailgate not required
4. Fenders may be cut for tire clearance only; the axle must be positioned within 6" of the center of the wheel well.
5. Must have windshield and driver's window. (Driver's window must be up while pulling).
6. Floor and firewall area must be covered and no holes larger than 1 inch.
7. Tube frames are allowed but must be inspected by current tech officials before permitted to pull. 2" x.120 wall thickness minimum.

DRAWBAR/HITCH

Maximum hitch height of 24 inches. The Hitch plate is to be a minimum of 1/2 inch thick at any point. Minimum hitch length is 27% of truck overall wheelbase no shorter than 24". Measurement taken from center of axle tube to hook point. Hitch pivot or attachment point cannot be any further forward than the center of the rear axle

DRIVELINE/SHIELDING

1. Any OEM transmission and transfer case can be used, no aftermarket gear boxes or t-cases.
2. All manual transmissions must be clutch assisted. Sequential shifters are prohibited.
3. A clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles.
4. All vehicles equipped with a manual transmission must have a flywheel shield. Applications for which a flywheel shield is not available may use a properly attached blanket that completely covers the bell housing. (See clutches & bell housings).
5. All vehicles equipped with an automatic transmission must use a properly attached blanket. (See clutches & bell housings)
6. Axle shields are required. (See driveline shielding)
7. Front hydraulic brakes or a driveline brake is required.

ENGINES

1. Any engine brand may be used with any brand of body/frame.
2. Rear of the engine block can be no further forward than the center of the front axle, and the engine must be behind the factory grill location.
3. Small block engines only, maximum of 360 cubic inches. (No LS or HEMI type blocks permitted)
 - a. Provisions must be made to put on a "seal" on the engine after the truck has been cube checked. Competitors must be able to have their engine pumped at any time during the pull season. A 1% variance will be permitted.
 - b. Officials may (at their discretion) use a pump or other means to check cubic inches. Competitors must have all tools/equipment to comply with cubic inch checks at all pulls.
4. Any heads are allowed but must be OEM valve angle. (No LS or Hemi style heads permitted)

5. A single four-barrel, mass produced, 4150 flange style carburetor is permitted. A dual, two-barrel carburetor setup is permitted. (NO PREDATORS, DOMINATORS, OR EXOTIC CARBS ALLOWED) No fuel injection of any kind is permitted.
6. Aluminum cast intake is allowed - NO tunnel rams, NO sheet metal intakes
7. No forced induction of any kind, naturally aspirated only. (No turbos, superchargers, or prochargers)
8. All exhaust systems must discharge vertically or downward. (Vertically is defined as being within 10 degrees any direction of being plumb or downward style must discharge straight back.) No rain caps permitted.

KILL SWITCH

All trucks must be equipped with a kill switch per USA-EAST general rules.

FUEL

Gasoline or racing fuel is permitted, no alcohol permitted. Nitrous oxide and all other oxygen extenders are PROHIBITED. System components must be removed from the vehicle. Fuel tanks may be in the stock location, in the bed, or mounted on the front weight rack/box. No fuel tanks or fuel lines permitted inside the cab. If non-OEM, a manual fuel shutoff (ball valve, easily accessible, clearly marked) is required on the fuel cell.

TIRES

1. D.O.T 33/14.5 or metric equivalent.
2. 29/11 dirt track tires are permitted.
3. No recaps or bar tires permitted, sipping and sanding of tires is permitted for the purpose of resurfacing only. Cleaning up existing tire grooves allowed.
4. Rear tires can be offset inward to center of front tires, no duals. Tire tracks must half lap.
5. Use of dirt deflectors is prohibited.

WEIGHT

Maximum weight of 4,500 lbs.

WHEELBASE

Maximum wheelbase of 135 inches. Must have been a factory 4x4. Maximum width of 102" permitted.

ANY QUESTIONS FEEL FREE TO CALL THE CLASS REPS:

JEFF JOHNSTON – (814) 229-8150 cell (814) 457-5022 home

PAUL STILLMAN - (412) 310-7655

STREET LICENSED GASOLINE TRUCKS

Adopted: January 2023

This is a street legal 4x4 truck class for currently licensed gasoline-fueled trucks that are legal for highway use. This class is designed for the local "daily driver" truck for an entry level class for gasoline 4x4 trucks. Any truck that dominates this class may be required to compete as "exhibition" only, without the opportunity to win trophies and/or cash payments.

BATTERIES

Batteries must remain inside the engine compartment and must be securely fastened. No batteries allowed inside the cab.

BRAKES

Four-wheel hydraulic brakes are mandatory.

BODY

1. The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. All body panels including in the inner and outer skins of the truck bed as well as the bed floor must be O.E.M. Floor in bed must be solid, wooden flatbeds are permitted. Other design modifications to reduce weight are not permitted.
2. Fiberglass hoods and/or fiberglass hood scoops are permitted. Hood must be closed and securely latched during competition.
3. Front bumpers must be factory stock. No weighted front devices are permitted, this includes but is not limited to homemade bumpers, brush guards, "Ranch Hand" type bumpers, and winches. Lower brackets (only) for snowplow frames are permitted so long as no modifications that would add weight are determined. An unaltered decorative brush guard may be permitted at the option of the head official. A truck is permitted to compete without a front bumper.

CHASSIS

The vehicle must retain the full OEM chassis, one-ton or smaller. No tube or homemade frames/chassis permitted. The wheelbase may not be changed from the original manufacturer. Front and rear wheels must be centered in the wheel wells of the body. The engine must be in the OEM location for the body used. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum width of 96 inches.

CREDENTIALS

All drivers must have a valid driver's license. Current registration, inspection sticker, and current photo driver's license required. Inspection and registration must be from the same state. A license plate with a current sticker tag is required to be affixed to the truck. Trucks may be hauled to the pull.

DRIVELINE

Transmission & transfer case must be O.E.M. and available in one-ton (or smaller) trucks. Transmission brakes are prohibited. Automatics - functional neutral safety switch is mandatory, and all transmission lines must be metallic or high-pressure type hose. Manuals - all transmissions must be clutch assisted, sequential shifters are prohibited. No welded carriers or spools permitted in front or rear differential. Truck must be able to be driven on and off the track without unlocking the hubs. Rear axle bolts must be covered by a cap or a shield.

ENGINE

1. Swaps between manufacturers are not permitted. Ford must have a Ford engine, Chevrolet/GMC must have a GM engine, etc.
2. Must use factory engine mounts, engine must be in factory OEM location.
3. Must be an OEM available engine, no major modifications to engine. No aluminum engine blocks, or aluminum cylinder heads are permitted unless O.E.M.
4. Single four-barrel carburetor or factory fuel injection only. **No dominator, demon, or any other racing carburetors. All carburetors must have choke horns and functioning chokes.**
5. OEM style intake manifolds only, aluminum is permitted. No tunnel rams, split manifolds, or sheet metal intakes permitted.
6. No superchargers or turbochargers permitted unless OEM equipped from the factory. Air cleaners are required and must be in place. No headlights may be removed for air intakes.
7. Must have a factory type exhaust system with working mufflers - no open headers permitted.
8. All cooling for the truck must be located in the factory locations. I.e., transmission coolers, radiators, etc. Radiator must be of factory size and in OEM location and circulate coolant freely.

FUEL

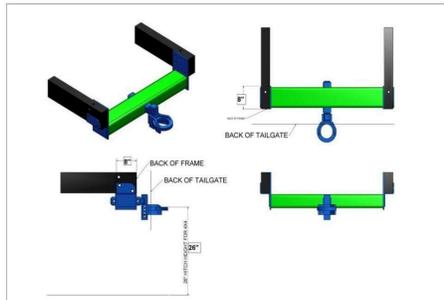
Gasoline is the only fuel permitted. Absolutely no alcohol, injectables, nitrous oxide or other oxygen extenders. Turbo-Blue and Cam-2 are permitted. Fuel tanks must be OEM and in the factory location, racing fuel cells are prohibited and must be removed from the truck.

HITCH

A rear bumper or "Reese" style hitch is the only acceptable type of hitch. No other types of hitches are permitted. Maximum hitch height of 26 inches for a four-wheel-drive truck and 30 inches for a two-wheel-drive truck. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Reese hitch must be attached to the frame within eight (8) inches of the end of the frame rails. Hitch reinforcements must not extend beyond the centerline of the rear axle. Shortening of the bed in order to shorten the hook point is not permitted. Each driver must supply a twisted clevis, the hole for hitching must accommodate a minimum of 3.75 inches across. Any driver that comes to the sled without a proper hitch may drop to last in the class but will forfeit one attempt. Excessive delay of the event waiting for a proper hitch will be grounds for disqualification and will forfeit hook fee.

LEGAL HITCH SETUP

- Maximum hitch height of 26"-4wd, or 30"-2wd. To be measured at the point of hook.
- Opening minimum of 3 inches wide (side to side) and 3.75" inches long (front to back)
- If you back your truck to a wall the hitch would hit first.



INTERIOR

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, wipers, etc.) must be retained and be operative. **The use of hand-throttle controls is prohibited.**

SAFETY

All drivers must wear a minimum of shirt, long pants, and closed toed shoes during competition. Driver's window must be completely rolled up while competing. Drivers must wear a seatbelt or shoulder harness when hooked to the sled. Passengers are not permitted at any time either in the pits or on the track.

STEERING

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

STREET EQUIPMENT

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.

SUSPENSION-FRONT

The upper mounting point for strut assemblies must be in the factory location. The lower control arm must attach the chassis using OEM mounting points. The lower mounting point for the strut assembly may be modified for improved caster or camber.

SUSPENSION-REAR

An OEM-style suspension is mandatory, leaf spring packs must retain a minimum of three (3) leaves. 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. The rear suspension must maintain a minimum compression shock travel of two inches; 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.

TIRES/WHEELS

DOT street legal tires are required. No dual wheels, studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered, or sharpened tires. Wheels must have DOT stamp. No "Real" or other types of wheels. Must maintain OEM Stagger. Use of dirt deflectors is prohibited.

WEIGHT

1. Weight class is 6,400 lbs., weight may be adjusted by USA-EAST officials
2. No weight brackets or hanging weights allowed in front of vehicles.
3. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights permitted inside the cab. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

TRIPLE CROWN SERIES GAS TRUCKS

Adopted: January 2023

Trucks that regularly compete in "Open Street Gas" type classes are NOT ELIGIBLE for this class.
Any truck that dominates may be moved up a class.

This is a street legal 4x4 truck class for currently licensed gasoline-fueled trucks that are legal for highway use. This class is designed for the local "daily driver" truck for an entry level class for gasoline 4x4 trucks. Any truck that dominates this class may be required to compete as "exhibition" only, without the opportunity to win trophies and/or cash payments.

BATTERIES

Batteries must remain inside the engine compartment and must be securely fastened. No batteries allowed inside the cab.

BRAKES

Four-wheel hydraulic brakes are mandatory.

BODY

1. The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. All body panels including in the inner and outer skins of the truck bed as well as the bed floor must be O.E.M. Floor in bed must be solid, wooden flatbeds are permitted. Other design modifications to reduce weight are not permitted.
2. Fiberglass hoods and/or fiberglass hood scoops are permitted. Hood must be closed and securely latched during competition.
3. Front bumpers must be factory stock. No weighted front devices are permitted, this includes but is not limited to homemade bumpers, brush guards, "Ranch Hand" type bumpers, and winches. Lower brackets (only) for snowplow frames are permitted so long as no modifications that would add weight are determined. An unaltered decorative brush guard may be permitted at the option of the head official. A truck is permitted to compete without a front bumper.

CHASSIS

The vehicle must retain the full OEM chassis, one-ton or smaller. No tube or homemade frames/chassis permitted. The wheelbase may not be changed from the original manufacturer. Front and rear wheels must be centered in the wheel wells of the body. The engine must be in the OEM location for the body used. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum width of 96 inches.

CREDENTIALS

All drivers must have a valid driver's license. Current registration, inspection sticker, and current photo driver's license required. Inspection and registration must be from the same state. A license plate with a current sticker tag is required to be affixed to the truck. Trucks may be hauled to the pull.

DRIVELINE

Transmission & transfer case must be O.E.M. and available in one-ton (or smaller) trucks. Transmission brakes are prohibited. Automatics - functional neutral safety switch is mandatory, and all transmission lines must be metallic or high-pressure type hose. Manuals - all transmissions must be clutch assisted, sequential shifters are prohibited. Swaps between manufacturers are not permitted. Ford must have Ford engine, Chevrolet/GMC must have GM engine, etc.

1. Must use factory engine mounts, engine must be in factory OEM location.
2. Must be an OEM available engine, no major modifications to engine. No aluminum engine blocks are permitted unless O.E.M. Any conventional type heads allowed, no billet or pro-stock heads. No power adders unless OEM factory
3. Single four-barrel carburetor or factory fuel injection only.
4. OEM style intake manifolds only, aluminum is permitted. No tunnel rams, split manifolds, or sheet metal intakes permitted.
5. No superchargers or turbochargers permitted unless OEM equipped from the factory. Air cleaners are required and must be in place. No headlights may be removed for air intakes.
6. Must have a factory type exhaust system with working mufflers - no open headers permitted.
7. All cooling for the truck must be in the factory locations. I.e., transmission coolers, radiators, etc. Radiator must be of factory size and in OEM location and circulate coolant freely.

FUEL

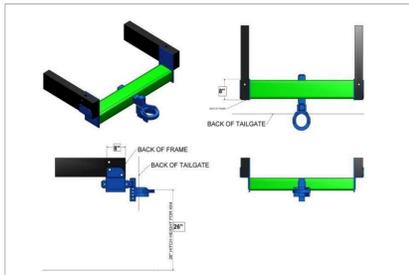
Gasoline is the only fuel permitted. Absolutely no alcohol, injectables, nitrous oxide or other oxygen extenders. Turbo-Blue and Cam-2 are permitted. Fuel cells may be utilized also as long as they are not located in the drivers compartment.

HITCH

A rear bumper or "Reese" style hitch is the only acceptable type of hitch. No other types of hitches are permitted. Maximum hitch height of 26 inches for a four-wheel-drive truck and 30 inches for a two-wheel-drive truck. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Reese hitch must be attached to the frame within eight (8) inches of the end of the frame rails. Hitch reinforcements must not extend beyond the centerline of the rear axle. Shortening of the bed in order to shorten the hook point is not permitted. Each driver must supply a twisted clevis, the hole for hitching must accommodate a minimum of 3.75 inches across. Any driver that comes to the sled without a proper hitch may drop to last in the class but will forfeit one attempt. Excessive delay of the event waiting for a proper hitch will be grounds for disqualification and will forfeit hook fee.

LEGAL HITCH SETUP

- Maximum hitch height of 26" 4wd, or 30"-2wd. To be measured at the point of hook.
- Opening minimum of 3 inches wide (side to side) and 3.75" inches long (front to back)
- If you back your truck to a wall the hitch would hit first.



INTERIOR

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, wipers, etc.) must be retained and be operative. **The use of hand-throttle controls is prohibited.**

SAFETY

All drivers must wear a minimum of shirt, long pants, and closed toed shoes during competition. Driver's window must be completely rolled up while competing. Drivers must wear a seatbelt or shoulder harness when hooked to the sled. Passengers are not permitted at any time either in the pits or on the track.

STEERING

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

STREET EQUIPMENT

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.

SUSPENSION-FRONT

The upper mounting point for strut assemblies must be in the factory location. The lower control arm must attach the chassis using OEM mounting points. The lower mounting point for the strut assembly may be modified for improved caster or camber.

SUSPENSION-REAR

An OEM-style suspension is mandatory, leaf spring packs must retain a minimum of three (3) leaves. 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. The rear suspension must maintain a minimum compression shock travel of two inches; 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.

TIRES/WHEELS

DOT street legal tires are required. No dual wheels, studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered, or sharpened tires. Wheels must have DOT stamp. No "Real" or other types of wheels. Must maintain OEM Stagger. Use of dirt deflectors is prohibited. Maximum tire size of 35x12.50. (Metric conversion of this tire size is 315/70 or 315/75)

WEIGHT

4. **Weight class is 6,800 lbs.**, weight may be adjusted by USA-EAST officials
5. No weight brackets or hanging weights allowed in front of vehicles.
6. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights permitted inside the cab. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

"OPEN STREET" GAS TRUCKS

Adopted: January 2023

Trucks that regularly compete in "Super Street/Pro Stock Gas" type classes are NOT ELIGIBLE for this class. Any truck that dominates may be moved up a class. "OPEN STREET GAS" will follow the same ruleset as "STREET LICENSED GAS" with the following exceptions.

1. Any conventional type heads, no billet or pro-stock heads. No power adders unless OEM factory.
2. Open headers are permitted, No upright headers allowed, must go downward and straight back, not out to the sides.
3. Welded carriers and spools are permitted. Locking of hubs on the track is permitted.
4. Maximum hitch height of 24 inches.
5. Traction bars are allowed. Bolt-in suspension stops are permitted, and must be easily removable. Suspension may be blocked.
6. Weight brackets or hanging weights are allowed in front of vehicles. Weights cannot extend more than 60 inches from the centerline of the front axle.
7. Maximum tire size of 35x12.50. (Metric conversion of this tire size is 315/70 or 315/75)
8. Maximum weight of 6,300 lbs.

LIMITED PRO DIESEL (3.0SB) 4X4 TRUCKS

Adopted: January 2023

(PPL Rules)

USA-EAST Post Event Tech Inspection Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ. Top five trucks may be held at the end of track in a holding area for post pull inspections. It is the driver's responsibility to be aware of their placing and be present with the truck post inspecting area.

BODY

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.

CHASSIS

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. Rigid suspension allowed. Hydraulic steering permitted. (Intent-no Isuzu or compact diesel chassis)

DRAWBAR

1. Drawbar assembly must be frame mounted. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle. Minimum of one (1) inch of material around the pivot pin location (circumference) of the hitch assembly. Hitch assembly requires 1/2" total thickness minimum (width) where the drawbar pivot pin intersects (connects). Minimum 1/4" wall thickness tubing material required for drawbar assembly.
2. Maximum drawbar height of 26".
3. Hook point must be no closer than 44" of center line of rear axle, drawbar must not exceed a maximum of 25° angle from pivot point to hook point.
4. Drawbar height adjustment link, if attached to the rear-end housing, the attaching point must be at or below the centerline of the axle. Drawbar adjusters cannot attach to anything above the centerline of the rear axle.
5. Drawbar adjusters can only go straight downward vertically or towards rear differential housing. No adjusters permitted above the hook point.
6. No slotting of holes for adjuster attachment.

DRIVELINE

1. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
2. All clutches, bellhousings, and clutch/transmission blankets must meet SFI specs. (See general rules)
3. Driveshaft shielding, u-joint shields, and axle shields are all required. (See driveshaft shielding)
4. No traction control permitted.

ENGINE

1. Engine must remain in stock location as intended by the manufacturer. Engines may be interchanged between manufacturers.
2. Front of the engine block can be no further forward than 17" of the centerline of the front axle.
3. Maximum engine size will be 460 cubic inch. Engines must come from the factory in one ton or smaller diesel pickup trucks.
 - a) No aftermarket blocks permitted
 - b) Head must be an OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of the cylinder head must measure factory width and length. Head must retain OEM valve angle.
4. Engine must have cables surrounding the block and head. (See Engines)
5. 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)
6. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of the competition track is prohibited.
7. Water injection is prohibited. All components must be removed from the truck.

FUEL

1. 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.
2. No fuel lines or tanks permitted inside of a truck cab unless securely mounted in a marine box.
3. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

TIRES

Must run DOT approved tires. Maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on the rear axle only. Maximum of 6 tires.

TURBOCHARGER/EXHAUST

1. Air shut off (kill switch) required. (See safety switches)
2. Turbocharger is limited to a 3.0" inducer bore, bore must be smooth-faced (no MAP/MWE ring/groove) with all air entering through the 3.0" opening. Bore will be checked with a 3.005" plug, plug must not be able to enter the inducer bore and contact the compressor wheel.
3. Compressor wheel must protrude 1/8 inch inside of the opening.
4. 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 the turbine wheel.

WEIGHTS

Maximum weight 8,000lbs. (Dry weight 7900# for ice allowance at scales.) Front weights must be no more than 60" from the centerline of the front axle to forward most points and be securely fastened. No weights are allowed in the cab of the truck. If weights are located in the bed of the truck they are to be securely fastened to the bed of the truck.

WHEELBASE

Maximum wheelbase 158" and 102" maximum width. (outside tire to outside tire).

PRO STREET DIESEL (2.6SB) 4X4 TRUCKS

Adopted: January 2023
(PPL Rules)

USA-EAST Post Event Tech Inspection Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ. Top five trucks may be held at the end of track in a holding area for post pull inspections. It is the driver's responsibility to be aware of their placing and be present with the truck post inspecting area.

NOTE-On a trial basis for 2023, Triple Crown Diesel trucks may jump up to the Pro Street 2.6 class if they meet all safety requirements for that class. These trucks will not be allowed to collect points. Trial basis for 2023.

BODY

The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. 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.

- Trucks that have had bed floors removed in the past may install a bed floor and compete with the following requirements. (This rule does not follow PPL rules and is for USA-EAST events only)
 - o Minimum 1/8" thick aluminum or steel welded, bolted, or riveted in place.
 - o If the bed floor has been replaced via the specifications above, the 100 lbs. to be attached over or behind the centerline of the rear axle. Weight must be able to be removed and verified on the scales if requested by officials.

CHASSIS

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. Rigid suspension allowed. Hydraulic steering permitted. (Intent-no Isuzu or compact diesel chassis)

DRAWBAR

1. Drawbar assembly must be frame mounted. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle. Minimum of one (1) inch of material around the pivot pin location (circumference) of the hitch assembly. Hitch assembly requires 1/2" total thickness minimum (width) where the drawbar pivot pin intersects (connects). Minimum 1/4" wall thickness tubing material required for drawbar assembly.
2. Maximum drawbar height of 24".
3. Hook point must be no closer than 44" of center line of rear axle, drawbar must not exceed a maximum of 25° angle from pivot point to hook point.
4. Drawbar height adjustment link, if attached to the rear-end housing, the attaching point must be at or below the centerline of the axle. Drawbar adjusters cannot attach to anything above the centerline of the rear axle.
5. Drawbar adjusters can only go straight downward vertically or towards rear differential housing. No adjusters permitted above the hook point.
6. No slotting of holes for adjuster attachment.

DRIVELINE

1. Drive train will consist of the following:
 - a) **OEM differential required.** Must have come factory in a one ton or smaller vehicle.
 - b) OEM transmission and transfer cases must be used. Must have come factory in a one ton or smaller vehicle.
 - c) Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.
2. All clutches, bellhousings, and clutch/transmission blankets must meet SFI specs. (See general rules)
3. Driveshaft shielding, u-joint shields, and axle shields all required. (See driveshaft shielding)
4. No traction control permitted.

ENGINE

1. Engine must remain in stock location as intended by the manufacturer. Engines may be interchanged between manufacturers.
2. Front of the engine block can be no further forward than 17" of the centerline of the front axle.
3. Maximum engine size will be 460 cubic inch. Engines must come from the factory in one ton or smaller diesel pickup trucks.
 - a) No aftermarket blocks permitted; no deck plates permitted.
 - b) Head must be an OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of the cylinder head must measure factory width and length. Head must retain OEM valve angle.
 - c) Side draft and aftermarket intake manifolds are allowed.
4. Engine must have cables surrounding the block and head. (See Engines)
5. 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)
6. Air to air intercooler only. No ice or water permitted on the truck during competition.
7. Water injection is prohibited. All components must be removed from the truck.

FUEL

1. 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.
2. No fuel lines or tanks permitted inside of a truck cab unless securely mounted in a marine box.
3. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

SUSPENSIONS

The upper mounting point for strut assembly must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt-on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No airbags. Rear suspension may be made solid. Hydraulic steering permitted

TIRES

Tires must be DOT approved with a maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires. Dual wheels are prohibited.

TURBOCHARGER/EXHAUST

1. Air shut off (kill switch) required. (See safety switches)
2. Turbocharger is limited to a 2.6" inducer bore, bore must be smooth-faced (no MAP/MWE ring/groove) with all air entering through the 2.6" opening. Bore will be checked with a 2.605" plug, plug must not be able to enter the inducer bore and contact the compressor wheel.
3. Compressor wheel must protrude 1/8 inch inside of the opening.
4. 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 12" away from the turbine wheel.

WEIGHTS

Maximum weight 8,000lbs. Front weights must be no more than 60" from the centerline of the front axle to forward most points and be securely fastened. No weights are allowed in the cab of the truck. If weights are located in the bed of the truck they are to be securely fastened to the bed of the truck.

WHEELBASE

Maximum wheelbase 158 inches. Lengthening of the frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for the body being used.

STREET LICENSED DIESEL TRUCKS

Adopted: January 2023

This is a street legal 4x4 truck class for currently licensed diesel-fueled trucks that are legal for highway use. This class is designed for the local "daily driver" truck for an entry level class for diesel 4x4 trucks. Any truck that dominates this class may be required to compete as "exhibition" only, without the opportunity to win trophies and/or cash payments.

BATTERIES

Batteries must remain inside the engine compartment and must be securely fastened. No batteries allowed inside the cab or forward of the radiator core support.

BRAKES

Four-wheel hydraulic brakes are mandatory.

BODY

1. The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. All body panels including in the inner and outer skins of the truck bed as well as the bed floor must be O.E.M. Manufactured flatbeds are permitted, no homemade beds.
2. Metal aftermarket hoods are permitted, fiberglass hoods are not permitted. Hood must be closed and securely latched during competition.
3. **Front bumpers must be factory stock.** No weighted front devices are permitted, this includes but is not limited to homemade bumpers, brush guards, "Ranch Hand" type bumpers, and winches. Lower brackets (only) for snowplow frames are permitted so long as no modifications that would add weight are determined. An unaltered decorative brush guard may be permitted at the option of the head official. A truck is permitted to compete without a front bumper.

CHASSIS

The vehicle must retain the full OEM chassis, one-ton or smaller. No tube or homemade frames/chassis permitted. The wheelbase may not be changed from the original manufacturer. Front and rear wheels must be centered in the wheel wells of the body. The engine must be in the OEM location for the body used. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum width of 102 inches.

CREDENTIALS

All drivers must have a valid driver's license. Current registration, inspection sticker, and current photo driver's license required. Inspection and registration must be from the same state. A license plate with a current sticker tag is required to be affixed to the truck. Trucks may be hauled to the pull.

DRIVELINE

Transmission, transfer case, front and rear axles must be O.E.M. and available in one-ton (or smaller) trucks. No welded carriers or spools permitted in front or rear differential. Truck must be able to be driven on and off the track without unlocking the hubs. Rear axle bolts must be covered by a cap or a shield.

ENGINE

1. The engine must be a stock-appearing compression ignition engine from a one-ton or smaller pickup truck. Swaps between manufacturers are not permitted. Ford must have a Powerstroke engine, Dodge must have a Cummins engine, Chevrolet/GMC must have a Duramax engine, etc.
2. Must use factory engine mounts, engine must be in factory OEM location.
3. No aftermarket cylinder heads. (Hamilton, Wagler, homemade billet, etc.) Intake manifolds must be OEM style, no side draft or runner style manifolds permitted.
4. Fuel injection pump limited to stock appearing, OEM engine model-specific pumps. Dual high pressure common rail pumps are permitted, pumps from different years in the same engine model may be interchanged. (I.e., P-pump 24 valve Cummins is legal, a P-pump 7.3 Powerstroke is not legal)
5. Exhaust must exit behind the cab. Stacks exiting through the hood or fender well are prohibited.
6. All cooling for the truck must be located in the factory locations. I.e., transmission coolers, radiators, etc. Radiator must be of factory size and in OEM location and circulate coolant freely.
7. All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
8. Water injection is prohibited. All system components must be removed from the truck.

FUEL

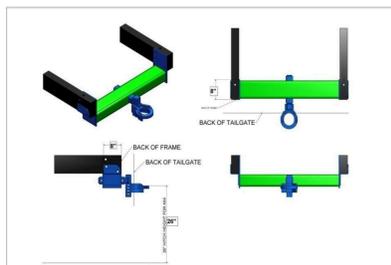
The fuel must be pump #1/#2 diesel only. Soy/BioDiesel fuel is permitted. Off-road diesel fuel is prohibited. **NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.** Fuel tanks must be OEM and in the factory location, racing fuel cells are prohibited and must be removed from the truck.

HITCH

A rear bumper or "Reese" style hitch is the only acceptable type of hitch. **No other types of hitches are permitted.** Maximum hitch height of 26 inches for a four-wheel-drive truck and 30 inches for a two-wheel-drive trucks. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Reese hitch must be attached to the frame within eight (8) inches of the end of the frame rails. Hitch reinforcements must not extend forward of the centerline of the rear axle. Shortening of the bed in order to shorten the hook point is not permitted. Each driver must supply a twisted clevis, the hole for hitching must accommodate a minimum of 3.75 inches across. Any driver that comes to the sled without a proper hitch may drop to last in the class but will forfeit one attempt. Excessive delay of the event waiting for a proper hitch will be grounds for disqualification and will forfeit hook fee.

LEGAL HITCH SETUP

- Maximum hitch height of 26"-4wd, or 30"-2wd. To be measured at the point of hook.
- Opening minimum of 3 inches wide (side to side) and 3.75" inches long (front to back)
- If you back your truck to a wall the hitch would hit first.



INTERIOR

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, wipers, etc.) must be retained and be operative. **The use of hand-throttle controls is prohibited.**

SAFETY

All drivers must wear a minimum of shirt, long pants, and closed toed shoes during competition. Driver's window must be completely rolled up while competing. Drivers must wear a seatbelt or shoulder harness when hooked to the sled. Passengers are not permitted at any time either in the pits or on the track.

STEERING

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

STREET EQUIPMENT

Complete headlight and tail-light assemblies (all) are mandatory and must be in place and 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.

SUSPENSION-FRONT

The upper mounting point for strut assemblies must be in the factory location. The lower control arm must attach the chassis using OEM mounting points. The lower mounting point for the strut assembly may be modified for improved caster or camber.

SUSPENSION-REAR

An OEM-style suspension is mandatory, leaf spring packs must retain a minimum of three (3) leaves. 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. The rear suspension must maintain a minimum compression shock travel of two inches; 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.

TIRES/WHEELS

DOT street legal tires are required. No studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered, or sharpened tires. Dual Wheels are permitted only on trucks with a specific OEM bed designed for this application. Maximum tire per side width for dual wheels is 18" total. Wheels must have DOT stamp. No "Real" or other types of wheels. Must maintain OEM Stagger. Use of dirt deflectors is prohibited.

TRANSMISSION-AUTOMATIC

Non-OEM transmissions are prohibited. 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. **All vehicles with engines running 4500 RPM or more must be equipped with a USA-EAST approved transmission shield (or blanket) and flex plate.** (See general rules)

TRANSMISSION-MANUAL

Non-OEM transmissions are prohibited. All manual transmissions must be clutch assisted, sequential shifters are prohibited. **All vehicles with engines running 4500 rpm or more must be equipped with a USA-EAST approved clutch and flywheel shield (or blanket).** (See general rules)

TURBOCHARGER

The turbocharger is limited to a stock-appearing, OEM/Factory make-specific charger only. Turbochargers from different years in the same make may be interchanged, no adapters to accept other model turbo. 6.4-liter Power stroke engines may utilize the factory twin turbo configuration. Any cut, notched, or etc. turbo wheels / blades will result in a disqualification. Turbo housing must be unaltered OEM/ Factory with no provision made for extra air flow and/or machining to allow larger turbo wheels in the housing. No bushing of the inducer is permitted. Aftermarket wheels in a stock unaltered housing are permitted. Failure to allow for turbo inspection will result in immediate disqualification. Any truck disqualified for this reason will be required to undergo a complete super tech prior to any further competition. Absolutely no refunds for any illegal turbo found after the class has pulled. **NOTE: If your truck consistently runs in the top three places you will be checked**

WEIGHT

7. Maximum weight of 8,500 lbs.
8. No weight brackets or hanging weights allowed in front of vehicles.
9. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights permitted inside the cab. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

TRIPLE CROWN SERIES DIESEL TRUCKS

Adopted: January 2023

Trucks that regularly compete in 2.6/RENEGADE (Formerly Open Street) Diesel classes are not eligible for this class. Any truck that dominates may be moved up a class.

BATTERIES

Batteries must remain inside the engine compartment and must be securely fastened. No batteries allowed inside the cab or forward of the radiator core support.

BRAKES

Four-wheel hydraulic brakes are mandatory.

BODY

1. The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. All body panels including in the inner and outer skins of the truck bed as well as the bed floor must be O.E.M. Manufactured flatbeds are permitted, no homemade beds.
2. Metal aftermarket hoods are permitted, fiberglass hoods are not permitted. Hood must be closed and securely latched during competition.
3. **Front bumpers must be factory stock.** No weighted front devices are permitted, this includes but is not limited to homemade bumpers, brush guards, "Ranch Hand" type bumpers, and winches. Lower brackets (only) for snowplow frames are permitted so long as no modifications that would add weight are determined. An unaltered *decorative* brush guard may be permitted at the option of the head official. A truck is permitted to compete without a front bumper.

CHASSIS

The vehicle must retain the full OEM chassis, one-ton or smaller. No tube or homemade frames/chassis permitted. The wheelbase may not be changed from the original manufacturer. Front and rear wheels must be centered in the wheel wells of the body. The engine must be in the OEM location for the body used. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum width of 102 inches.

CREDENTIALS

All drivers must have a valid driver's license. Current registration, inspection sticker, and current photo driver's license required. Inspection and registration must be from the same state. A license plate with a current sticker tag is required to be affixed to the truck. Trucks may be hauled to the pull.

DRIVELINE

Transmission, transfer case, front and rear axles must be O.E.M. and available in one-ton (or smaller) trucks.

ENGINE

1. The engine must be a stock-appearing compression ignition engine from a one-ton or smaller pickup truck. Swaps between manufacturers are not permitted. Ford must have a Powerstroke engine, Dodge must have a Cummins engine, Chevrolet/GMC must have a Duramax engine, etc.
2. Must use factory engine mounts, engine must be in factory OEM location.
3. No aftermarket cylinder heads. (Hamilton, Wagler, homemade billet, etc.) Intake manifolds must be OEM style, no side draft or runner style manifolds permitted.
4. Fuel injection pump limited to stock appearing, OEM engine model-specific pumps. Dual high pressure common rail pumps are permitted, pumps from different years in the same engine model may be interchanged. (I.e., P-pump 24 valve Cummins is legal, a P-pump 7.3 Powerstroke is not legal)
5. Exhaust must exit behind the cab. Stacks exiting through the hood or fender well are prohibited.
6. All cooling for the truck must be located in the factory locations. I.e., transmission coolers, radiators, etc. Radiator must be of factory size and in OEM location and circulate coolant freely.
7. All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
8. Water injection is prohibited. All system components must be removed from the truck.
9. All Air Intake must be in the engine compartment-No Intake in Non-OEM grill holes, headlights etc. All Headlights must be in OEM location and functional.

FUEL

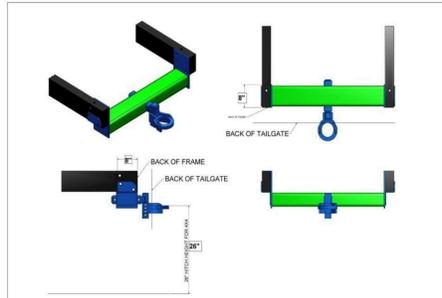
The fuel must be pump #1/#2 diesel only. Soy/BioDiesel fuel is permitted. **NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.** Fuel tanks must be OEM and in the factory location. Fuel cells are permitted as long as they are not located in the drivers compartment.

HITCH

A rear bumper or "Reese" style hitch is the only acceptable type of hitch. **No other types of hitches are permitted.** Maximum hitch height of 26 inches for a four-wheel-drive truck and 30 inches for a two-wheel-drive trucks. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Reese hitch must be attached to the frame within eight (8) inches of the end of the frame rails. Hitch reinforcements must not extend forward of the centerline of the rear axle. Shortening of the bed in order to shorten the hook point is not permitted. Each driver must supply a twisted clevis, the hole for hitching must accommodate a minimum of 3.75 inches across. Any driver that comes to the sled without a proper hitch may drop to last in the class but will forfeit one attempt. Excessive delay of the event waiting for a proper hitch will be grounds for disqualification and will forfeit hook fee.

LEGAL HITCH SETUP

- Maximum hitch height of 26"-4wd, or 30"-2wd. To be measured at the point of hook.
- Opening minimum of 3 inches wide (side to side) and 3.75" inches long (front to back)
- If you back your truck to a wall the hitch would hit first.



INTERIOR

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, wipers, etc.) must be retained and be operative. **The use of hand-throttle controls is prohibited.**

SAFETY

All drivers must wear a minimum of shirt, long pants, and closed toed shoes during competition. Driver's window must be completely rolled up while competing. Drivers must wear a seatbelt or shoulder harness when hooked to the sled. Passengers are not permitted at any time either in the pits or on the track.

STEERING

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

STREET EQUIPMENT

Complete headlight and tail-light assemblies (all) are mandatory and must be in place and 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.

SUSPENSION-FRONT

The upper mounting point for strut assemblies must be in the factory location. The lower control arm must attach the chassis using OEM mounting points. The lower mounting point for the strut assembly may be modified for improved caster or camber.

SUSPENSION-REAR

An OEM-style suspension is mandatory, leaf spring packs must retain a minimum of three (3) leaves. 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. The rear suspension must maintain a minimum compression shock travel of two inches; 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.

TIRES/WHEELS

DOT street legal tires are required. No studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered, or sharpened tires. Dual Wheels are permitted only on trucks with a specific OEM bed designed for this application. Maximum tire per side width for dual wheels is 18" total. Wheels must have DOT stamp. No "Real" or other types of wheels. Must maintain OEM Stagger. Use of dirt deflectors is prohibited. Maximum tire size of 35x12.50. (Metric conversion of this tire size is 315/70 or 315/75)

TRANSMISSION-AUTOMATIC

Non-OEM transmissions are prohibited. 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. **All vehicles with engines running 4500 RPM or more must be equipped with a USA-EAST approved transmission shield (or blanket) and flex plate.** (See general rules)

TRANSMISSION-MANUAL

Non-OEM transmissions are prohibited. All manual transmissions must be clutch assisted, sequential shifters are prohibited. **All vehicles with engines running 4500 rpm or more must be equipped with a USA-EAST approved clutch and flywheel shield (or blanket).** (See general rules)

WEIGHT

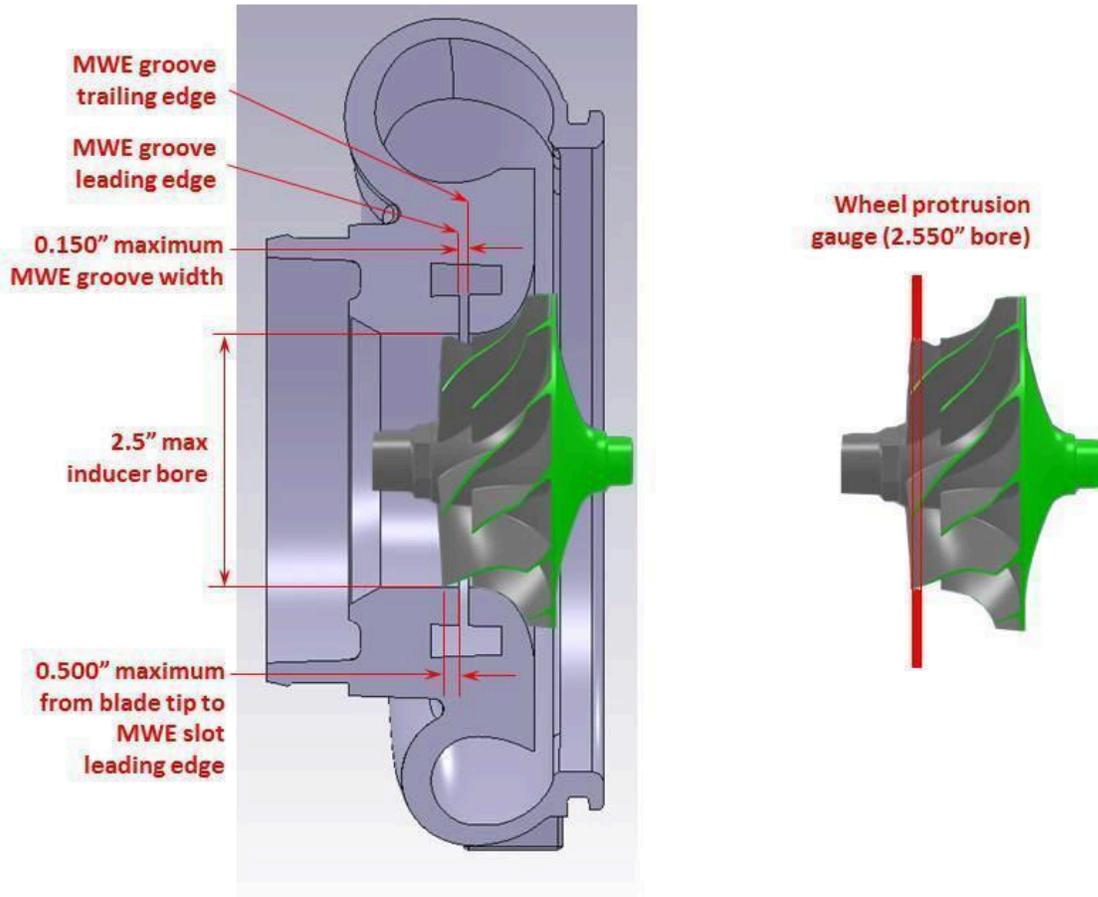
1. Maximum weight of 8,500 lbs.
2. No weight brackets or hanging weights allowed in front of vehicles.
3. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights permitted inside the cab. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

TURBOCHARGER

- a. Limited to a single turbocharger with a single compression stage is permitted. Maximum of 2.550" inlet, MAP width enhancement is allowed. Maximum MAP width .200". The MWE groove must be inside the neck area where intake is measured at 2.550". Compressor wheel must protrude into the 2.550" inch bore. Intake housing to be no larger than 2.550" at the face of the wheel.

OR

- b. Limited to a single 2.6" inducer bore turbocharger, bore must be smooth-faced (no MAP/MWE ring/groove) with all air entering through the 2.6" opening. Bore will be checked with a 2.605" plug, plug must not be able to enter the inducer bore and contact the compressor wheel. Compressor wheel must protrude 1/8 inch inside of the opening.
- c. 6.4-liter Powerstroke engines may utilize the factory twin-turbo configuration. 6.4 Powerstrokes will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore dimension. (2.59") No TAPERED COVERS will be permitted
- d. Competitors must make provisions at tech officials' request to allow complete inspection of the compressor wheel and housing. Failure to comply with the request will result in disqualification and banishment until the turbo is re-inspected



RENEGADE DIESEL TRUCKS

(Formerly Open Street Diesel)

Adopted: January 2024

Trucks that regularly compete in 2.6/3.0 diesel classes are not eligible for this class. Any truck that dominates may be moved up a class.

BATTERIES

Batteries must remain inside the engine compartment and must be securely fastened. No batteries allowed inside the cab or forward of the radiator core support.

BRAKES

Four-wheel hydraulic brakes are mandatory.

BODY

1. The body must be an OEM truck body, the complete OEM floor pan and complete OEM firewall is mandatory. All body panels including in the inner and outer skins of the truck bed as well as the bed floor must be O.E.M. Manufactured flatbeds are permitted, no homemade beds.
2. Metal aftermarket hoods are permitted, fiberglass hoods are not permitted. Hood must be closed and securely latched during competition.

BALLAST

1. Additional added weight is permitted.
2. Weights (weight box) may not extend further than 60" from the centerline of the front axle.
3. Front weight boxes will be rigid & have a minimum of eight (8) inches of ground clearance for staging & competition. Front tow hitch will be strong enough to push, pull or pick the vehicle up.

CHASSIS

The vehicle must retain the full OEM chassis, one-ton or smaller. No tube or homemade frames/chassis permitted. The wheelbase may not be changed from the original manufacturer. Front and rear wheels must be centered in the wheel wells of the body. The engine must be in the OEM location for the body used. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited. Maximum width of 102 inches.

CREDENTIALS

All drivers must have a valid driver's license.

DRIVELINE

1. Transmission, transfer case, front and rear axles must be O.E.M. and available in one-ton (or smaller) trucks.
2. OEM Transmission and Transfer case must be used for make of vehicle.
3. All vehicles with engines running 4500 RPM or more must be equipped with a USA-EAST approved transmission shield (or blanket) and flex plate. (See general rules)
4. All clutches, bellhousings, and clutch/transmission blankets must be SFI approved. (See general rules)
5. Driveshaft shielding, u-joint shields, and axle shields all required. (See driveshaft shielding)

ENGINE

1. The engine must be a stock-appearing compression ignition engine from a one-ton or smaller pickup truck. No aftermarket blocks are permitted.
2. Cylinder Head must be OEM or OEM Replica for the brand of engine. Width and length of cylinder head must meet factory specifications. No Billet heads. No Deck Plates permitted.
3. Must use factory engine mounts, engine must be in factory OEM location.
4. Fuel injection pump limited to stock appearing, OEM engine model-specific pumps. Dual high pressure common rail pumps are permitted, pumps from different years in the same engine model may be interchanged. (I.e., P-pump 24 valve Cummins is legal, a P-pump 7.3 Powerstroke is not legal)
5. Exhaust must exit vertically.
6. All cooling for the truck must be located in the factory locations. I.e., transmission coolers, radiators, etc. Radiator must be of factory size and in OEM location and circulate coolant freely.
7. All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
8. Water injection is prohibited. All system components must be removed from the truck.
9. All Air Intake must be in the engine compartment-No Intake in Non-OEM grill holes, headlights etc. All
10. Headlights must be in OEM location and functional.

FUEL

The fuel must be pump #1/#2 diesel only. Soy/BioDiesel fuel is permitted. **NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.** Fuel tanks must be OEM and in the factory location. Fuel cells are permitted as long as they are not located in the driver's compartment.

DRAWBAR

1. Drawbar assembly must be frame mounted. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle. Minimum of one (1) inch of material around the pivot pin location (circumference) of the hitch assembly. Hitch assembly requires 1/2" total thickness minimum (width) where the drawbar pivot pin intersects (connects). Minimum 1/4" wall thickness tubing material required for drawbar assembly.
2. Maximum drawbar height of 24".
3. Hook point must be no closer than 27% of the wheel base.
4. Drawbar height adjustment link, if attached to the rear-end housing, the attaching point must be at or below the centerline of the axle. Drawbar adjusters cannot attach to anything above the centerline of the rear axle.
5. Drawbar adjusters can only go straight downward vertically or towards rear differential housing. No adjusters permitted above the hook point. No slotting of holes for adjuster attachment.

HITCH

A rear bumper or "Reese" style hitch is an acceptable type of hitch. Maximum hitch height of 24 inches for a four-wheel-drive truck. Hook point must be no closer than 27% of the wheel base.

LEGAL HITCH SETUP

- Maximum hitch height of 24" To be measured at the point of hook.
- Opening minimum of 3 inches wide (side to side) and 3.75" inches long (front to back)

SAFETY

All drivers must wear a minimum of shirt, long pants, and closed toed shoes during competition. Driver's window must be completely rolled up while competing. Drivers must wear a seatbelt or shoulder harness when hooked to the sled. Passengers are not permitted at any time either in the pits or on the track. Must have a 2 1/2lb fire extinguisher securely mounted in reach of the driver.

STEERING

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

STREET EQUIPMENT

Complete headlight and tail-light assemblies (all) are mandatory and must be in place and 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.

SUSPENSION-FRONT

The upper mounting point for strut assemblies must be in the factory location. The lower control arm must attach the chassis using OEM mounting points. The lower mounting point for the strut assembly may be modified for improved caster or camber.

SUSPENSION-REAR

Solid suspension is allowed with ladder bracing. OEM suspension is not required.

TIRES/WHEELS

DOT street legal tires are required. No studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered, or sharpened tires. Dual Wheels are permitted only on trucks with a specific OEM bed designed for this application. Dual wheels are prohibited. Wheels must have DOT stamp. Use of dirt deflectors is prohibited. Maximum tire size of 35x12.50. (Metric conversion of this tire size is 315/70 or 315/75)

WEIGHT

Maximum weight of 8,500 lbs.

TURBOCHARGER/EXHAUST

1. Any combination of turbo(s), limited to maximum of two (2) pressure stages.
2. Water Injection is prohibited.
3. Intercoolers are permitted.
4. Air shut off (kill switch) required. (See safety switches)
5. Exhaust must exit straight up
6. Turbo Chargers must meet the turbo specs listed in general rules for 2024.

SUPER STOCK 410 - 4X4 TRUCKS

Adopted: January 2023

BALLAST

1. Additional added weight is permitted. Weights (weight box) may not extend further than 60" from the center line of the front axle.
2. Front weight boxes will be rigid & have a minimum of eight (8) inches of ground clearance for staging & competition. Front tow hitch will be strong enough to push, pull or pick the vehicle up. Only a 6x6 piece of steel with a minimum thickness of 1" and a maximum of 1.25" thickness will be allowed. A round three (3) inch hole is required in front tow hitch.

BATTERIES

Batteries must be securely mounted in the bed or mounted on the front weight rack/box. If mounted in the bed or on the front, a manual battery disconnect (easily accessible and clearly marked) is required. No Batteries are allowed inside the cab.

BODY/CHASSIS

Truck bodies permitted and must have complete firewall, no fiberglass or plastic bodies unless OEM. Repair panels made of fiberglass are permitted to be used. Bed floor is not required however there must be a tonneau cover. Factory full size truck O.E.M. frames are required, no tube frames or homemade frames are accepted. Grill must remain in the original position. All windows must be made of either factory glass or Lexan. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached during to these devices during competition.

CREDENTIALS

- Memberships are not required in order to enter and participate, but a current and valid membership with the USA-EAST sanctioning body is required in order to collect points.
- Trucks may collect points in only one class the Super Stock 4x4 class or the RWYB class.

DRAWBAR/HITCH

Maximum hitch height of 26 inches. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. Secondary Hitches must be covered when pulling. See also Hitches and Drawbars.

DRIVELINE/SHEILDING

1. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
2. All clutches, bellhousings, and clutch/transmission blankets must meet SFI specs. (See general rules)
3. Driveshaft shielding, u-joint shields, and axle shields all required. (See driveshaft shielding)
4. No traction control permitted.
5. Front hydraulic brakes or a driveline brake is required.
6. No type of dirt deflector or mudflaps are permitted.
7. See Also Driveline Shielding.

KILL SWITCH

All trucks must be equipped with a kill switch per USA-EAST general rules.

ENGINE

1. Rear of the engine block must remain at least 12" behind the centerline of the front axle.
2. Maximum Cubic limit is 410 and engine type and must match the manufacturer of truck.
3. Any single, four-barrel carburetor permitted. Two, Two barrel carburetors are permitted with mechanical linkage between the two. Fuel Injection is not permitted.
4. Maximum of 2 valves per cylinder.
5. Aluminum aftermarket blocks are acceptable however they must be able to swing a stock automotive crankshaft with OEM bore spacing.
6. Naturally aspirated only. (No turbos, superchargers, or pro chargers)
7. Exhaust must be routed vertically.

FIREWALL

Each vehicle must be equipped with an OEM or minimum 0.024-inch steel or .060 Aluminum firewall, OR ¼" Lexan from side to side of the body and from the top of the engine compartments upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with metal-excluding grommets. The use of magnesium is prohibited.

FLOOR

Each vehicle in competition must be equipped with an OEM floor pan or a minimum 0.024-inch steel floor pan that extends the full length and width of the driver seating area. Non-OEM floor pans must have cross members (minimum two inch by two-inch, 0.083-inch wall thickness square tubing) installed between the frame rails for proper seat and driver restraint system installation and support. All openings must be sealed with metal-excluding grommets. The use of fiber glass and/or magnesium is prohibited.

FUEL

Alcohol or Gasoline are the only types of fuel permitted to be run. Please see Fuel Rules for further details. No fuel tanks or fuel lines permitted inside the cab. A manual fuel shutoff (ball valve, easily accessible, clearly marked) is required on the fuel cell.

TIRES

Maximum tire size to be 112 inches in circumference once tire is inflated to 30psi. The outside edge of the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch.

DRIVER SAFETY

See Driver Safety/Clothing.

WEIGHT

Maximum weight of 6200 lbs.

WHEELBASE

Maximum length of 134" permitted.

“MODIFIED TWO WHEEL DRIVE TRUCKS

Adopted: January 2023

WEIGHT/DRAWBAR

1. Maximum weight of competition vehicle is 6200#.
2. Hitch Height of 30"
3. Drawbar top adjuster to accommodate a zip-tie for attachment to rigid bracket.

BODY/CHASSIS

1. Maximum wheelbase on all trucks is 165 inches regardless of body type. Air or hydraulic devices to raise or lower the front of the chassis is prohibited.
2. The 15 feet from center of axle overall rule will apply to all TWD trucks with the exception of a 10" inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed pasted 15 feet.
3. Maximum width of vehicle is 96"
4. Any mass-produced truck style body is acceptable.
5. Fiberglass bodies are accepted.
6. Truck beds must be covered during competition.
7. Grills, hoods and fenders must in place as intended by the manufacturer.
8. Clear or factory tinted windows must be in place.
9. All vehicles must have vertical bumpers. Bumpers must extend minimum or 8" vertically. Bottom of bumper to be a maximum of 24" from the ground.
10. Weights cannot extend more than 12 inches from drawbar

ENGINE

1. Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft. Maximum cubic inch limit 575.
2. Maximum supercharger limit is 14-71 hi-helix. No screw type superchargers permitted.
3. Maximum bore spacing is 5.00"
4. All burst panels must face away from driver.
5. Electronic control devices or programmable boxes for ignition timing are prohibited.

DRIVER SAFETY

See Driver Safety/Clothing.

SHEILDING

1. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
2. Non-planetary rear ends must run axle covers.
3. Only 1/4" Lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls. No plexiglass firewalls permitted

FUEL

Alcohol is the only type of fuel permitted to be run. Please see Fuel Rules for further details. No fuel tanks or fuel lines permitted inside the cab. A manual fuel shutoff (ball valve, easily accessible, clearly marked) is required on the fuel cell.

TIRES

Maximum tire size to be 18.4x16.1 with a maximum of 143 inches in circumference when mounted on an 18" rim and tire is inflated to 28psi. The tread width is not to exceed 19 inches.

“MODIFIED MINI TRACTORS”

Adopted: January 2023

WEIGHT/DRAWBAR

1. Maximum weight of competition vehicle is 2050#.
2. Hitch Height of 13"
3. Minimum length of hitch to be 6 inches.
4. Drawbar and hitching device to be made of 1 piece and of 1 inch minimum solid steel material.
5. Cross bolt to be minimum 5/8" grade 8 pin. Minimum of 1/2" cross sectional thickness to remain on front side of hole.
6. Drawbar attachment at front of drawbar must have 3/4" thick metal on each side of the horizontal pin attaching the drawbar to the farm.
7. Point of hook - Hole to be minimum of 2" and maximum of 2 1/4"
 - a. Material thickness around the hole to be minimum of 3/4"
 - b. Point of hook to be no more than 3/4" cross sectional thickness.

ENGINE

1. Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft. Maximum cubic inch limit 575.
2. Maximum supercharger limit is 14-71 hi-helix, limited to 45%. No screw type superchargers permitted.
3. Maximum bore spacing is 4.900"
4. All burst panels must face away from driver.
5. Electronic control devices or programmable boxes for ignition timing are prohibited.
6. Turbocharger systems limited to a single 130mm or twin 88mm. Mechanical boost controls only permitted with a single regulator.

BODY/CHASSIS

1. Maximum length forward from centerline of rear axle to be no more than 8 ft.
2. Maximum width of vehicle is 6ft
3. Skid Plate
 - a. Center of axle - must be minimum of 10" wide with rolled edges on both ends. Length of plate to be a minimum of 4". Must be mounted to frame.
 - b. In line with Frame rails - both sides must be mounted directly to chassis and be a minimum of 2" wide and 10" long and be curved on the front side with a 2" minimum diameter
 - c. Maximum ground clearance of 2" and must be able to support the weight of the vehicle.

DRIVER SAFETY

See Driver Safety/Clothing.

SHEILDING

Must meet minimum shielding requirements as set forth in general rules.

1. All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" steel or 3/8" aluminum. The inside diameter will not be larger than two (2) inches larger than the largest universal joint. No more than 1/4" of driveline will be visible. Bolts holding shield together will be 3/8" grade or better, bolted every two (2) inches or closer.
2. Tether to be constructed of a minimum of 2" wide by 1/8" thick nylon or polyester strap. One end of tether must attach to one side of the chassis, then go around the driveline shield, then attach to opposite of the chassis. Tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself. All driveline shield components must be tethered on each end by two opposing restraints. Tethers must attach at 180 degrees of each other and a minimum of 3" and a maximum 17 of 6" from each end of each driveline shield component.
3. Tether to be constructed of a minimum of 5/16" steel chain or 2" wide nylon thick strap. One end of tether must attach to driveline shield by a minimum of one 3/8 grade 5 bolt attached to a tab. (minimum of 2" wide) to be welded to shield while other end of tether must be attached to chassis by a minimum of one 3/8 grade 5 bolt. Buckles and cinch are permitted for attachment. Holes through straps must have grommet.
4. Planetary Axle Chassis - Transmission fixture to SFI bell housing, per Manufacturer's requirements. Minimum of 2" total bolt material. SCS and TRB --3"=qty. 8-3/8" grade8 studs. Lenco--2.1875"=qty.5-7/16" grade8 studs. ProFab-- 2"= qty.4-1/2 grade8 studs.

FUEL

Alcohol is the only type of fuel permitted to be run. Please see Fuel Rules for further details. A manual fuel shutoff (ball valve, easily accessible, clearly marked) is required on the fuel cell.

TIRES

Maximum tire size to be 18.4x16.1 with a maximum of 143 inches in circumference when mounted on an 18" rim and tire is inflated to 10psi. The tread width is not to exceed 19 inches.



Hot Farm (POP)

Tractors eligible for this class also include the following... Interstate Pro Farm, East Coast Hot Farm, Snyder County Hot Stock. As they fit their organized rule set. Weights will be determined.

1. Maximum weight permitted 9,500
2. 20.8 x 38 Maximum tire size. No rim size larger than 38 in diameter.
3. Water Injection: High pressure water injection is allowed in the crossover pipe and ported water is allowed in the intake manifold only, not in the head. only water is permitted.
4. No cooling devices of any kind permitted. No ice on the tractor during competition.

Engines

- a. Any cast or remanufactured cylinder head will be accepted. Cylinder head must retain OEM length and width for the engine application. Valves must retain OEM angle for engine application. 2 valves per cylinder maximum. No overhead cams. 29
- b. Not allowed to cross manufacturer's lines.

Turbos

- A. Intake - 3.00" inlet, Map width enhancement is allowed. Maximum map width .200". MWE the groove must be inside the neck area where intake is measured at 3.00". Compressor wheel must protrude into three inch bore. Intake housing to be no larger than three inches at the face of the wheel.
- b. -Exhaust- 3.50" exhaust housing maximum. All turbine wheel blades protrude into exhaust housing bore. All air must exit through the exhaust housing opening. No map width enhancements on exhaust housing permitted. Turbine wheel exhaust blade clearance maximum from exhaust housing, 0.060". (intent - No cone shaped wheels) Turbine housing to be no larger than 3.50" inches at intersection of turbine wheel face and tip diameter. No waste gates will be permitted. No variable geometry turbos permitted.

Manifolds:

- Intake manifold maximum inlet size 3.75" measured on the outside diameter. One inlet pipe only.
5. Largest fuel injection pump allowed will be a P-8600 pump with only one plunger per cylinder.
6. Exhaust headers are allowed.

10,000 Altered Farm

1. RPM's to be limited to a MAXIMUM of 3,000 rpm. No exceptions, if found over, will be disqualified for that event. Subject to random inspection. All tractors must have ISPRO Magnetic pickup on the damper to a 3 prong female 110v outlet located in the rear center of the tractor 8, 9, or 10 mph speed limit to be drawn from a hat at the drivers meeting. 0.1mph over speed will result in disqualification when using a speed board. If no speed board is present, the 3 horn rule will be in effect, with the third horn resulting in a disqualification.
2. 10,000 lbs maximum weight
3. 20.8-38 or 18.4-42 maximum tire sizes allowed
4. Hitch to be no higher than 20" max, and must be a minimum of 18" rearward from the centerline of the rear axle, no vertical hitches, no floating hitches.
5. No weights or brackets may extend further than 13' forward measured from the centerline of the rear axle, tow hooks excluded. No weights beyond the radius of the rear tire, no weights on the seat or operator's platform. All weights must be safely secured.
6. No cut or altered tires of any form. Must be an agricultural tire, no purpose made pulling tires
7. 466 cubic inch engine displacement maximum (411 - 466 will weigh in 9,500 lbs)(<410 will weigh in 10,000 lbs)
8. Limited to factory injection pump OR Bosch A-pump, NO P-PUMPS, electronic tractors permitted if they meet all other rules.
9. Turbos are limited to 2.30 maximum inlet measured at the inducer bore, with a T4 maximum mounting footprint.
10. No intercoolers. Intercooler manifolds may be used with NO cooling lines hooked up. Coolant passages must be plugged on said manifolds
11. Diesel, gas, or LP are the only permissible fuels
12. No injectables of any kind, this includes, but not limited to water, propane, or nitrous.
13. Must have fenders
14. Wheelie bars required
15. Air shutoff or spark kill switch required, as well as a three way fuel dump valve to cut off supply to the injection pump, may be routed back into the tank, filter head, or a catch can.
16. Must also have 2 bolts 3/8" dia installed 90 degrees to each other in the exhaust within 1' one inch of the rubor exhaust flange.

PRO STREET GAS

Engine

1. No Cubic inch Limit
2. Any Aluminum cylinder head Permitted
3. Aluminum Blocks are permitted (Trucks with aluminum blocks must have 100lbs of weight in the engine bay that is visible to tech inspector)
4. Engine block bust have stock bore spacing
5. Single naturally aspirated carburetor only. No Tunnel Rams or Sheet Metal intakes
6. Any engine allowed with any make body
7. Rear of block must be 12" behind the center of the front axle tube Suspension/Drivetrain

Frame

1. No larger than 1 ton driveline
2. OEM Frame rail only
3. Wheelbase may not exceed 136 inches. Anything over the limit must be the factory wheelbase measurement for the body being used.
4. Suspension may be blocked or solid
5. No hydraulic suspension or air bags

Transfer Case

1. Must be 1-ton or less
2. 205 Quick Change is permitted, will be sealed during tech inspection
3. No Drop box allowed

Hitch

1. Must be rigged in all directions
2. From point of hook to centerline of rear axle shall be no less than 27% wheel base
3. Hitch height may not exceed 26" high & hole in hitch must be 3.75" x 3.0" opening
4. No part of the hitch can exceed further forward than the centerline of the rear axle. Hitch must be 33 degrees or less parallel to the ground.
5. Tab must be welded at center of rear end to assist in measuring percentage of wheel base to hook point.

Tires

1. Must be DOT approved 36" x 14.50" MAX
2. MUST HAVE FACTORY TIRE SIZE STAMP FOR VERIFICATION
3. If tire size is removed they will be considered illegal
4. No studded tires, no chains, no altercations allowed
5. No dual tires

Fuel

1. Gasoline/Race Fuel Only
2. No Alcohol
3. No Nitrous
4. No Power adders
5. Fuel tanks may be mounted on front of weight box

Weight

1. 6300 Pounds MAX
2. Hanging weights and brackets may not extend more than 195 inches from the centerline of the rear axle, but Weights may not extend more than 60" from the centerline of the front axle.
3. No weight allowed in cab
4. All weight must be securely fastened

Transmission

1. Must have blow-proof bell housing on truck with standard transmission
2. Automatic transmission must have blow proof blanket

Battery

1. Batteries are not allowed in cab, unless factory installed
2. A Manual Battery Disconnect easily accessible and clearly marked is required.

Body

1. FULL Fiberglass bodies are not permitted
2. Must have a firewall
3. Bed Floor is not required
4. No Flat Beds, Bed must be OEM Appearing
5. If truck doesn't have bed floor, there must be a cover on the bed
6. No mud flaps or dirt deflector
7. Max width of truck is 102" Brakes
1. Must have front working brakes

Exhaust

1. Open Headers permitted
2. All vehicles must be equipped with upward pointing exhaust out of truck hood, or run under the fender / Downward.

Misc

1. No Traction Control devices allowed

Safety

1. All trucks must have a working kill switch
2. Must have driveshaft loops
3. All fans must be shrouded at least 180 degrees on top
4. All trucks must have a fully functional fire extinguisher in the cab
5. All drivers must wear a helmet and fire suit, leather shoes/boots.

King of the Farm

1. Weight: 12,000lb
2. 16 MPH (16.1 mph will result in a DQ) Speed board will be required at the event with this class
3. 3,000 RPM. (Any tractor found to be over the allowed RPM limit will be disqualified.) Tractor must have an ISSPRO single magnetic pickup attached to the front of the engine to measure engine RPM's. The lead from the pickup to the rear of the tractor is to be made of 14-16 gauge wire attached to a 110V, 3-prong female electrical outlet. The 2 wires from the pickup need to be attached to the 2 main spades, not the ground spade, of the electrical outlet. This outlet receptacle needs to be mounted next to the rear mounted air shutoff cable. Wire must be one continuous wire that is visible with no splices. If you compete at sanctioned events with Pull-Off Productions, this system must be attached and in working order.
4. No cubic inch limit
5. Wide Front end only
6. Side Shields
7. Roll Bar or Cage
8. Helmet
9. Ag Tires only. Sizes 18.4 / 20.8 - 38 or 42 only (no cut tires)
10. Air Shut Off required
11. Tractor must have an operator controlled fuel shut-off valve (not the injection pump shut-off).
12. Wheelie Bars Required. (See general rules for)
13. Turbo size 2.8 (T-4 base)
14. Seat belt Required. (Five-point harness and helmet required with a roll cage)
15. Driver must wear long pants and leather work shoes.
16. Cross bolts (2 - 3/8" grade 5) as close as possible, or exhaust wheel cage in the exhaust.
17. Stock Wheelbase
18. Chassis rules follow Ag stock chassis, engine and frame configuration.
19. Drawbar height 20" maximum. Drawbar length no shorter than 18" from center of rear axle. Drawbar must be rigid with no movement allowed. (No vertical hitches or clevis allowed). Built pulling hitches are allowed.

20. No weights pass the rear tires
21. Motor driven fans must be shrouded.
22. No water injection, No intercoolers
23. Newer Electronic tractors allowed as long as they meet all other rules.
24. Minimum Age for this class 16
25. Pull-Off Productions reserves the right to make any changes to these rules.

Wild Street Trucks

Credentials: Must be licensed, insured, and street legal. All drivers must have current driver's license. Vehicles may be 2- or 4-wheel drive. Vehicle may be gas or diesel engine. All pulling vehicles may be held for a pre/post competition inspection. Failure to abide may result in a disqualification.

1. OEM restraint system is mandatory and must be worn. Helmets are Mandatory. No exceptions.
2. Vehicle must retain FULL OEM interior. This includes all seating as designed for cab configuration, full dash, door panels, carpet/vinyl flooring, etc.
3. Ballast is permitted and must be secured in pickup bed only. Front hanging weights is prohibited. Weight in the cab or engine bay is prohibited. 8500 lbs with driver.
4. Body must retain full OEM truck body. Aftermarket hoods permitted. Aftermarket (ranch hand, roll pans, or other) bumpers permitted. Snow plow mounts permitted; snow plow frame prohibited. All headlight assemblies must be installed. Window tint is permitted.
5. Driveline must retain OEM style driveline from one ton truck or less. Planetary axles, dropbox, and/or reverser are prohibited. Driveline components may be swapped between manufacturers. Driveshaft size and material may be upgraded. Drive shaft loops will be recommended. Pull-Off Productions Officials have the right to tell you if you need drive shaft loops and shields.
6. Engine must have been offered as an OEM engine in a one ton or less truck. Engine can be interchanged between manufactures.
7. Hitch heights are as follows.

- 20 inch 4x4 diesel or turbo gas
- 24 inch 4x4 naturally aspirated gas
- 26 inch 2wd diesel
- 30 inch 2wd naturally aspirated gas

Hitch is at different heights to level out class and attempt to keep everyone competitive. Please be sure you can get it to the correct height. Reese style hitches only. Draw bar style or "trick" hitches prohibited. Hook point must extend beyond the back of bumper/rollpan. Hitch must be stationary in all directions. Clevises are prohibited. Hook loop must be a minimum 3/4" x 3/4" thick at any point, must be made of steel, and not more than 1.5" X 1.5" at hook point. Final decision of legality of hitch resides with Pull-Off Productions head tech official.

8. Compressed injectables (nitrous, propane, etc.) is prohibited.
9. Exhaust MUST point upwards. HOOD STACKS PROHIBITED. NO EXCEPTIONS. If exhaust is exiting under bed side, must have turn up tip to point exhaust upwards. (MUST be a 90 degree elbow stick straight up at least 12-inches minimum) Exhaust must exit after the back of cab. It may exit through the bed (bed stack) or under the bed. Aftermarket exhaust permitted. Exhaust must have (2) 3/8 (Grade 5) bolts in horizontal portion of the exhaust pipe as close to the turbo exhaust wheel as possible. Bolts to be installed 90 degrees to each other within one inch of each other. (Bone stock turbos do not) (No smoke, does not need an upward exhaust)
10. On-road fuel for Diesel trucks is permitted. Any octane rated gas for gas trucks is permitted. E85 or alcohol is prohibited.
11. Air to air intercoolers only. Aftermarket intercoolers are permitted but must be located in front of radiator. Factory water to air intercoolers are permitted. Aftermarket water to air intercoolers are prohibited.
12. Engine must circulate coolant freely. Radiator must be located in front of engine. Aftermarket radiators permitted.
13. Front suspension must retain full working front suspension. Limiting straps prohibited. Traction bars permitted. Front suspension may be raised or lowered.
14. Rear bump stops permitted. Bump stops must be bolt on only and removable for street use. Traction bars permitted. Rear suspension may be bolted so no travel is present.
15. Tires limited to 35x12.50" tire for single wheel trucks. Tire limited to 35x11.50 wide for dual wheel trucks. Any aftermarket wheels permitted. Dually wheels permitted when accompanied by a dually bed. All tires must be D.O.T. approved. Cutting or altering of tires is prohibited.
16. Any turbo size is permitted.
17. Air Filter MUST be removed before pulling (Incase a motor runs away we can have access to the turbo)
18. Tech's discretion on safety equipment. (If needing more safety, or not safe to pull)
19. All general rules apply.

All interpretation of these rules lie with the Pull-Off Productions Tech Officials and their decision is final.

Lp Pro/Lim Pro/SF/4.1

This class will follow all the rules on page 11 under the same class for USA East. Exceptions will be for the 4.1 tractors that competed with Snyder County in 2023.



2024 Unlimited Street Diesel

General Requirements:

Driver must have valid drivers license and truck must be registered, insured and have valid NYSI sticker.

Trucks may be hauled to the pull.

Trucks will weigh no more than 8500lbs w/driver

Ballast:

No hanging weight, hidden weight is allowed. If weight is in bed it must be secured. No weight allowed inside cab.

Chassis:

All trucks must be 1 ton or smaller, drivelines can be from different manufacturers but must be 1 ton or smaller

Exhaust:

All exhaust must point upwards, stacks are allowed.

Fuel: Gas or diesel fuel only, no power adders allowed (nitrous, water/meth, propane)

Hitch: All trucks must pull from a receiver style hitch with maximum height of 24" at the hook point. Hitch must be the furthest point rearward on the truck (excludes sled stops). Hooking point must have 3 3/4" inside diameter. The hitch can be reinforced but cannot extend past centerline of the rear axle Intercooler: Factory style air to air in factory location (excludes 6.7 PSD)

Interior:

Factory style foot throttle is required, no hand throttles. Two front seats with seatbelts is required

Safety Equipment:

Seat belt required, Helmet is required, fire extinguisher is required and must be within arms reach of driver

U-joint scatter shields are required on any u-joint that is clearly visible from outside of truck (shield thickness must be at least 5/16 steel or 3/8 aluminum),

Two 3/8" bolts in cross pattern must be installed within 2" of turbine housing flange or clamp in style cross guard is required, turbo compressor cover blanket, air kill guillotine is required (if running compounds or triples guillotine must be installed on atmosphere charger(s) and cross bolts must be installed after each turbine housing, each turbo must have compressor cover blanket)

Street Equipment:

Running lights and tail lights must be operational and MUST be on during operation whether in pits or competing.

Headlights and fog lights must be OFF during competition.

Tires must be DOT rated and have a maximum diameter of 35" and maximum width of 12.50". DRW is allowed but only on trucks with OEM dually equipment (DRW is not allowed with SRW bed). Dually trucks must retain dually style front wheels. Manufacturer flatbeds are allowed, home-made is not allowed.

Suspension:

Suspension must retain factory configuration. Suspension stops are allowed. Airbags are allowed but compressor must be disconnected during tech/competition.

Turbo: No limitations

Light Pro Farm

Rules 2024-2026 will compete at 5700lbs. If even competition can truthfully not be had between the two types of large and small cubic inches, the WNYPPS board can vote to change rules to achieve even competition.

Engine

1. Max. cubic inch of 410 open rpm

2. Cubic inches 411- 650 at 3000 rpm. Rpm will be checked with a hand held photo tach and be controlled by a functional factory governor or ignition box with rev limiter non adjustable from the operators seat.

a. Tractors 650 cu. in. or larger will run 18" draw bar height excluding John Deere 2 cylinder tractors.

b. Tractors unable to comply will run as exhibition only.

3. Two stroke gm diesel is allowed with 213 cubic inch max allowed to run open rpm, and from 214-318 max running at a max rpm limit of 3000.

4. Legal fuels will be diesel, gasoline and propane

5. No aftermarket, cast, or billet cylinder heads. Porting and polishing allowed of original head is allowed. Modifications to cylinder heads to accept for billet or casted inserts of any kind is not allowed. Cylinder heads allowed 2 valves per cylinder. No overhead cams allowed.

Turbos

a. Borg Warner S252 turbo with t4 base is legal on all 360 and smaller cu.in. engines.

b. All turbo charged tractors limited to 3000 rpm MAX.

c. No water injection allowed

d. Diesels must utilize stock appearing injector pump matching make and model of engine

e. All diesel tractors must run an air shut off that can be operated from the rear of the tractor, and have a minimum 2" diameter ring to be attached to sled
-Air shut off will consist of cap or guillotine that closes off air to engine—must be spring loaded -Air shut off ring at rear of tractor must have a tie off point to prevent shut off from accidentally being pulled.

f. Any turbo charged tractor must have two(2) sets of exhaust cross bolts. 4 3/8" bolts (Grade 5) in horizontal portion of exhaust pipe as close to the turbo housing as possible. Bolts to be installed 90degrees to each other, within one inch of each other.

6. One fuel source only no nitrous oxide or oxygenated additives.
7. No mechanical fans on open Rpm tractors.

Frame

1. Rear of engine block to be mounted a maximum of 60 inches from the center of the rear axle to the rear of the engine block.
2. Maximum length is 13 feet measured from center of rear axle to forward most point, excluding tow hook.
3. Maximum wheel base 114 inches.
4. OEM tractor rear end and transmission housings only no component tractor allowed.
5. Maximum of 18.4x38 or 20.8x34 tires.
6. Narrow front ends are permitted as are clamp on rear wheel hubs.
7. All general rules per hitch apply. Wheelie bars will support the weight of tractor, extend beyond the rear tires and be a max of 10 inches off the ground.

Safety

1. All tractors will have an ignition kill switch for spark ignition engines and an air shut off for diesel tractors.
2. All tractors will have a minimum of a 3 strap clutch safety blanket surrounding the bell housing and properly secured if running open rpm.
3. All tractors wanting to run open rpm must have a steel flywheel, if not a 3000 rpm limit will be imposed using functional factory governor for that make engine.
4. Tractors will be equipped with a seat belt, and fenders
5. Engine side panels are required.
6. Dead man throttles required
7. 2.5lbs minimum fire extinguishers to be within drivers reach required.

10,500 LB ENHANCED FARM CLASS

3,000 RPM max limit
S300 2.6 Turbo
Tie Bars required
Wheelie Bars required
Side Shields required
Steel Bell Housing Shield or Blanket required
Roll Bars Recommended
20.8 X 42 Max Tire Size
No Cut Tires
480 Cubic Inch ** ZERO TOLERANCE **
Air Shutoff
In Line Pump Must Have 3 Way Dump Valve
Water Injection Allowed
All General Rules Apply

NOTES:

!!! DISCLAIMER !!!

The rules promulgated in these rules are intended as guidelines for the sport of tractor, truck, and semi pulling. Each owner or driver who participates in pulling events operated under these rules is fully responsible for the safety of his equipment. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions pulling event must assure that their equipment and replacement equipment throughout the season meets the safety requirements for this class

USA-EAST* is a regional sanctioning body for the sport of tractor and truck pulling. The geographic area encompassed by USA-EAST lies predominantly in the states of Pennsylvania, Ohio, Maryland and New York. Nearly 200 pullers were members of USA-EAST in 2022. The 2023 season will make the 18th year of operation of this ever-growing sanctioning association.

For more information call 412-480-9307 ^A

