

WELCOME TO THE SOUTHERN PULLERS ASSOCIATION, INC

The Southern Pullers Association, Inc. offers, for 2024, the SPA, Inc. Rule Book as a guide for you. We hope it will help make pulling easy and fair for you, as we strive to standardize such rules and make truck and tractor pulling a safe sport for all involved. This rule book will be good for three years unless;

1. General Rules: 100% vote for change from board of directors.
2. Class Rules: 100% of class votes for the change as well as approval from board of directors. Except for safety rules which can be amended or revised as necessary without class vote.

The Southern Pullers Association, Inc., was founded on November 23, 2002. It is governed by four officers, a president, vice president, secretary, treasurer, and one alternate. To have a voice from each pulling class, one puller from each class may be elected yearly to represent his or her class as a board director. Included in this board of directors is the technical director and a technical committee. This board of directors meets periodically during the year (one or more times monthly during the pulling season).

The Southern Pullers Association, Inc. rules are designed to provide for the orderly conduct of the sport of truck and tractor pulling events, and to reduce the risk of injury to both participants and spectators during such events.

It is ultimately the obligation of each participant to ensure that his conduct and equipment comply with all applicable rules and regulations, as they may be amended from time to time. No express or implied warranty of safety shall result from publication or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to pullers.

Board of Directors

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Randy Jones

Mitch Altman

Class Representatives

5200 lb. 2WD Modified

Johnny Brown

5400 lb. 2WD Pro Street

Daryl Breedlove

5500 lb. 2WD DOT

Gordy Campbell

6000 lb. 2wd Non-Blown

Jason Brannen

6000 lb. 4WD Pro Street

Ricky McGlashan

6200 lb. 4x4 Pro Stock

Al Durrance

6200 lb. 2WD Super Modified (Blower)

Cole Altman

6200 lb. 4WD Modified

Mitch Altman

8000 lb. 2.6 Smooth Bore Diesel

J.W Oliver

8500 lb. Super Farm Tractors

Brandon Branch

Pullers Instructions

1. Park in pits, designated area for class if provided.
2. Read rule book completely.
3. Have tech inspector check your truck to determine what class you are in.
4. Drivers are responsible for registering in the correct class.
5. Register and sign waiver form.
6. Weigh your truck.
7. Check your hitch height.
8. Know where you are supposed to line up, in what order, and when you are supposed to line up.
9. Attend drivers meeting at designated time.
10. Have your truck ready to pull when your class is called.
11. Proceed to line up.
12. Follow instructions from track officials.
13. Proceed to track, back up to sled.
14. Put truck in neutral, then raise hands to show your truck is out of gear.
15. Follow instructions from track official.
16. Tighten chain, do not jerk.
17. Do not leave start line until green flag is waved.
18. When red flag is waved, STOP! (If you are still moving, stop slowly or the sled can will hurt you).
19. When the pull is over, follow flagman's instructions: Back up slow, put truck in neutral,

raise hands to show your truck is out of gear.

20. Exit track at a slow speed, proceed to scales, or if in pull-off, proceed to designated area.

Hitch Heights

5200 lb. 2WD Modified	28"
5400 lb. 2WD Pro Street	26"
5500 lb. 2WD DOT	30"
6000 lb. 2wd Super Modified (Non-Blown)	30"
6000 lb. 4WD Pro Street,.....	26"
6200 lb. 4x4 Pro Stock	26"
6200 lb. 2WD Super Modified (Blower)	30"
6200 lb. 4WD Modified	26"
8500 lb. Super Farm Tractors	20"

VEHICLE GENERAL RULES

1. All pulling vehicles are required to have a minimum of 2.5 lb. fire extinguishers which are fully charged. Extinguishers must be within reach of the driver.
2. Seat belts must require 16.1 SFI Spec on all driver restraint assemblies and be worn during competition.
3. All vehicles will have a safety switch. The safety switch will ground the ignition and the electric fuel pumps on spark ignition motors and shut off the air intake to diesel motors.
4. No batteries are allowed inside the cab of the vehicle unless they are in a marine battery box and secured to the vehicle frame. Shielding is required for battery posts that are exposed.
5. All pulling vehicles will have a dead man throttle that will automatically return to the closed position. Throttles will work in a reverse to forward motion, reverse being closed.
6. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on a transmission gear selector for mechanical reasons during the season.
7. All vehicles using a foot throttle must use a toe strap.
8. All vehicles using an automatic transmission must have a positive gear lockout.
9. Drivers or crew persons must be seated and in control of the pulling vehicle any time motor is started or running.
10. All pulling vehicles must have a neutral safety light.
 - a. A white light automotive quality, a minimum of 2 inches in diameter, must be mounted within 30 inches of hooking point. And within 6 inches of center line.
 - b. A light in the driver's compartment must be operated off the same system.
 - c. Both lights and the starter interrupter switch will be operated off of the shifter lever.
 - d. A neutral light should illuminate when vehicle is in the neutral position. Lens color should be clear.

11. Pro Pulling League reserves the right to refuse any competitor the right to attend or participate at any event.
12. Pro Pulling League associated groups or state may set their own limitations, but must run Pro Pulling League safety rules.

General Rules and Safety Regulation (Pro Pulling League)

1. Automatic Transmissions

- a. The use of torque converters, automatic shifts, etc. will be permitted.
- b. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted.
- c. All vehicles using an automatic transmission will use a positive gear lockout.
- d. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Tractor blanket must meet SFI Spec.
 - i. Short blankets will work for SMFWD.
- e. Vehicles where SFI bellhousing is not available to cover the clutch, an SFI type bellhousing may be used consisting of steel and cover 360° with an SFI 4.2 blanket.

2. Brakes

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

3. Chassis/Skids

- a. All pulling vehicles will have a wide front end. Front wheels must track within rear wheels.
- b. Component chassis tractors, engine and sheet metal does not have to match, but meet PPL approval.

- c. 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 in-line and extend towards front of tractor. Front skid/ front axle support should have radius to prevent digging into track. Front axle support frame should be strong enough to support front end weight of tractor. Support should have a maximum of 4" ground clearance.
- d. 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.
- e. Mini Rod are required skid bars.
 - i. Skid must be 2" wide by 10" long mounted inline with both rails of chassis.
 - ii. Skid must be center of front axle 10" wide with rolled edges and a minimum of 4" in length
- f. PM4X4 & SSDT: Outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by one inch.
- g. 4x4 Trucks: Vehicles must use wheels no more than 6 inches off the ground, within 6 inches of furthest most point. Wheels should support the weight of the vehicle, 6 inches wide and 4 inches in diameter. Wheels should support weight of the vehicle.

4. Clothing

- a. Fire suits required in all classes, minimum of SFI 3.2. In flip top bodied vehicles without a firewall or working doors, the driver will be required to wear an SFI 3.2A-5 approved suit. B) Fireproof gloves, fireproof head-sock, and fireproof shoes must meet SFI Spec. 3.3. C) All helmets must meet Snell 2015 minimum, or SFI Spec. 31.1, 31.2, 41.1, or 41.2.d) Neck collars are recommended.
- b. Helmet face shield must be worn down during competition.
- c. Crew shirts, long pants are highly recommended in the hot pit area.

5. E-Clutch/Bell Housing/Gearbox

- a. All engines using a clutch flywheel assembly will run a full block saver plate.

Material being 1/4 aluminum or 3/16 steel minimum. Bell housing must be attached to block plate per manufacturer's specification.

- b. All automotive type engines using a clutch will use a 1/4" inch, one piece SFI 6.1, 6.2, 6.3 containment bell housing.
- c. One cooling hole will be allowed in the bell housing, one (1) inch maximum diameter. Hole must not be in explosion area of bell housing.
- d. No welding will be allowed in the explosion area of the bell housing
- e. No chemical milling permitted.
- f. 6.2 bell housing (tractor) must be mounted with 18 – 3/8" grade 8 bolts.
- g. 7. All inspection maintenance holes must be no wider than 8 1/2" inches and the ends of the holes shall be smoothly and fully radiused to produce an oval shape.
- h. 6.1 & 6.3 bell housings require seven (7) 3/8 grade 8 required, in the top half of bell housing to block. Eight (8) evenly spaced grade 8 or better bolts are required on bottom half of bell housing.
- i. All bell housing liner(s) material steel or titanium only permitted. Liner must be flush with bell housing flange.
- j. No cast iron clutch components or flywheels will be permitted.
- k. Billet steel, aluminum, SFI 1.1 or SFI 1.2 flywheels will be accepted.
- l. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.
- m. *Modified:* All cross boxes must have a total material minimum of 1-1/2" billet aluminum or 3/4" steel material from nearest part of rotating gear to the outside edge.
 - i. If cross-box does not meet minimum material a safety blanket made of a minimum of 20 layers of ballistic nylon or 15 layers of Kevlar which will surround entire gearbox. Blanket will have a minimum width of 3X the width of the gearbox to give a horseshoe effect on end-capping gearbox. Blanket will be considered 1/4 steel to help meet approved total thickness.
- n. All Mini Rods will shield transmission with blanket consisting of 15 layers of

Kevlar or 20 layers of ballistic nylon attached at the top; forward to the engine plate and at the bottom to each side of the chassis.

- o. All clutches on aviation, marine and industrial engines must be approved by the Pro Pulling League.
- p. Pro Pulling League reserves the right to spot check any clutch components at any time.

6. Drawbars

- a. Hitch must be rigid in all directions. Hitch length and height cannot change before, during, or after pull. Drawbars must have the pivot pin on the same plane as the hook point. Drawbar must be parallel to the ground within (SS/SF/PRO/2WD) 15°. No cam, "L" or drop down hitches or cam type rear ends permitted. 1a. MOD drawbar must be parallel to the ground within maximum of 10 degrees over its 18" length permitted.
- b. All vehicles are required a safety hitch. Safety hitch must be as strong as primary hitch and cannot be connected to primary drawbar. Safety hitch must be mounted eight (8) inches below primary on all tractors and twelve (12) inches below primary for all trucks. A safety hitch should be a minimum of 3/8" thick.
- c. All drawbars will have an opening minimum of 3.75" X 3" inches.
- d. All classes through 6000-8000# must meet the following requirements: Drawbar must be a minimum of two (2) square inches total material at any point. This will include area of pin removed; pin will be a minimum .875. must be a steel drawbar, not more than 1.5 X 1.5
- e. All classes above 8000# must meet the following requirements: Drawbar must be a minimum of 2.00 square inches total material at any point. This will include area of pin removed; pin will be a minimum .9375. must be a steel drawbar, not more than 1.5 X 1.5
- f. Any provisions or adjustments (ex. air pressure) that increase drawbar height after drawbar had been checked and "set" are prohibited.
- g. Drawbars must have a flat or round rear edge cross-sectional surface. No "V" cut drawbars permitted.
- h. Hitch point must be clear of interference and visible to 16 hook and unhook sled chain.

i. **2WD Trucks**

1. Drawbar must be mounted solid to frame and rigid in all directions.
2. Drawbar must be parallel to the ground.
3. Hitch height not to exceed 30 inches.
4. Pulling point can be no more than 1 1/2 inches from back of drawbar.
5. Hitch length can be no shorter than 18" from hook point to center of rear axle, measured horizontally.
6. No cable, chain or clevis allowed in hitching device.

ii. **Modified 4X4 Trucks**

1. Point of hook to centerline of rear axle shall be no less than 30% of vehicles wheelbase.
2. Hitch height no to exceed 26 inches.
3. Drawbar must be mounted solid to frame and rigid in all directions
4. Pulling point can be no more than 1 1/2 inches from back of drawbar.
5. No cable, chain or clevis allowed in hitching device.
6. If bed is too long it may be cut to accommodate 30% drawbar.
7. Hitch point must be clear and visible for hook and unhook of sled chain.

iii. **Tractors**

1. Minimum hitch length 18 inches from center of rear axle to hook point measured horizontally.
2. Hitch maximum 20 inches and must be parallel to ground within 15°. One piece of steel material. No welds.

3. Hitch adjuster and mounts no higher than centerline of rear axle.

iv. **Mini Rods**

1. Must have a 2" round hole, maximum of 2.25"
2. Thickness around the hole must be .75" thick and no greater cross section thickness of .75"
3. Minimum of .50" hitch/pull pin.
4. Hitching device constructed of one solid steel piece which has a minimum thickness of 1.00". No tubing permitted.
5. Adjusters must be no farther than 5.00" from point of hook.

7. Driveline Shielding

- a. Loops on all driveline must be round.
- b. All U-joints must be shielded 360° with 3/8" thick aluminum or 5/16" thick steel. Shield will be six (6) inches long minimum and centered on u joint. Inside diameter of shield will be no more than two (2) inches larger than u-joint. If aluminum is used on u-joint shield, and 1/8" insert will be put inside of shield at u-joint area six (6) inches wide.
- c. 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.
- d. All other vehicles not using planetary rear ends will have loops 360° around driveline two (2) inches away from driveline, made of 3/8" aluminum or 5/16" steel, and spaced every 36 inches.
- e. Maximum length of driveline on a modified tractor is 48 inches.
- f. 4X4 trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, two (2) inch maximum away from driveline.
- g. All intermediate shafts between transmission and transfer 18 case will be totally

enclosed in 3/8 "aluminum or 5/16" steel, 1/4" of shaft may be visible.

- h. The following rule will apply to all divisions that use solid driveline shields over 16 inches in length: 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 of 6" from each end of each driveline shield component.
- i. 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.

Note: Modified can tether back to chassis where applicable.

Note: applies to Mini Rod division and the intermediate shaft on FWD.

Note: FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.

8. Engines

- a. Shielding on v or y type engines must be from the base of the head to two (2) inches below the crankshaft throw. Frame may be used as all or part of the shield provided it is solid and covers the required area.
- b. Shielding on in-line engines will run from hood to two (2) 19 inches below crankshaft throw. Shield must be complete, no holes accepted. Shielding must extend complete length of block and be securely fastened.
- c. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060 inch thick. Starters, exhausts, fuel pumps, etc., will not be considered as part of the shield.
- d. All side shields must be solid. Shielding will be made of a total of .125 aluminum

or .090 steel minimum of inch thick.

- e. Engine fans must be completely shrouded with steel 1/16" or thicker. Electric fans excluded.
- f. All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec 18.1 and carry SFI identification.
- g. All supercharger drive components will be shielded on top and sides with .060" steel or 1/8" aluminum. Side is defined as to the centerline of bottom pulley. Shield should be wider than drive components.
- h. All vehicles using an automotive type supercharger will use aluminum blower studs, SEMA specs 6061 T-6 to secure blower to intake manifold. Blower straps meeting SFI Spec 14.1 or high-quality nylon braided straps are required at all events.
- i. Carbureted, or injected, marine or aircraft engines using a centrifugal supercharger must be shielded as follows:
 - i. Shielding will be the same on both sides of the supercharger.
 - ii. b The shield will start at the same at the centerline and extend four (4) inches rearward and four (4) inches forward.
 - iii. Notching will be allowed only to fit around necessary components.
 - iv. On the front edge of the shield there will be a rolled lip, extending inward one inch and at a 90° angle.
 - v. Shield will be constructed of 1/4" thick steel and be bolted every two (2) inches or closer with 3/8" grade 5 or better bolts.
 - vi. Shield to start at bottom of housing and go over top and down the other side.
 - vii. Superchargers, as specified in rules above, may use a safety blanket with the following properties: 22 ply ballistic nylon or 18 ply Kevlar.
- j. All diesel engines will have a manual three-way dump valve installed ahead of the injection pump, to be operated from dash panel.
- k. All diesel engines; truck or tractor permitted maximum deck plate of one inch.

- l. Any tractor sheet metal consisting of nonferrous material must have additional shielding inside of hood area. No open vents or louvers in hood area without a minimum of .125 steel or aluminum in turbocharger space.
- m. All turbocharged engines will have one cable totally surrounding the engine block and head. The cable will consist of 3/8" diameter and located between the first and second cylinders. Cable must pass through the manifold areas. Cable will have four (4) to six (6) inches of slack. There will be a minimum of four (4) clamps at all splices.
 - i. A second cable minimum of 3/8" diameter position on front half of engine. Cable will have four (4) to six (6) inches of slack. There will be a minimum of four (4) clamps at all splices.
 - ii. All inline turbocharged engines are required to have a cable(s) placed between first and second cylinder through exhaust manifold port area. Cable must be a minimum of one (1) 3/8 manufactured pendant line with a rating of at least 3000 lb or more from the manufacture that indicates rated load capacity with swaged sockets, shackles or appropriate fork and pin.
- n. Firewall minimum thickness 1/16th aluminum, 1/16th steel or carbon fiber, or 1/8th Lexan.

9. Exhaust

- a. 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.
- b. No megaphone pipes allowed.
- c. Venturi-style headers permitted.
- d. No rain caps permitted.

10. Fenders & Seats

- a. All tractors must have some type of barrier between driver and tire. Barrier must be capable of supporting weight of driver.
- b. All vehicles must have a strong and rigid seat.

- c. Fender must be constructed so that when driver is secured in the competition position, no part of driver's body can touch the tires.

11. Fuels & Fluids

- a. Acceptable fuels are gasoline, diesel fuel, alcohol, and methanol. No fuels in pressurized containers. No oxygen carriers or combustion accelerators permitted.
- b. No oxygen carriers or combustion accelerators allowed in water injection. Only water-soluble oil permitted in water injection. Water injection maximum reading on refractometer is 5.0
- c. No nitrous oxide, nitro methane, or propylene oxide. No ether bottles (starting aids) allowed inside of engine compartment.
- d. Top lube is allowed, but no nitro based top lube will be accepted.
- e. Intercoolers will be permitted to carry only water and ice.
- f. Competitors will report to the scales full of fuel/water/ice etc.
- g. All diesel tractors & trucks will have a fuel sampling valve.
- h. All diesel powered competition vehicles will have a water 22 injection sampling valve, if no valve exists, the tank line will be unfastened to produce a sample.
- i. All fluids are subject to diagnostic screening which includes but not limited to, specific gravity, mass spectrometer, oxygen concentration, and burn test(s).
- j. Diesel fuel standards for PPL dielectric constant test are greater than 30 and less than 150. Diesel fuel specific gravity will range between .78-.88 @ 60F

12. Ignition/Dataloggers

- a. Electronic fuel injection is prohibited except diesel truck classes (2.6/3.0/DieselSS4X4).
- b. Electronic timing delay devices or programmable ignition boxes prohibited (LTSS/MOD/2WD)

13. Tires

- a. 30.5X32 maximum of 210 inch circumference, when inflated to 10psi. Tread

width not to exceed 31".

- b. 24.5X32 maximum of 210 inch circumference, when inflated to 10psi. Tread width not to exceed 25".
- c. 20.8 maximum of 220 inch circumference when inflated to 20psi. Tread width not to exceed 21.3 inches.
- d. 18.4 X 16.1
 - i. 2WD Maximum of 143 inch circumference when inflated to 28psi. Tread width not to exceed 19 inches.
 - ii. Mini -Maximum of 143 inch circumference when inflated to 10psi. Tread width not to exceed 19 inches

14. Turbochargers

- a. All turbochargers mounted outside normal engine shielding will be shielded in .060" steel. All intercoolers mounted outside of normal engine shielding will be .060 aluminum.
- b. All tractor turbocharged tractor engines: In vertical portion of exhaust: 2- 3/8 Grade 8 bolts, installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange.
- c. All truck turbocharged engines should have; 2- 5/16 Grade 8 bolts, installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange.
- d. Any single turbo (Larger than 3.0" in diameter) must have a minimum of 1/8" cable wrapped around turbo. Cable must wrap two revolutions around turbo, clamped by a minimum of two clamps at splice or metal collars around intake with attaching 1/8" cables to exhaust housing, or Kevlar lined turbo blanket covering the intake housing supercedes cabling of turbo.
- e. All turbocharger alcohol engines shield spark plugs with minimum of .125 steel or aluminum within two inches any direction of centerline of spark plug.
- f. Titanium turbocharger components prohibited.
- g. All turbochargers are measured to the diameter. Specifically, to the size of the turbo limit for the class.

- h. Injection "P" pumps will be permitted a tolerance of .040" for OEM case dimensions.

15. Safety Switches

- a. All vehicles will be required to use a kill switch.
- b. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled. Excludes key ring style.
- c. A tie strap will be used during tech to show vehicles have been teched. A 1/4" hole will be used to securely hold tie strap just above the kill switch. Only if tie strap is broken, decided by head track official, will competitor be given opportunity to pull again.
- d. A white safety light is required to indicate that competition vehicle is in neutral during process of hooking or unhooking from sled. An additional reverse light, is highly recommended, amber in color will illuminate when vehicle is in reverse.
- e. Kill switches on diesel motors will have the following:
 - i. Air shut off must be operated from driver' seat.
 - ii. Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring loaded. Butterfly systems not permitted.

16. Stabilizer Bars

- a. Stabilizer bars should be rigid in all directions and must support the weight of the vehicle for the heaviest class it will compete in.
- b. Stabilizer pads must not be more than ten (10) inches off the ground.
- c. The stabilizer pad should be parallel to the ground and must be a minimum of five (5) inches square, with a minimum of 20" allowed from the outside of one pad to the other.
- d. Stabilizer bars may be in no way connected to drawbar assembly.
- e. Stabilizer bars must have a brace that extends vertically twelve (12) inches from the rear most tip of the skid pads. There must be a support brace extending

inward to frame axle or top of stabilizer bar arms. Vertical race should extend rearward a minimum of two (2) inches from radius of rear tire.

- f. No cross bars between stabilizer bars behind the point of the drawbar hook.
- g. Stabilizer bars are required on all classes, except for 4X4 trucks.
- h. Mini Rod- Pads Minimum of 3 sq. inches, maximum of 6 inches above the ground. Center of stabilizer bar pad must extend 2" behind tire

17. Weight

- a. No loose ballast inside the vehicle will be permitted.
- b. No vehicle weighing more than class will be permitted.
- c. Any weight loss while hooked to the sled and under the green flag will result in disqualification. Any weight touching the ground, although may be attached to the pulling vehicle, the pull will be disqualified. Internal breakage is an exception.
- d. Weights must not interfere with the kill switch, drawbar, or chain. An area of 5" wide and 12" high immediately above the drawbar must be free of obstructions.

Southern Pullers Rules and Regulations

1. RESERVED
2. Pulling vehicles must be operated in a safe manner at all time within the confines of the track, pits and staging areas. Judges have the right to stop and disqualify any vehicle if it is not being operated in such a manner as would be considered safe.
3. Operator must remain seated during the pull and must have complete control of the vehicle at all times.
4. Only the driver will be allowed on a vehicle when it is being towed or driven. NO riders. This will be grounds for disqualification.
5. Any driver or any of his or her incapacitated due to any intoxicating agent will forfeit the right to compete and will not be allowed to pull. Further any puller or pit crew member found around track area with intoxicant will forfeit winnings from that event his/her pulling vehicle will be barred from the next sanctioned event he she appears to compete.
6. Entries close 30 minutes before pull is scheduled to begin. Any puller arriving late must receive approval from track judge. Once class has begun, there will be no additional entries.
7. Each vehicle may be entered in one class and one time only.
8. Once a puller has scratched from a class, he may not re-enter.
9. Once a puller has hooked to the sled, whether he can make a measurable pull or not, he will not be refund his entry fee.
10. All contestants will draw for their pulling position at the time of registration.
11. No one allowed on track except for track officials and contestants. Track is defined as area of 25 feet in any direction of contest course boundaries.
12. All pulls shall operate with two flagmen. The flagmen at the starting line will be responsible for readiness of track, pulling machine and contestant. The flagman at the finish line will be responsible for start of each contestant's pull, all disqualifications and any and all judgment calls, however any close out of bounds call, must be observed by the track judge, the tech official and the driver. The benefit of the doubt will always go to

the puller.

13. If a puller cannot make the call to pull at the designated time due to mechanical failure, they may be allowed to drop to last position.
14. Contestant must pull at position drawn within three minutes of time sled is at readiness; any delay will result in disqualification. If track judge is notified before preceding contestant makes his pull; he may drop a contestant having mechanical problems to last position. This may be done only once per contestant per class. If the last vehicle in a class has mechanical problems, it will be allowed six minutes to hook and make an attempt. Puller will be able to drop to last position if mechanical problems occur on 1st attempt if not past 85 feet.
15. If the class is restarted, competitor having pulled previously may re-pull immediately or drop to last place. It is the competitor's responsibility to notify the track official of his/her decision.
16. Each contestant has the privilege and responsibility for spotting the sled for their pull. Sled operator must be notified of where the contestant wishes the sled placed when the previous contestant unhooks from the sled.
17. All forms of nitro methane (including nitrous oxide) or any kind of fuel additive are illegal as fuel or fuel additive for pulling. All oxygen comes and combustion accelerators are illegal.
18. No vehicle will be allowed to have a computer controlled or electronic controlled traction device. No vehicle will be allowed a computer controlled or electronic device that controls anything other than engine fire and rev limiter.
19. No computers allowed that control any mechanical operation of the competing vehicle.
20. Hitch must be eye hook with 3" wide x 3 3/4" long hole, rigid in all directions and in horizontal position only.
21. Vehicle must have tow hook on front of vehicle.
 - a. It can extend no more than 6" ahead of the farthest front portion of the vehicle.
 - b. It will not be counted when measuring length of vehicle.
 - c. It must have a 3" diameter hole, positioned horizontally.
 - d. It must be strong enough to push or pull the vehicle at its heaviest weight.
22. All trucks must have break-away kill switch for engine and fuel pumps located at rear of truck with a 2" diameter ring for sled hookup.

23. All pulling vehicles must have a white backup light at rear of vehicle - it must be visible to the hookup man. The backup light must be on when in reverse and off when in neutral.

24.

- a. Vehicle will receive last place points and money if it:
 - i. Loses ballast weight.
 - ii. Loses safety equipment and failure of safety equipment to function.
 - iii. Excessive loss of liquid onto the track by a pulling vehicle, while hooked to sled."
- b. Additional grounds for disqualification, and or expulsions are:
 - i. Unsportsman like conduct, Improper language or conduct detrimental to pulling.
 - ii. Any condition considered unsafe, unfair or out of order. If a member is disqualified during competition for any reason prior to the start of a pull, he cannot be reinstated for the event on that date. The minimum penalty for these disqualifications is two hooks. The maximum penalty for these disqualifications is twelve months suspension.

25. Vehicles will receive no points when:

- a. Intoxication: Any competitor or any member of his crew under the influence of an intoxicating agent, drug, or having a measurable blood alcohol content during contest activities shall be considered under the influence and will be barred from any further involvement or participation in the event and may face suspension.
- b. Any competitor or crew member found in the staging area, competition area, or the run-off area who is in possession of any intoxicating agent will be barred from any further involvement or participation in the event and may face suspension.
- c. Any competitor or crew member of his/her crew who exhibits unprofessional and/or unsportsman like conduct including abusive language and/or physical action toward event officials, fellow competitors, or spectators and/ or deliberate delay of event, will be just cause for a minimum penalty of total disqualification from that event. (This includes the use of profanity or fowl language.)
- d. Illegal equipment, illegal fuel, and competing without proper personal fire protection.
- e. Unsafe operation of competition vehicle. Including unauthorized rider.

- f. Leaving the starting line while under the red flag.
 - g. Anyone who knowingly tampers with another competitor's vehicle could be permanently suspended.
26. Any pull exceeding 85 feet is a measurable pull. Each contestant has two attempts to achieve a measurable pull.
27. Any truck that is disqualified while under green flag will receive last place points and last place money for that night.
28. All participants must have working fire extinguisher, full face helmet, hood sock, gloves, fire suit, safety restraints, safety collar and shoes.
29. No fuel tanks or batteries in driver's compartment.
30. Major infractions resulting in 12 month suspension: excessive cubic inches, nitrous oxide, oxygen carriers, and combustion accelerators, illegal heads, illegal carburetors, illegal lifters, illegal intake, and trick hitches.

31. PROTESTS

- a. \$500.00 protest fee. The association will receive \$100.00 for tech fees. If illegal puller pays the \$100.00 tech fee, protestor gets his money back. If puller refuses to pay, he will be required to pay the \$100.00 tech fee prior to competing after 12 month suspension. If legal, protestor loses \$500.00 protest fee. \$100.00 goes to tech fee, \$400.00 goes to owner of truck being protested. Any truck proven illegal has to be proven legal before re-engagement in pulling in any class.
 - b. FUEL PROTEST - \$200.00 protest fee. If the fuel is determined illegal, protestor will receive protest fee back minus testing fees. If fuel is determined legal the puller being protested receives protest fee minus testing fees.
32. If there is a disagreement or dispute regarding the meaning or application of the SPA rules, the interpretation and application by the SPA Board Members at the track will prevail. Notwithstanding the foregoing or any other provisions of the rule book the SPA Board and or the SPA Tech Committee may review an interpretation or application of the rules where they deem such a review to be appropriate.
33. The decision of track judge/tech man is final and cannot be appealed provided, however, that with a showing of reasonable and good cause, the track judge/tech man may without liability reverse or revise his decision. Calls of judgment aren't subject to appeal

and shall be final.

34. Maximum width all classes 8 feet, except 6200 lb. 4WD Pro Stock & 6200 lb. 4WD Modified which is 8 feet, 6 inches in the front and 8 feet in the rear.

35. All rear ends with external axle bolts must be shielded with material of steel center cap or shield that bolts or fits the center of the rim or hub and cannot be mounted to axle shaft.

36. There will be zero tolerance on the class weights (example: 5200 lb. class cannot be 5210 lb.)

37. Any pulling vehicle's body cannot be up when moving under own power.

38. TIE BREAKERS

a. Session Tie Breaker.

- i. For each session during the course of an event in the pulling season there will be a pull-off at that time.

b. Points Tie Breaker.

- i. The most 1st places, if still tied the most 2nd places, if still tied the most 3rd or 4th or 5th and so on until tie is broken.

39. RESERVED

40. All vehicles must have an overflow can (catch can) to contain all overflow from cooling system

41. Pulling vehicle must remain within boundaries of contest course during the pull or will be disqualified. Boundaries are defined as white lines. **YOU CAN'T TOUCH WHITE LINES** Sled pan must be within boundary lines of start of pull. If rear tires of vehicle are past 300 feet, the vehicle IS not out of bounds, even if outside of white lines. Refer to rule number 12 for additional information regarding out of bounds.

42. All rules in this rule book are effective as of March 2012. This rule book is effective for three years, unless 100% of a class votes to change rules for that class and the board approves. This excludes safety rules, which maybe added or updated at any time.

43. All pulls will operate on a 300 ft. track. To be included in any pull-off, you must pull at least 300 ft. Only the top 3 pulls of 300 ft or greater, will come back for the pull-off. In the event of a tie between the 3rd and 4th positions, there will be allowed 4 pullers in the pull-off.

44. All vehicles in any pull-off must have their hitch re measured but they don't have to re-weigh before hooking to the sled in the pull-off.
45. Southern Pullers Association, Inc. reserves the right to refuse membership and or participation with or without cause to any person.

Test Pull and Options

1. Number one puller will be test puller and may take pull if weight transfer is deemed right, or he may immediately take his 2nd pull, or he may pull in last position. Sled must be readjusted if test puller fails to reach 85 feet.
2. Only the test puller and only on his first attempt will he or she not be disqualified or measured for running out of bounds. All other reasons for disqualification apply. On all subsequent attempts the "running out of bounds" disqualification rule will apply.
3. If a contestant experiences mechanical difficulty during a test pull (before 1st official pull), he will have the option of dropping to last position.
4. If weight transfer needs further adjustment, the 1st puller after each adjustment will be treated as the number one (test puller).
5. All decisions on re-pulls are to be made before vehicle leaves the track; prior to any other pull.
6. Any disqualification on the 1st attempt bars a 2nd attempt, unless class is restarted.
7. Contestant must pull at position drawn within three minutes of time sled is at readiness; any delay will result in disqualification. If track judge is notified before proceeding contestant makes his pull; they may drop a contestant having mechanical problems to last position, This may be done only once per contestant per class.
8. If the last vehicle in a class has mechanical problems, it will be allowed six minutes to hook and make an attempt.
9. Puller will be able to drop to last position if mechanical problems occur on 1st attempt and not past 85 feet.
10. All pulls must start with a tight chain; no jerking permitted. Contestant will be allowed a total of two attempts and 85 feet to start the sled.
11. In a pull-off, each contestant in his truck will be allowed one attempt to make a measurable pull. In a pull-off pullers must pull in the same position as first pull. You cannot drop in a pull-off. All pull- offs will have a floating finish line.
12. In a pull-off situation each competitor will be allowed the same amount of time to get to the sled and make an attempt. This amount of time is three minutes from time track is ready (last vehicle, six minute rule does not apply to pull-off situation).

13. Each contestant has the privilege of, and the responsibility of, spotting the sled for both attempts. Sled operators should be notified of where the contestant wished to place the sled when previous contestant unhooks from the sled.
14. An attempt is defined as moving the sled a measurable distance (one inch or greater).
15. RESERVED
16. Pulling vehicle must remain within boundaries of contest course during the pull or will be disqualified. Boundaries are defined by white lines. **YOU CANNOT TOUCH THE WHITE LINES.** Sled pan must be within boundary lines at start of pull. If rear wheels of vehicle are passed 300 feet, the vehicle is not out of bounds even if outside of white lines. Also see rule #12 in general rules.
17. Excessive loss of liquid by a pulling vehicle in forward motion during contest on the track will be cause for disqualification, unless due to internal breakage. (Excessive is defined as any steady or intermittent stream discharged on the track or a spot equivalent to more than 8 inches in diameter).
18. If vehicle is legal when hooked to sled, and if breakage occurs due to unforeseen circumstances, the pull will be measured with the exception of loss of ballast or safety equipment.
19. If any class is delayed 45 minutes or more, it will be automatically restarted.
20. If sled operator repairs or adjusts any weight transfer mechanisms of sled, class will be restarted. This does not include regular checking of equipment.
21. No pull-off is required when a class has three vehicles or less. Pull-off may be run at the discretion of the track judge to ensure a positive event for fans and promoter. Weather concerns may be considered by the track judge when using pull-offs or floating finishes.

5200 lb. 2wd Modified 472 Cubic Inch Max Naturally Aspirated

1. Trucks may be entered in one class and one time only.
2. Only one carburetor allowed. Stock bore center only. No high-pressure fuel system. 12 PSI max. No electronically controlled fuel system.
3. Gasoline only. No alcohol, no oxidizer.
4. Special hitches allowed. Maximum 28" hitch height. Hitch must be minimum of 28" from center of rear axle to hitch point. Eye hook, minimum 3 3/4" diameter horizontal.
5. No trick hitches. Drawbar must be rigid in all directions.
6. Open exhaust allowed (in safe direction only).
7. No dual wheels.
8. Planetary rear ends allowed.
9. Weights must be secured safely. No weights in cab.
10. If truck bed is cut out, a bed cover is required.
11. 472 cubic inch engine limit with 2% tolerance. No aluminum blocks. No magnetos. Engine and sheet metal must match
12. No tunnel ram manifolds or sheet metal intakes.
13. Maximum frame length: 15 feet from center of rear axle to further most point at front of vehicle. Tow hook not to exceed 6" beyond 15' frame measurement.
14. Truck frame required. Fiberglass bodies allowed. All trucks must have front and rear fenders.
15. Aftermarket gearbox (profab-scs-etc) allowed. Aftermarket modified transmission gear kits allowed.
16. DOT approved tires. Cut allowed max DOT tire size.

17. 15x44. Max bar tire size 34x18

18. Fuel cell must be located in back bed of vehicle.

19. Cylinder heads permitted/allowed: Chevy (GM) Any conventional head with 24 degree valve angle. Cobra Jet, Super cobra jet, A-429 style, Blue Thunder A-460. Ford Motorsports, Trick Flow or Mopar that do not have canted valves.

20. Cylinder heads NOT permitted: Pontiac and Pontiac's style, Olds, or DRCE head, Franks 12 degree spread port or similar, Brodix Big Duke, or similar, Dart Big Chief, Ford Thor, Hemi '99 or Pro stock, and NRC. No billet heads permitted.

All discussions on rules must be directed to board members.

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

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

5400 lb. Pro Street 2WD 370 Cubic Inch Naturally Aspirated

1. 5400# weight limit.
2. 370 cubic inch limit.
3. 106 Rockwell rear end is allowed.
4. Approved SFI Dual stage Clutches.
5. No aluminum flywheel.
6. 136" maximum wheelbase.
7. Maximum hitch height is 26 inches.
8. Hitch point minimum 6 inches behind unaltered body.
9. Maximum tire and rim size -33x12.5x17 DOT uncut.
10. No Driveshaft limitations must meet safety requirements.
11. Dual plane intakes and upright/downswept headers allowed.
12. No aftermarket block.
13. Flat-top pistons only allowed.
14. No valve train limitations. Any hydraulic cams permitted.
15. Cylinder heads
 - a. Maximum valve diameter allowed 2.02" intake, 1.60" exhaust.
 - b. No polishing or porting allowed.
 - c. Cast iron production heads, no aluminum or aftermarket (no vortec or bowtie Chevy, no W-2 Dodge, no SVO Ford). No special high performance or special production head allowed (stock or otherwise).

- d. No gasket matching allowed.
 - e. May bowl hog a maximum of 3/4" to 1" below the top of the seat.
 - f. Ford World Windsor SR200 heads and Chevy World SR torquer.
- 16. Only steel connecting rods allowed.
 - 17. May use crank triggered ignition.
 - 18. Holley carburetor 4150 style with max 850cfm.
 - 19. Stock 4 speed transmission- no aftermarket custom ratio gears.
 - 20. Gasoline only permitted fuel. No oxidizers or additives.

5500 lb. 2WD Pro Stock DOT

1. 600 Cubic inch maximum limit, Naturally Aspirated.
2. Any brand engine in any truck.
3. Open exhaust allowed (must be pointed in a safe direction).
4. Cylinder heads-conventional cast iron or aluminum heads allowed. No homemade heads.
5. No sheet metal or fabricated intakes allowed.

FUEL SYSTEM

1. One (1) Carburetor. No high pressure fuel systems, 12 psi fuel system only.
2. Racing fuel only. No alcohol, Nitrous Oxide, Nitromethane, or Nitrous Propane. No oxygenated fuel is allowed.

WEIGHT

1. Maximum truck weight is 5,500 pounds.
2. Weights must be secured safely. No weights in the cab.

TRUCK FRAME / BODY REQUIREMENTS

1. Factory truck frame required. The frame must be no less than a half ($\frac{1}{2}$) ton and no more than a one (1) ton. The frame can be reinforced. No homemade frames allowed.
2. Fiberglass bodies and lift-up bodies are allowed. Any lift up body or similar altered body must have a lock to secure it and prevent it from falling. Firewall and floor may be lifted but not removed. Firewall and floor can be stock or fabricated. Grills hoods and fenders must be in place.
3. Maximum length not to exceed 15 feet from the center of the rear axle to the furthest most forward point. An additional 6 inches will be allowed for a tow hook.
4. If the truck bed is cut out there must be a bed cover in place.

HITCH

1. Hitch height not to exceed 30 inches. Hitch length can be a minimum of 18 inches from the center of the rear axle to the hitch point. Eye hooks must be horizontally mounted and a minimum of three (3) inches diameter.
2. Maximum hitch height is 30 inches before, during, and after pull.
3. No part of the hitch or adjustments can be behind the hooking point.
4. No batteries, radiators, or fuel tanks mounted in the cab of the truck.

TIRES

1. Street legal DOT tires only. No barred or tractor tires allowed. Maximum tire size is 35x12x50x17.
2. Tire size must be stamped on the tires.
3. DOT number must be on the tire. Tread width not to exceed 12.5 inches, tires may be trued. No cutting or alterations made on the tire. Tractor tires are allowed on the front only.

REAREND

1. 106 Rockwell and Planetary rear ends allowed. Two (2) speed factory allowed.
2. No traction control.

SAFETY SWITCH

1. A kill switch shall be mounted securely on the rear of the truck frame / body.

All general and safety rules specified in the Southern Pulling Association / Pro Pulling League rules handbook shall apply to this class.

All decisions by the track judges and/or tech officials are final. Refer back to your general rules and safety rules.

These rules will be locked in for a period of one year. After one year, the members of this class will have the ability to change or alter the above-mentioned rules.

6000 lb. 2wd Super Modified (Non-Blown)

1. 650 Cubic Inch Max Naturally Aspirated
2. Hitch height -30" maximum
3. Maximum tire size 18.4 X 16.1
4. No Hemi Heads

All other rules follow 6,200 lbs Super Modified 2wd

6000 lb. 4WD Pro Street

1. Tires must be DOT approved and uncut. Size max. 35 X12.50
2. Hitch height max 26". Length 36" from center of rear end housing. Hitch mounting point must be only 3" above chassis.
3. Weight boxes or brackets cannot exceed 60" from centerline of front axle. Maximum width of weight box 80"
4. Gasoline only. No oxygenated fuels permitted. Q16 not permitted.
5. Drive train must be one ton or less. No 103 or 106 axles. Motors and axles must be in OEM location. No motor plates permitted.
6. Must be full size truck on full size OEM frame. Body, frame, engine must match. Wheelbase must remain OEM for regular long bed single cab per manufacturer or 133" max.
7. Dual disc clutch allowed. Must be stamped steel pressure plate. No Crawler style allowed. Transmission and transfer case must be stock with OEM gears.
8. All trucks must have stock sheet metal including bed. All windows must be stock glass. Doors operational from both sides. Firewall must be stock.
9. 408 cubic inch maximum. Small block engine only. Heads and block must be OEM only. No Bowtie, LS, W/2 Dodge, SVO, or 351 Cleveland Fords heads allowed. Maximum valve size is 2.02 intake and 1.60 exhaust. No cam roller bearing, dry sump, vacuum pumps, aluminum rods, magneto, crank trigger, or ignition retards. After market distributor and only 6AL box allowed. Dampeners must be SFI approved. Must have a single carburetor. Can be any 4150 or 4160 style. Manufactured carb spacer, not to exceed 2 inches, is allowed. Roller cams allowed. No roller cam bearings. No dry sumps. No vacuum pumps. No aluminum rods. Must be a push rod style engine. No overhead cams.
10. All PPL safety rules apply.

6200 lb. 4x4 Pro Stock

500 Cubic Inch Max Naturally Aspirated

1. Trucks may be entered in one class and one time only.
2. Only one carburetor allowed (no split carburetors). No electronic fuel management systems.
3. Gasoline only. (No oxygenating fuel or additives).
4. Special hitches allowed--Maximum 26" hitch height at hook point. Hitch must be minimum of 36" from center of rear axle to hitch point. Hitch angle cannot exceed 25 degrees in angle. (Add tab to rear end for easy measurements.) Hitch supports or adjusters must be center of rear end or lower.
5. No tunnel ram or sheet metal intakes. Cast intakes only.
6. Open exhaust allowed. Upright okay, if down, exhaust, headers should be run in a safe direction.
7. No dual wheels.
8. Any brand engine in any truck.
9. Weight bar cannot extend forward more than 60 inches from center of front axle. (Axle must be in stock location, you cannot relocate wheel wells.)
10. If truck bed is cut out, bed cover required.
11. Back of engine block must be located no closer than twelve inches from center of front axle. (Axle must be in stock location, cannot relocate wheel wells.)
12. 485 cubic inch engine limit. No aluminum or pro-stock blocks Only production style blocks which came from manufacturer. Refer to rule 21. QUESTIONS: ASK SPA BOARD OF DIRECTORS.
13. Maximum wheelbase: 136 inches. Maximum width rear 8 feet, front 8 feet 6 inches.
14. Truck frame required. May be reinforced. No rear springs required.
15. After market gear box and transfer case allowed.

16. May use airbags in suspension. No controls inside cab or access to driver while driving (under green flag).
17. Radiator must be within the confines of the body of the truck. (In engine compartment or the bed area, not in the cab).
18. No fuel tanks or batteries in driver compartment.
19. Trucks using standard transmission with gear stick in cab must have a 5/16-inch chain or 2" x 1/8" strap in place. Refer to safety rule #31 in the SPA., Inc. rulebook, safety section.
20. Fiberglass bodies and lift-up bodies are allowed. Lift--up bodies must have a lock on the lift to prevent falling.
21. Cylinder heads--intake port configuration of OEM and accept OEM intake manifolds. No NHRA, IHRA or drag type pro-stock heads permitted. Except Fords will be allowed "A" type of cylinder heads or their replicas and Dodge will be permitted "B-1" type cylinder heads or their replicas. GM heads muse conventional heads of 23 degrees or more. 113 Only head other than these are SR20 Brodix require 485ci or less. Any other head must be approved by SPA board. Conventional port designed head is classified as a head with port spacing that must be left to right. No spread port or billet heads allowed. GM style head ports must measure 4.100 max. port width and .415 max space between runners, the entire height of port spacing corners radius measurement is taken at intake manifold flange and can be smaller. \$150 protest fee to remove and check intake ports.
22. TIRES--35-inch DOT tires, cut or -31"x15.5"X15" Cepek type.
23. All decisions by track judges/tech officials are final. Refer back to your general rules for more information.
24. Please refer to general and safety rules for all that apply to this class. All fire gloves, suits, boots, head sock and neck collar required as described under safety rules and regulations of the Southern Pulling Rules handbook.

6200 lb. 2WD Super Modified (Blower)

1. Maximum weight of competition vehicle is 6200#.
2. 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.
3. The 15 feet from center of axle overall rule will apply to all TWD trucks with the exception of a 10" inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed past 15 feet.
4. Maximum width of vehicle is 96"
5. Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft. Maximum cubic inch limit 575.
6. Maximum supercharger limit is 14-71 hi-helix. No screw type superchargers permitted.
7. Maximum bore spacing is 5.00"
8. All burst panels must face away from the driver.
9. Electronic control devices or programmable boxes for ignition timing are prohibited.
10. Any mass produced truck style body produced after 1936 may be used, all other bodies will be subject to a 200# weight reduction at nationally sanctioned events. See PPL Tech Committee for approval.
11. Fiberglass bodies are accepted. Must have working doors or escape hatch.
12. Truck beds must be covered during competition.
13. Grills, hoods and fenders must be in place as intended by the manufacturer.
14. Clear or factory tinted windows must be in place.
15. Only 1/4" Lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls. No plexiglass firewalls permitted
16. 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.

17. 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.
18. Non-planetary rear ends must run axle covers.
19. Weights cannot extend more than 12 inches from the drawbar.
20. Drawbar top adjuster to accommodate a zip-tie for attachment to rigid bracket.

6200 lb. 4WD Modified

650 Cubic Inch Limit

1. Truck has option for running front or rear windshield.
2. The use of airbags, air shocks, hydraulic cylinders or electronic controls as components of a chassis suspension system is not allowed. This shall not prohibit the use of conventional sealed circuit shock absorbers that have no external plumbing lines or external reservoirs.

Drawbars

1. Hitch height maximum is to be 26" at point of hook. Hitch must be rigid in all directions. Pulling point can be no more than 1 1/2 inches from back edge of drawbar. From point of hook to centerline of rear axle shall be no less than 30% of truck wheelbase and no greater slope than 33 degrees to hitch point. No clevis or chains permitted in hitching device.

Engine Limitations

1. Vehicles are limited to a single automotive-type engine. Automotive engine is any engine or its replica available in a passenger car or truck. Maximum (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted. Maximum of 650 cubic inch naturally aspirated engine. Acceptable fuels are gasoline and alcohol.
2. No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories, No six shooter, MSD8973, power grid or similar type ignition controls.
3. Automotive engines are only allowed to run a maximum of (2) valves per cylinder and one spark plug per cylinder. Maximum boring space to be 5.0 inches on center.
4. The use of hydraulic cylinders to retract and or project a weight box is permitted if:
 - a. Cylinders themselves internally limit the travel within the allowable 60". No removable or fixed pins, or external stops, to limit the projection travel.
 - b. During tech box will be pinned at exact position, and must stay in that position during weighing, hitching, and competition.
5. All other Modified 4x4 rules apply

8000 lb. 2.6 Smooth Bore Diesel

1. Maximum weight 8000#
2. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for body being used.
3. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. The hood must be closed and securely latched when hooked to sled.
4. Maximum cubic inch 460. Engine must be in OEM locations for the body used. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 cables at splice with 4-6 inches of slack.
5. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
6. Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25 degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle.
7. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel.
8. All vehicles must be equipped with upward pointing exhaust located either directly

behind cab or out of truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo.

9. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of truck but must be securely fastened.
10. All trucks must have at least six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.
11. A fire extinguisher system is permitted. 2.5# fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.
12. All drivers must have valid driver license and full SFI fire suit including helmet. Seatbelt/restraint must be worn.
13. The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
14. Hand throttles permitted. Diesel fuel only (See fuels page for specs) No propane or N02 or any other oxygen enhancers allowed
15. 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.
16. OEM rear or front ends required. Must have come factory in a one ton or smaller vehicle.
17. Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock.
18. Safety switch (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to back of vehicle. A 2 inch or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket. Switch must also be able to be activated in cab while driver is secured in vehicle.
19. Hydraulic steering permitted

20. Suspension - 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 air bags. Rear suspension may be made solid.
21. Tires must be DOT approved with maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
22. Dual wheels are prohibited.
23. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle.
24. Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.
25. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
26. Water injection is prohibited.
27. Air to air intercooler only. No ice or water permitted truck during competition.

8500 lb. Super Farm Tractors

Tires

1. Maximum 24.5x32 rear tires.

Engines

1. 466 cubic inch limit. 115
2. Two valve per cylinder O.E.M. cylinder heads only. No aluminum heads, no overhead cams, no roller cams. No recasted cylinder heads.
3. O.E.M. exhaust and intake manifolds for that series engine. No aftermarket or custom manifolds. All exhaust pipes must discharge vertically and should be securely attached.
4. Acceptable fuels are diesel and gas. Tractor must run the original stock fuel for make and model declared. Diesels only permitted to use intercooler.

Turbo & Exhaust

1. The inlet at the face of the turbo wheel not to exceed three (3) inches across. Exhaust measurement at the face of the wheel not to exceed four (4) inches. Turbo must be equivalent to HX60series or S-4 series. MWE groove of 3/16 permitted.
2. Turbocharged engines must have two bolts (minimum of 3/8")
3. Turbo buyout rule: In order to maintain competitiveness and to keep costs low. All Light Limited tractors competing with the Southern Pulling circuit on a consistent basis (more than two pulls in a given year) are required to abide by the following buyout rule. If another puller believes you have more invested in your turbo than the maximum allowed of \$4500.00, then that person has the right to purchase your turbo off of your tractor at the end of the pull for \$4500.00. Failure to comply (i.e. saying you will not sell your turbo) will result in a one-year suspension from pulling with the Southern Pullers Assoc., Inc. This suspension applies to the driver and the tractor. The person (buyer) wanting to buy the turbo must have cash or a certified check for the amount of \$4500.00. If the buyer does not have cash or a certified check at that time, the turbo does not have to be sold until the buyer can produce the money at a future pull. It is the seller's responsibility to remove the turbo for the buyer. The turbo-buyout rule does not include any plumbing that leads to or from the turbo, only the turbo itself. The turbo cannot be bought more than one time in six months.

Fuel Systems

1. The largest fuel system allowed will be a P-pump (P-3000 or P7100 with 13mm

plungers) or A-pump with maximum of 14mm plunger. Tractors must have an operator-controlled fuel shut-off or dump valve to stop the flow of fuel to the injector pump. Water injection is allowed.

2. A fuel pump buy out rule will also apply with the same guidelines as the turbo buyout rule. If another puller wants to purchase your injection pump off your tractor for \$4500.00 then he/ she has the right to. If the person refuses to sell the injection pump, then he/she will not be allowed to pull for one year. This one-year suspension applies to the driver and the tractor. The buyer must have \$4500.00 in cash or certified check at the time of purchase. It is the seller's responsibility to remove the injection pump for the buyer. Time buyout rule only covers the injection pump; no injection lines, brackets, gears, or injectors are included. The fuel pump cannot be bought more than one time in six months.
3. Fuel & water sampling valve required, positioned as close to pump as possible.

Clutch & Flywheel

1. All tractors must have a SFI-approved blanket. All tractors must have SFI-approved roll cage and SFI-approved clutch and flywheel.
2. SF chassis, clutch, hitch and all other safety rules apply