

USA-EAST RULE BOOK FOR 2017

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GENERAL RULES

SEE INDIVIDUAL CLASS RULES FOR SPECIFICS FOR THAT CLASS

- 1. Fire suits are required, minimum SFI 3.2 in flip top bodied vehicles without a fire wall or working doors, the driver will be required to wear an SFI driving suit. Fireproof gloves, fireproof head sock, and fireproof shoes must meet SFI Spec. 3.3. All helmets must meet Snell 85 minimum, or SFI Spec. 31.1, 31.2, 41.1 or 41.2.**
- 2. Pulling vehicles are required to have a minimum of a 2-½ lb. fire extinguisher. Extinguishers must be within reach of driver.**
- 3. Vehicles must have a safety switch. This safety switch must ground the ignition and the electric fuel pumps on spark ignition motors and shut off the air intake on diesel motors.**
- 4. No batteries are allowed inside the cab of the vehicle.**
- 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.**
- 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. Drivers must be seated and in control of the pulling vehicle any time the motor is started or being started.**
- 10. The tech person or presiding official has the right to stop and disqualify any Competitors or pulling vehicle they feel is unsafe.**
- 11. Any Competitors found under the influence of intoxicating agents before or during competition will be disqualified.**
- 12. Seatbelts are required to meet or exceed 16.1 SFI Spec on all driver restraint assemblies except for street licensed trucks where the normal seat belt and shoulder harness is acceptable.**
- 13. 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 6 inches of hooking point.**
 - 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.**
- 14. USA-EAST reserves the right to handicap any vehicle or vehicle type that is dominating a particular class or division. Dominating will be determined by the USA-EAST Executive and Tech Committee. USA-EAST reserves the right to alter rules due to safety concerns or for the betterment of the sport at anytime.**
- 15. 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 a@ 1.888.FullPuL**
- 16. By participating at an USA-East Event, you are releasing all media rights to USA-East Sled Pulling, Inc.**

SAFETY SWITCHES

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. On all spark ignition engines, the kill switch must break 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 drivers seat.
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.

FUEL

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. Acceptable fuels are gasoline, diesel fuel, alcohol and methanol. No fuels in pressurized containers.
2. No oxygen carriers or combustion accelerators permitted. Racing fuel is permitted but not oxygenated racing fuel.
3. No nitrous oxide, nitro methane or propylene oxide. (See individual classes for clarification)
4. Top Lube is allowed, but no nitro base top lube will be accepted.
All competitors are required to report to the scales with full fuel tanks and water/ice if applicable.

Fuel Test Procedure

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

- a) The protested fuel will be drawn directly from the Tank or the Petcock valve.
****This is up to the Competition Director**
- b) The Fuel sample container will be labeled with a seal with the Competition Directors signature as well as Competitors signature.
- c) 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.
- d) Two (2) Styrofoam cups will be used one inside the other. The fuel will be poured into the cups to a minimum of half way on the cup.
- e) A timer will be set for 5 minutes.
- f) At the end of the 5 Minute time the cups will be looked at visually to see if the bottom of the first cup is still intact.
- g) If so then the two Styrofoam cups will be separated and if the bottom of the inside cup is still intact with no fuel penetrating then the fuel in question will be deemed a legal fuel.
- h) However if the inside Styrofoam cup has fuel leaked/penetrated through then the fuel in question will be deemed an illegal fuel.

WEIGHT

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. 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.
2. No vehicle weighing more than the class will be accepted.

3. All ice/water/fuel to be added to the competition vehicle must be present and weighed when the vehicle is weighed.
4. Registered driver of competition vehicle for that pull must be in the driver's seat when vehicle is weighed.
5. Competing vehicle must be weighed before attempting their pull.

BRAKES

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

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 or rear brakes. Driveline brakes are accepted if not stock.
4. 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.

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. 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 vertical over tire in the same configuration as tire.

SEATS

1. All tractors must have a strong, rigid seat.
2. Tip seats will be securely fastened while pulling.
3. Seats must have side rails that are a minimum of four inches above the seat and must extend a minimum of 1/2 the distance from the back of the front edge of the seat.
4. Rails are to be made of 1/2 inch pipe or equivalent.

ENGINES

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. All automotive type engines must be equipped with a stock type Harmonic Balancer. Vehicles 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 shield. Where no shield is present, harmonic balancer must meet SFI Spec. 18.1.
2. 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.
3. 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 block and be securely fastened.
4. Shielding must be made of aluminum or steel (minimum of .060 inch thick).
5. 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.
6. All side shields must be solid.
7. Any engine driven fan must be shielded 360 degrees with 1/16 steel minimum, no less than 1/4 inch past back edge of fan and no more than one (1) inch from the radiator.
8. All diesel engines must have manual three-way dump valve installed ahead of the injection pump, to be operated from the dash panel.
9. All turbocharged engines must have 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.
10. 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.

11. All supercharger drive components must 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.
12. All vehicles using an automotive type supercharger must use an aluminum blower stud, SEMA specs, 6061 T-6 to secure blower to intake manifold. Blower straps meeting a SFI 14.1 Spec. are required at all events and must be SFI approved.

CLUTCHES AND BELL HOUSING

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

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 grade 5 or better bolts to secure plate to bell housing.
2. All automotive type engines using a clutch will use a 1/4 inch, one piece, SFI 6.1 containment bell housing.
3. One cooling hole will be allowed in the bell housings one (1) inch max. diameter. Hole must not be in explosion area of 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.
8. Crower stand adjustment slots will be accepted.
9. Four 3/8" grade 5 or better bolts are required, in top half of bell housing to block. Four additional bolts 3/8" grade or better, will be mounted between existing bolts in top half of bell housing to secure bell housing to block saver plate. Six evenly spaced grade 5 or better bolts are required on bottom half of bell housing.
10. Any vehicle using two blown or turbocharged automotive engine, 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. Billet steel, aluminum or magnesium flywheels will be accepted.
14. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.
15. All competitors will be required to present a signed and notarized document regarding their use of an approved clutch in their vehicle.
16. USA-EAST will reserve the right to inspect any clutch or components at any time.

AUTOMATIC TRANSMISSION

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. The use of torque converters, automatic shifts, etc., will be permitted.
2. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex-plate. No cast iron accepted.
3. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Automatic transmission shield or tractor blanket must meet SFI Spec. 4.1.
4. All vehicles using an automatic transmission will use a positive reverse gear lockout.

DRIVELINE SHIELDING

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" steel or 3/8" aluminum. The inside diameter will not be 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.
2. Maximum length of the driveline on a modified tractor is 48 inches.
3. 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.

4. Loops on all drivelines must be round.
5. All other vehicles not using planetary rear ends must have loops 360 degrees around driveline, 2 inches away from driveline, made of 3/8" aluminum or 5/16" steel, and spaced every 36 inches.
6. 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 u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint. If aluminum is used on u-joint shield, a 1/8" insert will be put inside of shield at u-joint area 6" wide.
7. Any input or output may extend more than 4" to a bearing.
8. 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.

HITCHES AND DRAWBARS

SEE INDIVIDUAL CLASS RULES FOR SPECIFICS FOR THAT CLASS

1. No cam hitches or cam type rear-ends allowed. Hitch must be rigid in all directions. Hitch length or height cannot change before, during, or after the pull.
2. All classes through 7500# must meet the following requirements:
3. 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; pin will be 7/8" minimum.
4. 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
5. All classes 7500# over must meet the following requirements:
6. 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.
7. 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). All drawbars will have an opening minimum of 3.5" X 3.75" inches.

Point of Measurement for Hitch Length -
Hole Size 3.75" X 3.5"



8. Tractors:
 - a. Minimum hitch length is 18" from center of rear axle to hook point measured horizontally.
 - b. Hitch height 20", and must be parallel to the ground within 10 degrees. It is recommended to have hitch cut from one solid steel piece with no welds.
9. Four Wheel Drive Trucks
 - a. Hitch height is a maximum of 26" before, during and after the pull.
 - b. Hitch must be rigid in all directions and solidly mounted to frame.
 - c. Pulling point can be no more than 1 1/2 inches from back edge of hitching device.
 - d. No chain or cable allowed in hitching device.

STABILIZER BARS

SEE INDIVIDUAL CLASS/DIVISION RULES TO SEE IF THIS APPLIES TO YOUR CLASS.

1. Stabilizer (wheelie) bars may in no way be connected to drawbar assembly.
2. Stabilizer bars must support the weight of the vehicle for the heaviest class it will complete in.
3. Stabilizer bars are required in all classes, except for FWD trucks.
4. Tractors
 - a. Modified tractors where hitch and wheelie bars are connected to the same frame - the bars must be fastened at least four inches ahead of the hitch.
 - b. Stabilizer bar will extend a minimum of 32 inches behind the center of the rear axle. Stabilizer bar height is no more than ten inches off the ground. Pads will be allowed from outside of one pad to the other.
 - c. There must be a brace that extends vertically twelve inches from rear most tips of the skid pads.
 - d. There must be a support brace extending inward to frame axle or top of stabilizer bar arms.
 - e. The vertical brace should extend rearward a minimum of two inches from radius of rear tire.

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PULLING CONTEST PROCEDURES

1. **Entry:** 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. Once competitor has registered they shall return to their vehicle and remain there until the vehicle is teched by a USA-East Official.
3. 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.
4. 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.
5. 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.
6. Vehicle may enter more than one class, but may enter only once in each class.
7. Events are 'open to the world' – NO memberships are required to enter. (Certain events may have exceptions...Check with the Full Pull Office 1.888.385.5785)
8. Participant 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.
9. All Competitors must be registered at least one-half hour prior to the pull.
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. 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.
12. Once a Competitor has hooked to the sled, he will not be refunded entry fee money.
13. If puller arrives late (after the class has started) the competitor may NOT compete in the class.
14. The only approved late entries accepted will be those pullers who have made prior arrangements with the registration official prior to arriving.
15. Competitors will earn NO points if entry fee is refunded. This also applies to rain-out situations.
16. Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ.

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. Contestant 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 pulling vehicle at ALL times while engine is running.
6. Vehicle must be in neutral or park while hooking to or unhooking from the sled. Driver must also raise hands while hooking and unhooking.
7. Anyone standing closer than 35 feet from pulling track will be disqualified and shall receive no refund or points and money. Second offense will include \$100 fine and third offense, suspension (TBD) and a \$200 fine. Rule includes 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 video taping 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.

12. Should the head official rule that the first puller did not make an honest attempt, the next puller in line will become the 'test puller' and will have all of the options available to the 'test puller'. This process may be continued (at the option of the head official) until the class is set.
13. 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.
14. 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.
15. 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 option of trying immediately or dropping. This will count as one attempt.)
16. 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 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'.
17. All pulls will start with a tight chain. No jerking of sled. Excessive sled jerking may cause DQ.
18. Excessive loss of liquid will result in disqualification, if vehicle is under the green flag. If 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.
19. Pulling will be over when forward motion stops. Competitors must stop immediately when RED flagged.
20. 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.
21. All pulls will be measured to the nearest ½ inch unless a laser is used.
22. When possible, all contestants must drive on and off the track. Tow starting will be done as a last resort and under track judge's discretion
23. 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.
24. Judges decisions are final and un-appeal able on any point of controversy. Disagreement leading to arguments can result in disqualification.
25. 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.
26. 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.
27. 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.
28. Boundary line and full pull line will be set at 300' long to start the pull. In a pull-off situation even with a floating finish line, the boundary line will be set at 320'. Competitor may not touch white boundary lines at any time even within the added 20' at the end of the track in a pull-off.
29. 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.
30. Any disqualification on the first attempt bars a second attempt unless the class is restarted.
31. The "Test Hook" puller may come back if they go out of bounds on their test hook attempt.
32. 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.

FLOATING FINISH LINE

1. The head official has the right to use a "floating finish line" at any event and with any class within the event. This must be announced to all competitors within that class prior to first vehicle hooking to the sled.
2. A 'floating finish line' may NOT be used for the first sanctioned point class of any session.

3. Should the head official rule that the first puller did not make an honest attempt, the next puller in line will become the 'test puller' and will have all of the options available to the 'test puller'. This process may be continued (at the option of the head official) until the class is set.

PULL-OFFS

A FULL PULL IS ALWAYS 300' AT ALL USA-EAST SANCTIONED PULLS EXCEPT WHEN A 'FLOATING FINISH LINE' IS UTILIZED

1. The full pull line is always 300' unless the track length cannot safely be set at 300' in such instance the full pull line may be less than 300'. When the full pull line is less than 300', the head official must announce this at the driver's meeting.
2. Each competitor will have two (2) attempts to make a measurable pull defined as a pull where the front of the vehicle does not pass the 100' mark. The competitor must actually hook to the sled and make a measured pull in order to be afforded his second attempt.
3. Each competitor in a pull-off will have three minutes from the time that the sled is set to hook and make a measured pull. A puller in the pull-off may NOT utilize his 'second attempt' in order to gain an additional three minutes.
4. In a pull-off each Competitors will hook in the order they pulled in the original class. NO dropping of positions is allowed in a pull-off.
5. If the track officials believe that an error has occurred in sled setting, pull-off may be restarted. In this case, the first Competitors may return immediately or drop to last.
6. In a pull-off, a floating finish line will be used for all competitors unless such action would pose a safety hazard. The boundary line is extended to 320' for the pull-off.

POINTS

1. The following is the established point structure
 - ⇒ 1st - 50; 2nd - 48; 3rd - 46 Down by two (2) to 22 points.
 - ⇒ All remaining competitors will receive 20 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 inspects their vehicle.
5. Options in the case of TIES in the point race at season end. Ties will be broken as follows:
 - i. Most number of wins in the season
 - ii. Most number of wins combined with most number of 2nds
 - iii. Most number of wins combined with most 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. Certain Classes may NOT Have Dropped Hook Rule. Look at Individual Class for more information. Pullers should not use the 'dropped hook' as a reason to attend another pull on the same date.
12. A truck may collect points in multiple classes they are legal for but the class they are higher in will be the one used for invitational events.

SUMMARY OF CAUSE FOR DISQUALIFICATION

Disqualifications may result from this list of items, but disqualification is not limited to these causes **ONLY**:

1. Illegal fuel or illegal water
2. Out of bounds - defined as any part of the vehicle touching the boundary line
3. Loss of excessive liquid
4. Loss of weight under the green flag
5. Failure to be Tech Inspected
6. Failure to be properly weighed
7. Loss or failure of safety equipment under green flag
8. Unsafe operation of vehicle
9. Unsafe speed in the pits or leaving the track
10. Unprofessional or unsportsmanlike conduct
11. Intoxication of driver or crewman
12. Illegal equipment
13. Leaving starting line under red flag.
14. Excessive argument with track officials
15. Deliberate delay of event
16. Being too close to the track
17. Attacking an official

PROTEST

1. Protests are available for any violation of the rules or mis-application 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**.
7. a). If protested vehicle is found legal, then fee will be forfeited to person found legal.
b). If vehicle is illegal, then vehicle is disqualified and fee is returned to protester.
8. Fee for protest are as follows:
 - ⇒ Pump or Visual - \$500
 - ⇒ Fuel - \$500 (must be made while vehicle is on pulling track)
 - ⇒ Cubic inch – (with tear down) \$1100. A 1% variance is permitted for wear.
 - ⇒ \$100 from tear down is paid to the official in charge of tear down
9. **ANYONE** causing a disruption during a protest will be disqualified.
10. The officials and the protested are the only people allowed near the vehicle during a protest.
11. 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.

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 vehicle is sold (AND such sale is proven to the satisfaction of the USA-EAST tech and rules committee), vehicle will be allowed to pull, but suspended party is NOT involved with the vehicle in any way.

RAIN-OUT SITUATIONS

1. Any event cancelled 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 cancelled 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. Points will be awarded as 'rain points' regardless of whether or not a puller has actually hooked. All registered pullers in the class will receive the same 'rain' points.
7. When rain points are awarded the entry fee is **NOT** returned.
8. It is a joint decision of the event official and the event promoter as to when a class or session is rained out.



USA-EAST ALL-AMERICAN “SMOKER” TRACTORS {10,000 PS & 9500 SS TRACTORS} ADOPTED: NOVEMBER 17, 2015

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

All tractors not running an approved roll over protection will be required to have a 47.1 SFI Spec. roll-over protection.

1. **Component Tractors are permitted in the “Smokers”.**
2. **A “Smoker Series” Tractor chassis shall consist of the following:**
 - a) **Stock motor block or O.E.M. block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. Approved replacement blocks are acceptable.**
 - b) **Stock transmission housing or an approved O.E.M. replacement.**
 - c) **O.E.M. block cannot be altered in any way externally, except for normal repair or for mounting fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to re-bore motor block.**
 - d) **Frame must remain stock from rear of the engine block to rear of all SS tractors.**
 - e) **Clutch housing, transmission case, rear end housing and axle housing must be O.E.M. No aluminum replacements.**
 - f) **All alterations in this rule concerning stock block or O.E.M. must be approved by USA-EAST.**
 - g) **USA-EAST may restrict the maximum turbo boost in any after-market replacement block.**
3. **Super Stock tractors will compete at 9500 pounds with the following exceptions:**
 1. **Super Stock tractors that are accepted in the NTPA Grand National pre-commitment program for the current calendar year are limited to 9000 pounds.**
 2. **Super Stock tractors utilizing an overhead cam engine are limited to 9000 pounds.**
4. **All Super Stock tractors will be limited to two (2) valves per cylinder.**
5. **One piece main cap bearings allowed, one piece main cap, not considered a girdle.**
6. **“Smoker Series” Tractors must have hood and grill in place as intended by manufacturers.**
7. **Wheelbase: Maximum 114 inches with Maximum Length of thirteen feet from center of rear axle to forward most part.**
8. **Super Stock Tractors (diesel) are limited to no more than 650 cubic inches.**
9. **Super Stock Tractors (diesel) with up to 540 cubic inches are permitted four turbo-charges and may have three pressure stages.**
10. **Super Stock Tractors (diesel) with over 540 cubic inches are limited to three turbo chargers with only two pressure stages.**
11. **All turbocharged engines on “Smoker Series” tractors will have one cable totally surrounding the engine block and head.**
 - a) **The cable will be 3/8 inch diameter and will be between the first and second cylinders.**
 - b) **Cable must pass through the exhaust manifold port area.**
 - c) **Cable must have a minimum of two clamps at all splices.**
 - d) **Cable will have 4” to 6” inches of slack.**
12. **Intercoolers are permitted on Super Stock Tractors.**
13. **All “Smoker Series” tractors must have a shield between driver and tire to consist of a solid barrier between driver and any part of the rear tires, sufficient to support the weight of the driver. The barrier must be a minimum of 6” inches from the vertical out over the tire configured as the tire.**
14. **A deflection shield between driver and engine from top of hood to top of torque or transmission housing or clutch housing is required. Deflection shield must go from side shield to side shield. This also provides a flash fire barrier.**

15. **All Super Stock, Pro Stock, and Super Farm tractors are required to have an approved bell housing blanket that meets the following specifications:**
20 ply ballistic nylon or 20 ply Kevlar style 713 netting construction. 17 inches wide and long enough around the bell housing with 6 inches of overlap, secured with six 2" wide nylon web straps, with a steel "D" ring on one end and sewn the length of the blanket (except overlap area) and long enough to pass back through the "D" ring and to be tied in a saddle cinch and with four two inch nylon webs retaining straps, each at the front and back blanket.
16. **Super Stock Tractors may run up to four turbo chargers, but are limited to three (3) pressure stages.**
17. **No Four-Wheel drive tractors.**
18. **All rules in the general rules section also cover Super Stock tractors, unless otherwise stated.**
19. **Pro Stock and Super Farm tractors may run in the "Smokers", but they must meet any and ALL safety requirements for the Super Stock division. A Limited Pro Tractor is welcome to pull in the "Smokers" but must be a member of USA-EAST in order to enter the "Smoker Series".**
20. **All "Smoker Series" Tractors will run a safety tie bar system or a one-piece frame rail secured to the rear axle housing.**
 - a) **Tie bars will be mounted to axle housing with at least four (4) axle housing bolts.**
 - b) **Tie bars will extend forward of bell housing area and be fastened to the side of the block with a minimum of two 5/8" bolts.**
 - c) **Tie bars will be of sufficient strength to support weight of tractor with the bolts used to split tractor removed.**
 - d) **All safety blankets must be mounted inside tie bar system.**

PRO STOCK TRACTORS in "SMOKERS"

1. **Pro Stock tractors will run within the "Smoker Series" at 10,000 lbs.**
2. **Pro Stock tire size will not exceed 24.5 x 32.**
3. **Pro Stock cubic inch limit may be no more than 680 CID.**
4. **One turbo-charger is allowed, as is one (1) pressure stage and one (1) air compressing device.**
5. **Acceptable fuel is diesel fuel only. Tractor must run the original stock fuel for make and model.**
6. **No combustible agents allowed in water injection.**
7. **Intercoolers are permitted in Pro Stock Tractors**
8. **All Pro Stock Tractors must have SFI approved roll over protection.**
9. **The engine placement can be no farther forward than 60" from the center line of the rear axle.**
10. **The front nose of the crankshaft can be no lower than 4" of the center of the rear axle.**
11. **Maximum wheelbase permitted is 114".**
12. **Aftermarket replacement blocks are permitted. If NOT OEM – block must be approved in advance by USA-EAST.**

ALCOHOL TRACTORS in “SMOKERS”

1. Tractors using alcohol are welcome to compete within the “Smokers”.
2. Tractors using alcohol as a fuel may collect points in the “Smokers” (see below)
3. All alcohol tractors are considered ‘Super Stock’ in this division.
4. Officials may alter the weight for Alcohol Tractors (Domination Rule)
5. Officials may alter the drawbar height for Alcohol Tractors.

ALCOHOL TRACTORS WILL FALL INTO THREE CLASSIFICATIONS OR CATEGORIES:

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

1. Maximum weight to be 9500 pounds.
2. Over head cams are NOT permitted.
3. Normal drawbar height of 20 inches will be utilized
4. Tractor may compete in all (100%) of “Smoker Series” scheduled events.
5. Tractor may collect points in the “Smoker Series”.

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

1. Maximum weight to be 8700 pounds.
2. Over head cams are NOT permitted.
3. Normal drawbar height of 20 inches will be utilized
4. Engine may be equipped with three chargers but is limited to TWO pressure stages.
5. Tractor may compete in all (100%) of “Smokers” scheduled events.
6. Tractor will NOT collect points in the “Smokers”.

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

1. Maximum weight to be 8000 pounds.
2. Drawbar height will be set at 18 inches.
3. Cubic inch limit of 650 cubic inches to be enforced.
4. Over head cams are permitted.
5. Tractor is limited to four turbo-chargers with three pressure stages.
6. Tractor may compete *no more than* three (3) of “Smokers” scheduled events. The owner of the tractor shall decide upon which three events to participate.
7. Tractor will NOT collect points in the “Smokers”

++ Adjustments for the betterment of the class and sport may be made during the season at anytime.++



2017 FULL PULL PRODUCTIONS

LIMITED PRO STOCK – SUPER FARM TRACTOR RULES

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

WEIGHT

Limited Pro Stock Tractors: 8500lbs. Super Farm Tractors: 9500lbs.

Weight may be adjusted through the course of the season in order to keep the class competitive

TIRES

Maximum tire size is 24.5. Double Cut Tires are permitted.

ALL TRACTORS are required to have the following approved safety equipment:

1. Driver's safety uniform shall be the same as Pro Stock Tractor requirements
2. Approved blanket or blow proof bell-housing required. Blanket must be of sufficient size and length to completely cover the 'rear most part' of the bell housing.
3. Clutch must be a high-performance type. Absolutely NO cast iron components allowed.
4. ROPS style roll over protection is required
5. A five-point harness is required (See Pro Stock rules)
6. Approved kill switch is required (See Pro Stock rules)
7. Wheelie bars must support the weight of the tractor
8. All tractors must have side shields
9. All tractors must have fenders
10. The use of front 'skid plates' is recommended and may be mandatory for 2018.
11. Only Three (3) Mechanical Drops per season per tractor will be allowed.
12. The USA-EAST ONE (1) "Dropped Hook" rule will apply to this class in 2017.
13. Hot Farm Tractors are permitted to "Bump Up" to this class in 2017 without prejudice.
14. All Tractors 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.
15. Pro Farm Tractors (Ohio rules) will be permitted to enter this class but must maintain their normal 3000rpm limits. . Pro Farms will not collect points nor will they influence the LP/SF point race in any way.
16. OSTPA and/or NTPA Light Pro Tractors may enter up to two (2) events per tractor using their established rules and regulations. These tractors must weigh no more than 8500 pounds and will utilize a 19" drawbar but will not influence the point race in any manner. Drawbar may be adjusted at any time by USA-EAST officials.

LIMITED PRO TRACTORS at 8500 pounds

1. 540 cubic inch maximum
2. No overhead cams. No component rear ends. No aluminum heads. No Intercoolers.
3. Must use an OEM Style Cast Head and Block. No Billet or Aluminum. OEM Style stock head for the series of engine used is required. OPTION: A Re- Cast Head/block may be used but must remain within 1/2" of factory dimension specifications for the OEM head. No Billet or Aluminum recast heads/blocks.
4. Diesel is the only approved fuel – use of ALCOHOL is strictly prohibited in either the fuel or the water injection. Each tractor is subject to both fuel and water sampling at each event. Failure to submit to immediate testing will result in disqualification from that event and barring from competition for the remainder of the season.
5. Pressurized containers for fuel are not permitted.
6. Any tractor using a deck plate must be cube checked prior to the 1st day that the tractor is entered into competition by a certified official and at the full cost to the owner of the tractor. This may not be done on the same calendar day as competition!!

7. All tech inspection will occur on the ground not on the trailer...Unless necessitated by inclement weather.
8. Tractors are allowed a single (1) turbo charger with any manifold modifications necessary to the mount the turbo charger. Manifold pressure may be a single stage only.
9. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump.
10. 'A' PUMP: Only one plunger per cylinder and one injector per cylinder are permitted. All 'A' pumps must be derived from the German Bosch design. Pumps must maintain stock dimensions. Fuel pumps may not be girdled.
11. No sigma pumps OR MW pumps are permitted.

SUPER FARM TRACTORS at 9500 pounds.

1. 640 cubic inch maximum
2. **No** overhead cams. **No** component rear ends. **No** aluminum heads. Intercoolers are permitted.
3. Must use an OEM Style Cast Head and Block. No Billet or Aluminum. OEM Style stock head for the series of engine used is required. **OPTION:** A Re- Cast Head/block may be used but must remain within 1/2" of factory dimension specifications for the OEM head. No Billet or Aluminum recast heads/blocks.
4. Any tractor using a deck plate must be cube checked prior to the 1st day that the tractor is entered into competition by a certified official and at the full cost to the owner of the tractor. This may not be done on the same calendar day as competition!!
5. Intake will be limited to a Maximum O.D. Size of 3.75" measured at the manifold attachment point with one inlet pipe only.
6. Diesel is the only approved fuel – use of ALCOHOL is strictly prohibited in either the fuel or the water injection. Each tractor is subject to both fuel and water sampling at each event. Failure to submit to immediate testing will result in disqualification from that event and barring from competition for the remainder of the season.
7. Turbo housing may not be altered to accommodate a smaller foot or base. Such as a T18 with a smaller foot or base welded to it.
8. All tech inspection will occur on the ground not on the trailer...Unless necessitated by inclement weather.
9. Exhaust housing bolt pattern shall be no larger than 2.75 x 3.5 inches.
10. **INTAKE –**
 - a) Intake housing to be no larger than 3" at the face of the wheel.
 - b) Compressor wheel tips must protrude into 3" bore.
 - c) Map width enhancement of .200" Maximum is permitted. Must be in OEM location
 - d) All Air flow must go through the turbo intake and map ring, no other air flow will be permitted IE. Drilled holes around the turbo intake
11. **EXHAUST –**
 - a) Turbine wheel to be no less than 2.90" in diameter at intersection of turbine wheel face and tip diameter.
 - b) Turbine housing to be no larger than 3" at intersection of turbine wheel face and tip diameter.
 - c) All turbine wheel blades to protrude 1/8" into 3" bore. All air must exit through 3" opening.
 - d) Exhaust housing will be measured at intersection of turbine wheel face and tip diameter.
12. No waste gates permitted.
13. No variable geometric turbo charger permitted.
****Tech Officials reserves the right to refuse any turbo charger that is in question based on the above specifications.**
****Any 2nd turbo disqualification will lead to a year and ten day suspension.**
14. P-pump with 1 plunger per cylinder. No sigma pumps OR MW pumps are permitted. Pumps must maintain stock dimensions. Fuel pumps may not be girdled.

FUEL TESTING FOR LIMITED PRO AND SUPER FARM TRACTORS

- Will Occur a minimum of two (2) times each season
- The top five tractors will be checked at the conclusion of the class
- **PROCEDURE:**
 - ✓ Top 5 Tractors will be held at a designated “Holding Area” with a USA-Tech Official present the entire time
 - ✓ Any tractor/owner choosing NOT to comply with the fuel testing will be disqualified for that event and will lose all purse money and points. Said tractor/owner will be subject to random fuel testing for the remainder of the season.
 - ✓ At the conclusion of the class those five tractors will have a fuel sample obtained from the “T-Valve/Petcock” injection pump return line into a clean sample container and marked with that tractors name.
 - ✓ Samples will be placed into a carrying container and then transported to the Designated Fuel Testing area.
 - ✓ Fuel samples will be then tested using the established USA-East Fuel Testing Procedures as outline in the General Rules Section of the rulebook.
 - ✓ Any tractor FAILING the Fuel Test will have all Points & Prize money taken away for that event.
 - ✓ Any Subsequent violation will result in a One Year and ten day banishment from pulling with USA-East/Full Pull Productions events.
 - ✓ Decisions by the Competition Director or their designee are FINAL. There is no recourse or appeal process implied or used.
 - ✓ One (1) Member of the pulling tractor team may accompany the Competition Director or their designee during this procedure. No other Competitors, Fans, Owners, Media etc. are permitted.
 - ✓ Results will be shown as a Pass or Fail with no additional comment from officials.
- It is noted that any tractor is subject to Fuel Testing at anytime

PROTESTS

- All protests will follow the established and prescribed rules.
- All protests must be made in writing and on the proper form and must be signed by the protestor and must be submitted within five (5) minutes of the end of the class that is being protested. Fee for protests are as follows:
 - Visual: \$500
 - Fuel: \$500
 - Cubic Inch (teardown): \$1100
- All Protest must be paid in CASH. Only one person shall sign the protest form.
- \$100.00 from protest fee for teardown is paid to the official in charge of the teardown. Remainder of teardown fee is returned to protestor or given to protested party pending the outcome of teardown.



Big RigsSM Pulling Series

COMPETITION RULES FOR 2017

ADOPTED: November 30th, 2017

The rules promulgated in these semi truck pulling rules are intended as guidelines for the sport of Big Rigs Modified Semi Truck pulling. All rules for this class have been prepared by and adopted by USA-EAST SLED PULLING for the 2017 season. Rules and implementation of same are strictly the responsibility and duty of Full Pull Productions, Inc. and the USA-EAST sanctioning body.

Each owner or driver who participates in pulling events operated under these rules is fully responsible for maintaining the safety of his equipment throughout the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each of the pulling events in the 2017 will be sanctioned through USA-EAST SLED PULLING.

**IN ORDER TO COLLECT POINTS IN THE BIG RIGS PULLING SERIES IN 2017
A VALID MEMBERSHIP WITH USA-EAST IS REQUIRED**
TRUCKS ARE PERMITTED TO ENTER AND COMPETE WITHOUT ANY MEMBERSHIPS
*Certain events may require vehicle to have participated in earlier USA-East Events in 2017
Contact the Corporate Office for any questions.*

A. GENERAL RULES

1. Vehicle must be stock appearance for that year, model and make of truck.
2. All competition vehicles must have a firewall between the engine compartment and the driver's compartment. No holes except for controls. Holes must be no larger than one-half inch larger in diameter than the control that passes through.
3. Driver in POINT EVENTS must wear an approved fire suit and an approved helmet. Driver must wear driving shoes or leather boots. No sneakers or tennis shoes are permitted. Driving gloves are required and a fireproof head sock must be worn.
4. All competition vehicles must have universal joints shields. Any shaft longer than ninety inches must have safety loops. Driveline shields must be 360 degrees with a minimum of 5/16th steel.
5. Fans must have fiberglass blades. A complete shroud must encircle the fan area (360 degrees) and be securely attached. A heavy fiberglass shroud is highly recommended.
6. All vehicles must have working brakes on all rear wheels.
7. All exhaust systems must discharge vertically. No rain caps are permitted. Turbo-charged engines must have two 3/8 inch grade five bolts in some portion of the exhaust pipes. These bolts must be installed within 1" of each other and at a 90 degree angle to each other.
8. A fire extinguisher (minimum 2.5 pound dry-powder type) is required and must be in working order with gauge fully charged. Fire extinguisher must be within reach of the driver.
9. All vehicles must be equipped with a securely fastening lap belt with a quick-opening clasp. The lap belt must be used when the vehicle is hooked to the sled.
10. All vehicles must be in neutral when being hitches or unhitched from the weight sled. Driver's hands must be off the steering wheel and visible to the track official at the same time.

B. AXLES

1. Only tandem drive axle semi trucks will be permitted to compete. No front wheel drive will be permitted. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.) will be permitted to compete.
2. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted.
3. The rear drive axle must be secured tightly by chain or other device to the frame to maintain the legal hitch height while hooked to the sled; no devices may be used that may alter the hitch height while semi is pulling. Chain binders are NOT permitted. At no time may rear axles lose contact with the ground while the truck is hooked to the sled.
4. Suspension components cannot exceed farther than 18" from the centerline of the front drive axle. All cylinders air, hydraulic, etc. used for suspension must be mounted vertically.

D. ENGINE AND TRANSMISSION

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

F. HITCH

1. All BIG RIG trucks are required to have a frame mounted hitch assembly. Hitch can have no connection to rear axle or bumper bar assembly.
2. Hitch may be no shorter than 34 inches, measured from the center of the rear axle to the point of hook, and no longer than 30 percent of the wheelbase.
3. A minimum of 3 3/4 inch hole required for chain hook
4. Hitch must be a minimum of three square inches of total material (steel) at any point. This includes the area of the pin with the pin removed.
5. The hook point can be no more than two inches from the back edge of hitching device.
6. Maximum hitch height 18 inches and be adjustable from 16-20 inches. The area five inches wide and 12 inches high directly above the drawbar must be free of all obstructions. (including weights)
7. No chains or cables are permitted
8. Trucks are required to pull from the standard 46 inch sled chain.

G. KILL SWITCH

1. All vehicles must have an operable kill switch on the right side of hitch and located directly in line with the point of hook. A minimum of a two inch solid ring is required for connection with a minimum of 1/8 inch cross sectional thickness. The sled cable will be attached to this ring.
2. On all diesels, the kill switch must activate the air shut-off. Shut-off must be placed ahead of any turbo-chargers. A cable may be used for this purpose, but must have positive-type enclosed cable for the shut off. This cable must be 100% free of any obstructions. The cap must have a spring-loaded closing mechanism. System to be deemed acceptable must at least prevent any building of boost. It is recommended that a gasket/seal arrangement be used to more effectively shut off all air flow. Control for the driver will not be the same as for the sled.
3. Diesel engines with an electric fuel pump must have a break-away plug that will attach to the kill cable. This break-away plug must break all contact to the fuel pump and cause the fuel pump to immediately stop.
4. Diesel engines are required to install a minimum of a manual ball shut-off ahead of the fuel supply that can be operated within easy reach of the driver.
5. On all spark ignition engines, the kill switch must break or ground the ignition. Vehicles equipped with spark ignition and electric fuel pumps must also break current to the fuel pump.
6. All Big Rigs semi trucks running for POINTS must be equipped with a master electrical disconnect.

7. Ignition engine must have a bar-type master shut-off switch within easy reach of the driver.
8. Kill switch ring must be secured with a single nylon tie wrap (1/8"). The tie wrap must be broken in order for a re-pull to be approved.

H. TIRES

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

I. WEIGHTS or ADDED BALLAST

1. Maximum weight for any truck will be 20,000 pounds. Scales will be used at all POINT events.
2. Weights cannot extend rearward more than 51 inches from the center of the rear axle. (weights included)
3. Weights cannot extend more than 24 inches from the farthest point forward of the vehicle.
4. Weights must be securely mounted. If weight hits the track during competition (under the green flag), vehicle will be disqualified.
5. Weights must not interfere with the hooking of the sled to the hitch.
6. No moveable weights are permitted during competition. (Such as hydraulic controlled weight racks or boxes).

WATER INJECTION SYSTEMS

Alcohol in any form is strictly banned from use in The Big Rigs Pulling Series. The water injection system may be tested at any time to determine the presence of alcohol.

FUEL TESTING PROCEDURES

1. All forms of nitro-methane including nitrous oxide and propylene are illegal as a fuel or as a fuel additive for pulling competition. Legal fuels for diesel engines are diesel fuel, soluble oil and water. NOTE: Two-cycle oil has also been used in the past and will be permitted in 2017.
2. Officials have the right to check fuel at any event and at any time that they deem necessary.
3. Any registered competitor may file a protest along with a cash fee of \$500.00 to force a fuel check on any other competitor at any time. Costs of conducting a 'lab testing' may be deducted from the protest fee.
4. The engine must be running when the fuel sample is collected. It is mandatory that a qualified driver be seated behind the wheel during this process.



PENNSYLVANIA POSSE SEMI TRUCKS FULL PULL PRODUCTIONS, INC.

ADOPTED: November 12, 2015

THE CLASS IS OPEN TO 'ALL' IN 2017.

USA-EAST MEMBERS (ONLY) WILL BE PERMITTED TO HAUL THEIR TRUCKS TO THE PULL SITE.

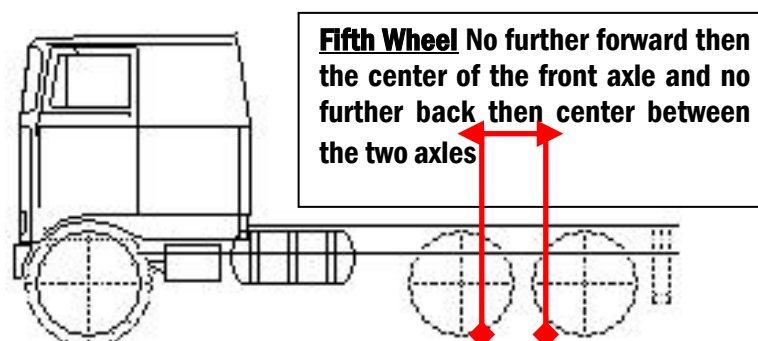
USA-EAST MEMBERS (ONLY) WITH COMPLETE APPROVED SAFETY EQUIPMENT WILL NOT HAVE TO LICENSE THEIR TRUCKS.

GENERAL RULES

- 1. Vehicle must be stock appearance for that year, model and make of truck. All Trucks must be licensed and inspected & insured.**
- 2. One production-available commercial truck engine ONLY will be permitted. Engine must have been available in over the highway road use trucks. No multi-engine vehicles may enter any competition. No non-commercial truck engines (car, pick-up truck, military, aircraft, etc.) are permitted. No specialty engines such as Arias, Keith Black, Rodeck, etc. are permitted. The stock motor block or O.E.M. block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. Maximum Cubic Inch Limit is set at OEM Stock CI for Engine. (Variance of 1% allowed for wear) NOTE: The legality of the Cummins QSK-19 has been approved since 1998 and is non-contestable.**
- 3. Electronic engine control (ECM) must use factory (ECM) with Factory connections. All Engine control must come from the factory (ECM). A Cummins engine must have a Cummins ECM - A Detroit must have a ECM - A CAT must have a CAT ECM, etc.**
- 4. All competition vehicles must have a firewall between the engine compartment and the driver's compartment. No holes except for controls. Holes must be no larger than one-half inch larger in diameter than the control that passes through.**
- 5. Driver must wear an approved driver's jacket and long pants. Driver must wear driving shoes or leather boots. No sneakers or tennis shoes are permitted.**
- 6. All fans must have fiberglass blades. A complete shroud must encircle the fan area (360 degrees) and be securely attached. A heavy fiberglass shroud is highly recommended.**
- 7. All vehicles must have working brakes on all rear wheels.**
- 8. All exhaust systems must discharge vertically. No rain caps are permitted. Turbo-charged engines must have two 3/8 inch grade five bolts in some portion of the exhaust pipes. These bolts must be installed within 1" of each other and at a 90 degree angle to each other. May utilize a hood stack must be a minimum of 12" from hood line to top of stack. If using hood stack two 3/8 inch grade five bolts must be place as close as possible to the exhaust side of the turbo. These bolts must be installed within 1" of each other and at a 90 degree angle to each other.**
- 9. A fire extinguisher (minimum 2.5 pound dry-powder type) is required and must be in working order with gauge fully charged. Fire extinguisher must be within reach of the driver.**
- 10. All vehicles must have an operable kill switch on the right side of hitch and located directly in line with the point of hook. A minimum of a two inch solid ring is required for**

connection with a minimum of 1/8 inch cross sectional thickness. The sled cable will be attached to this ring. (Vehicles running for points or running over factory RPMS must have this)

11. All vehicles must have a master battery disconnect switch located on the driver's side that is marked. (Vehicles running for points or running over factory RPMS must have this)
12. On all diesels, the kill switch must activate the air shut-off. Shut-off must be placed ahead of any turbo-chargers. A cable may be used for this purpose, but must have positive-type enclosed cable for the shut off. This cable must be 100% free of any obstructions. The cap must have a spring-loaded closing mechanism. System to be deemed acceptable must at least prevent any building of boost. It is recommended that a gasket/seal arrangement be used to more effectively shut off all air flow. Control for the driver will not be the same as for the sled.
13. Diesel engines with an electric fuel pump must have a break-away plug that will attach to the kill cable. This break-away plug must break all contact to the fuel pump and cause the fuel pump to immediately stop.
14. Water injection is permitted. Competitor may be required to drain water and use Sanctioning body supplied water. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbo-charger or any part of the air intake system.
15. No pump may be modified with Sigma parts. No Billet fuel pumps.
16. The use of a P-Pump is allowed for all tucks. Must not be larger than a P7100.
17. Ice Water Intercoolers are permitted. Must cross scales with ice.
18. Turbos are limited to single O.E.M. style Turbocharger with an 4.1" inch maximum inducer bore on the atmosphere turbo with O.E.M factory exhaust wheels. The bore will be measured using a 4.2" inch slug. Map width enhancement of .180" maximum is permitted which must be in the O.E.M. location. No type of non-O.E.M Housing permitted nor are design modifications to allow a larger wheel to be used in the turbo housing. No Clipped or cut wheels. Exceptions: A factory 2005, 2006, 2007, 2008, 2009 & 2011 CAT twin turbo engine is permitted with the factory-installed non-altered turbos. A truck running an engine under 650 cubic inches permitted to run twin turbos.
19. Center line of rear axle to hook point on the semi hitch must be no greater than 7 feet.
20. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled.
21. Fifth Wheel Position- Kingpin/Fifth wheel plate position No further forward then the center of the front axle and no further back then center between the two axles
22. Tandem axle spacing must be between 60" and 52"



LEGALITY OF ENTRY

All trucks must be licensed for the highway and must be driven into the event site. The driver must have current and valid state issued driver's license. All entries must be a Street Licensed Semi Truck. The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid CDL license. Truck must be capable of pulling a trailer on the highway. All trucks running for points must pass "Super Tech" before any points will be awarded. (USA-EAST members (only) will be permitted to haul their trucks directly into the pull site. USA-EAST members (only) do not have to license their trucks as long as their truck is equipped with the complete list of safety items.)

SAFETY CONSIDERATIONS

No riders are permitted in truck during pull attempt. Driver may not leave the driver's seat while vehicle is on the pulling track. Driver will take all direction from the flagman on the track.

HITCHES

Trucks are required to have their own hitching device that is subject to approval by the head tech official at each event. This hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so that the height from the ground to the point of hook is between 18" and 14" + or - 1". The hitch will be measured immediately before the semi hooks to the sled. Hitch design will follow the standard Full Pull Productions Style Hitch.

WEIGHT OF TRUCK (20,000 LB. MAXIMUM)

The truck shall appear 'road ready'. Special trucks, such as oil field trucks that carry additional weight that is not normally found on a 'road ready' truck are not permitted in this class. The promoter may weigh any truck at any time. Weight will be 20,000 pounds (+/- 2%) for ALL competition trucks. Any truck weighing more than 20,401 lbs. but less than 20,800 lbs. may be permitted to participate at the Competition Directors discretion hitch will adjusted down minimum of 2 inches (this is one time courtesy—if collecting points only hook points will be given). Truck may have a weight bar with removable weight on the back of the truck—maximum weight permitted is 600 Lbs. on weight bar. Weights or weight bar cannot interfere with hooking to the sled or kill switch. Weights & weight brackets cannot extend more than 51" rearward past the center of the rear drive axle.

The weights must be used in the two following ways:

1. 6 - 100 Lbs Weights
2. 12 - 50 Lbs. Weights

AXLES

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



SUPER MODIFIED FWD TRUCKS (RWYB)

(Gas, Diesel, Alcohol)

General Rules for 2017 Season

ADOPTED: November 25, 2017

USA-EAST OFFICIALS RESERVE THE RIGHT TO ALTER THESE RULES BEFORE OR DURING THE SEASON IN ORDER TO DEAL WITH SAFETY RELATED ISSUES OR TO INSURE THE COMPETITIVE NATURE OF THE CLASS.

This is an open modified 4x4 truck class available to owners of trucks that have been specifically built for pulling. Trucks may be hauled to the pulling site.

The provision for 'bumping up' from other FWD CLASSES lies with the head official and may or may not be available at every event.

'RUN WHAT YA BRUNG' SERIES FOR 2017

Weight and Hitch Height (FWD Trucks) :

- **Naturally aspirated gas or alcohol (with cast iron block & stock spacing): 7600 pounds and 28" hitch height**
- **Naturally aspirated gas or alcohol (with aluminum block): 7600 pounds and 27" hitch height**
- **Naturally Aspirated GAS with Nitrous Oxide System: 7300 pounds and 26" hitch height (Bore spacing alterations permitted)**
- **Naturally Aspirated GAS with Nitrous Oxide System running cast iron block: 7600 pounds and 26" hitch height.**
- **2.6 Diesel: 8000 pounds and 26" hitch height**
- **Any Single Turbo Diesel/Gas Truck: 7600 pounds and 26" hitch height Running with Cut Bar Tires**
- **Any Single Turbo Diesel/Gas Truck: 7800 pounds and 26" hitch height running with DOT Tires**
- **Super Stock Diesel: 7600 pounds and 24" hitch height**
- **Super Charged gas or alcohol with cast iron block & stock spacing (under 500 cu.in): 7600 pounds and 26" hitch height stock block**
- **Super Charged gas or alcohol (572 ci max) weigh 7200 pounds and 26" hitch height**

Weight and Hitch Height (Two Wheel Drive Trucks):

- Standard type pickup truck bodies, ie: No "T" Bucket, open cab trucks etc.
- Turbocharged Diesel or Gasoline engines are permitted 7600 lbs. 30" hitch height
- Super Charged with Max. wheelbase of 147" (Max. 550 cu.in w/8-71 Blower) 7600 lbs. with 30" hitch height.
- Super Charged with Max. wheelbase of 165" (Max. 575 cu.in w/Max 14-71 Blower) 6200 lbs. with 30" hitch height.

Weights may be altered at any time for the betterment of the sport/class.

Weights:

Added weights are permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Any loss of ballast while hooked to the sled is cause for disqualification. No fuel or water/ice may be added to the truck after it has crossed the scales.

Hitches:

The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. The hitch must be horizontal to the ground and stationary in all directions. The hooking point must have a minimum 3.750 inch inside diameter opening for the sled hook. The hooking point will be measured to the rear of the opening in the clevis/hook loop. The area where the hook point is at must be free and clear of any obstructions. No lever, pivot, axis or other types of 'trick' hitches are prohibited. No vertical hitches, all hitches must be 33 degrees or less parallel to the ground. A second hitch is not required in this class. Owners of trucks with a second hitch must assure that the second hitch is 'taped off' - this is the owner's responsibility.



Throttle:

Either the normal foot throttle or an approved spring-loaded hand throttle will be permitted in this class. (See General Rules)

Kill Switch:

All trucks must be equipped with a Kill Switch per USA-EAST General Rules.

Tires:

All forms of pulling tires are permitted including Bar tires, Cepeks, cut tires, etc. Tires may be no more than 36 inches tall.

Mini Trucks:

Mini Trucks (S-10, Ranger, Dakota, etc.) are permitted to run V-8 engines - location to be the same as full-sized trucks.

Engines:

- **GASOLINE or ALCOHOL ENGINES** may utilize a single super charger or a single turbo charger. Screw type blowers are not permitted. Fuel injection is permitted. Aluminum blocks and aluminum heads are permitted. Bore spacing may be altered. All NTPA necessary safety equipment and restraints on the super charger must be followed. A single turbo charger is also permitted in this configuration. Super charged or turbo charged engines are limited to 572 cubic inches.
- **DIESEL ENGINES** are restricted to 6 cylinder and 8 cylinder compression ignition engines. Class maximum of 450 cubic inches will be enforced. Diesel engine must have been available in a one ton or less truck from the factory. Sigma fuel pumps are permitted. Water injection is permitted. The fuel must be pump #1/#2 diesel only. Soy or Bio-diesel fuel is permitted. Diesel engines may use an unlimited size single (1) turbo charger. A Diesel engine truck running without a muffler must have cross bolts installed in their exhaust system.

EXCEPTION: Any diesel/gas truck running more than one Turbo chargers in any configuration will hook with a 24" drawbar at 7600 pounds.

All inline turbocharged engines must have one cable totally surrounding the engine block and head.

- The cable will be 3/8 inch diameter
- Cable must have a minimum of two clamps at all splices.
- Cable will have 4" to 6" inches of slack.

Master Cutoff – Diesel Engines:

A sled- and driver- operated spring loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring.

Fuel cutoff – Diesel Engines:

All trucks must be equipped with a driver operated fuel shutoff capable of blocking fuel flow to the injection pump. A three-way dump valve is required.

Driveshaft Loops:

All trucks must have at least six inch wide u-joint shields around the rear u-joints constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Flywheel Shield:

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

Transmission, Manual:

After market transmissions and transfer cases are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles that are collecting points. All transmissions must be clutch assisted. Sequential shifters are prohibited.

Transmission, Automatic:

Aftermarket transmissions are permitted. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield, appropriately labeled as meeting SFI Spec 4.1 and extending from the rear of the block to front of tail housing with a minimum six inch overlap where it is fastened, is permitted. 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. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Nitrous Oxide

Nitrous Oxide * is permitted for use on any naturally aspirated gasoline engine. This may not be used with alcohol or with any turbo charged or super charged engine.

Other Fuels and additives:

Propane/ NOS *, etc. is prohibited on any engine. System components used for these banned substances must be fully removed from the truck other oxygen extenders are prohibited such as propylene oxide additives. Racing fuel is permitted. Fuel checks may be taken at any time by the officials.

Batteries:

Batteries must be securely mounted; cannot be located in the driver compartment.

Exhaust:

- ⇒ The exhaust on a GASOLINE or ALCOHOL vehicle may exit downward at the back of the truck or directly out the back of the truck or straight up through the hood of the truck or straight up at the back of the cab.
- ⇒ All DIESEL vehicles must be equipped so as to direct exhaust upward. Exhaust through the hood is permitted. Two 3/8 inch diameter bolts must be placed in a cross pattern within one inch of each other as close to the final turbo as is practical

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

Wheelbase:

The minimum allowed wheelbase is 90 inches; the maximum allowed is 180 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using an X pattern (LF-RR and RF-LR). The maximum tread width is 102 inches. Extending rear wheels beyond the OEM position is permitted.

Suspension:

No suspension is required. A solid suspension is permitted. Lift Kits are acceptable.

Body & Frame:

A tube frame is permitted. A Fiberglass body with working doors and complete firewall that seals the driver's compartment is acceptable.

Floor:

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

Firewall:

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

Helmet:

Driver must wear a helmet meeting Snell 85, 90, 95, 2000, K98 or SFI Spec 31.1

Fire suit:

Fire suits are required at a 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.

Driver Restraint System:

The OEM restraint system is mandatory and must be worn. A five point safety harness is highly recommended in the class.



SUPER STREET GASOLINE SSG 4x4 TRUCKS

Adopted November 30, 2017

The rules promulgated in these rules are intended as guidelines for the sport of Super Street Gasoline 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

CLASS REQUIREMENTS

Super Tech:

All trucks running for points must be "Super Teched" before the first event or they will not be eligible to collect points until they have completed the process. There will be a Super Tech/Cubic Inch day on a non-pull day for the class in 2017.

Cubic Inch Testing:

A cubic inch limit of 540 with a 1% variance will be enforced in the class. All trucks compete for purse monies will be subject to a Cubic Inch Test prior to receiving any purse monies. A Truck may enter the class as an exhibition truck .

Weight:

6300 lbs. maximum weight with driver. All vehicles must cross the scales prior to participating. Fuel and water may not be added after crossing the scales - except if qualified for a pull-off.

Ballast:

Additional added weight is permitted. Hanging weights and brackets may not extend more than 195 inches from the centerline of the rear axle. Trucks with longer wheelbases are welcome to participate and may place weights securely fastened inside the engine compartment, but not inside the cab.

Body/Chassis:

Truck exterior must be stock in appearance. Body and frame and engine must be from the same OEM Manufacturer . No mini truck body or frames (i.e. Ranger, Dakota, s-10). The complete truck body must have factory sheet metal and factory glass windows. The cab must have O.E.M. firewall and O.E.M. floor for safety. Bed floor, inner and outer skins must be of O.E.M. or O.E.M. replacement material. A truck with no bed floor will be allowed as long as there is 200 pounds of weights located over the center rear axle - these weights must be verifiable. other design modifications to reduce weight are not permitted. Wooden flatbeds are permitted as long as they are factory built or heavier than factory built. Wooden flatbeds must be preapproved by the USA-East tech committee prior to the first event the truck participates in and will be subject to a weight handicap. Fiberglass hoods and fiberglass hood scoops are permitted. Fiberglass body panels are not permitted unless they are O.E.M factory parts for the make and model of the truck and used as the manufacturer intended.

Frame/Suspension:

Factory full size truck O.E.M. frames are required. Altering the frame length is not permitted. Frame strengthening such as gusseting and ladder bars is acceptable. No tube frames or homemade frames are accepted. a solid blocked rear suspension is permitted. Must still use O.E.M. mounting points. The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. lift kits are acceptable. If air bags are used valve must be at bag.

Wheelbase:

The vehicle must retain the original factory wheelbase (+/- 1"); the wheelbase must be compatible to the body used.

Engine:

The maximum cubic inch will be 540 Cu.In. Provisions must be made to put on a "seal" on the engine after the truck has been cube checked. Competitors must be able to have their engine pumped at ANYTIME during the pull season. A 1% variance will be permitted. Engine must remain in the stock location. No aluminum engine blocks are permitted unless O.E.M. Cast iron blocks only, aluminium intakes are permitted. Any cast iron or conventional type aluminium cylinder heads permitted. No pro stock type cylinder heads (i.e. "big chief", "big duke", "c-head", "hemi", "blue thunder pro stock style heads", etc.), no billet heads. No sheet metal, or tunnel ram intakes permitted. Dry sump oiling systems permitted. Dominator carbs are permitted. No turbos, superchargers, injection, efi, split or dual carbs. One spark plug per cylinder. Open headers are approved. Engine exhaust must be routed in following ways:

- 1). Engine exhaust may be routed vertically up thru the vehicles hood. The exhaust must be minimum 6" higher than the hood when the hood is in the closed position.
- 2). Exhaust routed under the vehicle must exit under the cab and but before the rear axle.
- 3). Factory type Configuration

Swaps between manufacturers are not permitted.

NOTE: Small block engine under 480 cubic inches allowed any heads.

Kill Switch:

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

Fuel and Fuel Tanks:

Gasoline is the only type fuel permitted. Turbo-blue and cam-2 are permitted. E-85 (ethanol) is permitted. Absolutely no alcohol, no propylene oxide additives or the like. Fuel tanks must in the stock location or may be in the bed. **Exception:** fuel tanks may also be mounted on the front, but must be completely enclosed

within the weight box and not visible. In this case, a manual fuel shutoff (ball valve easily accessible from the front part of the truck) is required on the weight box.

Nitrous Oxide:

Nitrous oxide is prohibited. All other oxygen extenders are prohibited. System components must be removed from the truck.

Batteries:

Batteries must be securely mounted; batteries must be in the stock location or these may be moved into the bed or they may also be mounted on the front, but must be completely enclosed within the weight box and not visible. In this case a manual battery disconnect (easily accessible from the front part of the truck) is required on the weight box.

Cooling System:

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

Hitch:

The hitch must be stationary in all directions. The hitch's height from the ground may not exceed 26 inches. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. The hooking point will be measured to the rear of the opening in the clevis/hook loop. All hitch mounting points must be located below the frame rails. The area where the hook point is at must be free and clear of any obstructions. A truck may compete with a Reese style hitch or may pull from the bumper as long as it meets the 27% rule. The hooking point must have a minimum 3.75 inch inside diameter opening. No lever, pivot, axis, or other types of "trick" hitches are permitted. No vertical hitches, all hitches must be 33 degrees or less parallel to the ground. A second hitch is not required in this class.



Tires:

Maximum tire size for all trucks will be 35x12.50 as stamped. (Metric conversion of this tire size is 315/70 or 315/75). 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 dual wheels, studded tires, tire chains or any tire not specifically intended for street use are permitted. Use of dirt deflectors is prohibited.

Tire Altering:

No cut, altered or sharpened tires are permitted.

Brakes:

Front hydraulic brakes are mandatory. driveline brakes accepted.

Driveline:

Transmission and transfer case and front and rear differentials must be O.E.M. and available in a one ton (or smaller) pick-up truck.

Driveshaft Loops:

- Required on all trucks that will collect points in 2017.
- Required on all truck that are not licensed for the highway.
- Required on all trucks that are not properly inspected for the highway.
- Required on any truck that competes more than four times in 2017.

Trucks must have at least six inch wide u-joint shields around the rear u-joints constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Flywheel Shield (Manual Transmissions):

- Required on all trucks that will collect points in 2017.
- Required on all truck that is not licensed for the highway.
- Required on all trucks that are not properly inspected for the highway.
- Required on any truck that competes more than four times in 2017.

All vehicles equipped with a manual transmission must have a flywheel shield. Applications for which a flywheel shield is not available may use a properly attached blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Transmission, Manual:

Non-OEM transmissions are prohibited. a clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles. All transmissions must be clutch assisted. sequential shifters are prohibited.

Automatic Transmission Blanket:

- Required on all trucks that will collect points in 2017
- Required on all truck that are not licensed for the highway.
- Required on all trucks that are not properly inspected for the highway.
- Required on any truck that competes more than four times in 2017.

Must use a properly attached blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Driver Restraint System:

The OEM restraint system is mandatory and must be utilized during competition.

Helmet:

Motor sport type helmet is required for all drivers of trucks that are not currently licensed, insured and inspected for street use.

FlreSult:

SFI approved fire jacket, long pants and leather shoes are required for all drivers of trucks that are not currently licensed, insured and inspected for street use.

Engine Cube Checking:

Officials may (at their discretion) use a pump or other means to check cubic inches. Competitors must have all tools/equipment to comply with cubic inch check at all pulls. The USA-East protest rule will be in effect for this class of competition.

Event Operation:

Driver's window must be rolled completely up while competing. Other windows on the truck may be lowered. Passengers are not permitted in the truck at any time either in the pits or on the track

Class Jumping:

Trucks may collect points in both the Super Street Gasoline (SSG) class and the RWYB class. Any truck that competes in the Super Street Gasoline division in 2017 will be restricted from the Street Stock 4x4 division at USA-East pulls

Credentials:

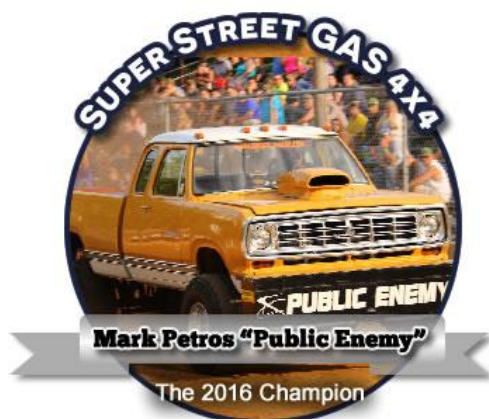
- Memberships are not required in order to enter and participate. a current and valid membership with the USA-East sanctioning body is required in order to collect points.
- All drivers must have a valid state driver's license.
- Trucks in this class do not have to be licensed or inspected or insured.
- Any street licensed truck that chooses to enter this class must be fully licensed and insured.

Point Fund and Point Race:

A Super Street Gasoline 4x4 truck "point race" will be conducted in 2018. Points will be assigned with fifty (50) to the winner and down by two. All trucks will receive at least twenty points at each event where they compete.

Invitational Pulls:

The Super Street Gasoline division may have end-of-season 'invitational' pulling events. The trucks invited to these special pulls will be determined based on the 2017 point race.

**Entry Fees:**

All Super Street Gasoline 4x4 truck entry fees will be \$25.00 per truck. Each entry is entitled to two (2) free admissions at any USA-East point event.

SUPER STREET DIESEL SSD (2.6) 4X4 TRUCKS

Adopted 11.16.2015

The rules promulgated in these rules are intended as guidelines for the sport of Diesel 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

Credentials: The vehicle may be two or four-wheel drive. Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ. Top five trucks may be held at the end of track in a holding area for post pull inspections. It is the driver's responsibility to be aware of their placing and be in present with the truck post inspecting area.

Weight: 8000 lbs. Maximum, with driver.

REGULATIONS:

Ballast: Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

Batteries: The batteries must be securely mounted. They may not be located in the driver compartment or forward of weight bar. If not in stock OEM location must be in an approved battery box and have a master disconnect switch that is easily accessible and marked clearly.

Body: The body must be an OEM truck body, including the full bed floor. The body and truck bed must retain full factory sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. No Flat Beds. A truck that has "Modified" their OEM Frame/Body is limited to 158" wheelbase. The modifications must use all OEM parts for modification. Any designs that the USA-East Tech Committee deems that are a weight saving ploy maybe subject to a handicap.

Brakes: Front brakes are mandatory.

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

Cooling System: Optional

Credentials: All drivers must have a valid state driver's license.

Driveline: An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup. **An "Open Driveline" will be permitted if running a 3.0" smooth bore turbo. Trucks will weigh 8000 Lbs.

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Driveshaft Loops: All trucks must have a minimum of six-inch wide u-joint shields around the rear u-joint constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft. All trucks must have

a minimum 3 loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, 2" maximum away from driveline.

Engine: The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Filled block allowed. No billet aluminum or billet steel blocks/heads. Aftermarket radiator assemblies are permitted and must be securely mounted in the factory OEM location.

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

Exhaust: Hood stacks/Bed Stacks are permitted. Two 3/8 inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical if competing at more than 2 events per year. Hood stack exhaust must be at least 6" above closed position of the hood.

Fire Extinguisher System: A fire extinguisher system is permitted. It must be securely mounted.

Fire Suit: SFI approved Fire jacket, long pants and leather shoes are required for all drivers of trucks that are not currently licensed, insured and inspected for street use

Fuel: The fuel must be pump #1/#2 diesel; Soy/Bio-diesel fuel is permitted. All fuel must be commercially available. The fuel tank must be in the O.E.M location /or/ in an approved racing type fuel cell mounted and properly secured. If the fuel cell is installed in another location, a ball valve that is clearly marked and easily accessible is required. The fuel cell may not be in front of the weight bar or anywhere in the driver's compartment.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. Dual high-pressure common-rail fuel pumps or HPOPs are permitted. Maximum size of a P7100 of pump. Only plunger per cylinder, no Sigma, Billet or re-cast pumps.

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

Helmet: A motor sport type Helmet is required for all drivers of trucks that are not currently licensed, insured and inspected for street use

Hitch: Reinforcements are permitted. Any hitch attachments/bracing must be from frame down not from axle up. Reinforcements must not extend forward of the centerline of the rear axle. Hook point may be no closer than 44" inches of centerline of rear axle. Trick hitches are prohibited. The hitch must stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches and be adjustable to 24" on 4wd units and 30" and be adjustable to 28" inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled



hook. The hooking point will be measured to the rear of the opening in the clevis/hook loop. Hooking point (i.e. where the hook drops) must be parallel to the ground. Final decision of legality of all hitches resides with the head tech official.

Ice Water Intercoolers: Ice water intercoolers are permitted.

Interior. A single aftermarket seat is permitted but must be equipped with a safety restraint system.

Rear End: Non-OEM rear-end housings are prohibited. The rear end must have been an option on a 1-ton or smaller truck. Rear axle bolts to be covered by a cap or shield.

Steering: The vehicle must retain the full, original OEM steering gear.—Additional stabilizers are permitted. May use hydraulic assist but retain full operational OEM steering gear.

Street Equipment: Complete OEM windshield and windows are mandatory. No Lexan, etc. permitted . Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means. Driver's window must be completely rolled up while competing. Other windows on truck may be lowered.

Suspension, Front: The factory suspension configuration must be retained. Modifications to the front suspension that would alter its original location (i.e. moving it forward or rearward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air bags/shocks are permitted but must have all lines/ compressor disconnected.

Suspension, Rear: Rear end must be in OEM factory location. Must use factory mounting points. Modifications to the rear suspension that would alter its original location such as moving it forward or rearward is not permitted. Traction bars and devices are permitted. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension may be bolted solid to eliminate travel. Air bags/shocks are permitted but must have all lines/ compressor disconnected.

Tires: The tires must be DOT street tires. Cut tires are prohibited. Dual rear wheels may be used in competition. Use of dirt deflectors is prohibited.

Throttle: The use of a hand throttle is allowed. All throttles 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 springs will be required on the hand throttle and one spring on the fuel injection pump.

Transfer Case: Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pick-up truck.

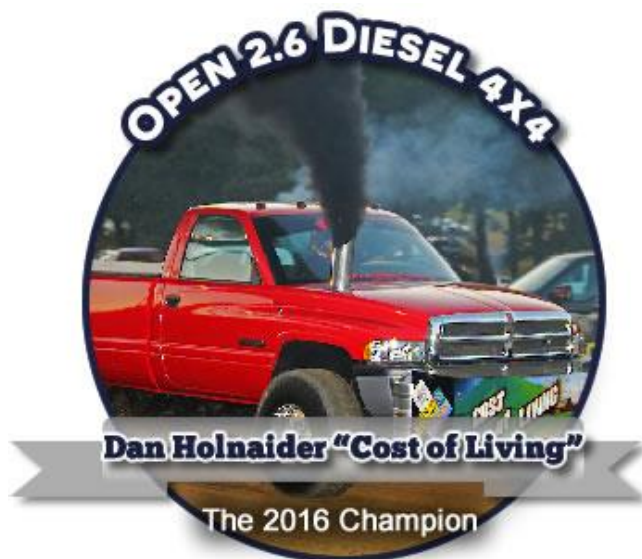
Transmisssion, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout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

mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six-inch overlap where it is fastened. 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. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting a Minimum SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1

Transmission, Manual: Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Turbocharger: The vehicle is limited to a single turbocharger; the inducer bore on the compressor housing may be 2.6". The inlet will be measured using a 2.65-inch plug or internal calipers. Measurement point will be at the actual turbo housing inlet. The 2.6" bore must be within 2" of the compressor wheel tips. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration.**A "3.0" smooth bore turbo will be permitted if the truck runs Open Driveline" - Trucks will weigh 8000 Lbs. The 3.0 turbo charger must be smooth faced intake housing, limited to a 3.0" inlet, (no map ring) with all air entering through the 3.0" intake opening. Intake wheel must protrude 1/8th inch inside of opening.

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



Wheelbase: The vehicle must retain the original factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. A truck that has "Modified" their OEM Frame/Body is limited to 158" wheelbase. The modifications must use all OEM parts for modification. Any designs that the USA-East Tech Committee deems that are a weight saving ploy maybe subject to a handicap.

2.5 DIESEL 4X4 TRUCKS

Adopted 11.22.2016

The rules promulgated in these rules are intended as guidelines for the sport of Street Licensed Diesel 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

This Is Diesel only fuel class is designed for pickup trucks with a wide variety of performance upgrades that may be driven or hauled to the pull

Credentials: Valid DOT registration and license plates are mandatory. The vehicle may be two or four-wheel drive. Pulling vehicles may be held for post competition tech inspection. Failure to abide may result in a DQ

Weight: 8500 lbs. Maximum, with driver.

REGULATIONS:

Ballast: Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Weight boxes are prohibited. Final decisions rest with the technical department. Weights and brackets must be removable by hand. No Ballast/added weight in the cab area.

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

Body: The body must be an OEM truck body, including the full bed floor. The body and truck bed must retain full factory sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. Front bumpers are mandatory; Ranch hand style and others are permitted. Rear Bumpers mandatory; Rear roll pans are allowed.

Brakes: Four-wheel fully operational O.E.M. hydraulic brakes are mandatory.

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

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

Credentials: All drivers must have a valid state driver's license.

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

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Driveshaft Loops: All trucks running for points must have a minimum of six-inch wide u-joint shields around the rear u-joint constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft.

Engine: The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Block and Head must circulate coolant freely. No hard filled blocks/heads. Water pumps may be factory or electric powered. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine "V" belt. Electric cooling fans are permitted. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same area as the OEM unit. ** A sled- and driver- operated spring loaded emergency air shut off is mandatory for all vehicles running for points and/or any vehicle running over Factory O.E.M. Specs. The cable must terminate into a two inch diameter steel ring.

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

Exhaust: All vehicles must be equipped to exit exhaust rearward of the driver's compartment. Stacks exiting through the fender well and hood are prohibited. Two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as possible.

Fire Extinguisher: A fire extinguisher (minimum 2.5 pound dry-powder type) is required and must be in working order with gauge fully charged. Fire extinguisher must be within reach of the driver.

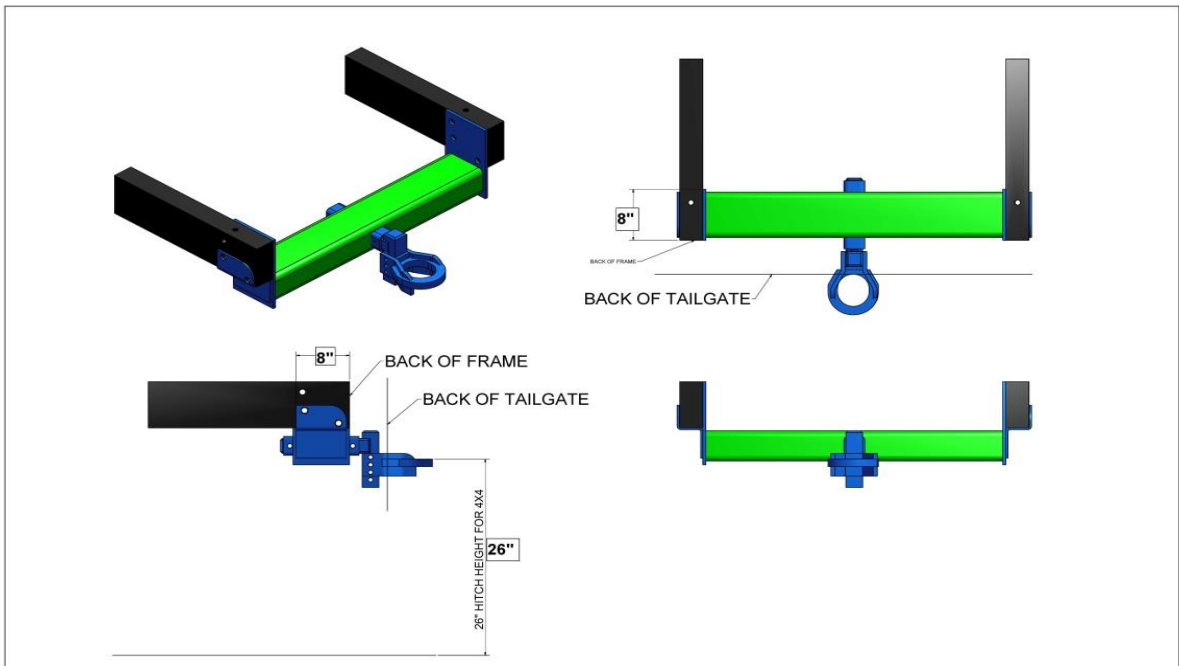
Fire Extinguisher System: A properly installed fire extinguisher system is permitted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. Fuel tank must be in O.E.M location or an approved racing type fuel cell mounted properly in the bed.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. Dual high-pressure common-rail fuel pumps or HPOPs are permitted.

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

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Any hitch



attachments /bracing must be from frame down not from axle up. Reinforcements must not extend forward of the centerline of the rear axle. Reinforcing materials will all be below the plane of the frame rails. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. Hitch must be a minimum of 44" measured from the centerline of the rear axle to the hooking point. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches and be adjustable to 24" on 4wd units and 30" and be adjustable to 28" inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to the rear of the opening in the clevis/hook loop. Hooking point (i.e. where the hook drops) must be parallel to the ground. Final decision of legality of all hitches resides with the head tech official.



Intercoolers: Factory style or aftermarket air to air replacement only in stock location.

****Water to air coolers are prohibited.**** Any means of cooling the air before the engine, except the air to air cooler is prohibited. ****NO USE OF ICE OR WATER OR COOLED GAS/VAPOR****

Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching OEM front seats are mandatory. Must have full back and head rests on seats. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and operative.

Rear End: Non-OEM rear-end housings are prohibited. The rear end must have been an option on a 1-ton or smaller truck. Rear axle bolts to be covered by a cap or shield.

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

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative in OEM locations. 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. Driver's window must be completely rolled up while competing. Other windows on truck may be lowered.

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

Suspension, Rear: An OEM-style suspension is mandatory. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension must allow 2" inches of downward compression/travel, compression stops must be adjustable. All rear suspensions must use at least one working shock absorber and leaf spring per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected. A truck may run a solid suspension using removable blocks with a 24" hitch height.

Tires: The tires must be DOT street tires. Cut tires are prohibited. Use of dirt deflectors is prohibited. Rear Dual Tires permitted with OEM appropriate bed. Flatbeds with or without rear duals may be permitted with prior USA-Tech Committee approval. Max ground contact patch of 18" Per Side for Trucks running dual wheels. Use of dirt deflectors is prohibited.

Throttle: OEM style foot throttle only with two springs on the fuel injection pump. No Hand Throttles.

Transfer Case: Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pick-up truck.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and

must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six-inch overlap where it is fastened. 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. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting a Minimum SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1

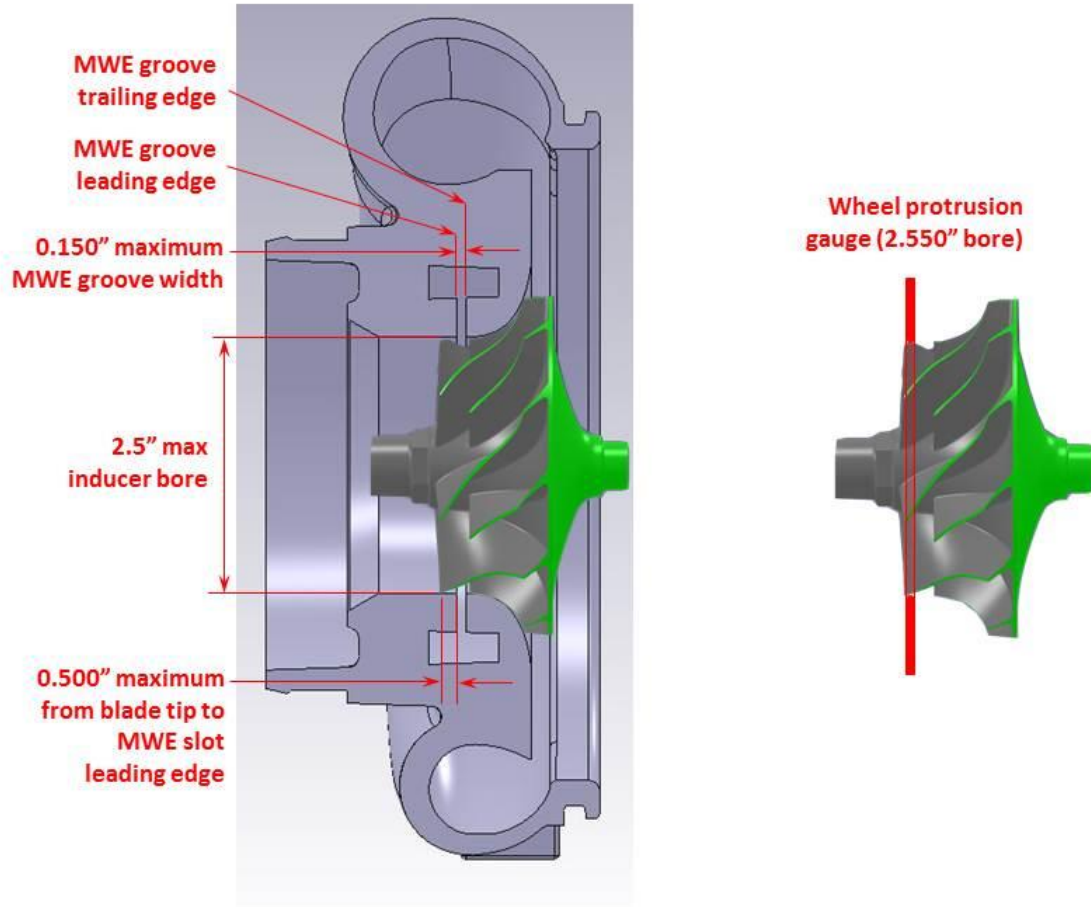
Transmission, Manual: Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Turbocharger:

The vehicle is limited to a single turbo with a compressor inducer of 2.5" as specified below. Competitors must make provisions at tech officials' request to allow complete inspection of the compressor wheel and housing. Failure to comply with the request will result in disqualification and banishment until the turbo is re-inspected.

**** 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration with no alterations/modifications to bore/housing or wheel. 6.4 Powerstrokes will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore dimension. (2.59") No TAPERED COVERS will be permitted**

****SEE NEXT PAGE FOR DETAILED TURBO SPECS****



Turbo Specs: A single turbocharger with a single compression stage is permitted. The intent of this rule is to limit turbochargers to OEM-style wheel and cover geometries with minimal modifications. Owners are required to make the compressor wheel and cover accessible to FPP techs for inspection at any time.

- The compressor cover inducer bore is limited to 2.50" diameter and will be checked with a 2.550" plug. Bore may not be oveled or otherwise distorted from a true circular shape to allow stoppage of the plug, but allow additional airflow to the wheel.
- The compressor wheel must protrude into the inducer bore by visual inspection and by using a ring gauge on the compressor wheel. The ring gauge used will be made from 16 ga. Sheet metal with a fully radiused 2.55" bore (see diagram). The wheel tips must protrude through the gauge to be legal.
- The compressor wheel and compressor cover contours must be parallel within normal OEM clearances (<0.030" per side) and will be checked visually or with a wire gauge if needed. No cuts, ledges, steps, tapers or any other features may be

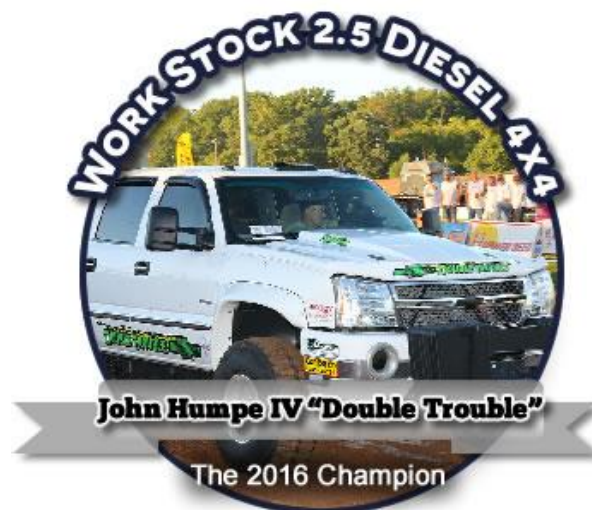
machined into the wheel or cover contour to allow additional airflow. Removable bushings are not permitted

- A single MWE groove is limited to 0.150" wide at all locations around the inducer bore and will be checked with ball diameter at 0.155" on a pick or by other means. The ball must not pass through the groove. No additional features or structures are permitted in the slot that would prevent passage of the ball. 2.5" bore both before and after the MWE. Where the groove intersects the inducer bore, no radiusing or contouring is allowed; only sharp corners with minimal chamfers/edge rounding is legal. Air may only enter the compressor wheel via the specified inducer and MWE groove. No Forward Facing MWE
- The MWE leading and trailing edges are defined in the diagram. The MWE trailing edge must be behind the wheel tips. The MWE leading edge must be within 0.500" of the wheel tips and will be measured with a hook-style pick or by other means with a 0.500" mark on it. Excessive clipping or back-beveling of the wheel tips to move the MWE further up the contour is not permitted.

****All interpretation of these rules lie with the FPP/USA-East Techs and their decision is final.**

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

Wheelbase: The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.



2017 WORK STOCK LICENSED GASOLINE 4X4 TRUCKS

Adopted: 11.27.2016

The rules promulgated in these rules are intended as guidelines for the sport of Street Licensed Gasoline 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

This is a street legal 4x4 truck class available to currently licensed owners of gasoline-fueled trucks that are legal for highway use. This class is designed for the local 'daily driver' truck with the intent to provide an opportunity for an entry level class for gasoline 4x4 trucks. Any truck that dominates this class may be required to compete without the opportunity to win trophies and/or cash payments.

If your truck is street legal and is built to the rules set forth herein, you can enter this class. Registration papers are required to prove that the truck is licensed for street use. A license plate with a current sticker tag is required to be affixed to the truck. Registration papers and license plate and sticker tag must match. Where applicable, a current inspection sticker is required. Trucks may be hauled to the pull.

****USA-Tech officials reserve the right to determine legality of truck by various methods.**

BODY: Truck/Van must be stock in appearance. Floor in bed must be solid. The wheelbase may not be changed from original manufacturer. Wooden flatbeds are permitted. All body panels including in the inner and outer skins of the trucks bed well as the floor of truck bed must be O.E.M or heavier built. Fiberglass hoods and/or fiberglass hood scoops are permitted. Other design modifications to reduce weight are not permitted. Glass- All windows must be in place with OEM Glass.

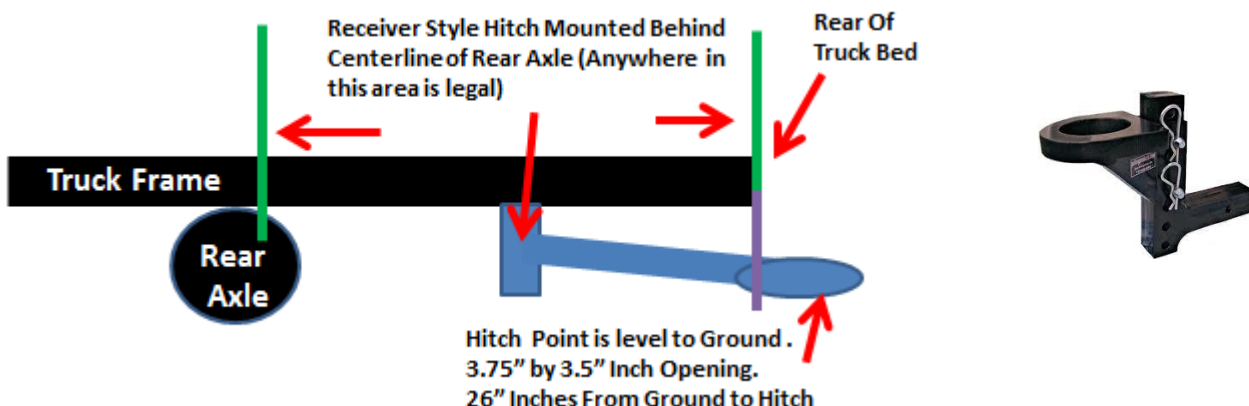
WEIGHT: Class is 6500 pounds. No weight brackets or hanging weights allowed on front of vehicles. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

FRONT BUMPERS: Front bumpers must be factory stock. No weighted front devices are permitted - this includes but is not limited to: homemade bumpers, brush guards and winches. Lower brackets (only) for snow plow 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.

REAR BUMPER/HITCH: A rear bumper or receiver-style hitch is the only acceptable type of hitch. No other types of hitches are permitted. Hitch point may not be more than 26" from ground. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Hitch Point (Where the hook drops) must be within 10 Degrees of level to the ground.

If you back the truck up to a wall, the hitch would hit the wall before anything else.
(Exception for sled stops).

Hitch attachment point must be behind the centerline of the Rear Axle. Shortening of the bed in order to shorten the hook point is not permitted. Each truck driver must supply a twisted clevis. The hole for hitching must be a minimum of 3.75 X 3.5 inches across.



ENGINE: Must be an O.E.M factory production engine that was available in a mass produced truck/van 1 ton or less application. The maximum cubic inch will be 505 Cu.In. Provisions must be made to put on a “seal” on the engine after the truck has been cube checked. Competitors must be able to have their engine pumped at ANYTIME during the pull season. A 1% variance will be permitted. Engine must remain in the stock location. No aluminum engine blocks are permitted unless O.E.M. Any cast iron or conventional type iron cylinder heads permitted. Must maintain factory intake and exhaust port spacing and Height. Factory O.E.M. aluminium heads permitted. No pro-stock type cylinder heads (i.e. “Big Chief”, “Big Duke”, “C-head”, “Hemi”, “Blue Thunder pro stock style heads”, etc.), no billet heads. O.E.M. No sheet metal or tunnel ram intakes permitted. All exhaust must run through a muffler system and exit the body following one the two ways listed:

- 1).Exhaust routed under the vehicle must exit under the cab and but before the rear axle.
- 2). Factory type Configuration

No open headers will be allowed. No superchargers or turbochargers permitted. Swaps between manufacturers are not permitted. Any single 4-barrel mass produced type carburetor allowed. Air cleaners are required. O.E.M Factory injected engines are permitted.

FUEL: Gasoline is the only fuel permitted. Gasoline tank must be in the factory location or securely mounted in a racing type fuel cell in the bed. O.E.M. Absolutely no alcohol, nitrous oxide or other oxygen extenders. Turbo-blue and Cam-2 are permitted.

BATTERY: Battery must remain inside the engine compartment and must be securely fastened. Maximum of two batteries in the engine compartment. (Batteries may be moved to the bed area and secured in an approved battery box)

SUSPENSION: No solid suspensions are permitted. Suspension must have a minimum of two inches of downward movement at all times. Driver must be able to demonstrate FREE downward movement with no use of mechanical advantage. (No ratchet straps, binders or other mechanical means). No blocks are allowed between axle housing and truck frame *that would restrict* the necessary two inches of movement. If a truck has airbags, the system

must be disabled. Traction bars are permitted if they are only bolt on and completely removable. Traction bars must be pivotal.

TIRES: Normal street legal tires (as provided by and intended by manufacturer) are required. No dual wheels, studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. Number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered or sharpened tires.

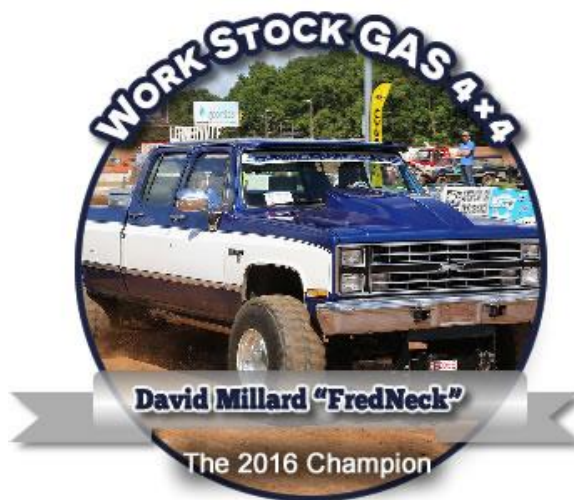
TRANSMISSION: Transmission & transfer case must be O.E.M. and available in one ton (or smaller) trucks. Posi-traction carriers are permitted. No welded carriers or spools permitted in front differential. Truck must be able to be driven on and off the track without unlocking the hubs

OTHER: Driver's window must be rolled completely rolled up while competing. Other windows may be lowered. 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.

USA-East Memberships are not required in order to enter and participate. This class will be a Points Class in 2017. If you want to collect points you will need to be a USA-East Member for the 2017 Season. There MAY BE end of season Points Fund contingent on sponsorships. The Winner and Runner up will receive Jackets and Plaques at the USA-East End of Season Award Banquet.

Entry fee will be \$25.00 per truck at all events. Truck may be entered/registered no more than two times with two different drivers, however only one driver will collect any trophy or prize money. This must be designated at the time of entry.

Class rules may be changed for safety issues and/or betterment of the sport.



2017 FULL PULL PRODUCTIONS

OPEN 'HOT FARM' TRACTOR RULES

ADOPTED: 11.16.2016

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

WEIGHT CLASS: 9,500 pounds

Any tractor that has competed with the USA-EAST Limited Pro or Super Farm division in 2017 must submit to a complete 'super tech' prior to participating with the Hot Farms. Additionally any tractor competing more than twice (2) in the Limited Pro Stock / Super Farm will not be eligible in the "Hot" Farm tractor during that pulling season.

All 'Hot Farm' tractors must be stock appearing. All hoods, grills, fenders and frame must be stock appearing for make and model being pulled. Tractor must have a stock block or its factory replacement. OEM Stock Head. No Re-Cast Blocks/Heads. Intake spacer no greater than 1". 600 Cubic Inch maximum. Diesel is the only acceptable fuel. Maximum size of a Deck plate is 1" inch thickness. Any tractor is subject to a cubic inch check.

A wide front-end is required for all competition tractors.

No pressurized fuel tanks are permitted in this class.

Water for cooling purposes of the turbo will be permitted. No types of accelerants or oxygen extenders or the like will be permitted.

Tractors must be equipped with steel hitching device not more than 1.5" thick with a 3.5" diameter opening. Cross sectional thickness must be measured 1" min. to 1.5" max. Pulling point must not be more than 1.5" from back edge of the pulling device.

Tractors must hitch to a stationary draw bar with a max. 20" height, and a minimum of 18" from the center of rear axle to the hitch point, a clevis is not permitted.

Any loss of weights or excess fluids or any part of the tractor during the pull, will result in a disqualification. Tarp straps are not allowed anywhere on the tractor.

OEM stock intake and exhaust manifolds must be used for that series engine (alterations for turbo mounting ONLY are allowed). No Recast Pumps

- 1. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump. No Billet Pumps.**
- 2. 'A' PUMP: All 'A' pumps must be derived from the German Bosch design. Allowed an Intercooler**
- 3. 'P' PUMP: No Inner Cooler**
- 4. No sigma pumps OR MW or Re-Cast pumps are permitted.**
- 5. All Fuel Injection Pumps must maintain stock OEM Dimensions**

A single turbo-charger ONLY is permitted with the following:

- 1 INTAKE –**
 - a) Intake housing to be no larger than 3.1” at the face of the wheel.
 - b) Compressor wheel must protrude into 3” bore.
 - c) Map width enhancement of .180” Maximum is permitted. Must be in OEM location
 - d) All Air flow must go through the turbo intake and map ring, no other air flow will be permitted: IE. Drilled holes around the turbo intake
- 2 EXHAUST –**
 - a) Turbine wheel to be no less than 3.0” in diameter at intersection of turbine wheel face and tip diameter.
 - b) Turbine housing to be no larger than 3” at intersection of turbine wheel face and tip diameter.
 - c) All turbine wheel blades to protrude into 3” bore. All air must exit through 3” opening.
 - d) Exhaust housing will be measured at intersection of turbine wheel face and tip diameter.
- 3. No waste gates permitted.**
- 4. No variable geometric turbos permitted.**
- 5. No clipping of turbo wheels to allow larger wheel in a smaller housing.**

20.8” x 38” ” tires the *largest* allowed with cut tires permitted.

All tractors must have wheelie bars that are able to support the weight of the tractor.

Front weights may not extend more than 13’ from center of rear axle to the front of weights. Rear weights may not extend more than 6” past rear tires, and may not interfere with hooking device or ability to hook and unhook the tractor from the sled.

SAFETY EQUIPMENT: (See Farm Stock note below)

- Tractors must have steel engine side shields**
- Tractors must use an approved blanket on the transmission and clutch area**
- All engine fans must be shrouded with factory shroud or 1/16” thick steel shroud**
- All tractors must have a safety kill switch or an air shutoff**
- Each tractor must have a 2.5 lb. dry chemical fire extinguisher accessible to the driver while operating the tractor**
- Must have at a minimum of a factory R.O.P.S. system capable of supporting the tractor at its heaviest weight class.**

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

The exhaust MUST discharge vertically and MUST have two (2) Grade 5 cross bolts (3/8") in the exhaust elbow or pipe. Bolts must be installed 90 degrees to each other and within one (1) inch of each other as close to turbo as possible.

Driver must wear a motor sport designed helmet. (Snell 80 or higher).

Driver must be a minimum of 18 years of age to pull in this class /or if ages 16 or 17/ must present a signed and notarized statement of permission from a parent or legal guardian.

All drivers must wear leather shoes and long pants.

No more than one person is permitted on the tractor at any time.

Driver must remain seated and have at least one hand on the wheel at all times. Driver may not leave the seat of the tractor while it is running.

**** For the 2017 Season any tractor that is running the following rules will be permitted on Trial Basis with the following rules being utilized:**

- 1). A 3LM 466 Charger with a compressor housing intake at maximum 2.9" I.D. and exhaust housing at no larger than a 360 with a maximum outlet of 3.06" I.D. will be permitted.**
- 2). Front weights may not extend more than 11 feet from center of rear axle to the front of weights. Rear weights may not extend more than 6" past rear tires.**
- 3). Will weigh in at 10,000 Lbs. This weight may be subject to alterations to ensure competitiveness in the Hot Farm Class.**
- 4). At each event Driver must declare at Registration and Tech which Turbo the tractor is utilizing. May not switch after that point for that event.**



USA-EAST SLED PULLING

CLASSIC SUPER STOCK TRACTORS

ADOPTED: December 8, 2014

The rules promulgated in these rules are intended as guidelines for the sport of Classic Super Stock Tractor pulling. These are the rules of the Central Ohio Antique Tractor Pullers Association (COATPA). These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

CLASS REQUIREMENTS

WEIGHT - 7700 POUNDS

If a competitor moves more than 200 lbs. of weight forward that vehicles drawbar may be re-measured and vehicle re-weighed at the discretion of the official.

AGE OF TRACTOR

1970 and older but including total run of that model.

AGE OF DRIVER

16 years or older. Under 18 must have parent or guardian consent form signed.

FUEL

Diesel fuel only, no pressurized fuel tanks.

WATER INJECTION

Water must pass propylene oxide spot test.

TIRES

18.4 x 38 maximum radials allowed.

CYLINDER BLOCK OR CRANK CASE

Must be from the same manufacturer. All up graded Blocks must be approved by the committee Examples: IH 68 series 466, JD 40 series 8.1L, JD 5010 & 5020 must run 531 block, AC 516, Case 504, Ford 478, MM 504, Oliver 478 and others to be approved by the committee.

ALL ENGINES MUST BE 531 CUBIC INCHES OR SMALLER .

All tractors must have a cubic inch, turbo, and Safety inspection before they are permitted to compete.

HEADS

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

DRAW BAR

Draw bars must not exceed 20 inches in height or less than 18 inches from center of axle to hooking point. No part of draw bar may extend rearward beyond point of hook. Draw bars must be stationary in all directions. No clevis. Hitches must have at least a 3"x3-3/4" hole with minimum of one inch of material around the outside. A drawbar that has provisions to be made shorter than legal length is not acceptable as a legal drawbar.

HOOD, GRILL, FRAME, TRANSMISSION, REAR END, AXLE

Must be for that make and model and must maintain stock appearance. Front ends may be homemade. Maximum wheelbase to be no more than 114". Frames may be altered to except upgraded blocks. No cast iron engine frames.

TOTAL LENGTH OF TRACTOR

Maximum length 13' from center of rear axle to the furthest point forward, including weights. Excludes tow hook.

SAFETY EQUIPMENT

Full face helmet, Fire Suit, Wheelie bars, Roll cages, kill switches, fire extinguishers, fenders, side shields, SFI flywheels and pressure plates, scatter blanket or steel shields, no steel fans, all electric fuel pumps must be wired to the kill switch. Wide front axles. No cast iron engine frames. (ladder bars are recommended). Must have 3/8 cable around block and head. 2 Throttle return springs. 2 3/8 grade 5 cross bolts in exhaust. 3 way dump valve. Driver must be in seat at all times while engine is running. No excessive loss of liquid onto track by a vehicle while hooked to sled unless caused by breakage. Excessive is defined as any steady or intermittent stream discharged onto the track or a spot equivalent to more than 8" in diameter.

INJECTOR PUMPS

P 3000 series Pump maximum, one plunger per cylinder. No computerized fuel systems allowed.

MANIFOLDS

No inner coolers, no after coolers. No intercooler style manifolds. OEM stock intake and exhaust manifolds for that series engine, alteration for turbo mounting allowed.

TURBO CHARGER:

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

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



ALL RULES WILL BE INTERPRETED BY THE COATPA COMMITTEE. ANY UNFORESEEN PROBLEMS OR OVERSIGHTS WILL BE RULED ON BY THAT SAME COMMITTEE. USA-EAST WILL ONLY RULE ON ITEMS DEALING WITH OPERATION OF CONTEST.

ALL USA-EAST GENERAL RULES APPLY

Class Chairman: Larry Hoagland: 330-827-3250

2017 FULL PULL PRODUCTIONS

"2 HOT 2 FARM" (2H2F) TRACTOR RULES

ADOPTED: 03.14.2017

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

All 2H2F tractors must be stock appearing. All hoods, grills, fenders and frame must be stock appearing for make and model being pulled. Tractor must have a stock block or its replacement. No component tractors will be permitted in the class.

Weight : Class is set at 11,000lbs. No weight may extend more than 24" beyond the forward most point of the hood or front tires. No weights permitted on seat or deck. Any weights or external parts lost while hooked to the sled will be cause for disqualification of the pull. All weight must be securely fastened. Tarp straps are not allowed anywhere on the tractor. Rear weights may not extend more than 6" past rear tires, and may not interfere with hooking device or ability to hook and unhook the tractor from the sled.

RPM Limit : Is set at 3,000 RPM limit on all tractors. Tractors competing will be tested prior to hooking. Tractors may also be subject to a tachometer test during competition and also at the end of the track. Tech officials will have the option to operate the throttle. Refusal by tractor operator will result in disqualification.

ENGINE: Must have stock agricultural block or its replacement with no visual modifications along with OEM stock head (no recast blocks or heads, no aluminum heads, no deck plates/girdles, no hard blocking, no intake spacers). Use of torque converters, automatic shift, etc. is permitted.

EXHAUST: The exhaust MUST discharge vertically and MUST have two (2) Grade 5 cross bolts (3/8") in the exhaust elbow or pipe. Bolts must be installed 90 degrees to each other and within one (1) inch of each other as close to turbo as possible.

CUBIC INCH: 504 cubic inch maximum.

FUEL PUMP: Stock appearing OEM style pumps required (No "P" Pumps). Supply pumps are permitted. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump. No Billet Pumps. No sigma pumps OR MW or Re-Cast pumps are permitted. All Fuel Injection Pumps must maintain stock OEM Dimensions

THROTTLE: Tractors must be equipped with stock throttle.

FUEL TANKS: No pressurized fuel tanks.

SHEET METAL: Must have original hood, grill, and sheet metal. Rear fenders are also required.

DRAWBAR: Must be equipped with steel hitching device with thickness no less than 1" square or 1-1/8" round stock and no more than 1-1/2" thick square or round stock. A minimum of 3-1/2" and maximum 3-1/2" diameter hole is required. A cross sectional thickness of 1" square minimum must be maintained at any given point of hitch loop. No bracing above center of axle except for complete factory set-up. If above center, it must be cradled. Drawbar length is 18" from the center of rear axle to point of hook up. Drawbar must be stationary in all directions. Maximum height is

20" from top of hitching device parallel to the ground. Any vertical clevis will be measured to center of loop.

TIRE: Tire size limited to 20.8 x 38. No cut tires, no tire studs or chains permitted. Four wheel drive tractors are permitted if front wheels are disengaged. No dual wheels.

TURBOCHARGER: Tractor is limited to a single turbocharger; the inducer bore on the compressor housing may be 2.6". The inlet will be measured using a 2.65-inch plug or internal calipers. Measurement point will be at the actual turbo housing inlet. A stock map width enhancement (MWE) groove is allowed. Turbo is limited to an out of the box borg warner s366 at this time with no modifications or machining to the housing to allow a larger wheel. No clipped wheels or altered wheels allowed. Lesser turbos are allowed upon inspection or by tech officials prior to pulling. OEM stock intake and exhaust manifolds must be used for that series engine (alterations for turbo mounting ONLY are allowed).

- a) Compressor wheel must protrude into 2.6" bore.
- b) Stock map width enhancement up to .145" permitted. Must be in OEM location
- c) All Air flow must go through the turbo intake and map ring, no other air flow will be permitted: IE. Drilled holes around the turbo intake

WATER : Water injection is allowed. No intercoolers. No types of accelerants or oxygen extenders or the like will be permitted. Competitor may be required to drain water and refill with new water approved by tech officials.

FUEL: Fuel must be OEM equipped and intended whether diesel or gas. No oxygen or other accelerants such as methanol, cetane, propane, or any other that may be considered an accelerant.

BRAKES: All tractors must be equipped with both rear brakes working.

FRONT END: Tractors must be equipped with wide front end.

HYDRAULICS: Rock shaft housings required unless not equipped from the manufacturer.

SAFETY EQUIPMENT:

- All engine fans must be shrouded with factory shroud or 1/16" thick steel shroud
- All tractors must have a safety kill switch or an air shutoff
- Each tractor must have a 2.5 lb. dry chemical fire extinguisher accessible to the driver while operating the tractor
- Must have at a minimum of a factory R.O.P.S. system capable of supporting the tractor at its heaviest weight class.
- All Tractors must have wheelie bars, and roll bar or Factory ROPS.
- All tractors must have wheelie bars that are able to support the weight of the tractor.

GENERAL RULES:

- Driver must wear a motor sport designed helmet. (Snell 80 or higher).
- Driver must be a minimum of 18 years of age to pull in this class /or if ages 16 or 17/ must present a signed and notarized statement of permission from a parent or legal guardian.
- All drivers must wear leather shoes and long pants.
- No more than one person is permitted on the tractor at any time.

- **Driver must remain seated and have at least one hand on the wheel at all times. Driver may not leave the seat of the tractor while it is running.**

USA-EAST SLED PULLING

CLASSIC “HOT ROD” V-8 TRACTORS

Adopted by USA-EAST - March 2015

The rules promulgated in these rules are intended as guidelines for the sport of Classic Hot Rod V-8 tractor pulling. Each owner or driver who participates in pulling events operated under these rules is fully responsible for the safety of his equipment. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions pulling event must assure that their equipment and replacement equipment throughout the season meets the safety requirements for this class.

AGE OF TRACTOR: Tractor must be 1972 or older and be an agricultural wheel drive tractor. No industrial or experimental tractors.

ENGINE: Engine must be naturally aspirated V-8, with a cubic inch displacement no larger than 521.16 c.i. Block and cylinder heads must be cast iron. Single carburetor, no fuel injection, no turbo chargers or forced air induction of any kind. Aluminum manifolds are permitted. Headers must exit in an upward direction. Motor must be parallel with input shaft of transmission and be mounted in the center of the frame. Spark plug guards must be in place to deflect downward or contain spark plug.

No power shift or locking differential, factory TA permitted.

SAFETY SWITCH: Kill switch of a breakaway type is required and must be wired to MSD and fuel pump. Switch must be accessible and functional. Subject to random inspection.

COOLING FANS: Crank driven engine cooling fans must be a minimum rating of 8,000 RPM or electrically driven.

RPM'S: Maximum allowable RPM's will be no greater than 6000. All ignitions must use a MSD system with a 6000 maximum RPM limiter chip or limiter box. Must be equipped with a recall tach. No more than 100 RPM variation over 6000. If checked and tach recall is cleared, it is an automatic disqualification. If tractor is over 6100 RPM's tractor can be checked with handheld tach as a backup for accuracy.

FUEL TANK: It is recommended that the fuel tank be mounted in front of tractor.

FUEL: Gasoline fuels only with a maximum of 750 specific gravity, no E85, no alcohol, no pressurized fuels, no nitrous oxide, no oxygen accelerate, no nitrogen methanol, and no propylene oxide. Racecar gasoline may be used.

FUEL CONVERSIONS: Diesel conversions are allowed but must run on gasoline with no injection.

HARMONIC DAMPENER: Crank harmonic dampener hub must be SFI 18.1 rated or a steel shield must be constructed tightly around a nonrated pulley or hub to contain it in all directions of exit.

PRESSURE PLATE: Pressure plate must be competition type and be SFI approved.

FLYWHEEL:

Tractors built prior to 1/1/2006 must have a steel constructed flywheel of greater than 1 1/4 "maximum thickness. Cast iron flywheels are not permitted. Flywheels must be accessible for inspection. Tractors must have a steel shield around flywheel and clutch with a SFI blanket with a minimum rating of 4.2. The shield must be made of .25" (1/4") minimum thickness and minimum with equal to the thickness of the flywheel and pressure plate assembly. Shield may be attached to bell housing, engine, or chassis.

Tractors built after 1/1/2006 must have a SFI rated competition designed flywheel, clutch, and pressure plate. Tractors must also have a steel bell housing with SFI rating of 6.1, 6.2, 6.3, or a SFI rated blanket with a 4.2 rating.

U-JOINTS: Universal joints, chain couplers and drive shaft must be surrounded by .25 (1/4") steel the entire length.

AIR CLEANERS: Air cleaners must be under the hood.

STEERING: Steering may be rack and pinion or hydraulic

THROTTLE: Throttle has to be dead man type with return spring.

FRAMES TIES: Frame ties are mandatory and must be mounted to the rear end. Ties must extend ahead of the rearmost mounting location of engine block. Ties must be able to support the tractor with bolts removed from rear end and transmission.

WHEELIE BARS: Wheelie bars are required and should not be attached to the draw bar in any way. Bars must extend beyond rear most plane of tire and be able to support the tractor. Tech crew has right to put jack under skid pad. Skid pad height is 10 inches maximum.

FENDERS & ROPS: Fenders and roll bars are required. Roll-over protection must extend higher than the driver's helmet.

FIRE EXTINGUISHER: Tractor has to be equipped with a fire extinguisher ABC / Halon or equivalent.

BODY/FRAME: Sheet metal must be stock appearing dimensions. Must be in stock location as measured from center line of rear axle. Sheet metal can be from a different tractor and must be older than 1972. Tractor wheelbase may not exceed 102" from center of rear axle to center of front spindles. Front wheels must overlap rear tires when sighted from front of tractor. Rear end, transmission, and axle housing must appear stock. Internal modifications are allowed but transmission

shafts must remain in stock location. No differential locks permitted in rear end. Front end and frame rails can be fabricated, but must be safe for the heaviest class. Frame rails may extend to rear axle. Maximum overall length, including weights measured from center of rear axle is 12 feet.

DRAW BAR: Draw bar must not exceed 20" in height and not less than 18" from center of rear axle. Drawbar must be stationary in all directions with a minimum of 3.75"x3.5" hole.

HELMET/JACKET/SEAT BELT: Drivers must have a SFI 3.2a/1 or better jacket and SNELL crash helmet. Must have a valid driver's license. Seat belt or harness must be worn.

Drivers must stay on the seat at all times. Hands must be on the steering wheel, hand brakes, hand clutch, or throttle at all times during pull. Double clutching is prohibited.

TECHNICAL INSPECTIONS: All tractors must be pumped or measured. Dave Seck or an appointed tech man outside the V8 class, and one V8 class puller other than the owner of the tractor will be present when being pumped or measured. Pans must be sealed with USA-EAST or COTPA or NW PA PULLERS wire seal on two oil pan bolts. One head bolt will be painted on the engine to insure engine hasn't been completely torn down after inspection. Tractors without the wire seal on the oil pan or paint on the head bolt will not be allowed to pull. When performing the pump test, engine cubic inch can be a maximum of 521.16.

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

PROTEST PROCEDURE: Follow USA-EAST rules. All items of protest except for teardown shall be \$500 (Cash Only). If the protest is sustained, the protest fee, less the costs of any required inspection, will be returned to the protesting member. If the protest is not sustained, the protest fee, less the cost of inspection, will be forfeited to the protested member. Fuel and complete teardown protest shall follow current USA-EAST protest procedures.

WEIGHT: Single pull events, weight class will be 6500 Lbs.

OTHER:

- Drivers found cheating will be banned from pulling for one year plus one pull.
- Rules can only be changed for safety reasons. Only individuals that have pulled at least one time in the 6000 RPM class in a calendar year have the right to vote on rules. Each tractor only has one vote.
- Each year there will be three people to do tech inspections.



2017 STREET LICENSED GASOLINE 4X4 TRUCKS

Adopted: November 15, 2014

The rules promulgated in these rules are intended as guidelines for the sport of Street Licensed Gasoline 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

This is a street legal 4x4 truck class available to currently licensed owners of gasoline-fueled trucks that are legal for highway use. This class is designed for the local 'daily driver' truck with the intent to provide an opportunity for an entry level class for gasoline 4x4 trucks. Any truck that dominates this class may be required to compete without the opportunity to win trophies and/or cash payments.

If your truck is street legal and is built to the rules set forth herein, you can enter this class. Registration papers are required to prove that the truck is licensed for street use. A license plate with a current sticker tag is required to be affixed to the truck. Registration papers and license plate and sticker tag must match. Where applicable, a current inspection sticker is required. Trucks may be hauled to the pull.

Truck must be stock in appearance. Floor in bed must be solid. The wheelbase may not be changed from original manufacturer. Wooden flatbeds are permitted. All body panels including in the inner and outer skins of the trucks bed well as the floor of truck bed must be O.E.M or heavier built. Fiberglass hoods and/or fiberglass hood scoops are permitted. Other design modifications to reduce weight are not permitted. Glass- All windows must be in place with OEM Glass.

USA-Tech officials reserve the right to determine legality of truck by various methods.

Weight class is 6400 pounds. No weight brackets or hanging weights allowed on front of vehicles. Weights must be in the bed of the truck only and securely fastened or contained safely therein. No weights allowed under hood or in the wheel wells. No weights may be suspended under the body/chassis or behind panels/parts.

Normal street legal tires (as provided by and intended by manufacturer) are required. No dual wheels, studded tires, tire chains or any tire not specifically intended for street use are permitted. All tires must carry a D.O.T. Number on the side wall, DOT number must be easily read from the outside of the tire. No cut, altered or sharpened tires.

Front bumpers must be factory stock. No weighted front devices are permitted - this includes but is not limited to: homemade bumpers, brush guards and winches. Lower brackets (only) for snow plow 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.

A rear bumper or 'reese style' hitch is the only acceptable type of hitch. No other types of hitches are permitted. Hitch point may not be more than 26" from ground. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Hitch attachment point must be behind the centerline of the Rear Axle. Shortening of the bed in order to shorten the hook point is not permitted. Each truck driver must supply a twisted clevis. The hole for hitching must accommodate a minimum of 3.75 inches across.

Gasoline is the only fuel permitted. Gasoline tank must be in the factory location no aluminum engine blocks are permitted unless O.E.M. No aluminum heads are permitted unless O.E.M. Absolutely no alcohol, nitrous oxide or other oxygen extenders. Turbo-blue and Cam-2 are permitted. Headers with a maximum tube size of 1.750" are approved but all exhaust must run through a muffler system. No open headers will be allowed. No superchargers or turbochargers permitted. Swaps between manufacturers are not permitted. **No dominator, demon, or any other racing carburetors. All carburetors must have choke horns and functioning chokes.**

Air cleaners are required.

Battery must remain inside the engine compartment and must be securely fastened.

No solid suspensions are permitted. No traction bars are permitted. Suspension must have a minimum of two inches of downward movement at all times. No blocks are allowed between axle housing and truck frame *that would restrict* the necessary two inches of movement. If a truck has airbags, the system must be disabled.

Transmission & transfer case must be O.E.M. and available in one ton (or smaller) trucks. Posi-traction carriers are permitted. 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 driver's window must be rolled completely rolled up while competing. Other windows may be lowered. 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.

USA-East Memberships are not required in order to enter and participate. This class will be a Points Class in 2017. If you want to collect points you will need to be a USA-East Member for the 2017 Season. There MAY BE end of season Points Fund contingent on sponsorships. The Winner and Runner up will receive Jackets and Plaques at the USA-East End of Season Award Banquet.

Entry fee will be \$25.00 per truck at all events. Truck may be entered/registered no more than two times with two different drivers, however only one driver will collect any trophy or prize money. This must be designated at the time of entry.

Trophy will be awarded to each class winner and to each class runner-up. Individual fairs will determine the purse pay-out (if any) for this class.

Class rules may be changed for safety issues and/or betterment of the sport.

USA-EAST SLED PULLING STREET LICENSED DIESEL 4x4 TRUCKS

Adopted: October 19, 2013

THE FOLLOWING CLASS IS OFFERED AS 'REFERENCE ONLY'. This class is not to be considered a normal or regular class of competition with USA-EAST FOR 2016. The rules are provided due to the fact that some events may elect to run this class in 2016. This street licensed diesel 4x4 class is designed for daily-driven, on the road pickup trucks (full-bodied diesel pickup trucks). Valid DOT registration and license plates are mandatory. If your truck is street legal and built to the rules set forth herein, you can enter this class. Registration papers are required to prove that the truck is licensed for street use. A license plate with the current sticker tag is required to be affixed to the truck. Where applicable, a current inspection sticker is required. Trucks may be hauled to the pull. Trucks dominating the class will be moved up. USA-Tech Officials reserve the right to determine the legality of truck.

Weight: 8500 lbs.

Ballast:

Ballast is permitted. Hanging front weights are prohibited. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the **bed only**. Final decisions rest with the tech officials. Adding weight in other areas of the truck will result in a disqualification.

Batteries:

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

Body:

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

Brakes:

Four-wheel hydraulic brakes are mandatory.

Bumpers:

Front bumpers must be Unaltered Factory stock. No weighted front devices are permitted. – This includes but limited to: Homemade bumpers, Brush Guards, “Ranch Hand” type Bumpers & Winches. Lower brackets (only) for snowplows frames are permitted so long as no modifications that would add weight are present. An unaltered decorative brush guard may be permitted at the option of the head tech officials. Final decisions rest with the tech officials. Trucks may NOT compete without a bumper.

Chassis:

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

Cooling System:

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

Credentials:

All drivers must have a valid state driver’s license.

Driveline:

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

Driver Restraint System:

The OEM restraint system is mandatory and must be worn.

Engine:

The engine shall be a stock-appearing, OEM make-specific compression ignition Engine.

Exhaust:

The exhaust must exit rearward of the driver’s compartment. Stacks exiting through the hood or fender well are prohibited.

Fuel:

The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel 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 Injection Pump:

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

Fuel System:

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

Harmonic Balancer:

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

Hitch:

The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. Trick hitches are prohibited. **The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate.** The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed **26 inches on 4wd units and 30 inches on 2wd units.** The hooking point must have a **minimum 3.750-inch inside diameter opening** for the sled hook. The hooking point will be measured to the center of the clevis loop.

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.**

Rear End:

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

Steering:

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

Street Equipment:

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

Suspension, Front:

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

Suspension, Rear:

An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension must maintain a minimum compression shock travel of 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:

The tires must be DOT street tires. Cut tires are prohibited. 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. Use of dirt deflectors is prohibited.

Transmission, Automatic:

Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six-inch overlap where it is fastened. 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. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Transmission, Manual:

Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Transfer Case:

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

Tuner:

A single tuner (Edge, Bully Dog, etc) is permitted.

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. of the 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 wheel 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**

Water Injection:

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

Wheelbase:

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

NOTE: A TELL-TALE TACHOMETER or A COMPUTER DATA LOG MAY BE REQUIRED ON THE TRUCK (AT OWNER'S EXPENSE) IN ORDER TO PROVE THAT THE ENGINE IS RUNNING UNDER 4500 rpm AND THAT THE SAFETY EQUIPMENT IS NOT NECESSARY ON THAT TRUCK.

Work Stock (2.5) Trucks:

USA-EAST members in the WS 2.5 division are prohibited from this class.

2017 STREET LEGAL SEMI TRUCKS FULL PULL PRODUCTIONS, INC.

ADOPTED: OCTOBER 27th, 2011

THE FOLLOWING CLASS IS OFFERED AS 'REFERENCE ONLY'. This class is not to be considered a normal or regular class of competition with USA-EAST FOR 2017. The rules are provided due to the fact that some events may elect to run this class in 2017. This class is for STREET LEGAL and STREET LICENSED semi trucks. Trucks in this class are expected to be regularly driven on the highway. Any truck that dominates in the class may be handicapped. This is truly an OPEN class for all semi trucks, but it is definitely NOT a PURE STOCK class. There maybe other "local fair" rules imposed on this class when it runs.

LEGALITY OF ENTRY

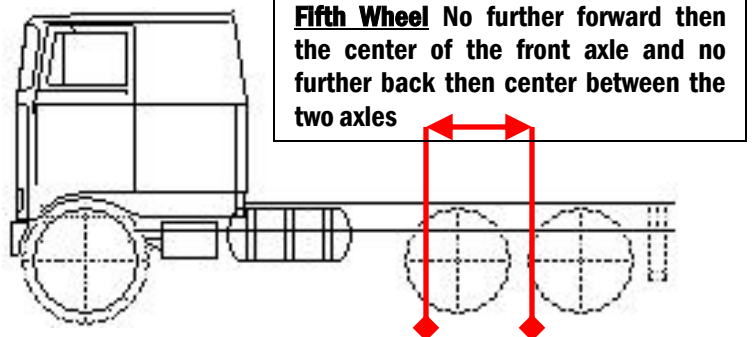
All entries must be a Street Licensed Semi Truck. The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid CDL license. Truck must be capable of pulling a trailer on the highway. All trucks must be driven to the pulls. All trucks running for points must pass "Super Tech" before any points will be awarded.

SAFETY CONSIDERATIONS

No riders are permitted in truck during pull attempt. Driver may not leave the driver's seat while vehicle is on the pulling track. Driver will take all direction from the flagman on the track.

HITCHES

Trucks that compete regularly are required to have their own hitching device that is subject to approval by the head tech official at each event. This hitch must work from the 5th wheel with the 5th wheel centered between the two rear axles. The hitch must be adjustable so that the height from the ground to the point of hook is between 18" and 14" + or - 1". The promoter will provide hitches at each event. The hitch will be measured immediately before the semi hooks to the sled.



AIR BAGS

The use of air bags is permitted. However no air may be added to or removed from the air bags while the truck is hooked to the weight transfer machine. The height of the hitch must remain the same from start to finish. Any change in the hitch height will be cause for disqualification.

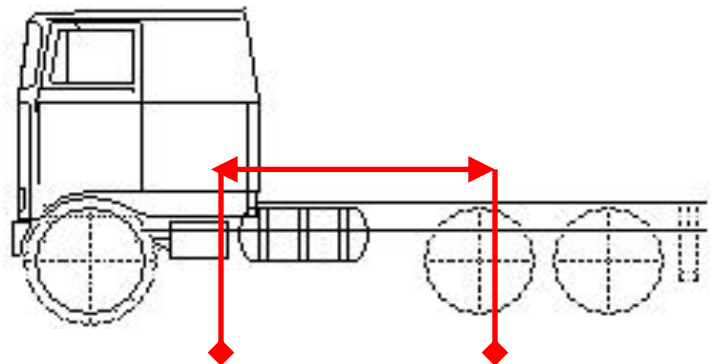
WEIGHT OF TRUCK (22,000 LB. MAXIMUM)

The truck shall appear 'road ready'. No added weight or ballast is permitted. Special trucks, such as oil field trucks that carry additional weight that is not normally found on a 'road ready' truck are not permitted in this

class. The promoter may weigh any truck at any time. Trucks with triple (3) rear axles are not permitted to participate in this class.

SPECIAL RULES

1. Water injection in any form is not permitted.
2. Weight is 22,000 Lbs. Fuel tank must be full when weighed
3. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbo-charger or any part of the air intake system.
4. Alteration/modification/replacement of the (OEM) original factory fuel pump is not permitted. No pump may be modified with Sigma parts. No Billet fuel pumps.
5. A Cummins engine must have a Cummins fuel pump - A Detroit must have a Detroit fuel pump - A Cat must have a cat fuel pump.
6. No sigma pumps OR MW pumps are permitted. Normal pump diesel is the only fuel permitted in this class.
7. Turbos are limited to single O.E.M .Turbocharger with an O.E.M . 4.1 inch maximum inducer bore on the atmosphere turbo with O.E.M factory exhaust wheels. The bore will be measured using a 4.15 inch slug. Map width enhancement of .180" maximum is permitted which must be in the O.E.M. location. No Billet wheels or any type of non-O.E.M Housing permitted nor are design modifications to allow a larger wheel to be used in the turbo housing. Exception: A factory 2005, 2006, 2007, 2008, 2009 & 2011 CAT twin turbo engine is permitted with the factory-installed non-altered turbos. Any semi competing more than two (2) times or running for pints must have (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.
8. Center line of rear axle to hook point on the semi hitch must be no greater than 7 feet.
9. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled.
10. **Fifth Wheel Position- Kingpin/Fifth wheel plate position** No further forward then the center of the front axle and no further back then center between the two axles
11. There must be 66" from the center of the tandems to the first obstruction forward such as the back of the truck cab, toolbox, wet line box, etc.
12. Tandem axle spacing must be between 60" and 52"



Must have a minimum of 66" from center of tandems to first structural obstruction such as the bunk, toolbox, cab, etc. This is the minimum swing clearance needed to pull a trailer.

"OPEN" STREET LICENSED GASOLINE 4X4 TRUCKS at 6200 lbs

THE FOLLOWING CLASS IS OFFERED AS 'REFERENCE ONLY'. This class is not to be considered a normal or regular class of competition with USA-EAST. The rules are provided due to the fact that some events have elected to run this class in 2017.

Adopted October 24th, 2008

The rules promulgated in these rules are intended as guidelines for the sport of "Open" Street Licensed Gasoline 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2017 season. Nothing herein should be construed as a guarantee against injury or death to participants, crewmen, family members, bystanders or spectators. Each participant at a Full Pull Productions' pulling event must assure that their equipment and replacement equipment throughout the season meets the requirements for this class.

6200 LB. "OPEN" STREET LICENSED GAS 4X4 TRUCKS

THIS IS AN OPEN STREET LEGAL 4X4 TRUCK CLASS AVAILABLE TO CURRENTLY LICENSED OWNERS OF GASOLINE-FUELED TRUCKS THAT ARE LEGAL FOR HIGHWAY USE. THIS IS TRULY AN OPEN CLASS FOR ALL STREET LICENSED GAS TRUCKS BUT IS DEFINITELY NOT A PURE STOCK TRUCK CLASS IF YOUR TRUCK IS STREET LEGAL AND IS BUILT TO THE RULES SET FORTH HEREIN, YOU CAN ENTER THIS CLASS. REGISTRATION PAPERS ARE REQUIRED TO PROVE THAT THE TRUCK IS LICENSED FOR STREET USE. A LICENSE PLATE WITH A CURRENT STICKER TAG IS REQUIRED TO BE AFFIXED TO THE TRUCK. REGISTRATION PAPERS AND LICENSE PLATE AND STICKER TAG MUST MATCH. WHERE APPLICABLE, A CURRENT INSPECTION STICKER IS REQUIRED. TRUCKS MAY BE HAULED TO THE PULL.

- 1. WEIGHT CLASS IS 6200 POUNDS. NO WEIGHT BRACKETS OR HANGING WEIGHTS ALLOWED ON FRONT OF VEHICLES. WEIGHTS MUST BE IN CARGO AREA ONLY AND SECURELY FASTENED OR CONTAINED SAFELY THEREIN. NO WEIGHTS ALLOWED UNDER HOOD OR IN THE WHEEL WELLS OR IN THE CAB AREA. NO WEIGHTS MAY BE SUSPENDED UNDER THE BODY/CHASSIS OR BEHIND PANELS/PARTS.**
- 2. NO DUAL WHEELS, STUDED 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.**

3. **FRONT BUMPERS MUST BE UNALTERED FACTORY STOCK.** NO WEIGHTED FRONT DEVICES ARE PERMITTED - THIS INCLUDES BUT IS NOT LIMITED TO: HOMEMADE BUMPERS, BRUSH GUARDS AND WINCHES. LOWER BRACKETS (ONLY) FOR SNOW PLOW 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.

4. **THE HITCH POINT WILL BE FROM THE REAR BUMPER ONLY OR FROM A “REESE TYPE” HITCH ON A LEVEL PLANE WITH THE POINT OF ATTACHMENT TO THE TRUCK’S FRAME BEHIND THE PUMPKIN OF THE REAR END. NO OTHER TYPES OF HITCHES ARE PERMITTED.** HITCH POINT MAY NOT BE MORE THAN 26" FROM GROUND. HITCH POINT MUST BE HORIZONTAL - PARALLEL TO THE GROUND. NO ANGLED, LEVER, PIVOT, AXIS OR OTHER TYPES OF ‘TRICK’ HITCHES ARE ALLOWED AND THE HITCH MUST BE STATIONARY IN ALL DIRECTIONS. THE HOOK POINT MUST BE THE FURTHEST POINT TO THE BACK OF TRUCK. HOOK POINT MUST BE PAST THE BED OF THE TRUCK IF THERE IS NO BUMPER, OR PAST THE END OF THE BUMPER. SHORTENING OF THE BED IN ORDER TO SHORTEN THE HOOK POINT IS NOT PERMITTED. EACH TRUCK DRIVER MUST SUPPLY A TWISTED CLEVIS. THE HOLE FOR HITCHING MUST ACCOMMODATE A MINIMUM OF 3.75 INCHES ACROSS.

5. **GASOLINE IS THE ONLY FUEL PERMITTED.** NO ALUMINUM ENGINE BLOCKS ARE PERMITTED UNLESS O.E.M. NO OPEN HEADERS WILL BE ALLOWED. ABSOLUTELY NO ALCOHOL, NITROUS OXIDE OR OTHER OXYGEN EXTENDERS. TURBO-BLUE AND CAM-2 ARE PERMITTED. HEADERS ARE APPROVED BUT ALL EXHAUST MUST RUN THROUGH A MUFFLER SYSTEM. NO SUPERCHARGERS OR TURBOCHARGERS PERMITTED. SWAPS BETWEEN MANUFACTURERS ARE NOT PERMITTED.

6. **NO SOLID SUSPENSIONS ARE PERMITTED. SUSPENSION MUST HAVE A MINIMUM OF TWO INCHES OF DOWNWARD MOVEMENT AT ALL TIMES. NO BLOCKS ARE ALLOWED BETWEEN AXLE HOUSING AND TRUCK FRAME *THAT WOULD RESTRICT* THE NECESSARY TWO INCHES OF MOVEMENT. LIFT KITS ARE ACCEPTABLE. MUST USE AN O.E.M STOCK STYLE SUSPENSION.**

7. **TRUCK MUST BE STOCK IN APPEARANCE.** FLOOR IN BED MUST BE SOLID. THE WHEELBASE MAY NOT BE CHANGED FROM ORIGINAL MANUFACTURER. WOODEN FLATBEDS ARE PERMITTED.

8. **TRANSMISSION & TRANSFER CASE MUST BE O.E.M. AND AVAILABLE IN ONE TON (OR SMALLER) PICK-UP TRUCKS.**

9. **DRIVER’S WINDOW MUST BE ROLLED COMPLETELY UP WHILE COMPETING. DRIVERS ARE URGED TO WEAR A SEATBELT *or* SHOULDER HARNESS AND A MOTOR SPORT TYPE HELMET WHEN HOOKED TO THE SLED. PASSENGERS ARE**

USA-EAST** is a regional sanctioning body for the sport of tractor and truck pulling. The geographic area encompassed by USA-EAST lies predominantly in the states of Pennsylvania, Ohio, Maryland and New York. Nearly 200 pullers were members of **USA-EAST** in 2016. The 2017 season will make the twelfth year of operation of this ever-growing sanctioning association.

FOR MORE INFORMATION OR 1.888.FULL.PUL