

FTB 2019 TRUCK PULL RULES.

1. Street Stock Gas. #7500

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.

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

Body: The body must be the OEM truck body, including the full bed floor. The body must retain full 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.

Bumpers: Front tube type bumpers must not be filled with lead, concrete or any type of ballast. A minimum of ¼" inspection hole must be provided. Both bumpers must be intact and meet DOT requirements. If you have homemade front bumper that is considered ballast you will be bumped to the open class.

Brakes: Four-wheel hydraulic brakes are mandatory.

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

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

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

Driver Restraint System: The OEM restraint system is mandatory and must be worn. **Engine:** The engine is limited to a stock-appearing, OEM make-specific spark ignition engine. Same brand as chassis. Headers, aftermarket intakes, aftermarket ignitions allowed. Limited to electronic fuel injection or single carburetor. No dominator flange or larger than 4150 base.

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 vehicle.

Exhaust: The exhaust must exit rearward of the driver's compartment. Vehicles must have mufflers and be considered street legal.

Fuel: Must run gasoline. Must be available from a pump. No Alcohol or methanol.

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. 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 but not 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 are 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 not permitted. Final decisions rest with the Track Officials.

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. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is not permitted; airbag compressors must be disconnected.

Tires: The tires must be DOT street tires. Cut tires are prohibited.

Tow Vehicles: Tow vehicles are prohibited to the starting line. It is permitted to tow your vehicle to the event in case of breakage.

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

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.

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

All Decisions made by TECH are final.

2. Modified Gas 6500#

We are using a combination of these rules for the modified classes:

<http://www.unitedpullers.org/!!!2015/2015RULES/2015GasTrucks.pdf>

<https://www.centralillinoistruckpullers.com/modified-4x4>

3. Factory Stock Turbo Diesel #8500

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. No added weight inside the cab. Any weights/ballast found inside of the cab will result in immediate disqualification and no refund. This applies for before and after you pull.

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

Body: The body must be the OEM truck body, including the full bed floor. The body must retain full 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.

Bumpers: Front tube type bumpers must not be filled with lead, concrete or any type of ballast. A minimum of ¼" inspection hole must be provided. Both bumpers must be intact and meet DOT requirements. If you have homemade front bumper that is considered ballast you will be bumped to the WS class.

Brakes: Four-wheel hydraulic brakes are mandatory.

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

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

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

Driver Restraint System: The OEM restraint system is mandatory and must be worn. Engine: The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. Same brand as chassis.

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 vehicle.

Exhaust: The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8 inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted.

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. Powerstroke engines with a single factory turbo may not utilize a second High Pressure Oil Pump. 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. 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 but not 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 are 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 not 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. All rear suspensions must use at least one working shock absorber per wheel. NO airbag spring assistance is permitted; airbag compressors must be disconnected and bags deflated. Tires: The tires must be DOT street tires. Cut tires are prohibited.

Tow Vehicles: Tow vehicles are prohibited to the starting line. It is permitted to tow your vehicle to the event in case of breakage.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck of matching type.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.

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.

Turbocharger: The turbocharger is limited to a stock, OEM/Factory make-specific charger only. 6.4 liter Power Stroke engines may utilize the factory twin-turbo configuration. NO BILLET WHEELS OR UPGRADES. No modified covers or anything past a 100% Stock turbo. You must have compressor inlet open for inspection during tech. If you fail you will immediately be disqualified and no refund of money.

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.

4. 8500# Workstock Diesel

We are using a combination of these rules for the modified classes:

<http://www.unitedpullers.org/!!2017/2017RULES/2017%20%208500lbWORKSTOCKDIESEL RULES.pdf>

<https://www.centralillinoistruckpullers.com/work-stock-diesel-rules>

5. 8000# Pro-Street Diesel (2.6 Smoothbore)

http://www.propulling.com/images/pdf/lucas_oil_pro_pulling_league_rulebook.pdf (page 51)

Also ITPA Sanctioned rules Apply.

6. 8500# Open class

Dot tires (no more than 6), 26" hitch, 172" WB. Yeah, that's it...

Vehicle must be deemed safe in operation. Any unsafe actions or vehicles will be immediately disqualified and no refund given.

Tractor Classes

Too Hot To Farm- 12,500 lbs.

Hitch:

- 20" height from the ground; 18" from the center of the axle to the hook point.

Chassis:

- No tube frame or component chassis, factory agriculture frame and rear end housing only.
- Homemade front axles are allowed as long as the rear wheels trail in the same track as the front wheels; no narrow front ends, factory or otherwise.
- 10 inch wheelie bars
- No longer than 114" from center of rear axle to front most point of the tractor (homemade front weight brackets allowed as long as in line with the total length requirement of 114")
- DEAD MAN THROTTLE

Injectables:

- Water injection allowed (water must freeze within 2 hours). No other injectable of any kind allowed.

Intercooler:

- Factory agricultural style intercooler and intake allowed but must run through factory ports in block or be blocked off completely (no aftermarket intercoolers).

Fuel:

- Diesel fuel only. No pressurized fuel tanks.
- Any P-Pump or smaller inline, and any factory pump is allowed. No "Sigma" style, or other aftermarket housings.
 - Any electric or engine driven "pusher" pump is allowed.

Turbo:

- 3" max inducer bore within 2 inches of the inducer wheel (checked with 3.1 inch plug).

Tires:

- 20.8-38 or 18.4-42 tires (cut tires allowed).

Safety:

- Steel flywheel (or scatter blanket).
- Rollover protection and seatbelt are required (factory ROPS or three bar style cage).
- Air shutoff with pull cable mounted near the hitch at the back of the tractor.

C.I./RPM:

- 466 ci and larger 3000 rpm.
- 465 ci and smaller 3500 rpm.
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