

USA-EAST SLED PULLING 2023 RULE BOOK

USA EAST GENERAL RULES

1. 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.
2. USA-EAST reserves the right to alter rules due to safety concerns or for the betterment of the sport at any time.
3. 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
4. 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.
5. USA-EAST reserves the right to withhold purse money from any competitor who fails to display proper/required decals.
6. By participating at an USA-East Event, you are releasing all media rights to USA-East Sled Pulling, LLC.

CONTEST PROCEDURE

1. 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.
2. Contestants may be barred from pulling due to emotional or physical reasons. Ex: drinking, illness, etc.
3. Only the driver will be allowed in/on a vehicle when it is being towed or driven.
4. No riders are permitted on tow tractors or track equipment.
5. A driver must be in/on the pulling vehicle at ALL times while the engine is running.
6. Vehicle must be in neutral or park while hooking to or unhooking from the sled. Drivers is recommended to raise hands while hooking and unhooking.
7. 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.
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) Should the head official rule that the first puller did not make an honest attempt, or suffers mechanical failure, the next puller in line will become the 'test puller' and will have all the options available to the 'test puller'. This process may be continued (at the option of the head official) until the class is set.
 - b) The finish flag official must be informed of the 'Test Puller's' decision before leaving the track. No other contestant will be given the option of test competitor.
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.

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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

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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. Events are 'open to the world' – NO memberships are required to enter. (Certain events may have exceptions...Check with the Full Pull Office 412-480-9307)
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.
11. 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.
12. 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.
13. Once a competitor has hooked to the sled, he will not be refunded entry fee money.
14. If puller arrives late (after the class has started) the competitor may NOT compete in the class.
15. The only approved late entries accepted will be those pullers who have made prior arrangements with the registration official prior to arriving.
16. Competitors will earn NO points if entry fee is refunded. This also applies to rain-out situations.
17. Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ.
18. **USA-East Reserves the right to Super Tech any Vehicle.**

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FLOATING FINISH LINE

1. 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.
2. 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
3. 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

1. 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.
2. DQ's will receive last place points and money in their class.
3. Competitors shall receive 20 show-up points when their competition vehicle arrives at a pull and registers.
4. 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.
5. Options in the case of TIES in the point race at season end. Ties will be broken as follows:
 - a) Most number of wins in the season
 - b) Most number of wins combined with greatest number of 2nds
 - c) Most number of wins combined with greatest number of 2nds and must number of 3rds
6. 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.
7. Points will not be awarded at any level for any reason for *no shows*. (except for "Dropped Hooks")
8. 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.
9. Entry must remain open for two hours after the scheduled starting time in those situations where entry has been opened and pullers have registered.
10. No rain-out points are awarded if registration does not open.
11. **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. Limited Pro/Super Farm, Big Rigs, and Pro Street 2.6.**
12. 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.

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PROTESTS

1. 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.
2. 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.
3. 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.
4. 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.
5. Official protest forms are available at the registration table and must be signed by one (1) owner/driver within the class of competition.
6. All protest fees will be accepted in cash ONLY.
 - a) If a protested vehicle is found legal, then the fee will be forfeited to the person found legal.
 - b) If a vehicle is illegal, then the vehicle is disqualified, and a fee is returned to the protester.
7. Fee for protest are as follows:
 - a) Pump or Visual - \$500
 - b) Fuel - \$500 (must be made while vehicle is on pulling track)
 - c) Cubic inch – (with tear down) \$1100. A 1% variance is permitted for wear.
 - d) \$100 from tear down is paid to the official in charge of tear down
8. ANYONE causing a disruption during a protest will be disqualified.
9. The officials and the protested are the only people allowed near the vehicle during a protest.
10. 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

1. 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.
2. 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.
3. 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.
4. 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.
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.

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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

PULLERS MAY NOT 'WALK THE TRACK'...

- 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

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 2-½ 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

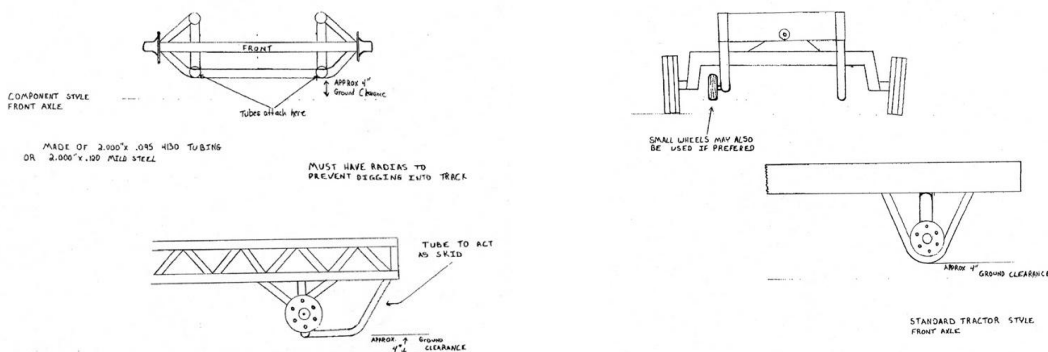
1. All pulling vehicles must have adequate stopping brakes.
2. All tractors and TWD trucks must have working individual rear wheel brakes.

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 manufacturer.
 - b) The OEM engine block of 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 same brand.
 - c) Engine block must remain in 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 engine at or above centerline of rear axle. Rear of 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 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.



4. 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

1. 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.
2. 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.
3. 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.
4. No welding will be allowed in the explosion area of the bell housing.
5. No chemical milling permitted.
6. There will be five 3/8" bolts or four 1/2" bolts to secure bell housing to transmission.
7. All inspection maintenance holes must be approved by USA-EAST. Crower stand adjustment slots will be accepted.
8. 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.
9. 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.
10. 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.
11. All clutches on aviation, marine and/or industrial engines must be approved by USA-EAST.
12. No cast iron clutch components or flywheels will be allowed.
13. All competitors will be required to sign a warrant of clutch, flywheel, bellhousing components.
14. USA-EAST will reserve the right to inspect any clutch or components at any time

DRIVELINE SHIELDING

1. Loops on all drivelines must be round.
2. 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.
3. 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.
4. 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.
5. Maximum length of the driveline on a modified tractor is 48 inches.
6. 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.
7. 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.
8. Any input or output may extend more than 4" to a bearing.
9. 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

1. 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.
2. 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.
3. 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.
4. All side shields must be solid. USA-EAST shielding be made of a total of 1/8" aluminum or .090" steel at a minimum.
5. 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.
6. All automotive type engines must be equipped with a harmonic balancer SFI spec 18.1 and displays SFI identification. If harmonic balancer is not SFI spec, 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 1/4 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 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 manufacture 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 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

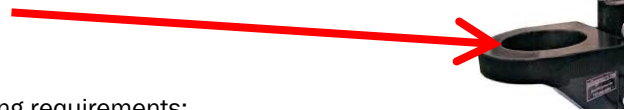
1. Selected vehicles will be held at a designated "Holding Area" with a USA-Tech Official present the entire time
2. Any vehicles/owner choosing NOT to comply with the fuel testing will be disqualified for that event and will lose all purse money and points. Said vehicle/owner will be subject to random 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 pin will be 7/8” minimum.
 - b) Must be a steel hitching device, not more than 1 1/2” by 1 1/2” square stock (1 1/2” round stock), nor less than one inch by one inch (1 1/8” round stock) and must be 3” minimum to 3 1/2” maximum opening.
4. All classes over 7,500 lbs. over must meet the following requirements:
 - a) Drawbar must be a minimum of 2 1/2” 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 1/2” by 1 1/2” square stock (1 1/2” 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 1/2 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 1/2 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-EAST 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 drivers hip area.
5. Seat back must extend vertical from base of seat to drivers 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.

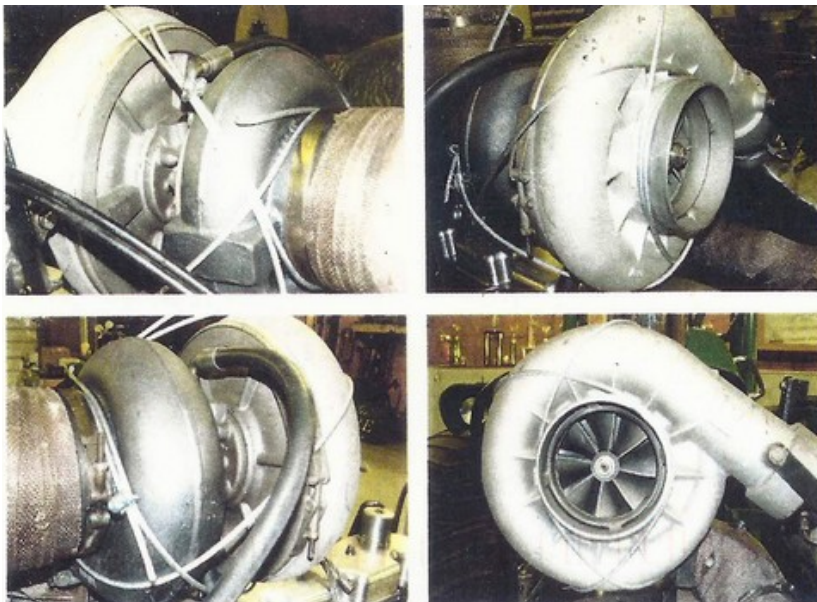
TIRES

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. **Mitas tires are not permitted.**
 - 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. All turbocharged engines must have a minimum of two (2) 3/8" grade 5 bolts in the vertical portion of exhaust. Bolts must be installed 90 degrees to each other within one inch (1) of each other **OR a billet steel cross/cage incorporated into the exhaust outlet supplied by the turbocharger manufacture.** (Dimensions still in process)
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. Any single turbo (Larger than 3.0" in diameter) must have a minimum of 1/8" cable wrapped around the 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.



4. All supercharger/procharger drive components must be shielded on top and sides with .060" steel or 1/8" aluminum. Side is defined as to 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 blower to 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.

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

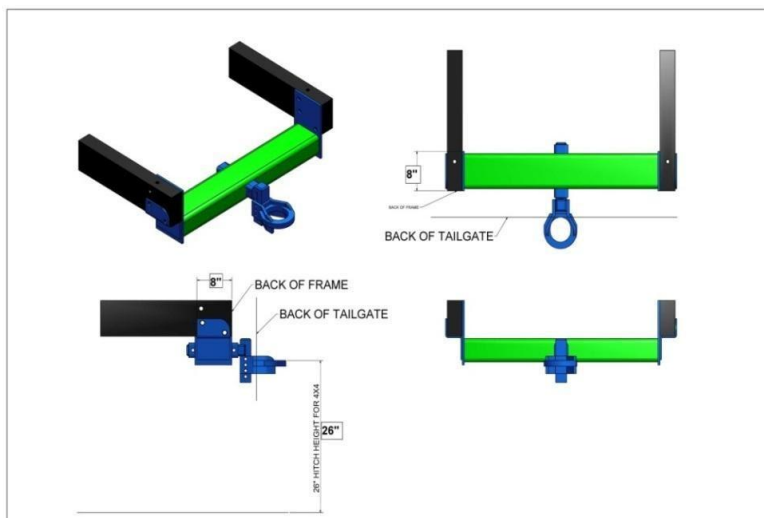
The fuel must be pump #1/#2 diesel only. Soy/BioDiesel fuel is permitted. Off-road diesel fuel is prohibited. **NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.** Fuel tanks must be OEM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