

**Texas Truck and Tractor Pullers Association
2022 Rules**

GENERAL RULES

1. Contestants must be 18 years old or at least 16 years old with a parent or guardian consent. Contestants must be members of TTTTPA.
2. No member will be allowed to operate his/her pulling vehicle or support vehicle if there is any evidence of drug or alcohol use prior to hooking to the sled. Any operator of a pulling vehicle who shows evidence of alcohol or drug use immediately after hooking to the sled (*before the vehicle leaves the track*) will be disqualified and will lose any points or winnings for that pull. There is a **zero tolerance** policy on this rule.
3. **Any vehicle left running with operator not in the seat will be disqualified.**
4. Pulling vehicles, and vehicles associated with that pulling vehicle, must be operated in a safe manner at all times within the confines of the track, pits, and staging area. Officials have the right to stop and disqualify any vehicle not being operated in a safe manner. **All pulling vehicles must pass a safety inspection prior to hooking to the sled.**
5. Driver must remain seated during pull. Driver must have complete control of vehicle at all times.
6. All pulling vehicles and support vehicles must be parked and/or stopped by two hours after the last TTTTPA sanctioned pull. Violation of this rule by any operator or member of that pulling vehicle's team will be grounds for disqualification of the prior pull and that vehicle will lose all points and winnings for that pull.
7. One support vehicle per three pulling vehicles of a team will be allowed. No one under the age of 16 will be allowed to operate a support vehicle, in the pits or near the track, unless that support vehicle is operated within and stays within close proximity (30 foot radius) of the vehicle it is supporting and there is adult supervision the entire time of the support vehicle's operation.
8. **Everyone hooking to the sled will be required to pay a \$30.00 hook fee; including exhibition.**
9. If you are not registered one hour before the starting time of the event, you will pay \$20.00 extra hook fee for that day in addition to the regular hook fee, to go into the points fund or purse for your class. **If you are not registered before your class starts, you cannot pull that day.** All pullers will draw a number to determine what position they will pull in, unless you pre-called to have numbers drawn for you.
 - a. If you have pre-entered a pull and you are not there one hour before the starting time of your class, a number will be drawn for you and you will be obligated to use the number drawn.
10. Contestants must pull at position drawn within three minutes of time sled is in readiness; any delay will mean disqualification. An official may drop a contestant having mechanical problems to a later position.
11. If a senior track official feels that a vehicle is unsafe, he has the right not to allow the vehicle to hook.
12. All vehicles must be in neutral or park (transmission selector) while being hitched and unhitched to sled and the driver will signal this by having hands raised in the air.
13. Vehicle must be stopped immediately upon signal from the flagman. The pull shall be considered over when forward motion stops.
14. If a vehicle goes out of bounds, the vehicle is **disqualified**. The flagman's call will be the final call. No videos or photos will be reviewed after the call is made.
15. Any weights or safety equipment lost while hooked to the sled will be cause for disqualification.
16. **Use of profanity or threats by any puller or member of his pit crew toward any official or sponsor of a pull shall be cause for suspension of said puller and vehicle for a period of 1 year and 10 days from date of occurrence. In addition, loss of points and any winnings or awards.**
17. Excessive loss of liquid by a vehicle while in forward motion during a contest will be cause for disqualification, unless due to internal breakage. All discharge tubes must vent outside of frame rails in the tracks of the rear tires or into a container.
18. No one is allowed on the track except for track officials and contestants; track is defined as the area within 10 feet in any direction of contest course boundaries. Contestants are allowed to have one member of their pit

crew on the track prior to being hooked to the sled for reasons of helping the contestant get backed up to the sled or locking in hubs on 4-wheel drive pickups.

19. **Any infraction of useable fuels shall be cause for suspension of said puller and vehicle for the period of 1 year and 10 days from the date of occurrence. Moreover, loss of any points and winnings or awards.**
20. No computers will be allowed that control the power output of the vehicle in attempt to maximize traction. No automated or computer operated traction control devices such as MSD digital, Davis Electronics or power grid will be allowed. (Wiring and components must be readily visible for inspection.) All engines must be controlled directly by the driver through a manual throttle. No electronic fuel injectors or metering devices will be allowed (except in the 2.6 Diesel 4x4 Pickup Class). No automatic control of tire pressure or rear suspension height will be allowed.
21. All vehicles are required to drive into position on the track under their own power and leave the track under their own power at the discretion of officials. **No riders on pulling vehicle.** All pulls must start with a tight hitch. No jerking allowed. All vehicles must have a workable reverse, but can be manually rolled to or from the sled in case of mechanical failure only.
22. All contestants must weigh at scales provided by the sponsoring organization and must abide by the weight shown on those scales. **All fuel tanks and other liquid tanks must be full before crossing scales.** Reweighing of vehicles will be at the discretion of the officials.
23. All officially sanctioned contests must have available a dirt track 300 feet in length with a safe run off distance and not be less than 25 feet wide. Spectators must be kept a minimum of 25 feet away from the track with a barrier. (Shorter tracks, less than 300 feet but a minimum of 250 feet, may be approved by the TTTPA board.)
24. Contestants will be allowed a second pull if the first pull does not exceed **100 feet**. If the driver attempts to stop within 100 feet but goes past to avoid being bumped by the sled, he will be allowed a re-pull. **Contestants, who re-pull, must do so immediately.**
25. Contestants may have the sled spotted on starting line wherever he desires if he notifies the officials in sufficient time to have the sled spotted in said location as the sled is returned to the starting line from the previous pull. If the preceding contestant moves the sled any measurable amount, the next contestant may have the sled relocated prior to his 1st attempt.
26. The contestant who draws the lowest number will be the test puller, and may take his first pull if the weight machine is okay or he may **immediately take his second pull or he may pull in the 6th position** (unless there are not enough vehicles in the class, then the test puller may pull in last position). If the weight machine needs further adjustment, the contestant who draws the lowest number has the option to make his pull or drop to the 6th position. All previous pullers must follow the puller with the lowest number drawn in order, following the option taken by the first puller after each adjustment of the weight machine.
27. In the event of a pull-off (when more than 1 vehicle has made a full pull), there can be a floating finish. Each contestant must then pull as far as they can and each will be measured. Pull-off or floating finish will be decided by the TTTPA officials at each pull and drivers will be informed at the drivers' meeting.
28. The sled should be re-weighted before the 4th vehicle pulls or at the discretion of the sled operator and track officials. The sled cannot be lightened if the test puller finishes within 20 feet of a full pull.
29. If the sled were to break down during a class and cannot be repaired within reasonable time, the class will be pulled over starting with the number one puller. Once the class has been started, it cannot be stopped except in the event of mechanical difficulties with the sled.
30. No class jumping allowed.
31. A maximum of 1 hook per day will be allowed.
32. In the classes that require the use of an RPM monitor, the signal wires must be run separately, away from any other wires, along the outside of the vehicle frame from the ignition or sensor to the plug at the rear of the vehicle.
33. **Any competitor found to be in violation of an RPM limit will be disqualified and will receive last place points and prize money for that hook.**

34. **All engines (except 2.6 Diesel 4x4, Super Modified 2WD, and Exhibition) must be measured or pumped for displacement and tagged by a TTTPA Tech. It is the puller's responsibility to get engine tagged before start of pull. If the puller is caught running an untagged engine, they will be disqualified for that pull and forfeit all points for season.** All engines must be tagged through two bolts on the front cover or oil pan. If special bolts or studs are required to accommodate this practice, it will be the vehicle owner's responsibility to provide them. Holes of at least 1/16" diameter must be provided through the bolt heads.
35. All protests must be made before class standings are made official. Protest fee must be paid in cash to a board member at the time the protest is made. The person protesting must be competing in the same class as the vehicle they are protesting. Protest fee is \$100 for any rule check except engine cubic inch check. The protester and/or associates do not have the right to be at the vehicle inspection. Only the protested competitor and his crew will be allowed to accompany the board at the inspection. The board will notify the protester of the outcome and that is final. If the protested vehicle is found to be illegal, the protest fee is returned to the protester and: First Offense – The protested loses all prize money and points for that event. Second Offense – The protested and vehicle are barred from competition for one year and 10 days from the date of occurrence. If the protested refuses to be checked, all prize money for that pull and points for the year are lost and protester is returned his protest fee. If the protested vehicle is found to be legal, he (the protested vehicle) keeps the protest fee and all prize money, if any is involved.
36. The fee to protest engine size is \$1,000. Protest fee must be paid in cash to a board member before the class standings are made official. The person protesting must be competing in the same class as the vehicle they are protesting. A mandatory teardown will be performed to verify engine size. The protester and/or associates do not have the right to be at the engine teardown. Only the protested competitor and his crew will be allowed to accompany the board at the teardown. The board will notify the protester of the outcome and that is final. Note: There will be a 1.5% allowance for cubic inch overage. If the vehicle cannot be checked the day of the protest, the vehicle will be impounded and put under lock & key at the nearest appropriate building/trailer until the check can be made. If the protested vehicle is found to be illegal, the protest fee is returned to the protester and: First Offense – The protested loses all prize money and points for that event. Second Offense – The protested and vehicle are barred from competition for one year and 10 days from the date of occurrence. If the protested refuses to be checked, all prize money for that pull and points for the year are lost and protestor is returned his protest fee. If the protested vehicle is found to be legal, he (the protested vehicle) keeps the protest fee and all prize money, if any is involved.
37. The TTTPA Board Members, who are present at the event, will enforce all rules. The Board Members (officials) will strictly enforce all rules set forth by the TTTPA and will have the authority to disqualify any contestant if he/she is not meeting the TTTPA specifications prior to hooking to the sled.
38. **Violation of any rule shall constitute a disqualification.**
39. In the event of disputes, infractions, or clarification, **all decisions rendered by officials will be final.**
40. Turbocharged engines are required to have one (1) cable that must surround the engine block and head. This cable must be placed between the first and second cylinder through exhaust manifold port area. Cable must be a minimum of 3/8 inch thickness. Cable must have a minimum of two (2) clamps at the splice. Cable must have approximately 4 inches of slack. Multiple-head engines require one cable per head.

GENERAL VEHICLE SAFETY RULES

41. **A minimum of a 2 lb. ABC with gauge dry chemical fire extinguisher secured to the vehicle and convenient to the driver is mandatory.**
42. All engines equipped with a non SFI approved harmonic balancer shall be shrouded with a minimum of ¼ inch steel no more than 1 inch away in direction of rotation, 360 degrees, to be securely fastened with a minimum of 2 ears, each extending 1 inch in front of the hub. A bolt in the crankshaft to hold the dampener puller is required. All balancers or steel hubs are required to have a retainer to restrict forward movement.

43. A deflection shield is required on both sides of all engines. Shields must extend the complete length of the block casting and be securely fastened. Shield to be made of aluminum or steel a minimum of .060" thick or safety blanket material. Shielding on all engines must extend from the base of head or the uppermost point of piston travel to 2 inches below bottom of center crankshaft throw and be securely fastened.
44. All injection or butterfly shafts of blown engines must have dual return-to-idle arms and springs.
45. Any vehicle running a planetary rear end must enclose the entire driveline in a minimum of ¼ inch steel or 3/8 inch aluminum mounted to the frame with adequate bracing.
46. All pulling vehicles must have a breakaway kill switch or air shutoff at the rear of the vehicle, located above or at least the same height as the drawbar. The breakaway switches will have attached to them a minimum of a 1-inch diameter ring to allow for attachment to the sled. For spark ignition vehicles, the breakaway switch must kill the ignition and any electric fuel pumps. For diesel engines, the breakaway switch must shut off either the air supply to the engine (turbo guillotine) or the fuel supply to the injection pump. Any electric fuel pumps on diesel vehicles must also be shut off by the kill switch.
47. All spark ignition engines must have a kill switch in working order within easy reach of the driver. All mechanical fuel-injected engines must have a fuel shutoff valve control within easy reach of the driver. All diesel engines must have either a fuel or air shutoff valve within easy reach of the driver.
48. All competing vehicles must be equipped with working rear wheel brakes, except four-wheel drive trucks, which must have working front brakes. All driveline brakes must have 3/8 inch steel, 360 degrees around brake components, and both ends must be closed with 1/8 inch steel or greater.
49. Vehicles must be equipped with tow hitch on front of vehicle that will be strong enough to push or pull the vehicle at its heaviest weight.
50. All vehicles to have a primary independent mounted hitch of significant strength to retain the vehicle.
51. The primary hitch must be equipped with a steel hitch plate at least ¾ inch thick but not more than 1.5 inches thick and with a 3 inch wide by 3.75 inch long hole. Solid steel round bar at least ¾ inch in diameter but less than 1.5 inches in diameter can be used to construct a hitch loop.
52. Pulling point must be at least ¾ inch from the back edge of hitch and no more than 1.5 inches.
53. Primary hitch must be secured to the vehicle frame and rigid in all directions. No cables or chains allowed in the primary hitch mounting. Any movement of the hitch up or down will not be allowed.
54. Vehicles must be equipped with secondary safety hitches at all indoor pulls and other venues with limited shut down areas as determined by the TTTPA board. The secondary safety hitch must not be mounted to the same pivot point as the primary hitch.
55. All primary hitches are to be painted orange and safety hitches are to be painted white.
56. All throttles must be self-returning to the idle position when released. Foot throttles are required to have a toe strap.
57. **All contestants are required to wear a S.A. rated full faced helmet, a full 360 degrees neck collar, an SFI approved head sock, a one or two-piece SFI approved fire retardant suit, gloves, and fire shoes. Tennis shoes or leather boots will not be allowed in any class. The driver of any vehicle running alcohol (methanol, ethanol, or blend) MUST wear a two-layer fire suit (or better).**
58. No portion of the vehicle or weights shall interfere with the sled, chain, or hook during the pull or while being hooked to or unhooked from the sled.
59. All supercharger drive components must conform to SEMA specifications. All superchargers shall have a workable popoff valve or aluminum studs and adequate restraints to prevent blower lift off. All centrifugal blowers must have an adequate shield of ¼ inch aluminum or 3/16 inch steel.
60. All vehicles with an automatic transmission must have a reverse lockout to prevent accidental shifting into reverse. All vehicles must also have either: 1) a neutral start switch, meaning the engine will only start when the transmission is in neutral or park; or 2) a clutch safety switch, meaning the vehicle will not start unless the clutch pedal is fully depressed.
61. **All clutch equipped vehicles (except Hot Farm and Diesel 4x4, see class rules) must have all of the following:**

- a. **An SFI approved explosion-proof bell housing in place and securely fastened to the vehicle to prevent parts from exiting the vehicle in the event of clutch, pressure plate, or flywheel explosion.**
 - b. **An SFI approved flywheel, clutch, and pressure plate.**
 - c. **A block saver plate or rear motor plate between the bell housing and engine block.**
62. **Vehicles with automatic transmissions must have an SFI approved safety blanket with a minimum of six straps completely covering the body of the transmission. If the blanket does not completely cover the bell housing, then the transmission must be equipped with an SFI approved bell housing or bell housing shield.**
63. All competition vehicles (modified tractors are exempt) must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch larger than the controls.
64. All turbochargers not under hood must be completely shrouded, except for inlet and exhaust pipes, with steel 0.060 inch or thicker. Turbochargers under fiberglass hoods must be completely shrouded with 0.060 inch metal under the area of the fiberglass, except for the inlet and exhaust pipes. Turbocharger exhaust pipes must be cross-bolted with 2 grade 5 bolts within 1 inch apart.
65. Drivers and crew members of **ALL** vehicles must sign the insurance waiver before their vehicle may hook to the sled. If hook is completed without a signature on the waiver at that day's pull, that vehicle will be disqualified for that day and will collect no points or awards.
66. **All competition vehicles must be certified by at least one member of the TTTPA technical committee before being allowed to hook to the sled.**
67. Seat belts are required and must be worn when vehicle is pulling.
68. All vehicles with hydraulic lift bodies (even those with working doors) must have an external switch to operate the body lift. This switch can be in addition to any internal lift control switches. The external switch must be installed near the left rear tail light area. This will allow safety personnel to lift the body in emergency situations. A standard place for installation will help everyone know where the release switch is located.
69. **All pulling vehicles must be equipped with a 2 inch diameter white reverse indicator light (backup light) mounted above the hitch. This light must be ON when the vehicle is in reverse.**

POINTS

TTTPA will award points to competing vehicles for the end of the season awards.

1. Points will be awarded to the vehicle.
2. Points will be awarded at each TTTPA sanctioned event on a per day basis.
3. Points are calculated from the first pull to the last pull of the season.
4. A vehicle will received five (5) show-up points when said vehicle arrives at the pull and registers with the clerk each day.
5. A vehicle will receive an additional five (5) show-up points when hooking to the sled and moving it a measurable distance.
6. Additional competing points shall be awarded based upon the finish position of the vehicle. If a registered vehicle is unable to hook or move the sled a measurable distance, then it will not receive competing points for that day.
7. Disqualification will receive last place points and purse in the class.
8. The following competing points system will be utilized for TTTPA points for the 2022 season:
 - a. 1st place – 10 points + one additional point for each registered vehicle.
 - b. 2nd place – first place points minus one point.
 - c. 3rd place – first place points minus 2 points
 - d. Etc...
 - e. Last Place – 11 points

9. Double show up points (20 instead of 10) will be awarded at one night events. Position points will remain the same, one additional point for each registered vehicle. This also applies to events where one night is rained out.
10. Tie Breaker (end of season) – If the end of season points race results in a tie, the following formula will be used to break the tie. Ties will be broken by using the greatest number of 1st place finishes at the events counting towards points. If the tie still exists, the number of 2nd place finishes, 3rd place finishes, and etc. until the tie is broken. This formula may be used for special bonus programs if ties result.
11. End of Season Payouts for the 2022 season are as follows:
 - a. Class average of 4 or less for the season pays 1 place 100%.
 - b. Class average greater than 4 but less than 7 for the season pays 2 places 75%-25%.
 - c. Class average 7 or more for the season pays 3 places 50%-30%-20%.

SLEDS

1. All sleds must be a mechanical device with a rider on the sled when it is in operation.
2. All sleds must have workable brakes with a red light that signifies brake application.
3. All sleds equipped with a clutch on the weight box drive mechanism must have a red light that illuminates immediately at the first onset of clutch application.
4. All sleds must be of a rigid design and stay on the ground to prevent excessive bouncing.
5. The sled hitch will be a centered single design with a pivot design not to exceed 30 degrees or less than 10 degrees.
6. The length of the hitch on an official sled shall be 46 inches from trucks and tractors (plus or minus ½ inch), measured from the point of the hitch rearward to the point the chain attaches to the sled. The sled point of hitch shall not be more than four inches above ground level.
7. **Hitch hole diameter for pulling vehicles must be 3 inches by 3.75 inches long.**

| DRAWBARS | | |
|------------------|------------|---|
| Class | Max Height | Minimum Length from Center of Rear Axle |
| PS 4x4 Truck | 26 inches | 36% of wheel base |
| 2.6 Diesel Truck | 26 inches | 44 inches |
| 2WD Truck | 30 inches | 18 inches |
| All Tractors | 20 inches | 18 inches |

MEMBERSHIP

1. Membership is open to anyone following the TTTA rules and who pays their membership fee.
2. Only members allowed to vote will be defined in the by-laws.
3. Only one vote per vehicle owner. *(If a member owns more than one vehicle, he/she will be able to vote once on each subject.)*
4. Barring any necessary changes for safety considerations, rules will be in effect thru 2022.
5. A rules meeting will be held at the end of each season to discuss and vote on any necessary changes.
6. Regular membership for the 2022 season will be \$200.00 on or before March 1 and \$230.00 after March 1. The driver insurance fee for 2022 will be \$150.00. Only the members that will be driving pulling vehicles during competition must pay the insurance fee.
7. Competing membership will be \$100.00 per event this includes a one day pass. Competing membership is eligible to receive class money but no points are awarded to competing members.
8. Each registered vehicle will receive four pit passes. The pit pass will be good for the duration of the season and will be reissued each year. Pit passes must be visible at all times while in the pits or on the track. The member originally issued a pass is responsible for the actions of any individual he/she gives a pass to.

9. Members without a competing vehicle will be issued one pit pass.
10. Each lost pit pass can be replaced for a \$100.00 fee.
11. To maintain charter membership you have to pay \$200.00 by March 1.

All competition vehicles, drivers, and members of pit crews are subject to and must abide by all General Rules stated above. All competition vehicles must comply with the General Rules of their Classification, i.e. tractors must comply with General Tractor Rules; trucks must comply with General Truck Rules.

TRACTOR GENERAL RULES

1. Minimum drawbar length is 18 inches from the center of the rear axle with a maximum height of 20 inches, rigid in all directions.
2. No trick hitches. Drawbar height or distance from center of the rear axle cannot change during the pull.
3. Must have fenders or shield between the driver and tires.
4. Stabilizer (wheelie) bars are required on all tractors. No wheels are allowed on the stabilizer bars. The drawbar will not in any way be attached to the stabilizer bar assembly. The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the rear axle to the ground. The pad at the bottom of the stabilizer bar must not be more than 10 inches off the ground at 32-inch point. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No cross bars between stabilizer bars allowed behind point of hook. The stabilizer bar must support the weight of the tractor. This will be tested by jacking one pad up at a time.
5. Attached to the stabilizer bar framing, you must have a minimum of 12-inch high bumper bars. Design and materials used must withstand severe impact from the sled.
6. High back seats are required. Drivers must wear seatbelt and should harness.
7. All exposed drive shafts (visible from outside the tractor) must be fully enclosed in a full 360 degree solid tube made of at least 3/8 inch thick aluminum or 1/4 inch steel. The tube must be securely mounted to the vehicle frame. No more than 1/2 inch of end of driveline shall be visible with driveline shielding in place. Non-exposed drive shafts (covered by vehicle body work) must have 360 degree loops every 12 inches of shaft, or be completely enclosed and U-joints must be completely shielded. No cables, chains, or PVC pipe as loops. Any vehicle running planetary rear end must enclose entire driveline in a minimum of 1/4 inch steel or 3/8 inch aluminum mounted to the frame with adequate bracing.
 - a. This rule will apply to all divisions that use solid driveline shields over 16 inches in length. NOTE: This also applies to the intermediate shaft on FWD All driveline shield components must be tethered on each end by two opposing restraints. Tethers must attach at 180 degrees of each other and a minimum of 3 inches and a maximum of 6 inches from each end of each driveline shield component. Tether to be constructed of a minimum of 2-inch wide by 1/8 inch thick nylon or polyester strap. One end of tether must attach to one side of the chassis then go around the driveline shield then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8 inch grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself. NOTE: FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.
8. Tractors must have plastic or electric fans. No steel or aluminum fan blades.
9. All tractors must have exhaust headers that direct exhaust vertically (90 degrees) upward.
10. Wide front ends are required. No tricycle front ends. Front tires must be in clear sight of driver at all times.
11. Steel weld on hubs are mandatory.
12. **All tractors must be equipped with a roll cage that meets SFI requirements. SFI specs can be found at: <http://sfi-foundation.com/tractor-pulling/>. Limited Mod (5200 lb.), Econo Rod (6200 lb.), and Pro Modified (6200 lb.) tractors must follow SFI Spec 47.2 Driver Roll Cage for Use on Tractors, Less Than**

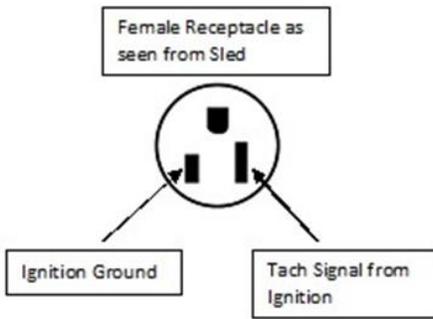
6,000 lbs. Hot Farm (9000 lbs.) tractors must follow Spec 47.1 Driver Roll Cage for Use on 7,000 to 10,000 lbs. Tractors.

13. Skid plate/Skis must be mounted inline with each frame rail and extend from the center of the axle forward (on both sides) equal in strength to frame rail material. Skid plate surface to be a 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. (Final decision rests with TTTPA Officials.)

LIMITED MODIFIED TRACTOR RULES

| Weight | Hitch Height | RPM Max |
|--------|--------------|---------|
| 5200 | 20 inches | 7000 |

1. Tractor weight class will be 5200 lbs.
2. A maximum tire size will be 20.8x38, AG tire only, any cut allowed. NO PRO PULLERS.
3. Tractor must be 1963 model or older. No homemade tractors. Any model sheet metal can be used.
4. Any pump gasoline or racing gasoline is allowed. No alcohol or nitro methane allowed. Oxygenated gasoline (Q-16 or similar) is allowed. Diesel Fuel – (Red dyed off-road diesel only).
5. Stock rear end and tin work is required.
6. Must have tractor appearing front end. No tricycle front ends. Front tires must be in driver's line of sight. The front end must be at least 36 inches from center of tread to center of tread on front tires.
7. Total length of tractor must not exceed 11 feet from the center of rear axle to the furthest point forward, including weights.
8. Tractor frames can be modified or custom built. A maximum wheelbase of 100" is allowed.
9. Gas engine must be an automotive type V8, 410 cubic inches or smaller. Must be a small block, no big blocks, no Hemi, no Ford FE. Diesel Engine – Must be a Cummins 5.9L 360 cubic inch stock bore and stroke. (NO DECKPLATES) Blocks must circulate coolant freely. The use of concrete or other block fillers is prohibited.
10. Gas – Must be a cast iron block with cast iron heads. Two valves, one spark plug per cylinder. Camshaft in block. Diesel – Head must be 2 valve Cummins head with intake, shelf intake (No sheet metal or Log style intakes).
11. A maximum of (1) 4 barrel, 750 cfm carburetor, must be stock out of the box. No flowed carburetors, no fuel injection, no throttle based injection. Must have Holley list number on choke horn #4779. Diesel – Maximum 12mm p7100 injection pump. No intercoolers. Turbo-Box stock HX35 Holset turbo from TTTPA approved vendor.
12. Factory style distributor. No crank-trigger ignition.
13. Aluminum intakes allowed. Diesel – NO WATER INJECTION, Nitrous Oxide, or Propane injection allowed.
14. Diesel Engines – Max 3000 RPM (Recommend using Dakota Digital DSL-2E universal Tachometer Interface or similar to produce tachometer signal for TelTac II reading.)
15. Engines to be governed by a rev limiter to a maximum of 7000 RPM. Use of a MSD 6AL ignition box with a plug-in chip is MANDATORY. A TelTac II digital tachometer will be mounted on the sled and used to measure RPM on each run. A tach signal from the ignition must be run along the outside of the frame rail to a female plug on the back of the vehicle. If the TelTac II shows an RPM of 7000 or above, you will be disqualified. The plug at the back of the vehicle must be wired as follows:



16. No automatic transmissions. Tractor must be equipped with an SFI approved clutch and pressure plate, SFI approved flywheel, and SFI approved bell housing. Tractors must also have either a block saver plate or rear motor plate between the bell housing and engine block.
17. No shifting of transmissions during pull. This includes T.A.'s.
18. All General Tractor Rules apply. Diesel – Weight can be changed by Board of Directors to ensure competitiveness.

ECONOMY MODIFIED TRACTOR RULES

| Weight | Hitch Height |
|--------|--------------|
| 6200 | 20 inches |

1. Tractor weight class will be 6200 lbs.
2. The maximum tire size will be 24.5x32.
3. Tractor length will be a maximum of 14 feet from center of rear axle to furthest point forward, including weights.
4. Automatic transmissions are allowed. Automatics must be completely covered by a six strap safety blanket. If the blanket does not completely cover the bell housing, then the transmission must be equipped with an SFI approved bell housing or bell housing shield.
5. Any type clutch is allowed. If using clutch, tractor must be equipped with an SFI approved clutch and pressure plate, SFI approved flywheel, and SFI approved bell housing. Clutch equipped tractors must also have either a block saver plate or rear motor plate between the bell housing and engine block.
6. Any tractor type differential, skidder type, or planetary rear end allowed.
7. Fuel – Any type commercially produced gasoline or alcohol/methanol. No nitro methane allowed.
8. Engine is limited to 500 cubic inches or smaller.
9. Induction is limited to a single 4-barrel carburetor, with no more than a 4-inch spacer. No fuel injection. No turbochargers. No Blowers or superchargers. No sheet metal intakes.
10. Cast iron block that was originally used in a car or truck. No marine or aftermarket blocks. Heads must be OEM cast iron production heads, may do internal work. Hemispherical combustion "Hemi" heads **PROHIBITED.**
11. All General Tractor Rules apply.

PRO MODIFIED TRACTOR RULES

| Weight | Hitch Height |
|--------|--------------|
| 6200 | 20 inches |

1. Tractor weight class will be 6200 lbs.
2. A maximum tire circumference of 210" @ 5 psi 24.5 or 30.5 only, radial or bias any cut or any brand.
3. Tractor length will be a maximum of 14 feet from the center of the rear axle to the furthest point forward, including weights.

4. Automatic transmissions are allowed. Automatics must be completely covered by a six strap safety blanket. If the blanket does not completely cover the bell housing, then the transmission must be equipped with an SFI approved bell housing or bell housing shield.
5. Any type clutch is allowed. If using clutch, tractor must be equipped with an SFI approved clutch and pressure plate, SFI approved flywheel, and SFI approved bell housing. Clutch equipped tractors must also have either a block saver plate or rear motor plate between the bell housing and engine block.
6. Any tractor type differential, skidder type, or planetary rear end allowed.
7. Fuel – Any commercially produced gasoline or alcohol (ethanol or methanol). No nitro methane.
8. Allowable Engine Combinations:
 - a. Single engine 515 cid or smaller with a conventional 8-71 blower. Any block is allowed. Conventional style heads are required. Chevy will be allowed to run SR20 heads. Ford will be allowed to run C460 heads. No Big Chief, Big Duke, Profiler, or Ford E460 heads. No Pro Stock or Hemi heads allowed. Heads must be for that style engine (i.e. no Pontiac or Oldsmobile style heads on a Ford or Chevrolet). No overhead cams, no turbos. Board must approve any new heads.

Supercharged Requirements: Standard 8-71 roots type blower. No screw type or high helix blowers. Rotor must be a 3-lobe standard helix with a length of 16 inches. Maximum length of blower housing center section is 16 inches. Blower housing can have any outlet opening and may be set back on engine. No “superman” style blowers with extended case length and rotors set back inside housing. Hampton 2-lobe blowers (or similar) are not allowed. Board must approve any new blower.

Supercharged Fuel System: Carburetors, mechanical fuel injection permitted. Two return springs are mandatory. Supercharged engines must be equipped with a popoff valve or burst panels. All superchargers must be mounted to the intake manifold by use of aluminum studs only (no steel studs allowed). Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger, with each strap securely fastened to the engine by means of its own attachment bracket. The top attachment bracket is to be sandwiched between the lower surface of the injector body and the upper surface of the supercharger case. The bottom attachment bracket for each strap shall be connected to the engine by a minimum of one 5/16 inch bolt or stud (SAE Grade 5 or better). Blower belt shield must cover all components, idler, belt pulleys, etc. and extend to the bottom of the bottom pulley or below.

9. All General Tractor Rules apply.

HOT FARM TRACTOR RULES

| Weight | Hitch Height |
|--------|--------------|
|--------|--------------|

| | |
|------|-----------|
| 9000 | 20 inches |
|------|-----------|

1. Tractor weight class will be 9000 lbs.
2. Tractors must be 2WD agricultural tractors. Can run any sheet metal, but it must not cross manufacturers lines. Engine block and head must be of original manufacture and bolt into the chassis with no adapter plate (*besides OEM*) between the engine and bell housing. Tractor ID determined by transmission and chassis, not sheet metal or decals. Tractors must have a minimum of 36 inch wide front ends with front wheels tracking within rear wheels.
3. Chassis components may be OEM or fabricated frame, but must have factory rear end. You may build your own front axle assembly. (*Must be safe and sturdy.*) Maximum of 114 inch wheelbase, then must remain stock length. Maximum length 13' from the center of the rear wheel to forward most portion excluding tow rings. Tube frames will be allowed but must be covered by .060 inch thick metal or aluminum in engine area.
4. Engine cubic inch limit for turbocharged tractors is 466 cid. Cubic inch limit for naturally aspirated engines is 800 cid.
 - a. Head – 2 Valve cylinder heads only.

5. Fuel – VP Torq, Torq DX or current VP Diesel fuel only. A sample port for fuel will need to be accessible after the return line on injection pump to ensure the entire fuel system is tested. No compressed air, nitrous oxide or fuel conversions, no propane, or nitro methane allowed on diesels with exception of starting aid. Water injection allowed. TTTPA approved spec water only. A sample port will need to be accessible to test the entire water injection system. Note – The association's tools will be used to test fuel and water. All vehicles will be tested at the beginning of the year, random testing throughout the year will also take place. If association tools cannot verify test sample in question or if a protest is made over fuel and/or water, it will then be sent to VP Fuel for examination. Two samples can be pulled if requested; however, all results from VP will be official.
6. Diesel Tractors – Bosch P series pump allowed. 13mm plunger diameter maximum. Only one plunger per cylinder allowed. Mechanical injection only. Electric fuel pumps are allowed to supply injection pump. No OEM or aftermarket intercoolers or "ice boxes" allowed.
7. The vehicle is limited to a single turbocharger. The turbo may be any 3"x3" with smooth cover (No Map Grooves, StepCovers, or bushings allowed) or the Garrett GT 4202 with stock compressor wheel and stock Map Grooves (No bushing allowed). No modifications allowed to the GT4202 Turbo, it must remain factory stock. The Garrett GT4294 (old 2.8x3") turbo may be re-fitted with stock 3" compressor wheel and stock 3" cover to meet new rule. All turbos must measure no more than 3" at the compressor wheel bore (*intake*) and no more than 3" at the turbine wheel bore (*exhaust*). Tools to measure turbos will be provided by the association. **NOTE:** Alteration for turbo mounting allowed. Turbos under a fiberglass or plastic hood must be shrouded 360 degrees by 1/8" steel.
8. OEM or reproduction stock type intake (No sheet metal or billet intakes, must be cast) and exhaust manifold for that series engine must be used, no manifold spacers allowed.
9. Exhaust must discharge vertically above highest point of the tractor with exception of roll bars. Must be securely attached. Exhaust must be at least 18" above the hood. No curved pipes or rain caps allowed. Exhaust must be cross-bolted with 2 Grade 5 bolts within 1" of each other to stop turbo parts from flying out.
10. Open RPM Limit with no monitoring required.
11. Air and fuel cutoff required. Must be operated manually by the operator from the seat and from the sled. A dead man throttle is required with double springs.
12. An approved 4.2 scatter blanket is required around bell housings. It must cover 360 degrees around the flywheel housing. Overlap goes to the bottom.
13. All engine fans must be shrouded with 1/16" steel or thicker, 360 degrees around, or utilize factory shield.
14. Shifting is allowed. This includes TA's, power shifts, quad range or any other factory equipped transmission.
15. Maximum tire size for rear to be 18.4-38, 18.4-42, 20.8-38, or 24.5-32 on any width rim. No dual rear wheels. Radial tires are allowed. Any cut allowed on tires.
16. Tractors must have working rear brakes.
17. Roll cages or factory rollover protection is required.
18. Ladder bars able to support the weight of tractor when split are mandatory. Must span transmission and clutch.
19. Front weight bracket may not extend any further than 13 feet from the center of the rear axle to the furthest point forward. Rear weight bracket may not extend beyond outside of rear tires.
20. Engine side shields are required. They can be constructed of aluminum or steel and must be a minimum thickness of 0.060". The shielding must extend from the top of the cylinder head casting down to the crankshaft centerline. They must be easy to remove in case of fire.
21. All tractors must run SFI balancer or shield balancer.
22. All tractors must have steel flywheel and pressure plate. No cast iron.
23. A mandatory inspection of turbo and clutch is required.
24. All tractors must have a solid firewall with no holes except for controls. Holes not to exceed 1/2 inch larger than the controls.
25. All General Tractor Rules apply.

TRUCK GENERAL RULES

1. No cam type rear ends that raise the rear of the vehicle as torque is applied.
2. No trick hitches. Drawbar height or distance from center of rear axle cannot change during the pull.
3. Vehicles must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 18 inches from the ground. Bumper to extend a minimum of eight (8) inches vertically. Must be rigid.
4. An area five (5) inches wide and twelve (12) inches high immediately above the drawbar must be free of all obstruction (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking. If body extends more than twelve (12) inches behind point of hook, the open area must be eighteen (18) inches above the drawbar and 24 inches wide at rearmost point of body.
5. Driveline/Drive Shielding (except Limited Pro Diesel 4x4 – see class rules)
 - a. Any drive shaft (solid shaft with couplers or universal joint type) that will see peak speed over 5000 RPM must be fully enclosed in a full 360 degree solid tube made of at least 3/8 inch thick aluminum or 1/4 inch steel. The inside diameter of the tube is not to exceed two (2) inches more than the outside diameter of the largest universal joint. The shield may be a split design with the two halves fastened together with minimum Grade #5, 3/8 inch or larger bolts, every six (6) inches or closer on each side. The two halves can also be butt and seam welded together. The tube must be securely mounted to the vehicle frame. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place. This rule applies to all drive shafts running from the engine/clutch/reverser to the drop box, divorced transfer case, or auxiliary gearbox. This solid shielding requirement applies to every drive shaft on a vehicle that uses planetary reductions at the axles.
 - b. Universal joint type drive shafts running to the vehicle axles must have two (2) universal joint covers and three (3) round metal loops per drive shaft. Universal Joint Covers – Universal joints must be covered by full 360 degree metal shields made of at least 3/8 inch thick aluminum or 1/4 inch thick steel (no cast iron). The shields must be a minimum of 6 inches long and must cover the entire u-joint. Joint should not be visible from side, top, or bottom. Intermediate Drive Shaft Loops – The three (3) loops between the u-joint covers must be at least 3/4" wide (or wider) and made from a minimum of 3/8 inch thick aluminum or 1/4 inch steel. Loops must not be more than 2 inches from the shaft in any direction. End loops to be placed no farther than six (6) inches from the universal joint covers, with third loop in center of shaft. NOTE – A solid tube (3/8 inch thick aluminum or 1/4 inch steel) covering the entire length of the drive shaft including the u-joints will meet the above driveline shielding criteria.
 - c. This rule will apply to all divisions that use solid driveline shields over 16 inches in length. NOTE: This also applies to the intermediate shaft on FWD All driveline shield components must be tethered on each end by two opposing restraints. Tethers must attach at 180 degrees of each other and a minimum of 3 inches and a maximum of 6 inches from each end of each driveline shield component. Tether to be constructed of a minimum of 2-inch wide by 1/8 inch thick nylon or polyester strap. One end of tether must attach to one side of the chassis then go around the driveline shield then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8 inch grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself. NOTE: FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.
6. If original vehicle has side doors, they must be on and closed during competition. Vehicle doors must have a single latch design, allowing the door to be opened from both the inside and the outside.
7. Front and back safety glass or Plexiglass required.
8. Flip-top-body type vehicles and vehicles that do not have two (2) working doors or less than stock size window openings, must have door glass lowered or removed while under green flag and must have an escape hatch with a minimum size of 17 inches x 18 inches. **NOTE:** Escape hatch will not be counted as a working door.

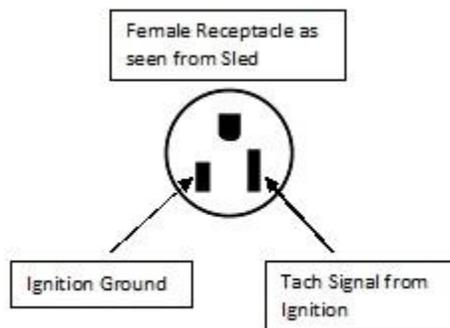
9. Vehicles that do not have working doors must carry an onboard fire system with a minimum of three (3) nozzles located within the driver's compartment/engine compartment.
10. May compete without: bumpers, tailgates, van rear doors for greater hook point visibility.
11. Truck bodies may be a fiberglass complete body or components (except 2.6 Diesel).
12. Vehicle must have a bed floor or bed cover.
13. All weights must be securely attached to vehicle. Loose ballast (sandbags, rocks, unattached metal, etc.) not allowed.
14. No tire chains or studded tires allowed. All tires must have rubber or rubber compound contact between tire and pulling surface.
15. Tinted or shaded windows hindering driver's vision out the front or back will not be allowed.
16. Engine-driven fans are prohibited.
17. Clutch equipped vehicles (except 2.6 Diesel truck, see class rules) must have all of the following:
 - a. An SFI approved explosion-proof bell housing in place and securely fastened to the vehicle to prevent parts from exiting the vehicle in the event of clutch, pressure plate, or flywheel explosion.
 - b. An SFI approved flywheel, clutch, and pressure plate.
 - c. A block saver plate or rear motor plate between the bell housing and engine block.
18. Vehicles with automatic transmissions must have an SFI approved safety blanket with a minimum of six (6) straps covering the body of the transmission. If the blanket does not completely cover the bell housing, then the transmission must be equipped with an SFI approved bell housing or bell housing shield.
19. No counter balances permitted in driveline.
20. Only one (1) automotive type engine per vehicle.
21. Flip-top or funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.
22. Flip-top bodies must have a safety lock to hold up the body.
23. Body may be raised to start engine and may stay raised while engine is running as long as vehicle is not in motion.
24. Operator's Compartment:
 - a. No fuel tanks, fuel pressure gauges, fuel pumps, and/or fuel lines are allowed in the operator's compartment.
 - b. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (0.060 inch aluminum or steel is an acceptable fire barrier material.)
 - c. No radiator, heat exchanger, and/or water hoses allowed inside the operator's compartment.
 - d. If a battery is inside the operator's compartment, it must be safely enclosed and securely fastened.
25. Axle and hub bolt covers are required, except where planetary final drives are used. The hub covers must be a "can" type that completely encloses the wheel hub, axle face or drive flange, and axle flange bolts. The covers must be either bolted to the wheel or pushed through the wheel center and sandwiched between the wheel and hub. The hub covers cannot be mounted to the axle end or axle flange bolts. A hole may be installed in center of the front cover so a lock can be operated, so long as hub end or axle bolts are covered.
26. All 4WD trucks must use wheels/rollers on weight box or rack within 6" of the forward most part of the vehicle. Wheels/rollers can be made to raise when not on competition track for ground clearance. Wheels/rollers to be no closer than 36" and a minimum of 2" wide and 5" diameter. (Smaller diameter permitted if width is adequate, i.e. 4" x 10"). NOTE: One wide roller will be permitted if determined acceptable by tech officials. (Final decision rests with TTPA Officials.)

PRO STOCK 4WD TRUCK RULES

| Weight | Hitch Height | RPM Max |
|---------------|---------------------|----------------|
| 6200 | 26 inches | 8300 |

1. Tires must be street legal DOT approved. No tread alterations. Tires must be no larger than 33 x 12.50.

2. Engine must be the same make as vehicle body. The front of the engine block must be no more than 10.5 inches ahead of the center line of the front axle. May run any OEM or aftermarket cast iron block. May run any cast iron or aluminum heads except Hemi type (OEM or aftermarket). Any internal engine modification allowed.
3. Maximum wheelbase of 134 inches.
4. Vehicle must maintain production appearing body mounted on a stock frame. Frame bracing and reinforcement is allowed. Solid rear suspension is allowed.
 - a. Steel/Metal production cab truck to weigh 6200 pounds. Fiberglass/non-production aftermarket cab or full fiberglass "tilt body" trucks to weigh 6000 pounds.
5. Any rear end housing size is permitted. Maximum of 1-ton front end housing allowed. The width of the rear end housing can be modified as long as the rear tires track no more than ½ of the front tires (in or out). No air lockers or electronic locking devices.
6. Edelbrock-type single four-barrel manifold required. Must be a mass produced, cast aluminum, out of the box intake with a part number. No tunnel rams, box rams, or any sheet metal intakes. Milling and porting of the intake is permitted. No spacers between the intake manifold and head. No split carburetors or spread body (extended length) carburetors. No SV1 carburetors. No fuel injection.
7. Any pump gasoline or racing gasoline allowed. No alcohol or nitro methane allowed.
8. Engine limit to 485 cubic inches.
9. Maximum engine bore spacing of 4.9 inch.
10. Aftermarket transmission and transfer case allowed.
11. Maximum hitch angle not to exceed 20 degrees measured from horizontal. All hitches will be tagged through pivot bolt (if multiple adjustments are possible). Any hitch that is extendable will be tagged accordingly to prevent changes after tech inspection. Hitch angle will be checked on scale with truck at maximum weight with driver, tires at desired pressure and hitch set at 26" as it would be set to pull onto the track.
12. Hitch point to rear axle centerline must be a minimum of 36% of wheelbase.
13. Must run full hood, except for header cutouts and hood scoop. Hood scoops can be functional and will be a maximum of twelve (12) inches high.
14. Weights/weight bar must not extend forward more than sixty (60) inches from the centerline of front axle.
15. There will be an 8000 RPM limit, to be controlled with a rev limiter. A TelTac II digital tachometer will be mounted on the sled and used to measure RPM on each run. A tach signal from the ignition must be run along the outside of the frame rail to a female plug on the back of the vehicle. If the TelTac II shows an RPM of 8000 or above, you will be disqualified. The plug at the back of the vehicle must be wired as follows:



16. No mud flaps or dirt deflectors are allowed.
17. Vehicle exhaust must discharge vertically through the hood or underneath the vehicle and straight back.
18. All General Truck Rules apply.

LIMITED PRO DIESEL 4x4 TRUCK RULES

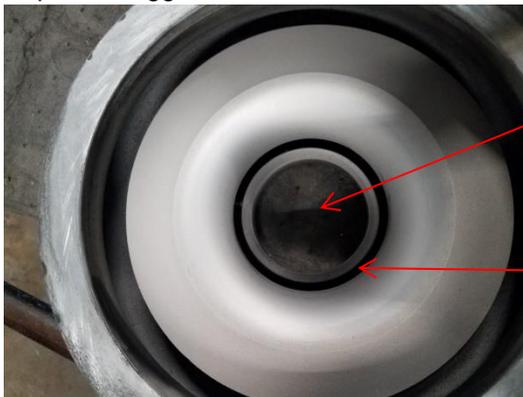
| Weight | Hitch Height |
|--------|--------------|
| 8000 | 26 inches |

1. The vehicle must be four wheel drive.
2. Weight limit is 8000 lbs. Weight is with driver.
3. Hanging weights are permitted. The weight box or weights must not extend forward of the front axle centerline more than 60 inches.
4. The batteries must be securely mounted. They may not be located in the driver compartment. Batteries can be mounted in or on weight rack.
5. 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 is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. For Cab and Chassis Trucks: Trucks must have some type of bed at least the width of the cab and length of the factory frame rails; constructed of some type of metal (no wood, plastic, or fiberglass beds).
6. Vehicle must have working front brakes. Rear brakes can be removed.
7. The vehicle must retain the full OEM frame. The factory frame rails may be boxed or reinforced. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited. Frame cross members can be modified to be removable (bolt-in) as long as they remain in the factory location. Front of engine block can be no farther forward than 17" of centerline of front axle. Engine re-powers (i.e. Cummins in a Ford) are allowed as long as the engine was available in a 1-ton or smaller.
8. All drivers must have a valid state driver's license.
9. A driver restraint system (OEM seatbelt or SFI harness) is mandatory and must be worn.
10. Driveline Shielding:
 - a. All universal joints (front and rear drive shafts) must be covered by a shield made of at least 3/8 inch thick aluminum or 1/4" inch thick steel (no cast iron). The shields must be minimum of 6 inches long and must cover the entire u-joint. Joint should not be visible from side, top, or bottom.
 - b. Intermediate Drive Shaft Loops – Any drive shaft with 24 to 36 inches exposed between u-joint covers must have at least one intermediate loop centered between the u-joint covers. Drive shafts with 36 to 48 inches exposed must have two intermediate loops equally spaced between u-joint covers. All drive shafts with more than 48 inches exposed must have three intermediate loops equally spaced between u-joint covers. If drive shaft has less than 24 inches exposed, no intermediate loops will be required. The loops must be at least 3/4" wide (or wider) and made from a minimum of 3/8 inch thick aluminum or 1/4 inch steel. Loops must not be more than 2 inches from the shaft in any direction.
 - c. If running a divorced transfer case, the drive shaft between the transmission and t-case must be fully enclosed in a full 360 degree solid tube made of at least 3/8 inch thick aluminum or 1/4 inch steel. See Truck General Rule 5a for the requirements of this shield tube.
 - d. This rule will apply to all divisions that use solid driveline shields over 16 inches in length. **NOTE:** This also applies to the intermediate shaft on FWD All driveline shield components must be tethered on each end by two opposing restraints. Tethers must attach at 180 degrees of each other and a minimum of 3 inches and a maximum of 6 inches from each end of each driveline shield component. Tether to be constructed of a minimum of 2-inch wide by 1/8 inch thick nylon or polyester strap. One end of tether must attach to one side of the chassis then go around the driveline shield then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8 inch grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself. **NOTE:** FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.
11. The engine block must have been available as a factory option in a one-ton or smaller pickup truck. **NO AFTERMARKET BLOCK ALLOWED.** Filled or Wet Blocks permitted.

- a. Engine Cylinder Head – Must be OEM dimensions of engine available in 1-ton or smaller truck. Aftermarket heads permitted but must be same height, width, and OEM valve configuration. Head must be OEM or OEM cast replica/reproduction replacement for street use of that brand engine. No billet heads of any material.
12. All vehicles must be equipped to direct exhaust upward. Hood stack allowed as long as cross bolts are in place.
13. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.
14. Air shutoff valves must be in the driver's compartment.
15. The complete OEM firewall is mandatory.
16. The complete OEM floor pan is mandatory.
17. The permitted fuels are #1/#2 on-road diesel, soy/bio-diesel, or off-road (red dye) diesel.
18. Fuel Injection Pump: Maximum "P" series pump allowed. One plunger permitted per cylinder. Sigma pumps and billet injection pumps are PROHIBITED. Dual high-pressure common rail fuel pumps or HPOPs are permitted.
19. SFI or DOT approved fuel cells allowed. Fuel cells may not be mounted inside the driver's compartment. Fuel cells can be mounted on or in the weight box. OEM fuel tank allowed.
20. The hitch must be a frame mount. The pivot point of the hitch must not be forward of the centerline of the rear axle. Trick hitches are prohibited. Hooking point of hitch must be at least 44 inches rearward from the centerline of the rear axle (measured horizontally). The hitch must be rigidly supported in all directions. The hitch angle must not exceed 25 degrees from pivot point to hook point. Hook point must be easily accessed for height measurement and for hooking to the sled. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. A 3 x 3.75 inch opening for hitch is required. The hooking point will be measured to the top of the clevis loop.
21. **Nitrous oxide is strictly prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.**
22. **Propane is strictly prohibited. All system components must be removed from the truck.**
23. Any rear end housing size permitted. Any front axle permitted. Wheel hub covers must meet the requirements of the General Truck Rules.
24. Full hydraulic or hydraulic assist steering is permitted.
25. Complete OEM windshield and windows are mandatory. NO LEXAN OR PLEXIGLASS. Driver side window must be operative per factory specifications; that is, it must open and close via OEM electrical or mechanical means.
26. 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.
27. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. The final decision rests with the TTTPA officials.
28. An OEM-style front suspension is mandatory. Front axle traction bars and devices are permitted. They must be bolt-on only. Welds are permitted for attachment to frame or axle housing.
29. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted.
30. Rear axles can be rigidly mounted. Rear axle mounts, bracing, traction bars, etc. do not have to be bolt-in and can be welded to the frame and axle housing. Factory rear suspension components can be removed or replaced. Aftermarket rear suspension designs (4 link, ladder bar, etc.) are allowed.
31. The tires must be DOT street tires. (35 x 12.50 or equivalent max tire size) Cut tires are prohibited.
32. Any transmission or transfer case allowed. 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.

33. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure type hose.
34. All vehicles must be equipped with a blanket-type shield. 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.
35. All vehicles using a clutch must be equipped with an SFI approved clutch and pressure plate.
36. All vehicles 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.
37. The vehicle is limited to a single turbocharger (2.6 map groove or 3.0 smooth bore).
 - a. 2.6 SPECS – The compressor wheel must protrude into a 2.6” bore for 1/8”. The inlet will be measured using a 2.605 inch plug or internal calipers. Bushing from any larger turbo size down to a 2.6 turbo is PROHIBITED. Must be a permanent inducer bore. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than .200. MWE groove must start directly after 2.6 bore and will be measured from backside of compressor housing. See diagrams below for reference. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. NOTE: All compressor housings (except 3.0 smooth bore unless Tech Officials deem necessary) must be removed to properly measure the MWE groove and confirm the MWE location during tech inspection. All turbos will be tagged after passing tech inspection. Turbo tags must be in place to compete. It is the driver’s responsibility to notify TTTPA officials if a new turbo needs to be inspected/tagged.



- b. 3.0 SPECS – The turbocharger is smooth faced intake housing, limited to a 3.0” inlet (NO map ring “MWE”) with all air entering through the 3.0” intake opening. Intake wheel must protrude 1/8 inch inside opening.
38. Water injection is prohibited. All system components must be removed from the truck.
39. Liquid to air intercoolers allowed. **SYSTEMS MUST NOT LEAK ON TRACK!!** (Excessive leakage is up to track official.)
40. Maximum wheelbase of 168” allowed.
41. The maximum track width (measured outside of tires) of the vehicle is 102 inches.
42. Front dual-wheel spacers may be used only with accompanying positive-offset dually-style wheels.
43. Rear wheel spacer allowed. Machined spacers only. (NO CAST OR WELDED SPACERS ALLOWED.) Must be TTTPA approved. Final decision rests with Tech Officials.
44. A minimum of a 2 lb. ABC with gauge dry chemical fire extinguisher secured to the vehicle and convenient to the driver is **mandatory**.
45. All General Truck Rules apply except where noted or superseded by class rules.

46. PPL legal or out-of-state trucks running Plexiglass and/or Lexan windows along with gutted beds and cabs can run 7600 pounds based on temporary membership status only. (Will qualify for purse but NO points will be awarded.)

SUPER MODIFIED 2WD TRUCK RULES

Vehicles in this class will adhere to all pertinent criteria of tractor safety and construction unless special variations are noted.

| Weight | Hitch Height |
|---------------|---------------------|
| 6200 | 30 inches |

1. Body/Chassis

- a. The maximum length of the vehicle is no more than 15 feet from centerline of rear axle to forward most portion of the vehicle including the weight racks.
- b. The 15 foot from the center of the rear axle overall rule will apply to all 2WD vehicles with the exception of a 10-inch over-length allowance for cosmetic fiberglass only. Tow hook to be consistent with 15 foot rule. (This allowance applies only to pickup truck style bodies of the following models: 1994 Dodge or newer, 1996 Ford or newer, and 1998 Chevy/GMC or newer.)
- c. Must run a minimum of 14-inch front rims with an automotive or front tractor tire.
- d. Any wheelbase is permitted.
- e. Front wheel and axle to remain in the visual center of the front wheel well. Maintain minimum of 2 inches of complete original type wheelhouse forward of the front wheel. Must be able to see forward most part and rearward most part of tire from a side view.
- f. Maximum width of vehicle is 8 feet.
- g. Weights are not to extend forward of maximum length stated in Rule 1a above, not rearward more than 12 inches from hitch point and must not interfere with hitching and unhitching of vehicle.
- h. Any factory production body truck or van is allowed including passenger-type bodies.
- i. Vehicle must have a presentable van/pickup bed with cover or flatbed in place.
- j. Chassis (frame) may be a truck frame or fabricated frame like modified tractors.
- k. Vehicle must have hood, grille, and fenders in place as intended by manufacturer.
- l. Vehicle body style must be or have been available from a dealer as mass produced.
- m. Vehicle must maintain original appearance.
 - i. Fiberglass hood scoops, spoilers, fender flares are allowed.
 - ii. Allowed to use stock appearing pickup truck and van fiberglass bodies and parts.
- n. Driver's seat must be located in the original driver compartment.
- o. All 2WD vehicles must have a presentable front windshield of glass, Plexiglass, or Lexan.
- p. Hood Line Variance: Original hood line should be kept and a 3 inch maximum clearance opening will be allowed for speed equipment.
- q. Hitch point to rear axle centerline must be a minimum of 18 inches for 2WD trucks.
- r. All 2WD trucks must have stabilizer bars (no wheels allowed). Stabilizer bars must be a minimum of 2 inches back from the further most point of the tire with a 5 inch square pad on the bottom, and a maximum of 6 inches high if within the tire track or 10 inches high if not within the tire track. Design and materials used must withstand severe impact from the sled.

2. Driveline/Clutch

- a. All automatic transmissions must have: new six (6) strap approved blankets and have reverse lockout.
- b. All drivelines must be entirely enclosed in ¼ inch steel or 3/8 inch aluminum and securely fastened to the frame.
- c. Torque converters, automatic shifts, etc. are permitted.

- d. No electronic, pneumatic, or hydraulic devices that affect the clutch system are allowed. All staged or variable released clutches of any description prohibited. (This does not affect slave cylinder for clutch pedal.)
 - e. All 2WD vehicles engine/automatic transmission combinations must have either:
 - i. Two engine mounts, two rear engine mounts and a support saddle for rear of transmission, with ½ inch maximum clearance; or
 - ii. Two front engine mounts, support saddle at rear of engine, with ½ inch nylon strap in the middle of that span to secure the drive shaft to the frame.
3. Engine/Engine Limitations
- (NOTE: The engine is any engine or its replica available in a passenger car. A maximum of eight (8) cylinders is allowed. A replica, to be considered legal, must accept and swing a stock crankshaft. No diesel engines permitted.)
- a. 650 cubic inch limit and two valves per cylinder.
 - b. No timing delay devices allowed.
 - c. Engine must be stock location, which is defined as being within engine compartment as manufactured, behind stock grille and in front of stock firewall.
 - d. Vehicle may run without radiator and engine may be moved forward but engine must stay behind grille. (NOTE: Entire engine is to mean anything that is bolted to the engine block.)
 - e. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of the centerline of the front axle.
 - f. Allow any single stages turbochargers in the division and must therefore follow the safety rules that apply to all turbocharged engines, which are found in the General Rules Section.
 - g. Fuel injection, carburetors, and headers may protrude through the hood. (NOTE: Bubble or scoop is optional; but if used, the bubble or scoop must cover carburetors or fuel injection system if induction system protrudes through hood.)
 - h. Vehicle must have vertical exiting exhaust. Height of exhaust pipe must be a minimum of one foot above the bend. (NOTE: Vertical is defined as “being in plumb” with a 10-degree variance in any direction permitted.)
 - i. Vehicle to conform to provisions of modified tractor shielding.
4. Frame – Tubular steel frame is allowed.
5. Tires – Rear tire diameter shall not exceed 143 inch circumference when mounted on an 18 inch rim and inflated to 28 psi. the ground patch is not exceeding 19 inches based on the original tread.
6. All General Truck Rules apply.

PROMOTOR REQUESTED EXHIBITION CLASSES

Exhibition pullers must be regular members of TTTTPA and pay all membership, insurance, and hook fees as required. All exhibition vehicles must meet the safety rules and regulations of the TTTTPA and USPA. Any exhibition vehicle determined to be “unsafe” by a TTTTPA official will not be allowed to pull.

SUPER STOCK/SUPER MODIFIED DIESEL 4X4 TRUCK

1. Trucks must meet all safety rules and requirements set out in the General and Truck General rules, unless stated in the Super Modified Diesel 4x4 Rules below.
2. Vehicle must be super stock (or super modified) diesel 4WD.
3. Maximum weight will be 7500 pounds with driver.
4. Truck must have block from 1-ton or smaller or its replica. Must retain stock bore spacing and be able to run a stock crank. 460 cubic inch maximum
5. No nitrous, propane, or alcohol - #2 diesel only.

6. Water injection is permitted.
7. Hanging weights are not to extend further than 60 inches from the center of front axle.
8. Hitch height is 26 inches.
9. Rigid suspension allowed.
10. Drop boxes and reversers are allowed.
11. Personal safety equipment is required. (See General Rules.)
12. U-joint shields required. (See Truck General Rules.)
13. Intermediate shafts must be enclosed. (See Truck General Rules.)
14. Fire extinguisher required. (See General Rules #41.)
15. Air shutoff required. Consisting of cable to the rear of the truck to be operated by sled and also a cable inside for the driver.
16. Axle shields required. (See Truck General Rules.)
17. Cut tires allowed.
18. All engines will have deflection shield running the length of the block casting. Engine shield should extend from the top of the frame rail to a level equal to the deck height or the top of the fender well, whichever is greater. Shield must be .060 steel or aluminum and securely fastened.

MODIFIED TRACTOR

1. Must meet all TTTPA General Vehicle Safety Rules and General Tractor Rules, unless a different requirement is stated in Exhibition Mod Tractor Rules below.
2. All automatic transmissions must have new six (6) strap-approved blankets and reverse lockout.
3. All drivelines must be entirely enclosed in ¼ inch steel or 3/8 inch aluminum and securely fastened to the frame.
4. Non-automotive engines must have a steel clutch/flywheel housing covered by an SFI approved scatter blanket.
5. Total length of vehicle shall not exceed fourteen feet from center of rear axle to forward most point of vehicle including tow ring.
6. Tire size shall not exceed 30.5 inches in width.
7. Engines limited to: Three (3) automotive engines with 8-71 blowers, limited to 43% overdrive, or two (2) hemi type, 650 cubic inch limit, with no larger than a 14-71 blower (no screw type). One (1) marine, aircraft, or industrial type engine up to 2500 cubic inches with twelve (12) cylinder limit. Two (2) compression stages maximum. Allow EFI on V-12 Allison and V-12 Packard.
8. No Pontiac, Oldsmobile, Big Chief, or Big Duke style heads on a three (3) Chevy motor setup.
9. Supercharged automotive wedge engines with a maximum of 650 cubic inches. Maximum 8-71 supercharged with maximum of 43% overdrive.
10. Turbine engine or combinations of turbine engines are allowed with maximum military rating of 4380 HP. Any engine or combination of turbine engines with HP rating of 3750 or less are allowed water/methanol injection. Nothing allowed sprayed or injected in the airstream of the intake of turbine engines that total more than 3750 HP. All turbines to have overspeed safety devices set to a maximum of 110%.
11. Any turbine engine must have a maximum of 3/8 inch steel shielding around the hot section if under 1500 horsepower. Any engine over 1500 horsepower will have a ½ inch steel shielding. No blankets.
12. Rolls Royce Griffin limited to a maximum overdrive limit on the supercharger to the medium speed ratio of 6.615 to 1. No turbocharged Rolls Royce Griffins allowed.
13. Any motor combination not already mentioned in the rule book must be approved by the TTTPA board.
14. Must be a minimum of two (2) blown V-8 engines, turbocharged or supercharged industrial engine, or turbine or combination of turbine engines of 2850 HP to compete at a TTTPA event.
15. TTTPA recognizes the following turbine engines for use in TTTPA competition and their horsepower ratings are as follows:

(No turbine engines other than those listed may be used.)

| Lycoming | General Electric |
|-------------------------|--------------------------|
| T-53 L-1 825 HP | T-64 6 2850 HP |
| T-53 L-3 920 HP | T-64 3 3080 HP |
| T-53 L-5 960 HP | T-64 7 3435 HP |
| T-53 L-7 1100 HP | T-64 412 3695 HP |
| T-53 L-11 1100 HP | T-64 413 3925 HP |
| T-53 L-13 1400 HP | T-64 415 4380 HP |
| T-55 L-1 1600 HP | |
| T-55 L-5 2200 HP | Pratt Whitney |
| T-55 L-7 2650 HP | JFTD 12-4..... 3430 HP |
| T-55 L-7C..... 2850 HP | JFTD 12-4A 4500 HP |
| T-55 L-9 3750 HP | JFTD 12-5..... 4050 HP |
| T-55 L-11D..... 3750 HP | |

LIGHT LIMITED SUPER STOCK TRACTOR

1. Max allowed weight is 6000 lbs. for component rear end tractors and 6200 lbs. for ag rear end tractors.
2. Tractors must be 2WD. Can run any year sheet metal, but it must match the manufacturer of the engine and rear end (or engine for component rear tractor). Sheet metal can cross between Heritage lines (examples: Agco/Oliver, Minneapolis Moline, Cummins). For ag rear end tractors, the engine must be in stock location for chassis being used and must bolt to the bell housing with a maximum of 1" thick adapter plate or OEM adapter plate. For component rear end tractor, the back of engine mounts 60 inches from center of rear axle. Tractor ID determined by engine and rear end, not sheet metal or decals. Tractors must have a minimum of 36 inch wide front ends with front wheels tracking within rear wheels.
3. Chassis components may be OEM or fabricated frame. You may build your own front axle assembly (must be safe and sturdy). Maximum of 114 inch wheelbase. Maximum length 13 foot from the center of the rear wheel to forward most portion excluding tow rings. Tube frames will be allowed but must be covered by .060 inch thick metal or aluminum in engine area.
4. Engine to be OEM manufacture (brand) and/or follow Heritage lines. All engine series must be Agricultural in origin. Must run OEM block and cylinder head for engine being used. No aftermarket, billet, recast, or insert heads allowed. Cylinder heads to have a maximum of 2 valves per cylinder. No overhead cams allowed. One deck plate allowed, limited to max thickness of 1-1/8". No V-8 in alcohol tractors. De-cubing is allowed.

Allowed Engine Combinations:

- a. 479 cid – maximum of one (1) 3x4 (no MAF) turbo and no inter/after cooler allowed (Diesel)
 - b. 410 cid – maximum of one (1) 3x4 (w/MAF) turbo with an inter/after cooler (Diesel)
 - c. 315 cid – may run twin chargers up to 3x4 (w/MAF) with an inter/after cooler (Diesel)
 - d. 370 cid – maximum of one (1) 3x4 (no MAF) turbo and no inter/after cooler allowed (Alcohol)
 - e. 310 cid – maximum of one (1) 3x4 (w/MAF) turbo and no inter/after cooler allowed (Alcohol)
 - f. Gasoline and propane motors are the same as diesels on cubic inch and turbo limits with the exception that intercoolers and MAF turbos are allowed up to 466 cid gas or propane.
 - g. N/A engine is limited to 950 cid.
5. Safety: All TTTPA General Vehicle Safety Rules and General Tractor Rules apply. All flywheels to be encased in bell housing with scatter blanket or SFI approved clutch can (scatter blanket optional on SFI approved clutch can). All tractors must have steel flywheel and pressure plate. No cast iron. All tractors must run SFI balancer or shield around balancer.
 6. Must have tie bars or one piece frame rails.
 7. Tractors must be equipped with at least 2 bar roll cages built to SFI specs and wheelie bars that extend beyond the circumference of the tire, not more than 10" off the ground. Tractors must also have ski bars

under the front axle no more than 4" off the ground. Wheelie bars and ski bars must support the weight of the tractor.

8. FUEL PUMP: Maximum of P7100 Series pump or smaller with 1 plunger and 1 injector per cylinder for all diesel tractors. Mechanical or electric pumps are allowed for alcohol or gasoline tractors.
9. Acceptable fuels are: Diesel/Bio Diesel, Alcohol (methanol), gasoline, or propane. One fuel only. No pressurized secondary fuel sources to include nitrous oxide, Nitro methane, and propane or any other oxygen enhancers.
10. Mechanical injection only, no electronic fuel injection allowed.
11. TURBO: All turbos to meet the sizing restrictions listed above in the "cubic inch limitation". All turbo compressor and exhaust wheels to rotate within the maximum bore allowed at a minimum of 1/8 inch protrusion into bore. If slug/bushing is installed, it must be permanent. On engine/turbo combinations where MAF/MWE slots are allowed, the maximum width of the slot is .250 inch. No other secondary air sources allowed.
12. WATER INJECTION/INTERCOOLERS:
 - a. All water injection to be of tap, bottled, or distilled with NO alcohol, additives, or other enhancers allowed for lubrication.
 - b. Soluble oil mix additives are allowed for lubrication.
 - c. Intercooler ice must be in or on tractor at weigh in.
13. Engine side shields are required. They can be constructed of aluminum or steel and must be a minimum thickness of .060". The shielding must extend from the top of the cylinder head casting down to the crankshaft centerline. They must be easy to remove in case of fire.
14. Exhaust must discharge vertically above highest point of the tractor with exception of roll bars. Must be securely attached. Exhaust must be at least 8" above the hood. No curved pipes or rain caps allowed. Exhaust must be cross-bolted with 2 grade 5 bolts within 1" of each other to stop turbo parts from flying out.
15. Air and Fuel cutoffs are required. Must be operable by both the sled and the driver in the seat. A dead man throttle is required with double springs.
16. TIRES: 30.5 inch max width.
17. Hitch height will be max of 20" and drawbar length will be no shorter than 18" from center of rear axle to the hooking point.

PRO STOCK TRACTOR

1. Must meet all TTTTPA General Vehicle Safety Rules and General Tractor Rules, unless a different requirement is stated in Exhibition Pro Stock Tractor Rules below.
2. Engines
 - a. No engine larger than 680 cid (+/- 1%).
 - b. Tractors may use a steel plate, maximum of 5/8" thick, between the block and the head.
 - c. Tractors are limited to two (2) valves per cylinder.
 - d. Tractors are limited to one (1) pressure stage and allowed one (1) air compressing device.
 - e. Only the Hypermax 4.8 turbo allowed.
 - f. Only diesel fuel or bio-diesel is allowed.
 - g. Only pure water is allowed for water injection.
 - h. Fuel and water sample valves are mandatory.
3. May have only one (1) fuel injection pump.
4. Must have a metal deflection shield between driver and engine from top of hood to top of torque tube or transmission housing or clutch housing from side shield to side shield. This also serves as a flash fire shield.
5. An approved 4.2 scatter (safety) blanket is required around bell housings. It must cover 360 degrees around the flywheel housing. Overlap goes to the bottom. Safety blankets must be on the inside of the tie bar and the tie bar must be fastened forward of the rear of the engine block.

6. All tractors must run SFI balancer or shield balancer.
7. All tractors must have steel flywheel and pressure plate. No cast iron.
8. Air and fuel cutoff required. Must be operated manually by the operator from the seat and the sled. A dead man throttle is required with double springs.
9. All ether bottles must be placed outside of the tractor compartment.
10. Tractors that require tools for removal of the side shields must be equipped with onboard fire control system. Onboard system nozzles must be in engine compartment.
11. Tires – 24.5 x 32 maximum size.
12. Tractors will compete at 10,000 lbs.
13. No intercoolers allowed.