

**Defiance County Truck & Tractor Pullers General Rules for
Participants
Saturday, August 23, 2025**

**Superintendent: Isaac Ankney (567) 239-8091
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1. Before and during the individual's pull there will be NO alcoholic beverages consumed by the driver. After, when of legal age and maturity, have at it. If for those that have a pit crew, family, etc, someone comes up to complain or question a rule or decision and they have either been witnessed drinking, or the smell of alcohol is present on the individual, they will have no say on anything pertaining to any issue present. If they continue to argue they will be asked to leave the property.
2. Protesting- To protest, a \$500 dollar cash only fee will be collected and held by the event coordinator.
 - a. Protesting must be made by a participant of the class.
 - b. An event official must be notified within 15 minutes of the end of the class if there is a protest.
 - c. Both the protested vehicle and the vehicle of the individual that protested must show up to the tech area.
 - d. Protests are per person and vehicle. If multiple participants want to protest, each will provide 500.00 and all vehicles will show up for tech. (No pooling of money for only one other vehicle to be sent through tech with protested vehicle.)
 - e. Both vehicles must be at the tech area within 30 minutes of being protested.
 - f. Event officials visually seeing modifications being done to the vehicle after a protest has been called will result in an automatic forfeiture of any prize money and disqualification.
 - g. If it is found that the vehicle being protested is illegal in the class, that individual will forfeit all winnings and will be disqualified. The one protesting will get the fee back.
 - h. If found legal the protested competitor will receive \$450 and the event will collect the remaining \$50.
 - i. If it is found that the individual that protested has a vehicle that is illegal for the class along with the protested vehicle the event will collect all \$500.
 - j. To reiterate, those found to be illegal in the class will forfeit all winnings and will be disqualified. Blatant breaking of the rules could result in a 1 year suspension of participating in the event. (happens in 2018 out for 2019 event)
3. All class winners will be subject to re-tech by the tech official immediately after class completion.
4. Tech official has final say along with event coordinator.
5. Valid driver's license required for ALL classes.
6. Vehicle registration required for Street Stock Gas, Farm Stock Diesel, and Hot Street Semi.
7. Helmets and seat belts required in all classes.
8. Fire Extinguisher within reach of driver.
9. No passengers allowed in vehicle while pulling.

10. Additions and or corrections possible.

5200lb 2wd Trucks

ENGINE:

- Gas only, NO alcohol, or fuel additives.
- Naturally aspirated engines only.
- MAX cfm carb, 4150/4160 Holley flange only. (No Dominators, King Demons, SV1, or split carbs.)
- MAX 478 cubic inches +2%. Must retain factory block spacing.
- All pumping must be done at the track.
- Blocks and heads MUST be cast iron.
- Aftermarket blocks and heads are allowed. Heads can be aluminum. No degreed heads or pro Stock style.
- No aluminum blocks allowed.
- SFI approved harmonic balancer.
- MUST use SFI approved flywheel.
- Motor must be mounted within 6" of original V8 mounts.
- Must have a catch can for the radiator.

DRIVETRAIN:

- Dual disc clutches are allowed.
- No reversers or drop boxes allowed.
- OEM style transmission ONLY.
- One-ton rear axle or less.
- No planetaries allowed.
- Manual transmission MUST use a SFI approved bellhousing (blow proof).
Must use a block saver plate.
- If bellhousing has been altered in any way (cut, torched, or welded) you must also run an SFI approved transmission blanket.
- Automatic transmissions MUST be covered by an SFI approved transmission blanket.

HITCH SETUP:

- 36" minimum hook point from center of rear axle.
 - 48" maximum hook point from centerline of rear axle.
 - Bolted clevis or hitch point must have 3.5" hole.
 - Hitch height is 30" maximum.
 - Must have sled stops that extend at least 8" past the rearmost point of the truck.
- #### **CHASSIS:**
- Rigid suspension is permitted.
 - Front weights must not extend greater than 60" from centerline of front tires or 195" from rear axle.
 - DOT tires only. 35x12.5 maximum manufacturers tire size, no cut, siped, or barred tires allowed.
 - All U-joints must be covered with a 360° loop and be at least 6" wide constructed of 1/4" steel or 3/8" aluminum.

- Vehicles up to 140" center to center of axles may run fully weighted.
- Vehicles up to 146" must run 200 lbs light.
- No vehicles over 146" allowed.

GENERAL:

- All vehicles must have working kill switch.
- In-cab batteries must be covered.
- Truck may hook multiple times if the minimum 5 entries/class is not met.
- If truck hooks multiple times, only takes one place of winnings.
- Valid driver's license is required.
- Drivers must wear a helmet.
- Drivers must wear a seatbelt.
- Fire suits are mandatory

Street Stock Gas 6500lb Rules

Rules are based off of other similar class rules, however there are a few differences. It is your responsibility to read through the rules and determine if your vehicle meets the requirements.

***** IF THERE ARE QUESTIONS ON IF YOUR TRUCK IS STOCK, THEN IT PROBABLY ISN'T.*****

Engine:

1. Maximum displacement of 500 cubic inch.
2. Pump gasoline only. No racing gasoline, alcohol, ethanol, nitrous oxide, nitro methane or propane allowed.
3. OEM cast iron blocks only. Block must be offered in vehicle production.
4. OEM cast iron heads only. OEM aluminum heads allowed only if vehicle was equipped from factory.
5. No aluminum intakes unless offered from factory or vehicle is carbureted. No sheet metal intakes.
6. Cold air intake is allowed.
7. Naturally aspirated engines only. Eco-Boost is permitted if OEM stock. No alterations.
8. Engine programmers are permitted.
9. Single carburetors only. OEM carburetors only. Fuel injection is permitted only if equipped with vehicle from factory. OEM fuel injection only will be allowed. No aftermarket.
10. Headers are allowed. Must be within motor compartment, not within wheel well.
11. Vehicle must have exhaust system with fully functioning muffler or catalytic converter.
12. Exhaust must extend past rear most side of cab.
13. Wet sump engine oil systems only. No dry sumps.
14. Radiator must have a sufficient overflow reservoir.

HITCH:

1. Hitch height: 24" maximum.
2. Hitch point must have a 3.5" hole minimum.
3. Must be a Reese style hitch/receiver. No pulling from bumper.

4. Hitch must use hitch pin. Bolts are prohibited.
5. A minimum of 42" is required from the centerline of the rear axle to the hook point.
6. NO PART OF THE HITCH CAN BE ATTACHED TO THE REAR AXLE.
7. Hitch must be the rearmost component on vehicle.

Chassis:

1. MUST HAVE REAR AXLE U-JOINT SHIELD.
2. Aftermarket front bumpers allowed, must have a minimum of 3/8" hole for inspection.
3. No batteries are to be located inside cab of vehicle.
4. Factory steering systems only.
5. Any weight must be located in the bed behind the cab and securely fastened.
6. Plow mounts and brush guards are allowed. Plow pump must be removed. No homemade plow mounts or brush guards. All brackets must include a 3/8" hole in all structural members for inspection.
7. Must have full set of functioning head lights.
8. Factory suspension only. Helper springs are permitted.
9. Any suspension air bags must contain less than 10 PSI pressure.
10. Absolutely no electronic traction control devices.
11. Factory spec wheelbase only.
12. Complete factory beds only. Beds and toolboxes must be mounted securely.
13. DOT tires only. Max 35". No cuts, bars, or siping. Any width is permitted. DOT rims only. No wheel spacers or tire chains.
14. One ton rear axle or less permitted. No dual rear wheels.
15. No open drivelines or drop boxes.
16. Fuel tanks must remain in the factory location or in the bed behind the cab. Relocated tanks must be SFI approved.
17. Brakes must be fully functional on all 4 corners of the vehicle. No driveline brakes permitted.
18. OEM transmission and transfer case only.
19. Must have 1" minimum travel in front and rear suspension

6500 Limited Street Gas Rules

****Rules are based off of other similar class rules, however there are a few differences. It is your responsibility to read through the rules and determine if your vehicle meets the requirements. *****

Engine:

1. Maximum displacement of 514. NO PERCENT OVER.
2. Pump gasoline or racing gasoline only. No Alcohol, ethanol, nitrous oxide, nitro methane or propane allowed.
3. Cast iron blocks only. Factory bar space required.
4. Aftermarket heads are permitted, maximum of 2" Spacer. No tunnel ram or sheet metal intakes. No degreed heads. No pro stock style heads.
5. Naturally aspirated engines only.
6. Engine Programmers are permitted.
7. Vehicle must have exhaust. Exhaust must extend past the backside of the cab.

8. Wet sump engine oil systems only. No dry sump.
9. Radiator must have an adequate overflow tank.
10. Single Carburetors only.
11. Carburetors allowed for factory fuel injected vehicles.

HITCH:

1. Hitch height: 26" maximum.
2. Hitch point must have a 3.5" hole minimum.
3. Must be a Reese style hitch/receiver. No pulling from bumper. No shackles or clevises.
4. Hitch must use hitch pin. Bolts are prohibited.
5. Hitch must be stationary in all directions.
6. A minimum of 42" is required from the centerline of the rear axle to the hook point.
7. Hitch must be the rearmost component on vehicle.

CHASSIS:

1. No batteries are to be located inside cab of vehicle.
2. Electric over hydraulic steering is permitted. STEERING MUST BE OPERATIONAL IF THERE IS A LOSS OF POWER TO THE PUMP. THIS FUNCTION WILL BE TECHED.
3. Hanging weight permitted, 60" from the center of the front axle or 195" from the center of the rear axle.
4. Any weight falling from vehicle during a competitive pull will result in disqualification.
5. Must have full set of functioning head lights. Working reverse light required.
6. Ladder bars are permitted but must be bolted to chassis. No welding.
7. Must have 1" minimum travel in front and rear suspension. Suspension must be movable.
8. Any suspension air bags must contain less than 10 PSI pressure.
9. Absolutely no electronic traction control devices.
10. Factory spec wheelbase only.
11. Complete factory beds only. Beds and toolboxes must be mounted securely.
12. DOT tires only. Max 35". No cuts, bars, or siping. Any width is permitted.
13. No more than 5" offset from front wheels to rear.
14. No tire chains.
15. U-joint shields and driveline hoops are mandatory. All u-joints must be covered with a 360° loop and be at least 6" wide constructed of 1/4" steel or 3/8" aluminum. Driveline hoops must be 360° loop and be at least 1" wide constructed of 1/4" steel or 3/8" aluminum.*
16. One ton rear axle or less permitted. No dual rear wheels. No cutting of rear axle tubes or narrowing permitted.
17. No open drivelines or drop boxes.
18. Fuel tanks must remain in the factory location or in the bed behind the cab. Relocated tanks must be securely fastened. SFI approved
19. Brakes must be fully functional on all 4 corners of the vehicle. No driveline brakes permitted.
20. All automatic transmissions must be covered by an SFI approved scatter blanket.*
21. All manual transmissions must have an SFI approved blow proof housing.*
22. All clutches must have a functioning foot pedal.
23. All flywheels must be SFI approved.*
24. Harmonic balancers must be SFI approved.

*Rule is exempt from any competitor with a legal Street Stock Gas vehicle wishing to enter the Limited Street Gas class.

6500 Pro Stock Gas 4x4

All trucks subject to valve cover removal for bore space check, and/or being pumped. If you do not meet the rules, do not attempt to enter the class.

Engine & Fuel

1. 632 cubic inch limit + 1%
2. Conventional cast iron engine block only. Must retain factory bore space.
3. No HEMI style heads. Single spark plug per cylinder. Heads must be able to accept an off the shelf cast aluminum intake manifold. NO SHEET METAL OR FABRICATED INTAKE MANIFOLDS.
4. Single unlimited carburetor permitted. No split or dual carbs permitted. NO FUEL INJECTION.
5. Racing fuel only. No alcohol or nitromethane.
6. No nitrous oxide, superchargers, turbos or any other type of forced induction.

Safety

1. Must have blow proof bellhousing. Automatic transmissions required to have a transmission blanket or SFI shield.
2. Must have U-joint shields covering ALL U-joints. Must have at least 1 drive shaft loop.
3. Fire extinguisher must be mounted within drivers reach inside the cab.
4. Helmets and fire jacket required. Fire pants and shoes recommended.
5. Must have working reverse light.
6. KILL SWITCHES MANDATORY AND WILL BE CHECKED. ALL TRUCKS WILL BE TECHED. TECH OFFICIALS DECISION IS FINAL. DISQUALIFICATION WILL RESULT IN LOSS OF PRIZE MONEY.

Truck & Chassis

1. OEM 1 ton or less chassis required. No tube frames. Frames to retain factory measurements from outside rail to outside rail.
2. Engine to be mounted no further forward than 10" from the back of the block to center of front axle.
3. Rear end may be mounted solid, no springs required. Traction bars and frame trusses are permitted.
4. T style or pro stock style hitches are permitted. Pivot point to be no further forward than the center of the rear axle. Hook point to be minimum of 36" from the center of the rear axle.
5. 26" maximum hitch height
6. Hanging weights permitted, no part of weight box to be further forward of 195" from the center of the rear axle and no more than 60" from the center of the front axle.
7. No dirt slingers or anything that diverts dirt away from the truck or the sled.
8. Factory sheet metal and windows required. Factory cab floor or heavier required. Factory firewall or heavier required. Bed may be gutted. May have fiberglass hoods and bedsides.
9. NO ELECTRONIC TRACTION CONTROL SYSTEMS!

Driveline

1. OEM front axle, 1 ton or less. Aftermarket internals are allowed in stock housing.

2. F106 or equivalent rear ends are permitted. NO fabricated or sheet metal rear ends permitted. Rear ends can be narrowed.
3. Drop boxes and reversers are permitted.
4. 37" Max DOT tires. No cutting, grinding, or siping. No alterations to tires. Bead locks are permitted.
5. SINGLE tires front and rear. NO DUALS.

Farm Stock Diesel Rules

*****Rules used are from the Battle of the Bluegrass*****

Any changes made will be highlighted in yellow.

Weight: 8200 lb.

Batteries:

The batteries must be securely mounted and in the factory location.

Body:

The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. No fiberglass hoods. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket flatbed must be installed.

Brakes:

Four wheel hydraulic brakes are mandatory and functional.

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 stock location and be of at least stock size.

Compressed Gases:

Use of any compressed gases is prohibited. This includes nitrous, propane, or any other.

Credentials:

All drivers must have a valid state driver's license. Vehicle must have current registration and current license plates. Proof of insurance may be required.

Driveline:

OEM transmission and transfer cases 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 is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck.

Exhaust:

All vehicles are recommended to be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender wells are prohibited.

Fuel:

The fuel must be pump #1, #2 diesel, or soy/biodiesel. Off road fuel is prohibited. Must be commercially available fuel.

Fuel Injection Pump:

OEM Fuel Systems only

Harmonic Balancer:

All engines turning more than 3500 rpm must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch:

The hitch must be a receiver style hitch. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle. Trick hitches are prohibited. Trick hitches will be determined by the Tech Official. 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. Bumper may be notched or removed. The hitch's height from the ground may not exceed 24 inches. The hooking point must have a minimum of 3" x 3-3/4" inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be where the hook touches metal. That is the hooking point.

Interior:

A complete factory OEM interior, including dashboard, door panels, headliner, etc. is mandatory. Aftermarket seats are permitted but they must be fully upholstered. All factory controls, lights, windows, signals, wipers, etc. must be retained and in working order. The use of hand throttles are prohibited.

Rear End:

Non-OEM rear end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup. 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 assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Street Equipment:

Complete headlight and tail light assemblies (all) are mandatory and must be operative, and must be installed during competition. Complete OEM windshield and all other windows are mandatory. Windows must be able to operate per factory specifications; they must open or close by electric or mechanical means.

Suspension – Front:

The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the Tech Official.

Suspension – Rear:

An OEM style suspension is mandatory. Traction bars and devices are permitted. They must be bolted-on only; welds are permitted for attachment to the frame or axle housing. Traction bars,

if installed, must have a chain or cable or some type of safety device mounted one foot (1') from the front support to catch the bar in case of failure. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. Compression stops may be adjustable. All rear suspension must use at least one working shock absorber per wheel. Air bag spring assist is prohibited.

Tires:

All tires must be DOT approved street tires. 35-inch max on single wheel trucks. Cut tires are prohibited. No chains or studs.

Tires and wheels of Dually trucks must run dual single wheels on front of vehicle. Dual wheels only on factory dual wheel trucks. 33-inch tire max on dual wheel trucks (rear tires)

Transfer Case:

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

Transmission – Automatic:

Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. 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 engine block to the front of the tail housing with a minimum of six inch (6") overlap where it is fastened. All non-blanket shields must incorporate two (or one per manufacturers instruction) ¾" x 1/8" 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 transmission are prohibited. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all 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 properly attached SFI 4.1 or 4.2 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six inch (6") overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that the vehicle will not start in gear.

Turbocharger:

Stock Turbo for make and model of truck. No Billet Wheels.

Turbo size will be checked with tech discretion.

Water Injection:

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

Wheelbase:

The vehicle must retain the original factory wheelbase and track width. Cab and chassis trucks may not exceed 172 inches center to center of axles. Front dual wheel spacers may be used only with accompanying positive-offset dually style wheels.

Weights:

No Hanging Weights

Work Stock Diesel Rules

*****Rules used are from the Buckeye Power Productions*****

Any changes made will be highlighted in yellow.

8000 Work Stock Diesel 2018

Chassis & Suspension

1. OEM 1 ton or less chassis required. No tube chassis or back half conversions.
2. Factory wheelbase must be retained, Cab and chassis trucks must be no more than 172" wheelbase
from center of axle to center of axle.
3. Engine must remain in original location
4. Factory front suspension must be retained. Must retain factory OEM type steering gear. Non OEM power assist is prohibited.
5. OEM style rear suspension is mandatory. Suspension can be temporarily blocked solid.
6. No air bags or air shocks are allowed.
7. Limiting straps are allowed.
8. Traction bars are allowed front and rear but must bolt to the housings. Only bracketry to bolt them on
with may be welded. You are allowed 1 straight bar per side with a maximum of 2 links or points of contact on the axle housing and/or frame going from the centerline of the rear axle forward.
Traction bars must have a center strap or chain looped around them to prevent them from sticking in the dirt in case of bending.
9. No rear frame trusses permitted. Bracing may only have 2 points of contact.
10. Must pull off of a Reese style hitch with no part of the hitch extending forward of the centerline of the rear axle. No part of the hitch can connect to the rear axle. No part of the hitch may be above the top of the frame rails. Hitch must be parallel to the ground and stationary in all directions. Hook point to be no farther forward than 44" back from the centerline of the rear axle.
11. **Hitch height is 24" max**
12. Rear bumpers may be notched or removed. Sled stops permitted
13. Hanging weight is permitted and no part of weight may extend more than 60" forward of the front

axle. Hanging weight excludes fuel tanks, batteries or other things of the like. All other ballast must be in the bed. Nothing allowed in the cab. No heavy skid plates allowed under the front end. Heavy skid plate

is defined as anything more than a factory OEM skid plate of OEM material.

14. Batteries may not be mounted in the cab. Batteries are to be no further forward than the factory core support.

15. 8000# max weight limit

Driveline

1. OEM 1 ton or less transmissions and transfer cases required. No Bruno, Lencos or reversers. No drop

boxes. Aftermarket internals in stock housings is allowed.

2. SFI approved transmission blankets are required in trucks running an automatic transmission. This

includes Allison transmissions. They are available shelf items.

3. SFI approved blow proof bellhousings are highly recommended for manual transmission trucks. If not running a blow proof bellhousing, the bellhousing must be covered with an SFI approved transmission

blanket. Manuals must be clutch assisted, no sequential shifters permitted.

4. All trucks must have safety switches to prevent truck from starting in gear.

5. OEM 1 ton or less axles required front and rear. Aftermarket internals in stock housings are permitted.

6. Must have working 4 wheel brakes.

7. It is mandatory to have U joint shields covering all driveshaft U joints. Shields need to be at least 6"

long and made of at least 1/4" thick steel or 3/8" thick aluminum.

8. 35" DOT tires max or metric equivalent. No cutting or sharpening. No chains or studs allowed. No dual wheels.

Truck

1. Body must be OEM truck body including OEM bed floor. Body must retain full sheet metal as well as

OEM firewall and OEM floor boards. Flat beds permitted, must be a production style. No fabricated lightweight pulling beds allowed.

2. All OEM glass windows must be retained. No Lexan permitted. All windows must retain factory operation.

3. Complete interior including dash board and door panels mandatory. Aftermarket seats permitted but must be matching.

4. Hand throttles permitted

5. Factory headlight and tail light assemblies must be in place and operational. The only exception is the

right front headlight may be removed for air inlet to the engine.

6. Radiator must be in stock location and at least stock capacity.

7. Fuel tank must be mounted in stock location or in the bed.

Engine

1. Engine is limited to a stock appearing OEM make specific compression engine available from the

factory in a one ton or less truck.

2. Electric water pumps and electric fans permitted. Factory accessory drive system must be retained.

3. No individual runner intakes (Ex: ZZ Customs)

4. No deck plates

5. OEM cylinder heads required. (Ex: No Hamilton heads for the Cummins, No Brodix heads for the

Duramax)

6. No pressurized injectables allowed what so ever. This includes nitrous oxide, propane, water injection

or anything of the sort. All components must be removed.

7. Engines turning more than 4500 rpm must have an SFI approved harmonic balancer.

8. Fuel injection pump is cylinder count specific (6 cylinder pump on a 6 cylinder engine). P Pumps

allowed are the P3000 and P7100. No sigma or 12 cylinder allowed. No AG governors.

9. Fuel must be commercially available #1, #2 diesel or soy/biodiesel.

10. Factory style or aftermarket air to air intercoolers only mounted in stock location. Water to air intercoolers are prohibited. Absolutely no use of ice or water to cool the intake charge. Ford 6.7L are able to utilize the factory air to water set up as long as it remains OEM. Nothing aftermarket. No

spraying intercoolers with pump sprayers or anything of the like on the track or while you are first or second staged to go on the track. This causes too many people in places they do not need to be.

Turbo and Exhaust

1. 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 turbos

can be used. No S300 or S400 turbo parts are allowed to be used. 6.4 liter Powerstroke may utilize the

factory unmodified twin turbos. Turbo inducer bore to be no greater than 2.5" both before and after the

MAP groove. This will be checked with a 2.550 plug. No forward facing MAP grooves allowed.

MAP groove is to be no larger than .200" at the wheel.

2. Exhaust must exit upward and behind the back of the cab. Tail pipes exiting on the ground must be equipped with a 90 elbow pointing up.

3. Stacks in the bed permitted. Hood or fender stacks are not allowed.

4. Two 3/8" diameter bolts installed in the downpipe in a cross pattern are highly recommended if the

factory muffler has been removed.

Safety

1. All trucks must have a working 2.5 pound fire extinguisher on board.
2. Helmet and Fire jackets highly recommended.
3. Seatbelts or 5 point harness highly recommended.
4. U joint shields required, see specs for length and thickness under driveline section.
5. Kill switches mandatory on all trucks and must be located at the back of the truck. Air guillotines are acceptable for non-electronic engines. Electric kill switches are permitted on trucks with electronic fuel shut offs.

2.5 Diesel Rules

Rules used are from the Battle of the Bluegrass

Any changes made will be highlighted in yellow.

8000lb

Ballast: Ballast is permitted. Front hanging weight is permitted. No weights permitted in the cab of truck. No more than 60 in. from center of front axle.

Batteries: The Batteries must be securely mounted can be in anywhere, but if in cab must be covered completely.

Body: The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods must be shielded on the underneath side with sheet metal or aluminum skin a minimum of .060 thick.. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket bed must be installed.

Brakes: Front wheel hydraulic brakes are mandatory and functional.

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: Must have a radiator and anti-freeze

Compressed Gases: Use of any compressed gases is prohibited. (Nitrous or propane or any other)

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

Drive Shaft Loops: Any U joint that is visible from the side of the truck must be shielded to contain the Ujoint and end of the shaft. Recommended to be at least six inch wide u-joint shields around the rear u-joint constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine: The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444 CI. Water pumps may be electric or factory. Electric cooling fans are permitted. No deck plate motors allowed.

Exhaust: All vehicles must be equipped to direct exhaust upward. Hood Stacks are permitted. Two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within

one (1) inch of each other and as close to the turbo as practical. This will be teched. Bolt heads welded to the pipe, or sheet metal screws to mimic this will be grounds for disqualification.

Fire Extinguisher System: A fire extinguisher system is permitted, it must be securely mounted. All vehicles are recommended to have at least a 2 1/2 lb extinguisher with working gauge securely mounted within drivers reach.

Fuel: The fuel must be pump #1, #2 diesel, or Soy/Biodiesel. Must be commercially available fuel. Fuel cells may be used in place of regular fuel tank. Can be mounted anywhere but the cab.

Fuel Injection Pump: The fuel injection pump is limited to cylinder number specific (I.E. 6 cylinder pump on 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are permitted. The P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed.

General Rules: All vehicles/drivers must comply with general rules.

Harmonic Balancer: All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch: The hitch may be a receiver style hitch, reinforcements are permitted. Trick hitches will be determined by the Tech Official. The hitch must be horizontal to the ground and stationary in all directions. Bumper maybe notched or removed. The hitch's height from the ground may not exceed 24 inches. The hooking point must have a minimum of 3 inch by 3 3/4 inch inside opening for the sled hook and can't go above the frame. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be where the hook touches metal. That is the hooking point. May have drawbar type hitch. No part of the hitch can be above the frame rails. Drawbar angle must not exceed 25° angle from the pivot point to the hook point.

Intercoolers: Only air to air intercoolers are allowed. No types of water to air coolers, no spray bars or water injection allowed. No individual runner intakes manifolds allowed. (Example ZZ custom)

Kill Switches: All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck. For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks.

Rear End: Non OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup pick up. Rear axle bolts must be covered by a cap or shield.

Safety Equipment: All drivers must wear a helmet, and a SFI 3.2a approved fire jacket and long pants, not necessarily fire suit pants.

Suspension - Front: The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited. Must be an OEM front end housing. Final decisions rest with the Battle of the Bluegrass Tech Department.

Suspension - Rear: An OEM style rear end is mandatory. Traction bars and devices are permitted, and welds are permitted for attachment to the frame or axle housing. The rear suspension may be solid. Air bag spring assist and air shocks is prohibited.

Interior: Interior may be stripped with just a driver's seat and a dash. Hand throttles are permitted.

Tires: The tires must be DOT street tires, 12.50X35 inch max. Cut tires are prohibited. No chains or studs.

No duals allowed period. Four (4) Tires only. Transfer Case: Non - OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pickup truck.

Transmission - Automatic: Non - OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non - OEM floor mounted automatic shifter must be equipped with a spring loaded positive reverse lockout device to prevent the shifter from accidentally being put reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. 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 engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All non-blanket shields must incorporate two,(or one per manufactures instruction) 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. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all 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 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.

Turbocharger: T-4 mounting flange is the largest allowed. Turbos must be a true 2.5 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. A single .200 inch MWE groove maximum allowed It must be in the neck of inducer bore behind face of the wheel in 2.5 area ,no forward facing MWE grove. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the MWE groove. The wheel must protrude into the 2.5 bore 1/8 inch. Turbo will be checked with a 2.550 plug or internal calipers. Throat area of compressor cover may not exceed 5.5 inch diameter. The 6.4 Power Stroke engine may utilize the factory twin turbo configuration. The driver will be responsible for making turbo accessible

for tech personnel to measure and inspect. If you have any questions regarding turbo rule contact Battle of the Bluegrass Technical Staff. In addition to the above rule, competitors may run a 2.6 Smooth Bore Turbo instead of the 2.5.

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

Wheelbase: 158" MAX wheel base unless OEM wheelbase is longer.

Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.

Street Semi 20,000 Pound Rules

Any changes made will be highlighted in yellow.

Fuel Injection: ECM must be factory with the factory connections. All ECM controls from Factory.

Cummins engine must have Cummins ECM, Cat must have Cat ECM, Detroit must have Detroit ECM, etc.

No Sigma or Billet pumps permitted. No traction control

Fuel: Diesel fuel only from the pump.

Hitch: PULLER MAY SUPPLY THEIR OWN HITCH. A HITCH WILL BE SUPPLIED IF NEEDED. Hitch must be secured to the frame. Hitch must be attached at the fifth wheel. Measurements from center or back rear end housing to hitch eye cannot be longer than 7 feet. Fifth wheel must be no further forward than the front axle and no further back than the center between the two axles.

Tires: Must have DOT approved tires. No cutting of tires permitted. Maximum width 10 inches.

Turbo: A single turbo charger is permitted with a maximum intake wheel inducer bore size of 4.100.

Turbo size will be checked using a 4.2 plug. Turbo cannot be bushed down from a larger size.

EXCEPTION: Factory 2006, 2007, 2009 Cat and Cummins. NTC with factory twin turbo setup with no modifications.

Water Injection: is permitted. Competitor may be required to drain water and use supplied water from head official/ promoter's discretion. 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.

Weight: Weight with driver may not exceed 20,000lbs. A 2% variance will be allowed (20,400 maximum). All trucks will weigh, Where capable with driver. No hanging weight in front of vehicle. Extra ballast weight is permitted (must be securely mounted). Trucks weighing more than 20,000lbs may pull, however the hitch height will be lowered one inch for every 1000 pounds over the class weight of 20,000lbs.

All Trucks in the hot street class must be equipped with chains or some type of limit device on rear drive axle to prevent the height of the frame from changing during the pull. Limit device on the rear axle must not have any "give" built in. Solid rear drive axle suspension is allowed.

Chains or limiting devices on

rear axle must be tight (no slack) when the hitch is measured and must be visible.

Suspension: Any adding or subtracting air from the airbags or doing anything, resulting in an INCREASE OF HITCH HEIGHT, while the truck is hooked to the weight transfer machine, will result in disqualification. It must be understood that OEM air suspensions automatically add or

subtract air to compensate for load, but ride height remains CONSTANT! The height of the hitch must remain the same from start to finish, hitch may drop in height but may not increase. Adding air to the front drive axle is legal on air ride suspension. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted

Required Safety: Guillotine intake air shut off (in cab and rear of truck recommended) battery disconnect switch. Fire extinguisher within reach of driver, and no riders.

6500 Limited Street Gas 4x4 Truck

1. No gutting of the truck, all interior must be in place, lights must work.
2. Factory glass and working windows only, no plastic or Lexan type windows.
3. Sled stops recommended
4. Only 2 batteries allowed under the hood in stock location. Batteries must be under the hood or in the bed of the truck.

Engine, Ignition, and Fuel

1. Engine must match make of truck and be in stock location
2. 496 cubic inch +/-1.5% limit will be enforced
3. OEM cast iron heads and block unless factory equipped. Must have OEM casting numbers present.
4. No raised runner type heads, ports must be in the stock location. No grinding of the rocker arm valley or casting numbers. Aluminum heads are allowed only if factory equipped and oem type head. Aluminum head allowed only if factory induction is present and factory equipped.
5. Aluminum intakes permitted, no sheet metal or tunnel ram style intakes.
6. Single 4 barrel 4150 carb, Holley or Edelbrock Type carb only. Carb must have cast main body, NO billet main bodies. No dominator, predator or single butterfly style carbs (SV1, Predator etc.). If Fuel injection is present, it must be O.E.M. for that year of vehicle, no aftermarket fuel injection of any kind. If aluminum heads are present, must run type of induction on the engine for that year of vehicle being pulled (this meaning if aluminum heads are present and it had fuel injection from the factory, it must have OEM fuel injection present to pull for money).
7. Maximum 2" carb spacer
8. Electric water pumps and electric fans are allowed.
9. No vacuum pumps or dry sumps
10. No turbo's, super chargers, injectables (nitrous oxide, methanol etc.) or fuel injection unless factory equipped for that truck.
11. Headers permitted, must exit down and back
12. May run stock style distributor and ignition, aftermarket distributor and multi spark boxes ok(ex.Msd6al), rev limiters permitted. No crank triggers
13. Pump GAS or race gas only. No alcohol or nitromethane.
14. Fuel tanks must be in the stock location or in the bed. Fuel cells permitted.

Chassis and Driveline

1. OEM chassis 1 ton or less. Frame must match make of truck body. No tube chassis.

2. 1 ton or less driveline, must have U joint shields covering all U joints. The only exception to this would be the front driveshaft on transfer case output yoke if it is shielded by the cross member. Shields must be 6" long, 1/4" thick if made of steel, 3/8" thick if made of aluminum.
3. No aftermarket 3 speed trannies allowed. Transmission must retain factory number of gears for the transmission present.
4. Must have working hydraulic wheel brakes
5. Automatic transmission blankets or blow proof bell housings are highly recommended.
6. 33" x 13.50 max dot tire, no dual tires. Absolutely no tire modifications allowed, this includes grinding, sharpening, siping etc. Wheels must be D.O.T. approved.
7. Traction bars permitted
8. No front 4 link suspensions or coil over shocks unless factory equipped. If retaining a factory coil spring set up you must use the factory coil spring and shock type. No AFCO or drag race type coil shocks permitted.
9. Must have OEM style rear suspension, leaf springs must have shackles. Must have 5 springs Minimum.
10. Suspension blocks permitted, must be easily removable.
11. Must have Reese style hitch with hitch pin not exceeding forward of rear spring hanger. Hitch must be able to accept a 2"x2" receiver hitch insert. No twist clevises, must be able to accept sled hook with a 3"x 3 3/4" opening. If a clevis is present, it must be bolted or threaded style clevis, not pinned. Hook point must be a minimum of 42 inches from centerline of the rear axle. Hitch to be mounted no higher than the top of the frame rail, no part of hitch any further forward than center of rear axle and no part of hitch fastened to the rear axle. Hook point no further forward than back of tailgate.
12. Max hitch height of 20"
13. NO visible hanging weight permitted. This includes weight bars, snow plows or steel plates. Any added weight must not change the appearance of a street driven truck. Any added weight must be behind the bumper and core support and further rearward. Must have front bumper in factory location, Top 5 trucks will be teched. It is at the tech official's discretion to pump the top placing trucks at any event, at no charge. Refusal to have your truck pumped will result in disqualification and loss of placing and prize money.

***PROTEST RULE - \$500 TO PROTEST EACH VEHICLE WILL HAVE THE OPPORTUNITY TO PROTEST 1 TIME PER YEAR AND 1 TIME ONLY
JUDGES DECISION FINAL!
RULING OF THE OFFICIAL IS FINAL! RULING OF THE OFFICIAL MAY OVERRIDE ANY OF THE ABOVE RULES!