



2021 USA-EAST Rulebook

www.fullpullproductions.com
www.facebook.com/fullpullusaeast

USA-EAST RULE BOOK FOR 2021

TABLE OF CONTENTS

TABLE OF CONTENTS	2
GENERAL RULES	3
WALKING/INSPECTING THE TRACK	4
SAFETY SWITCHES	4
FUEL	4
WEIGHTS	5
BRAKES	5
FENDERS	5
SEATS	5
ENGINES	5-6
CLUTCHES/BELLHOUSING	6-7
AUTOMATIC TRANSMISSION	7
DRIVE LINE SHIELDING	7
HITCHES AND DRAWBARS	7-8
STABILIZER BARS	8
CONTEST PROCEDURES	8-10
FTING FINISH PROCEDURES	10
POINTS	10-11
DISQUALIFICATION	11
PROTESTS	11
RULES VIOLATIONS	12
RAIN OUT	12
=====	
SUPER/PRO STOCK TRACTORS	13-15
LIMITED PRO STOCK/SUPER FARM TRACTORS	16-18
BIG RIGS SEMI TRUCKS	19-21
POSSE SEMI TRUCKS	22-25
"OPEN" STREET SEMI LEGAL TRUCKS	25-26
SUPER MODIFIED "R.W.Y.B" 4x4 TRUCKS	27-31
SUPER STREET GASOLINE TRUCKS (SSG)	32-36
LIMITED PRO DIESEL 3.0SB	37-39
PRO STREET DIESEL 2.6SB	39-41
SMALL BLOCK MODIFIED 4500lb 4x4 TRUCKS	41-45
OPEN 'HOT FARM' TRACTORS (HF)	45-48
CLASSIC SUPER STOCK TRACTORS (CSS)	48-50
V-8 "HOT ROD" TRACTORS (HRV8)	50-53
LIGHT LIMITED SUPER STOCK TRACTORS	54-57
TRIPLE CROWN SERIES GAS 4x4 (TCG)	57-58
TRIPLE CROWN SERIES DIESEL 4x4 (TCD)	58-60
STREET LICENSED GAS 4x4 TRUCKS	61-63
STREET LICENSED DIESEL 4x4 TRUCKS	63-67
"OPEN" STREET GAS TRUCKS	68-69
NOTES	70



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 2-½ lb. fire extinguisher. Extinguishers must be within reach of the 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. Traction Control is prohibited in any form at USA-Events. This includes any type of engine retardation and or engine management that would result in engine power being altered to the wheels in order to gain a traction advantage.
6. All pulling vehicles will have a dead man throttle that will automatically return to a closed position. Throttles will work in a forward to reverse motion, forward being open. Two (2) Springs on Carburetor/Injection pump and one (1) on the Hand throttle itself
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 vehicles they feel are 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 @ 412-480-9307
16. By participating at an USA-East Event, you are releasing all media rights to USA-East Sled Pulling, LLC.
17. Purse money may be withheld from any competitor who fails to display proper/required decals.
18. Official's decisions are final. There is no appeal process. Disagreements may result in disqualification.

WALKING/ INSPECTING THE TRACK

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

PULLERS MAY 'WALK THE TRACK'...

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

PULLERS MAY NOT 'WALK THE TRACK'...

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

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. All diesel powered competition vehicles will have a sampling valve on the return line from the fuel injection pump. The sampling valve needs to have a flexible hose. Diesel engine needs to be running when the fuel sample is obtained.
4. No nitrous oxide, nitro methane or propylene oxide. (See individual classes for clarification)
5. Top Lube is allowed, but no nitro base top lube will be accepted.
6. 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) A digatron fuel test meter will be utilized for testing with a maximum number of 150.



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 the competition vehicle for that pull must be in the driver's seat when the vehicle is weighed.
5. Competing vehicles 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 brakes. All brakes in the driveline must be shielded 360 degrees with 5/16-inch steel or 3/8 aluminum, around the brake components. Ends must be enclosed in 1/8 inch steel or aluminum, no cast metal is permitted to be used as part of a shield.

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 the vertical over tire in the same configuration as the tire.

SEATS

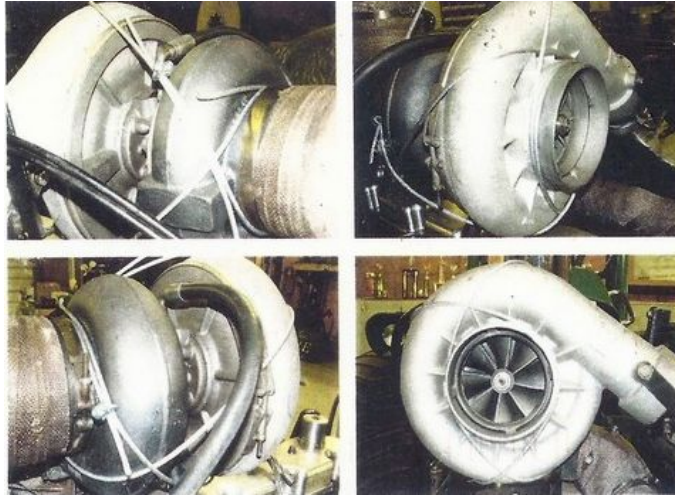
1. All tractors must have a strong, rigid seat.
2. Tip seats will be securely fastened while pulling.
3. Seats must have side rails that are a minimum of four inches above the seat and must extend a minimum of ½ the distance from the back of the front edge of the seat.
4. Rails are to be made of ½ inch 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 ¼ inch steel shield 360 degrees around the balancer. The shield will be at least one (1) inch wide and no more than one (1) inch away from the balancer. There must be two tabs, two in front of the balancer to keep the balancer from working forward. Tabs will be at least one (1) inch long and ¼ inch thick and 180 degrees of each other. A bolt is required in the end of the crankshaft, to hold the damper pulley. Water pump may be used as part of a shield. Where no shield is present, the 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 ¼ inch past the back edge of the fan and no more than one (1) inch from the radiator.
8. All diesel engines must have a 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. Any single turbo (3.0" and larger in diameter) must have a minimum of 1/8" cable wrapped around turbo. Cable must wrap two revolutions around the turbo, clamped by a minimum of two clamps at splice, or Kevlar lined turbo blanket covering the intake housing.



12. All supercharger/procharger drive components must be shielded on top and sides with .060" steel or 1/8" aluminum. Side is defined as to the centerline of the bottom pulley. Shield should be wider than the drive components.
13. All vehicles using an automotive type supercharger must use an aluminum blower stud, SEMA specs, 6061 T-6 to secure the 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 ¼" 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 ¼ 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 the explosion area of the bell housing.
4. No welding will be allowed in the explosion area of the bell housing.
5. No chemical milling permitted.
6. There will be five 3/8" bolts or four ½" 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 the top half of bell housing to block. Four additional bolts 3/8" grade 5 or better, will be mounted between existing bolts in the top half of the bell housing to secure the bell housing to block the saver plate. Six evenly spaced grade 5 or better bolts are required on the bottom half of bell housing.

10. Any vehicle using two blown or turbocharged automotive engines, three naturally aspirated or any industrial, marine or aircraft engine that is turbocharged or twin-staged supercharged on one clutch, must have a liner in the bell housing.
11. All clutches on aviation, marine and/or industrial engines must be approved by USA-EAST.
12. No cast iron clutch components or flywheels will be allowed.
13. All competitors will be required to sign a warrant of clutch, flywheel, bellhousing components.
14. USA-EAST will reserve the right to inspect any clutch or components at any time.

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 shields or tractor blankets 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 the driveline, 2 inches away from the 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 the shield will be no more than 2 inches larger than u-joint. If aluminum is used on a u-joint shield, a 1/8" insert will be put inside the 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; the 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. **A Clevis welded on as a hitch is not acceptable even if it meets the above criteria.**
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 1/2" round stock).
8. All drawbars will have an opening minimum of 3.5" X 3.75" inches.



- 
9. 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. All hitches will be made from solid steel, no welded hitches allowed.
 10. 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 ½ inches from the back edge of the hitching device.
 - d. No chain or cable allowed in the hitching device. **A Clevis welded on as a hitch is not acceptable even if it meets the above criteria.**

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 the radius of the rear tire.

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 a 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' 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. Vehicles 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 412-480-9307)
8. Participants must be a member of USA-EAST in order to collect points, and competitors may join at any USA-EAST event. Membership must be in place prior to hooking to the sled in order to collect points.
9. ***All Competitors must be registered at least one 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. Contestants may be barred from pulling due to emotional or physical reasons. Ex: drinking, illness, etc.
3. Only the driver will be allowed in/on a vehicle when it is being towed or driven.
4. No riders are permitted on tow tractors or track equipment.
5. A driver must be in/on the pulling vehicle at ALL times while the engine is running.
6. Vehicle must be in neutral or park while hooking to or unhooking from the sled. 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 the driver, pit crew, family members and friends of the driver.
8. Any driver or crew member found under the influence of drugs or using intoxicating agents in the track area will be disqualified. Track area is defined as 35 feet surrounding the track
9. No videotaping is allowed closer than 35 feet from track or in a designated area approved by officials.
10. A driver's meeting is optional and may or may not be held before the pull starts.
11. The first puller in the class will be considered the 'Test Puller'. This 'Test Puller' may accept their pull distance, or choose to come back immediately or drop to ANY position in the pulling order.
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 the 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 the sled. Excessive sled jerking may cause DQ.
18. Excessive loss of liquid will result in disqualification, if the vehicle is under the green flag. If a vehicle is flagged, pull will be measured from the point of the red flag being issued. Failure to stop will be cause for disqualification. Excessive is defined as any steady or intermittent steam equal to a spot on the track of eight (8) inches in diameter.
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 1/100 foot utilizing an Agritronic GPS sled measuring system or Laser measuring device.
22. When possible, all contestants must drive on and off the track. Tow starting will be done as a last resort and under 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. Competition Director decisions are final and unappealable 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. 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.
29. Any disqualification on the first attempt bars a second attempt unless the class is restarted.
30. The "Test Hook" puller may come back if they go out of bounds on their test hook attempt.
31. 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. Floating Finish Lines will be utilized at all events for all classes unless the head tech official determines that a pull off system will be used. If a pull off is to be used for a certain class it will be announced prior to the class starting.
2. Boundary line will be 320' long to start the pull, even though a Full Pull may only be 300'. Competitors may not touch boundary lines at any time. The Full Pull line will be established by the Head Track Official no less than 300 feet and no later than the fifth competitor, after a sled reset. The Full Pull line can be set in front of a vehicle even if the vehicle has gone past 300 feet at either 310, 320. White disqualification line(s) will be 320 feet for the entire contest. If Head Track Official determines a floating finish is need

POINTS

1. The following is the established point structure
 - ⇒ 1st – 50; 2nd – 48; 3rd – 46 Down by two (2) to 26 points.
 - ⇒ All remaining competitors will receive 25 points respectively.
2. DQ's will receive last place points and money in their class.
3. Competitors shall receive 20 show-up points when their competition vehicle arrives at a pull and registers.
4. To be eligible for any points at any event, the competitor shall pay their entry fee and pass tech inspection. It is the responsibility of the Competitors to have a tech official inspect their vehicle.
5. Options in the case of TIES in the point race at season end. Ties will be broken as follows:
 - 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.
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 the 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 a protested vehicle is found legal, then the fee will be forfeited to the person found legal.
b). If a vehicle is illegal, then the vehicle is disqualified and a fee is returned to the protester.
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 a vehicle is sold (AND such sale is proven to the satisfaction of the USA-EAST tech and rules committee), the vehicle will be allowed to pull, but the suspended party is NOT involved with the vehicle in any way.

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: December 18, 2020

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. A NTPA legal Billet Block is permitted in the class.
 - 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 the 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.
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 further forward than 60" from the centerline 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.

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

1. Maximum weight to be 8500 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.

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.++

2021 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: 8700lbs. 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. Blankets must be of sufficient size and length to completely cover the 'rear most part' of the bell housing.
3. Any single turbo (3.0" and larger in diameter) must have a minimum of 1/8" cable wrapped around turbo. Cable must wrap two revolutions around the turbo, clamped by a minimum of two clamps at splice, or Kevlar lined turbo blanket covering the intake housing. See Above
4. Clutch must be a high-performance type. Absolutely NO cast iron components allowed.
5. *All tractors not running an approved roll over protection will be required to have a 47.1 SFI Spec. roll-over protection.*
6. A five-point harness is required (See Pro Stock rules)
7. Approved kill switch is required (See Pro Stock rules)
8. Wheelie bars must support the weight of the tractor
9. All tractors must have side shields
10. All tractors must have fenders
11. The use of front 'skid plates' is recommended and may be mandatory for 2021.
12. Only Three (3) Mechanical Drops per season per tractor will be allowed.
13. The USA-EAST ONE (1) "Dropped Hook" rule will apply to this class in 2021.
14. Hot Farm Tractors are permitted to "Bump Up" to this class in 2021 without prejudice.
15. 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.
16. 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.

LIMITED PRO TRACTORS at 8700 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 engines 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 mount the turbo charger.
9. Limited Pro Stock G-Trim Max on Exhaust Side of Turbo (Limited to 4.5" Outlet I.D.)
10. Manifold pressure may be a single stage only.
11. Legality of the injector pump by officials is based on the visual inspection of the outside housing and not the inner workings of the injector pump.
12. '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.
13. 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 engines 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 the intersection of turbine wheel face and tip diameter.
 - c) All turbine wheel blades protrude 1/8" into 3" bore. All air must exit through the 3" opening.
 - d) Exhaust housing will be measured at the intersection of turbine wheel face and tip diameter.
12. No waste gates permitted.
13. No variable geometric turbochargers 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

- The top five tractors may be checked at the conclusion of the class
- PROCEDURE:
 - ✓ Selected 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. Tractor must be running when the Fuel Sample is obtained.
 - ✓ 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 375 day banishment from pulling with USA-East/Full Pull Productions events for Driver and Tractor.
 - ✓ Any Tractor found with “Illegal Fuel” will be subject to fuel testing at all future events for the remainder of the season
 - ✓ 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

Big RigsSM Pulling Series

COMPETITION RULES FOR 2021

ADOPTED: December 10, 2018

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 2021 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 2021 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 2021 will be sanctioned through USA-EAST SLED PULLING.

IN ORDER TO COLLECT POINTS IN THE BIG RIGS PULLING SERIES IN 2021 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 2021

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. Drivers must wear an approved fire suit and an approved helmet. Drivers 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 the 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 hitched 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 the 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. Engines must have been available in road use trucks. No multi-engine vehicles may enter any competition. No non-commercial truck engines (car, pick-up truck, military, aircraft, etc.) are permitted. No specialty engines such as Arias, Keith Black, Rodeck, etc. are permitted. NOTE: The legality of the Cummins QSK-19 has been approved for the Big Rigs Series since 1998 and is non-contestable.
2. Only two (2) air stages are permitted on the engine - turbo-charger (or) super chargers.
3. 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 the 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. Big Rigs utilizing Multiple chargers will have their drawbar set two (2) inches lower the Single Charger Big Rigs
8. No chains or cables are permitted
9. 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 the hitch and located directly in line with the point of hook. A minimum of a two inch solid ring is required for connection with a minimum of 1/8 inch cross sectional thickness. The sled cable will be attached to this ring.
2. On all diesels, the kill switch must activate the air shut-off. Shut-off must be placed ahead of any 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.
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), the 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).
7. Trucks must be weighed with ice and water ready for competition. Once the vehicle has weighed it must report immediately to the staging area. If the truck goes back to the hauler it will have to reweigh and have hitch remeasured prior to being allowed to hook.

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.

ELECTRONIC FUEL INJECTION PUMPS

Electronic Fuel Injection/ Electronic engine control (ECM) must use a factory (ECM) with Factory connections. All Engine control must come from the factory (ECM). A Cummins engine must have a Cummins ECM – A CAT must have a CAT ECM, etc.

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 2021.
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.



POSSE SEMI TRUCKS

FULL PULL PRODUCTIONS, INC.

ADOPTED: December 18, 2020

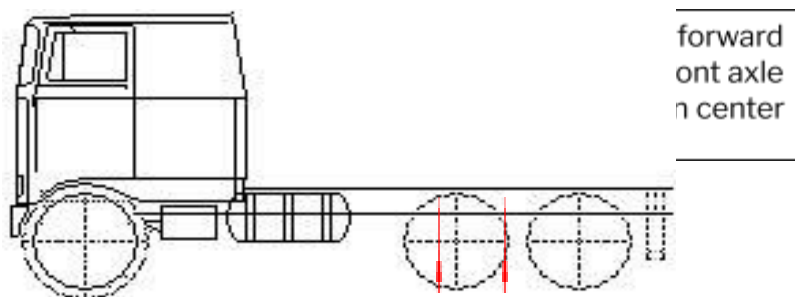
THE CLASS IS OPEN TO 'ALL' IN 2021.

Semis 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 must have complete safety equipment as per the Big Rigs Modified Semi Rules.
2. One production-available commercial truck engine ONLY will be permitted. Engines must have been available over the highway road use trucks. The stock motor block or O.E.M. block that will operate with the stock crankshaft for that model without any alterations for chassis mounting and in stock location for that series of semi. NOTE: The legality of the Cummins QSK-19 has been approved since 1998 and is non-contestable.
3. All tires must be road use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires is permitted. Maximum tire size limited to; 11x24.5 x 8.25 (or) 10 x 22 x 8.25. Tread width of 10" per each drive tire.
4. No split rim or wedge lug type wheel allowed. No spoke type wheels. Wheels must be bud type.
5. One scatter shield must be on all universal joints beyond the rear of the transmission. Scatter shields must be a solid construction, 5/16" thick steel minimum and be able to contain debris or direct debris toward the ground. Scatter shields not required on the inter axle drive shaft provided the top of the frame between the rears is securely covered with minimum 1/8" aluminum or steel. One drive shaft loop must be installed on any driveshaft over 36" long including those with a carrier. Driveshaft loop should be near the center of the shaft and be capable of keeping the shaft from coming out of the vehicle in the event of breakage.
6. Electronic engine control (ECM) must use a 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.
7. 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.
8. Driver must wear an approved driver's jacket and long pants. Drivers must wear driving shoes or leather boots. No sneakers or tennis shoes are permitted.
9. 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.
10. All vehicles must have working brakes on all rear wheels.
11. All exhaust systems must discharge vertically. No rain caps are permitted. Turbo-charged engines must have two 3/8 inch grade five bolts within 6" of turbocharger. 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 placed 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.

12. A fire extinguisher (minimum 2.5 pound dry-powder type) is required and must be in working order with the gauge fully charged. Fire extinguisher must be within reach of the driver.
13. All vehicles must have an operable kill switch on the right side of the hitch and located directly in line with the point of hook. A minimum of a two inch solid ring is required for connection with a minimum of 1/8 inch cross sectional thickness. The sled cable will be attached to this ring. (Vehicles running for points or running over factory RPMS must have this)
14. 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)
15. 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.
16. 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.
17. Water injection is permitted. Competitors 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.
18. Factory fuel pump or P-Pump is allowed for all trucks. Must not be larger than a P7100. No pump may be modified with Sigma parts. No Billet fuel pumps.
19. Ice Water Intercoolers are permitted. **Must cross scales with ice ready to pull.**
20. 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.
21. Centerline of the rear axle to hook point on the semi hitch must be no greater than 7 feet.
22. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled.
23. 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
24. Tandem axle spacing must be between 60" and 52"



LEGALITY OF ENTRY All trucks running for points must pass “Super Tech” before any points will be awarded. Competitors do not have to license their trucks as long as their truck is equipped with the complete list of safety items as specified in the Big Rigs Modified Semis Rule Sections

SAFETY CONSIDERATIONS No riders are permitted in trucks during pull attempt. Driver may not leave the driver's seat while the 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 Competition Director or their designee may weigh any truck at any time. Extra ballast weight is permitted. Weights or brackets cannot interfere with hooking the sled to the hitch. Weights or brackets cannot extend more than 51” rearward past the center of the rear drive axle. Weights on front of the truck cannot extend more than 24” forward of the stock forward most point. Weight will be 20,000 pounds for ALL competition trucks. Trucks must be weighed with ice and water ready for competition. Once the vehicle has weighed it must report immediately to the staging area. If the truck goes back to the hauler it will have to reweigh and have hitch remeasured prior to being allowed to hook.

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 the pulling surface. If 2nd attempt results in drives losing contact again then the truck is DQ'd.
4. Trucks with air ride suspension must be equipped with chains or some type of limiting device on both drive axles to prevent the height of the frame from changing during the pull. Limiting device must not have any ‘give’ built in. Solid rear drive axle suspension permitted, however all drives must be chained or limited. Chains or limiting devices must be tight (no slack) when the hitch is measured. Four short chains or cables from the side of the frame down to the axle housings is recommended. No chains and binders going up and over the frame rails allowed. Maximum air pressure in the suspension airbags

must be limited to 80psi by installing an air pressure regulator in the leveling valve supply line. An air pressure gauge mounted at the regulator in a visible position must be present to check air pressure. This is done to prevent breakage of the suspension limiting device or failure of the airbags due to an over pressure condition. Breakage or failure of a chain or limiting device while hooked to the sled will be cause for disqualification.

2021 OPEN STREET LEGAL SEMI TRUCKS FULL PULL PRODUCTIONS, INC.

ADOPTED: December 18, 2020

*The rules are provided due to the fact that some events may elect to run this class in 2021. This class is for STREET LEGAL and STREET LICENSED semi trucks.. Any truck that dominates in the class *may* be handicapped. This is truly an OPEN class for all semi trucks, but it is definitely NOT a PURE STOCK class. There may be 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. These rules may be altered or changed at any time throughout the season for anything that becomes a safety issue.

SAFETY CONSIDERATIONS

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

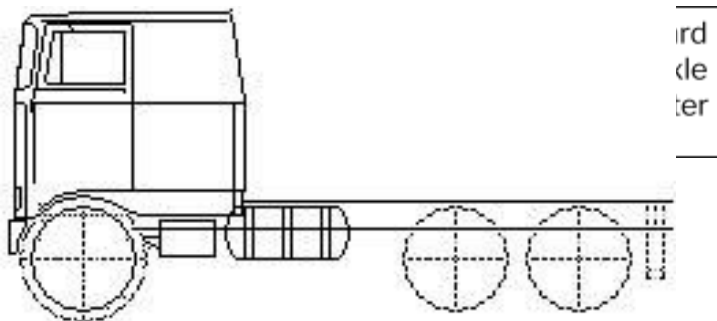
HITCHES

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. All air bags will be fully inflated and then the hitch height will be set.



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 3.6 inch maximum inducer bore on the atmosphere turbo with O.E.M factory exhaust wheels. The bore will be measured using a 3.61 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. If you have an exhaust that comes through the hood or is modified from factory position you will have to install 2 3/8" grade 8 bolts 90 degrees of each other within 1" from each other in the vertical part of the exhaust.
8. Center line of the 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"

SUPER MODIFIED TRUCKS (RWYB)

(Gas, Diesel, Alcohol)

General Rules for 2021 Season

ADOPTED: December 18, 2020

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 2021

1. Vehicle maximum weight 7,500lbs.
2. 2WD Trucks short wheel base up to 150" 7000lbs maximum 14-71 blower.
3. Hitch height for all trucks will be 26". (with the following exceptions)
 - a. Naturally Aspirated trucks will be 28" hitch.
 - b. Naturally aspirated with nitrous will be 27".
 - c. 2WD trucks will be 30".
 - d. Hitch from point of hook to center line of rear axle shall be no less than 27% of wheel base (FWD only).
 - e. Twd hitch length must be a Minimum of 18" from the centerline of the rear axle.
4. Full Pull reserves the right to alter Hitch height and truck weight at any time during the year.
5. FWD Blower Trucks will be limited to 14.71 blowers.

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 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.

Engines:

- **GASOLINE or ALCOHOL ENGINES** may utilize a single super charger or a single turbo charger. All NTPA necessary safety equipment and restraints on the super charger must be followed.
- Maximum supercharger size: 14-71, 19-inch rotor length, Note: For that utilizing 8-71 blower the following dimensions: 16-inch rotor case length.
- Screw type blowers are not permitted.
- Variable multi-speed supercharger devices prohibited.
- Pro Chargers are allowed as well maxim size of F-3R-130
- Fuel injection is permitted. A single turbo charger is also permitted in this configuration. Super charged or single-stage turbo charged engines are limited to 575 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 engines must have been available in a one ton or less truck from the factory. Sigma fuel pumps are permitted. Water injection is permitted. The fuel must be pump #1/#2 diesel only. Soy or Bio-diesel fuel is permitted. Diesel engines may use an unlimited size turbo(s) charger. A Diesel engine truck running without a muffler must have cross bolts installed in their exhaust system.
 - All turbocharged engines will have one cable totally surrounding the engine block and head between the first and second cylinder.
 - The cable will be 3/8 inch diameter and will be between the first and second cylinders.
 - Cable must pass through the exhaust manifold port area.
 - 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:

Aftermarket 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 turbocharged or supercharged 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. All diesel powered competition vehicles will have a sampling valve on the return line from the fuel injection pump. The sampling valve needs to have a flexible hose. Diesel engines need to be running when the fuel sample is obtained.

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: Aftermarket 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.

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

Firesuit:

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 December 18, 2021

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 2021 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:

6200 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. Weights may not extend more than 60" from the centerline of the front 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. Bed floor is not required however there must be a Tonneau cover. 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 airbags are used, the valve must be at the bag.

Wheelbase:

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

Engine:

Engine must remain in stock location or no farther forward than 12" from the rear of the engine block to the centerline of the front axle. 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 vehicle 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 engines are 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 of fuel permitted. Turbo-blue and cam-2 are permitted. E-85 (ethanol) is permitted. Absolutely no alcohol. Fuel tanks must be 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. 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. No clevis's allowed.

**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 2021.
- 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 2021.

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 2021.
- 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 2021.

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 2021
- Required on all trucks 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 2021.

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 helmets are required for all drivers of trucks that are not currently licensed, insured and inspected for street use.

FireSuit:

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

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 2021 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 2021. 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 2021 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.

Limited Pro Diesel (3.0SB) 4X4 TRUCKS

Adopted: December 18, 2020
PPL Rules

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 2021 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.

1. Maximum weight 8000lbs. (Dry weight 7900# for ice allowance at scales.)
2. The OEM chassis is mandatory. The vehicle must retain a full $\frac{3}{4}$ or 1-ton size chassis. Wheel tubs, back-half conversions, tube chassis prohibited. Maximum wheelbase 158" and 102" maximum width. (outside tire to outside tire). Rigid suspension allowed. Hydraulic steering permitted. (Intent= no Isuzu or compact diesel chassis)
3. The body must be an OEM truck body, including full metallic floor pan and must retain complete OEM firewall. Beds must be covered. No flatbeds permitted. The body must retain full metal, aftermarket steel hoods are permitted. The must be closed and securely latched while hooked to the sled.
4. Maximum engine size will be 460 cubic inch. Engines must come from the factory in one ton or smaller diesel pickup trucks. Engine must remain in stock location as intended by the manufacturer. Engines may be interchanged between manufacturers. a. No aftermarket blocks permitted b. Head must be an OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
5. Front of the engine block can be no further forward than 17" of the centerline of the front axle.
6. Engine must have a cable surrounding the block and head. Cable must be minimum $\frac{3}{8}$ " diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
7. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick. (This equates to a steel inner fender)
8. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25° angle from

- pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle.
9. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet, (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of the opening.
 10. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" away from the turbine wheel.
 11. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of the competition track is prohibited.
 12. Water injection is prohibited. All components must be removed from the truck.
 13. Air shut off must have a cable that goes to the rear of the truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
 14. Fuel Systems: Maximum of one P7100 pump (2 5/8"W x 9 9/16"L x 8 3/16"H main pump body), limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
 15. No fuel lines or tanks permitted inside of a truck cab unless securely mounted in a marine box.
 16. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
 17. Must run DOT approved tires. Maximum tire height 35", no studded tires or chains. No alteration to DOT tires 52 allowed. Dual rear wheels are permitted on the rear axle only. Maximum of 6 tires.
 18. Front weights must be no more than 60" from the centerline of the front axle to forward most points and be securely fastened. No weights are allowed in the cab of the truck. If weights are located in the bed of the truck they are to be securely fastened to the bed of the truck.
 19. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
 20. Axle shields are required. Shield to be .060" thickness steel or aluminium. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
 21. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions, refer to General Rules.
 22. SFI bellhousing blankets and/or SFI blow proof bellhousing required.

23. All U-joints must be shielded 360 degrees with 3/8" thick aluminium w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on the u-joint. Inside diameter of the shield will be no more than 2 inches larger than u-joint.
24. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminium or 5/16" steel, 1/4" of shaft may be visible.
25. Fire extinguisher (2.5#) or fire suppression system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seat belts required.
26. No traction control permitted.
27. . All other rules may be found in 4X4 Truck and General Rule sections.

Pro Street Diesel (2.6SB) 4X4 TRUCKS

Adopted: December 18, 2021

PPL 2.6 Smooth Bore Rules

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 2021 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: 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.

REGULATIONS:

1. Maximum weight 8000#
2. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for the body being used.
- 3.. The body must be an OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. Aftermarket hoods permitted. The hood must be closed and securely latched when hooked to sled.
4. Maximum cubic inch 460. Engine must be in OEM locations for the body used. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 cables 60 at splice with 4-6 inches of slack.

5. Cylinder head must be an OEM or OEM replica for a brand of engine. Outside of the cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
6. Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be the centerline of the rear axle or behind. Hitch must not exceed 25 degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above the centerline of the rear axle. The adjusters must go down from the drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to rear axle housing shall be above the center point of the rear axle. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle.
7. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter the inducer bore and contact wheel.
8. All vehicles must be equipped with upward pointing exhaust located either directly behind the cab or out of the truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo.
9. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of the front axle. Ballast may be added in the bed of the truck but must be securely fastened. 61 Maximum weight 8000 pounds.
10. All trucks must have at least a six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminium that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicles. Any front shaft u-joints that can be visibly seen from the side of the truck must be shielded to contain the u-joint and the end of the driveshaft.
11. A fire extinguisher system is permitted. 2.5# The fire extinguisher must be securely mounted within reach of the driver. A complete OEM firewall is required.
12. All drivers must have a valid driver license and full SFI fire suit including helmet. Seat Belt/restraint must be worn.
13. The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
14. Hand throttles permitted. Diesel fuel only (See fuels page for specs) No propane or N02 or any other oxygen enhancers allowed
15. Maximum of one P pump up to P7100 allowed. 13MM plunger limit. Ag governors permitted. The use of multiple high pressure common rail fuel pumps is legal.
16. OEM rear and front ends required. Must have come factory in a one ton or smaller vehicle.
17. Axle shields are required. Shield to be .060" thickness steel or aluminium. A hole may be cut in one shield to allow operation of hub lock.

18. Safety switches (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to the back of the vehicle. A 2 inch or bigger solid ring must be attached to the end of the switch. Ring must be zip tied to the switch bracket. Switch must also be able to be activated in the cab while the driver is secured in the vehicle.
19. Hydraulic steering permitted
20. Suspension - The upper mounting point for strut 62 assembly must be in factory location. Adjustable caster/ camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No airbags. Rear suspension may be made solid.
21. Tires must be DOT approved with a maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
22. Dual wheels are prohibited.
23. OEM transmission and transfer cases must be used. Must have come factory in a one ton or smaller vehicle.
24. Non-OEM transmissions prohibited. Aftermarket torque convertors, valve bodies, and internal components are permitted.
25. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
26. Water injection is prohibited. 2. Air to air intercooler only. No ice or water permitted truck during competition.

2021 SMALL BLOCK MODIFIED GASOLINE 4X4 TRUCKS

4500 MOD TRUCKS

Adopted: 11.27.2019

The rules promulgated in these rules are intended as guidelines for the sport of Modified 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2021 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.

WEIGHT

4500Lbs. 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.

ENGINES

1. A single 4 barrel carburetor mass produced naturally aspirated 4150 style. A Two – Two Barrel Carburetor is permitted (NO PREDATORS, DOMINATORS, OR EXOTIC CARBS ALLOWED) No fuel injection
2. Aluminum intake is allowed - NO tunnel rams, NO sheet metal intakes
3. Gasoline or racing fuel is permitted no alcohol
4. NO BLOWERS, TURBOS CHARGERS, NITRO OXIDE, OR OTHER COMPRESSED GASES.
5. Small block engines 360 CUBIC INCHES. No LS or HEMI type Blocks. The formula for calculating the cubic inch displacement of any piston engine is: bore x bore x stroke x 7854 x number of cylinders.
6. Provisions must be made to put on a “seal” on the engine after the truck has been cube checked. Competitors must be able to have their engine pumped at any time during the pull season. A 1% variance will be permitted.
7. 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
8. Any heads are allowed but must be OEM valve angle Note: No LS or Hemi Style Heads
9. SFI harmonic balancer is required
10. SFI flex plate and flywheel is required
11. Engine fans must be completely shrouded with steel 1/16” or thicker. Electric fans excluded
12. All exhaust systems must discharge vertically (vertically is defined as being within 10 degrees any direction of being plumb down style must discharge straight back.)
13. No rain caps permitted.
14. After market ignition is allowed.
15. Rear of engine block can be no far further than the center of the front rear and engine must be behind the factory grill location.

TRANSMISSION AND DRIVE LINES

1. All universal joints MUST be covered with 6 inch wide 1/8 inch steel or 3/16 inch aluminum.
2. All drive shafts MUST have a midpoint safety loop.
3. Any OEM transmission and transfer case can be used, no aftermarket gear boxes or t-cases
4. All Automatic Transmissions 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.

5. All automatic transmission MUST have a positive reverse gear lock out. All transmissions MUST have a neutral safety start switch (standard can work off of a pressed in clutch)
6. 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.
7. Both front brakes must work and driveline brakes are permitted
8. Slipper clutches and high stall torque converters are permitted
9. Positivity no Grey Cast Clutch Materials Allowed.

BODY AND CHASSIS

1. Maximum wheel base of 135. Must have been a factory 4x4.
2. Vehicles must have closed doors, unless equipped from factory with fabric top.
3. Half cabs must have closed doors.
4. Vehicles must have stock appearing grill, hood, front fenders, bedsides, and hood (can be cut but must shield all rotating parts)
5. No weights or any part of the vehicle can extend forward more than 60 inches from center of front axle
6. Fuel cell must be located OUTSIDE of the cab with a marked easily accessible fuel shut-off valve.
7. If the battery is mounted inside the cab must be shrouded with steel or aluminum cover with a driver accessible battery shut off clearly marked.
8. Must retain all exterior body panels fiberglass is permitted. Tailgate not required
9. Fenders may be cut for tire clearance only, axle must be positioned within 6" of center of wheel well.
10. Must have windshield and drivers window. (Driver's window must be up while pulling).
11. Floor and fire wall area must be covered and no holes larger than 1 inch.
12. Any motor, frame, body combo can be used; Tube frames are allowed but must be inspected by current tech official before permitted to pull. 2"x.120 wall thickness minimum

WHEELS AND TIRES

1. D.O.T 33/14.5 or equivalent
2. 29/11 dirt track tires are permitted

3. No bar tires permitted, sipping and sanding of tires is permitted for the purpose of resurfacing only. Cleaning up existing tire grooves allowed.
4. Rear tires can be offset inward to center of front tires, no duels. Tire tracks must half lap.
5. No Recaps.

SUSPENSION HITCHES

1. Solid suspension is permitted in the rear.
2. Ladder bars are permitted.
3. Hitch must be rigid in all directions
4. Hitch plate is to be 3 inches wide and 4 inches long inside dimension. ½ inch thick at any point.
5. Hitch height will be 24"
6. Minimum hitch length is 27% of truck overall wheelbase no shorter than 24". Measurement taken from center of axle tube to hook point.
7. Hitch pivot or attachment point cannot be any further forward than the center of the rear axle

SAFETY

1. Driver must wear SFI approved fire suit with Fire Shoes or Leather Boots
2. Driver must wear a helmet meeting Snell 85, 90, 95, 2000, K98
3. All vehicles must be equipped with at least a 2 ½ pound dry chemical fire extinguisher
4. All drivers must be at least 16 years of age.
5. Anyone considered being under the influence of drugs or alcohol will be barred from the event.
6. Poor sportsmanship or horseplay in the pit area or on the track will not be tolerated.
7. All vehicles must have a driver in the seat when motor is running.
8. The OEM restraint system is mandatory and must be worn. A five point safety harness is highly recommended in the class
9. Driver must have at least one hand at the 12 o clock position at all times while pulling

KILL SWITCH

1. The kill switch must break or ground the ignition circuit and must break electric power to an electric fuel pump(s) if so equipped.
2. Kill switch must have a minimum 2" diameter solid welded ring, with minimum 1/8" cross section thickness. Must be mounted within 6" of center.

REVERSE SAFETY LIGHT

1. A reverse safety light system is required on all pulling vehicles. A white light, automotive quality, minimum 2" in diameter, and must be mounted directly above the hook point at the rear of the vehicle

ANY QUESTIONS FEEL FREE TO CALL THE CLASS REPS:

JEFF JOHNSTON—814-229-8150 cell 814-457-5022 home

PAUL STILLMAN—412-310-7655

2021 FULL PULL PRODUCTIONS

OPEN 'HOT FARM' TRACTOR RULES

ADOPTED: 11.16.2017

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.

WEIGHT CLASS: 9,500 pounds

Any tractor that has competed with the USA-EAST Limited Pro or Super Farm division in 2021 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.

All diesel powered competition vehicles will have a sampling valve on the return line from the fuel injection pump. The sampling valve needs to have a flexible hose. Diesel engine needs to be running when the fuel sample is obtained.

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

No pressurized fuel tanks are permitted in this class. Diesel only fuel allowed.

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 .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
- 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 2021 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 the center of the rear axle to the front of the 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 would permit a tractor using these rules to compete at USA-Events in 2021

The following is the 2021 NTPA Hot Farm Tractor Rules

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



USA-EAST SLED PULLING CLASSIC SUPER STOCK TRACTORS

ADOPTED: December 10, 2019

The rules promulgated in these rules are intended as guidelines for the sport of Classic Super Stock Tractor pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2021 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 vehicle's drawbar may be re-measured and the vehicle re-weighted at the discretion of the official.

AGE OF TRACTOR

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

AGE OF DRIVER

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

FUEL

Diesel fuel only, no pressurized fuel tanks. All diesel powered competition vehicles will have a sampling valve on the return line from the fuel injection pump. The sampling valve needs to have a flexible hose. Diesel engines need to be running when the fuel sample is obtained.

WATER INJECTION

Water must pass a propylene oxide spot test.

TIRES

18.4 x 38 maximum radials allowed.

CYLINDER BLOCK OR CRANKCASE

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 can decube a 619 block, AC 516, Case 504, Ford 478, MM 504, Oliver 478 and others to be approved by the committee. **ALL ENGINES MUST BE 531 CUBIC INCHES OR SMALLER ALL 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 the 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 the 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 a 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 accept 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 the seat at all times while the 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 7100 series Pump maximum, one plunger per cylinder. No computerized fuel systems allowed.

MANIFOLDS

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

TURBO CHARGER:

One single stage turbo allowed. Turbo must not extend through the 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 the wheel must protrude into the 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.



USA-EAST SLED PULLING

"HOT ROD" V-8 TRACTORS

Adopted by USA-EAST – November 30, 2019

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 the 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 a check and tach recall is cleared, it is an automatic disqualification. If the tractor is over 6100 RPM's tractor can be checked with handheld tach as a backup for accuracy.

****No computers** allowed that control any mechanical operation of the competing vehicle. No automated or computer operation of traction control devices. The use of electronic control devices for ignition timing I.E. (MSD 8973, Power Grid, Six Shooter, and Davis Electronics, Etc.) is not allowed. Wiring of any components (Tach, Coil, and MSD Box) must be readily visible for inspection. All engines must be controlled directly by the driver through a manual throttle.

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 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 ¼ "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 the engine block. Ties must be able to support the tractor with bolts removed from the 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 the rear most plane of tire and be able to support the tractor. Tech crew has the right to put the jack under the 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 centerline 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. Ray Bell – Lisbon, Ohio is the USA-East Appointed Tech Director for the Class. Pans must be sealed with a USA-EAST wire seal on two oil pan bolts. No other seals accepted. One head bolt will be painted on the engine to insure the engine hasn't been completely torn down after inspection. Tractors without the wire seal on the oil pan or paint on the head bolt will not be allowed to pull. When performing the pump test, the engine cubic inch can be a maximum of 521.16. Provisions must be made to put on a "seal" on the engine after the tractor has been cube checked. Competitors must be able to have their engine pumped at ANYTIME during the pull season. A 1% variance will be permitted.

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: 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 or for the betterment of the class. Only individuals that have pulled at least one time and are a current member in the HRV8 class in the current calendar year have the right to vote on the rules. Each tractor only has one vote.

USA-EAST

Light Limited Super Stock Tractors

Adopted: December 18, 2020

Weight

- Tractor weight will be 6400lbs.

Engine

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

Example:

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

2. Must be OEM engine block, no Billet steel or aluminum blocks.
3. Engine must match the brand of tractor.
4. Rear of the engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of a 1" adapter plate.
5. A 1% tolerance will be given on cubic inch limitations to allow for normal engine wear.
6. No V-8 Engines permitted.
7. No Overhead cams allowed.
8. The largest fuel system allowed is a "P-7100"-pump with one plunger per cylinder and one injector per cylinder.
9. No electronically controlled fuel system allowed.
10. No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.
11. Water injection allowed with oil lubricant only, no additives allowed in injection water, and water will be subject to testing.
12. Computers can only be used for data acquisition, may not be able to control engine timing, or fuel delivery.
13. No traction control.
14. Exhaust must be discharged vertically; no rain caps or curved pipes at outlet allowed, and exhaust pipes must be securely fastened to the tractor.
15. Exhaust pipes must have two 3/8" grade five bolts set within 1" at 90 degrees to each other at least one foot below opening in the exhaust.
16. Harmonic balancers must be shielded with at least 1/8" metal underneath the front of the block and secured to the frame with four 3/8" bolts.
17. Engines must have one 3/8" safety cable completely surrounding the block and head passing between the first and second cylinders, through the exhaust manifold port area, with a minimum of four clamps at all splices with 4-6 inches of slack.
18. Diesels must have a spring-loaded closing mechanism air shutoff. To be deemed acceptable, when activated. The shutoff mechanism must prevent the boost of the engine. The kill switch must be mounted securely to the back of the tractor and have a 2-inch diameter ring (minimum 1/8" thick). Operators must also be able to operate from the driver seat.
19. Alcohol engines must have a kill switch to disable the ignition.

20. Diesel fuel systems must have a manual three-way dump valve installed ahead of the injection pump, to be operated by the operator from the driver seat.
21. Must have “Dead Man” throttle with two return springs that automatically returns to idle when released by operator.
22. No mechanical fans allowed.
23. Flywheel will be made of steel or aluminum and be SFI approved, absolutely no cast iron allowed, and all clutch assemblies will be steel and SFI approved. No cast iron.

Diesel Engine Options

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

OR

 - o A maximum of one (1) 3X4 turbo with MAF enhancement.
 - o 0.200 MAF enhancement
 - o No forward facing MAF.

Alcohol Engine Option

1. Maximum of 370 cubic inches for single turbo charged alcohol engines. No intercoolers allowed.
 - a. This engine combination can run a maximum of one (1) smooth bore 3X4 Turbo
2. Turbo Restrictions
3. All turbo compressor and exhaust wheels must protrude into the housing no less than 1/8th of an inch.
4. The compressor wheel must measure no larger than 3-inch at the face of the wheel.
5. 0.200 MAF enhancement is to be placed in the neck of the compressor housing in the factory location.
6. Diesel engines that will be allowed to run a 3.4X4 smooth bore turbo, the compressor wheel must protrude into the housing 1/8th of an inch and the compressor wheel must measure no larger than 3.400” at the face of the wheel.
7. No superchargers allowed.
8. Turbocharger(s) must be under stock hood or shrouded end to end and 360 degrees around with .060” thick metal. Turbocharger(s) must also be shrouded if under a fiberglass or plastic hood.

Cylinder Heads

1. Cast iron OEM cylinder heads only. No billet or re-cast cylinder heads allowed.

2. Cylinder head must match the engine block.
3. Valves must maintain the factory angle, lateral movement of valves ONLY. Valves must seat in the bottom of the OEM head on all 6-cylinder engines.
4. Cylinder heads are limited to two (2) valves per cylinder.
5. One spark plug per cylinder ONLY.
6. Only one (1) plate will be permitted between the top of the block and the bottom of the cylinder head, with a maximum thickness of 1 1/8th inch.

Chassis

1. Maximum length 13 feet measured from center of rear axle to forward most point, excluding tow hook.
2. Maximum wheelbase 114".
3. OEM tractor rear end, transmission and axle housings only will be accepted, no component tractors allowed.
4. No type of front end suspension will be allowed, swivel axle front ends will be accepted.
5. Allow tractors with cast tub (belly)-type frames (ie., Oliver, Cockshutt, White) to remove the complete frame from front of transmission housing. The Engine and clutch housing remain in original location and mounted solid as intended by the original manufacturer, with motor mounts in the front and rear of the engine. No engine cradles.
6. Once the tub is removed the rear of the engine cannot exceed 60 inches from the center of the rear axle.
7. Tractors that have removed the tub (belly)-type frame will be required to have 100lbs of non-movable weight mounted onto the belly of the tractor.
8. Oliver style tractors must also run a SFI 6.2 or 6.3 bellhousing with SFI inspection sticker in place. If they continue to run the OEM bellhousing they will be required to run a 6 buckle 4.1 SFI rated blanket.
9. All housings must stay in place, bolted ridged in all other chassis.
10. Auxiliary transmission will be permitted.
11. Skid plates must be mounted in-line with each frame rail and extend from the center of the front axle forward (on both sides) equal in strength to frame rail material. Skids must be securely mounted and braced to the chassis. Skid plate surface to be minimum of 4 inches wide and 12 inches long with a minimum 6-inch curve when measured from the front most part of the rolled edge. Note: Skid plate must be able to support the weight of the front end when checked with jack. Maximum ground clearance is bottom of the wheel rim not to exceed 4 inches with front tires in normal operating position.
12. Tractors must have a full running frame rail from the axle housing to the front of the tractor or tie bars running from the axle housing to the frame. The tie bars must be able to support the weight of the tractor with all of the bolts from the transmission housing removed.

Hitches

1. All hitches will be minimum 3 1/2 inches long X minimum 3 inches wide at the hook point. Vertical thickness of hitch will be maximum of 1 1/2 inch minimum 1-inch cross-sectional thickness. Hitch will be no shorter than 18" measured from the center of the rear axle to the hooking point.
2. Maximum hitch height 20"

3. Wheelie bars independent of hitch. Must be able to lift the tractor with jack under pad in the heaviest class tractor participates in. Pad to be no more than 10" above ground and should be a minimum length of 32" from the center of the axle when set at the 10" maximum height.
4. If the drawbar has provisions to be made SHORTER than the legal length (18 inches from the center of the rear axle) is not acceptable as a legal drawbar.

Tires

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

Fuel

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

Safety

1. Complete fire suit, fireproof gloves, head sock and fire shoes are required. Must meet SFI spec 3.3c. All drivers will be required to use a SFI approved 3.3 neck collar.
2. All competitors will wear a full-face helmet. Snell 2005 rating or better.
3. All tractors will have SFI approved clutch/flywheel assembly. No cast iron.
4. All tractors will use a six buckle 4.1 SFI approved safety blanket.
5. A safety light system is required. A white automotive quality light, minimum of 2" in diameter, must be directly mounted above or below the safety kill switch at the rear of the tractor.
6. The light is to be activated by a shift lever such that it will only be illuminated when the tractor is in reverse.
7. Must have at least 2 ½ lb. Fire extinguisher and be convenient to the operator.
8. Roll cage is required to meet SFI 47.1 requirement. 5 point SFI harness is required.
9. Side panels, firewall, and fenders are required on all tractors.
10. Fenders must be constructed so that when the driver is secured in the competition position no part of the driver's body can touch the tire.

USA-EAST SLED PULLING TRIPLE CROWN SERIES GAS TRUCKS

Adopted: November 28, 2019

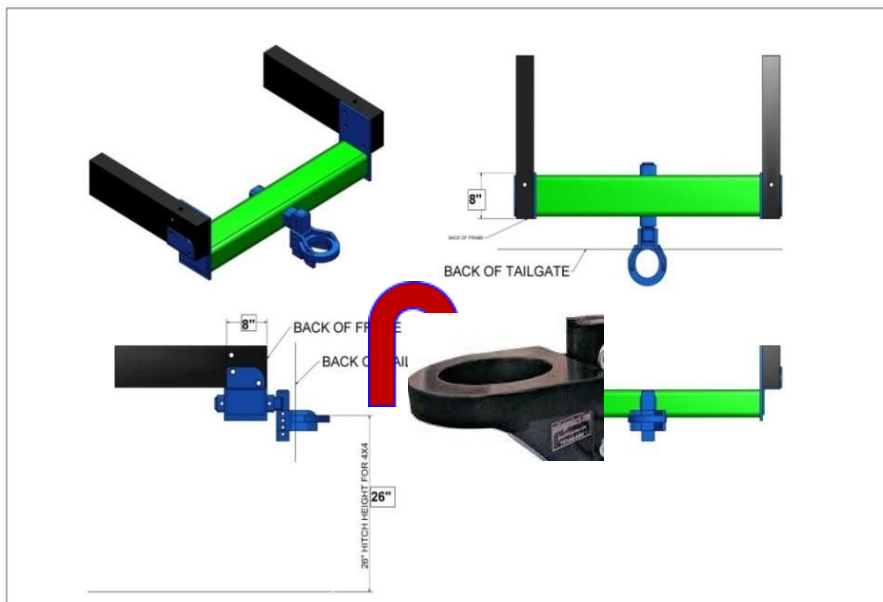
The rules promulgated in these rules are intended as guidelines for the sport of Open Street Licensed **Gasoline** 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2021 season. Nothing herein should be construed as a guarantee against injury or death to participants, 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. **Trucks that regularly compete in "Work Stock Gas" type classes are not eligible for this class. Any truck that dominates may be moved up a class.**

6700lb. STREET LICENSED GASOLINE 4X4 TRUCKS

- A. No front mounted weights/hidden weights – No weights in cab
- B. Front Interior must be as OEM intended—No Race Seats, etc.
- C. Current Registration and Current Photo Driver's License
- D. Current Inspection Sticker/License Must match State Issued in

- E. Must be an OEM available engine, No Major Modifications to engine. Single 4 Barrel or Factory injection. Any conventional type heads -No billet, Pro-stock heads. No injectables such Nitrous, etc. No power adders unless the OEM factory. Must have a factory type exhaust system with a working mufflers - no open headers
- F. Must Use Factory Engine Mounts / Engine in Factory OEM Location
- G. Wheels must have DOT Stamp –No “Real” or other types of wheels- Must maintain OEM Staggered – Tires must be unaltered with DOT Stamp
- H. Hole in hitch must be 3 ¾ in diameter
- I. Reese Style Hitch – See Diagram for legal hitch
- J. No Major Suspension modifications. Traction Bars-Etc. – Bolt on only- Two inches of downward suspension travel required –
- K. All cooling for the truck must be located in the factory locations; IE Transmissions coolers, Radiators, etc. Radiator must be of factory size and in OEM location and used
- L. Reese Style Hitch – See Diagram for legal hitch

LEGAL HITCH SET-UP



- 26” inch Hitch Height
- If you back your truck to a wall the hitch would hit first
- Reese Type Hitch attached to the frame within 8” inches of rear of truck
- Opening minimum of 3.5” X 3.75” inches

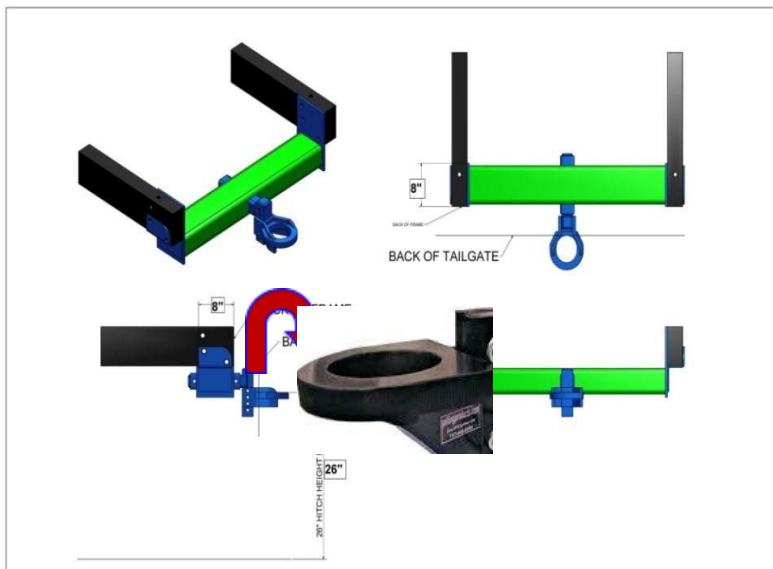
USA-EAST SLED PULLING TRIPLE CROWN SERIES FOR DIESEL TRUCKS

Adopted: November 29, 2019

The rules promulgated in these rules are intended as guidelines for the sport of Open Street Licensed **Diesel** 4x4 truck pulling. These rules have been adopted by Full Pull Productions, Inc. for the 2021 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. **Trucks that regularly compete in 2.6 Diesel are not eligible for this class. Any truck that dominates may be moved up a class.**

8500lb. STREET LICENSED DIESEL 4X4 TRUCKS

- A. No front mounted weights – No weights in cab
- B. Current Registration and Current Photo Driver's License
- C. Current Inspection Sticker/License- Must match State Issued In
- D. Wheels must have D.O.T Stamp- No "Real" or likewise wheels – Must maintain OEM Stagger – Tires must be unaltered with DOT Stamp
- E. Turbo Rules - See below
- F. All Air Intake must be in the engine compartment-No Intake in Non-OEM grill holes, headlights etc. All Headlights must be in OEM location and functional
- G. Factory Fuel Pump / Dual pumps allowed
- H. Front Interior must be as OEM intended—No Race Seats, etc.
- I. No Major Modifications to engine - Must be a OEM available engine (Factory OEM Type Heads & Material)
- J. Must Use Factory Engine Mounts / Engine in Factory OEM Location
- K. See Diagram for legal hitch (Factory style Reese is legal as well)
- L. No Major Suspension modification. Traction Bars-Etc. – Bolt on only- Two (2) inches of downward suspension travel required
- M. Radiator must be of factory size and in OEM location and used. All cooling for the truck must be located in the factory locations; IE Transmissions coolers, Radiators, etc.



LEGAL HITCH SET-UP

- 26" inch Hitch Height
- If you back your truck to a wall the hitch would hit first
- Reese Type Hitch attached to the frame within 8" inches of rear of truck
- Opening minimum of 3.5" X 3.75" inches



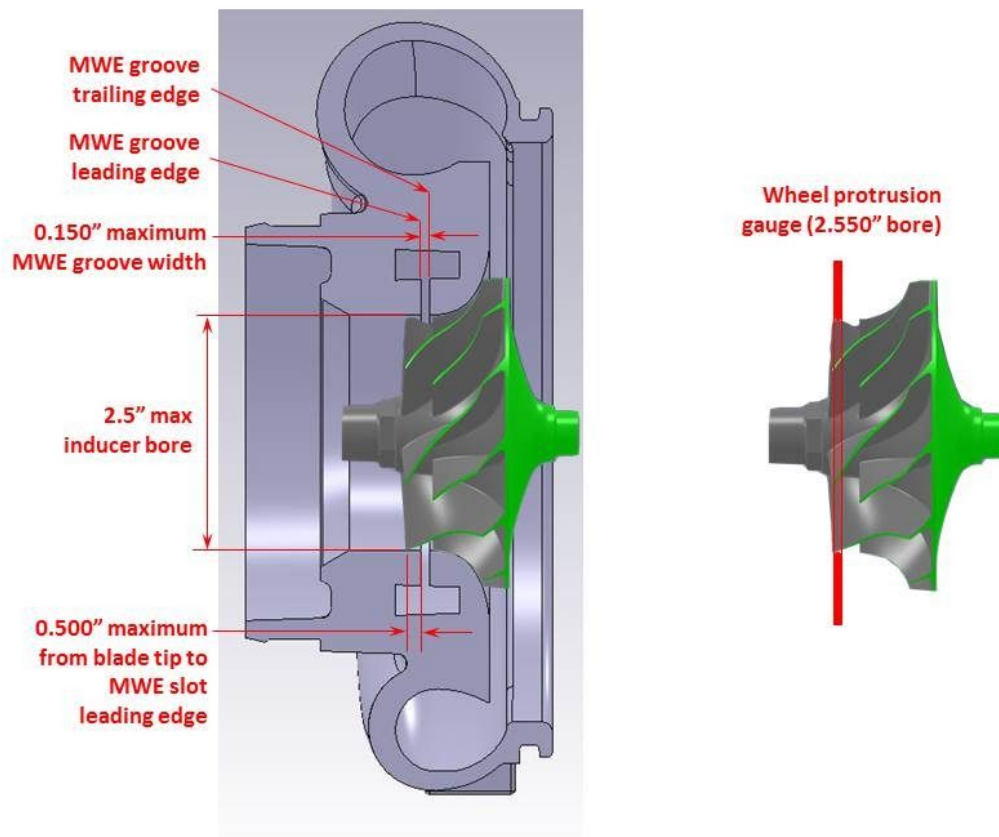
Turbo Rules

The vehicle is limited to a single turbo with a compressor inducer of 2.550" as specified below. A true Smooth Bore 2.6 permitted on a trial basis in 2021. 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. 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 wheels 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.

- Turbos
- Intake – 2.550" inlet, Map width enhancement is allowed. Maximum map width .200". The MWE groove must be inside the neck area where intake is measured at 2.550". Compressor wheel must protrude into 2.550" inch bore. Intake housing to be no larger than 2.550" at the face of the wheel.

2021 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 2021 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 the original manufacturer. Wooden flatbeds are permitted. All body panels including in the inner and outer skins of the trucks bed as well as the floor of the 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 trucks by various methods.

Weight class is 6400 pounds, weight may be adjusted. No weight brackets or hanging weights allowed in 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 the 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 tanks 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 the driver's window must be 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.

Entry fee will be \$25.00 per truck at all events. Trucks 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 2020. The rules are provided due to the fact that some events may elect to run this class in 2020. 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.

“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 2021.

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 2021 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 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, 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.
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 NOT PERMITTED IN THE TRUCK AT ANY TIME EITHER IN THE PITS OR ON THE TRACK.

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

For more information call 412-480-9307