



ILLINI



STATE

PULLERS

*"The Best
Trucks and
Tractors in
Northern
Illinois"*

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For schedule, pull results, announcements and other info
find ISP on the Web at
www.illinistatepullers.com

ILLINI STATE

PULLERS

2009 Rule Book

General Rules

1. The board of directors of Illini State Pullers will consist of 10 members elected by the general membership, 6 directors representing tractors, and 4 directors representing trucks. Board terms will be three years.
2. Membership fee will be \$50.00 per individual and one vehicle. Membership fee increases to \$60 after annual banquet meeting. Associate membership fee will be \$25.00 per individual. Certification fee per class to be determined prior at first pull.
3. All paid members will have one vote on track guidelines and safety issues. On performance issues, each vehicle with a minimum of two hooks in that class will have one vote. The board will then determine in a closed session whether the new rules will be approved or denied.
4. All decisions of the ISP board shall be final. A majority shall consist of at least five board members.

Contest Rules

Weight Certification

1. Tractor classes are open to any tractor meeting weight and eligibility limits as follows:

Naturally Aspirated Tractors

4500# 5000# 7000# 6000# Altered Stock

Turbo Tractors

**6000# Super Stock 6500# Lt Ltd Pro 9300# Super
Farm 11,000# Pro Farm**

2. Truck classes are open to 4 wheel drive trucks meeting weight and eligibility limits as follows:

Altered Stock

6500 pounds

Super Stock

6200 pounds

3. A 100-pound weight allowance will be given in 4500 through 7000-pound NA tractor classes for safety equipment.
4. Vehicle will be weighed with the driver on. Weights will be counted at scale and recorded on non-certified vehicles.
5. Two certified vehicles will be weighed to verify the accuracy of scales.
6. Non-certified vehicle must have basic safety equipment in order to pull. Vehicle must meet all safety requirements to be certified. Vehicle meeting all other eligibility requirements will be allowed to pull in one ISP sanctioned event before being certified.
7. If vehicle or equipment is changed or modified, such as changing weights or tires, vehicle must be recertified.
8. One certification sticker is required for each class in which the vehicle is entered. Sticker must be prominently displayed at each certified pull.
9. All certified vehicles are subject to spot checks by the ISP board and contest officials.
10. All competitors are required to sign and date a form indicating his or her vehicle adheres to the safety equipment requirements set forth by the current ISP rulebook including clutch

Point System

1. Points will be awarded at all sanctioned pulls as follows: 1st place - 15 points, decreasing by 1 through 15th place. In addition, one point will be awarded for each hook.
2. Points will be awarded to certified vehicles in their respective order of finish, regardless of placing of non-certified vehicles in that class. Points will be awarded to the vehicle not the driver, but driver must be a member to receive points.
3. If for any reason a class or classes are cancelled, every vehicle signed in will receive 6 points.
4. Points will not be awarded until after the vehicle has been certified.
5. All ties will receive highest point total and added, then split between the two vehicles.
6. Disqualification of a vehicle will receive last place points only, except in a pull-off.
7. All pullers and vehicles must be paid ISP members in order to pull at any ISP sanctioned events.

Registration

1. All pullers will register for entry 1/2 hour prior to the start of the pull. Member may enter other member's vehicle without vehicle being present.
2. Vehicle may not enter more than once in any class. Tractors may enter in up to three classes.
3. When drawing for position, if a member has more than one vehicle, or is registering in more than one class, they must state which is being drawn for prior to pick.

Track Guidelines

1. Keep in mind the safety of the crowd and yourself when operating your machine on and off the track; driver must have complete control at all times on the track and in the pits. Judges have the right to disqualify any vehicle not being operated safely. Judges consist of ISP board members and contest officials.
2. All certified vehicles must be driven by a member of the association. Drivers must be at least 16 years of age. Sixteen and seventeen year olds must have written parental permission.

3. Each vehicle will have the hitch height measured prior to hooking to the sled.
4. A 100-foot restart line will normally be used. Any driver attempting to stop prior to the 100 foot mark will be allowed one restart this restart should take place immediately, if broke vehicle may repull again at the end of the class, which will be the second attempt.
5. The first puller in the class or after a sled reset has the option to come back third or last. The decision to take the pull or drop back must be made before unhooking.
6. If the sled is reset after 1 vehicle has pulled, the remaining vehicles will pull in the order drawn beginning where the class was stopped. The first puller in the class will be allowed to repull immediately if the sled is reset on the first pull in the class only.
7. If necessary, a sled reset will be made before ½ the class has run, maximum of 4 vehicles.
8. Any vehicle out of bounds will be disqualified. Sled out of bounds is allowed. Marked or unmarked there will be an out of bounds line extending to and past the designated full pull to assure that the pulling vehicle remains inbounds while hooked to the sled.
9. Weight lost or touching the ground while vehicle is hooked to sled will be disqualified. Loss of other equipment will not be grounds for disqualification.
10. If there is any discrepancy with the sled operation, a kill switch is pulled due to error by the sled operator, the vehicle involved will be allowed to repull, this repull should occur immediately, or at the end of the class, as determined by the driver.
11. In a pull-off, vehicles must hook in the order they originally pulled. There will be no 100-foot restart, or first puller option. Drivers and judges can decide to not pull-off, decision must be unanimous. Disqualification in a pull-off will result in puller being awarded last place available for those pulling off.
12. No riders outside of cab of truck, or on any tractor in pits or staging area. No riders during pull.
13. Drivers must remain seated at all times. Drivers required to wear long pants, closed toed shoes and shirt. No shorts allowed.
14. Vehicle should not be left running unattended in the pits or staging area.

15. Violation of any rule shall constitute a disqualification. Any vehicle disqualified will lose their entry fee.
16. Vehicles found to be illegal will be disqualified for one year. Disqualification includes vehicle, driver, and owner.
17. Threat of physical abuse to any puller, board member, or official, will be grounds for permanent disqualification.
18. Changes to these guidelines may result at the judge's discretion. Changes will be communicated at the drivers meeting prior to the start of the pull.
19. All exhibition pulls will be made at the end of the pull if possible.
20. If vehicle is beyond 100 ft. and the sled operator has pulled the kill switch due to safety reasons, pull will be measured at that point.
21. No persons will be allowed on the track while vehicle is hooked to the sled (unless an emergency).
22. Repeated loss of fluid may result in disqualification.

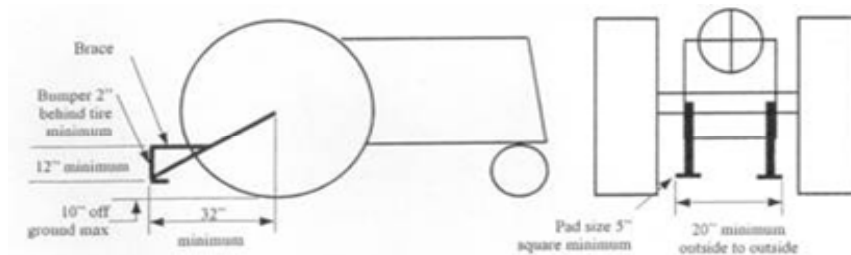
Protests

1. If a certified vehicle is protested, protest must be made during the pulling event. Protests must be made in writing in protester's own class. The same protester cannot protest the same vehicle more than once during any given year.
2. If any puller is protested for weight, protester must weigh his/her vehicle along with puller. If both vehicles are over weight, other tractors will be weighed to determine the accuracy of the scales.
3. Any competing vehicle may be protested for a \$250 protest fee. Protest fee must be presented to tech official before end of said event. Tech official will notify protested competitor. Protested vehicle will be placed under the control of tech official until protest has been executed. Person in the right shall receive the protest fee minus \$50 retainer fee for tech official regardless of outcome. Tech official may at his or her discretion grant a one-event grace period for vehicle non-compliance depending on the seriousness of the infraction. (Examples: faulty neutral switch or faulty reverse light.)
4. Vehicle found to be illegal will be disqualified for one year. Disqualification includes vehicle, driver, and owner.

5. If a vehicle is found to be illegal because of cubic inches, fuel, or heads, driver and owners are disqualified for life.

General Tractor Safety Rules

1. All tractors must be equipped with workable rear wheel brakes.
2. All engine driven fans must be shrouded with steel 1/16" min. 360 degrees, at least as wide as the fan blades.
3. Tractors must have wide front end.
4. Tractors must have rear wheel stabilizer bars. Bars must extend a minimum of 32" behind center of rear axle. Pads must not be more than 10" of the ground. Pads must be a minimum of 5" square. Pads must be a minimum of 20" apart. Bars must not interfere with drawbar. No cross bars beyond the point of hook. One jack under one pad must support that side of the tractor in the heaviest weight class that tractor is certified in. Each stabilizer must have a vertical bumper, which extends up 12" from the skid pad. The bumper must be supported with a brace, materials to be of the same strength as the stabilizer bars. The vertical bumper must extend at least 2" rearward of the rear tire and must withstand severe impact of the sled. Stabilizer bar or bar assembly not to be mounted to the drawbar assembly. (Diagram below)



5. All tractors, excluding John Deere 2 cylinder, must be equipped with an approved scatter blanket. Blanket must be secured 360 degrees around flywheel, and must cover a minimum of 75% of flywheel; any non-covered area must be on the bottom.
6. Steel flywheels are required. Tractor owner must verify compliance in writing at time of certification.

7. Exposed flywheels must have a bolt tapped in the end of the crankshaft with a washer 1/2" larger than the diameter of the crankshaft. The bolt must be at least 3/8" diameter, and 1/2" long.
8. All John Deere clutch covers shall be removed or securely bolted.
9. All exposed driveshaft couplers shall be covered 360 degrees with a minimum of 3/8" steel minimum of the width of the coupler.
10. Rain caps may not be used. All exhaust must discharge vertically upward above the highest point of the tractor.
11. All tractors must have a kill switch that will cut power to the coil on spark ignition engines; ground the magneto on magneto equipped spark ignition systems; diesel engines require an air intake shut-off and a fuel pump shut-off if feasible. Switch must have a 2" diameter ring and be located in an area above the hook point, not more than 6" to either side of tractor centerline, must be at least 18" behind the center of rear axle, and at least 24" above hook point. Weights must not interfere with access to switch.
12. All tractors are required to have motor shields. Motor shields will be at least .060-inch steel or .090-inch aluminum. The shield must cover the complete length of the block casting, and must be securely fastened, but easily removable without the use of tools (i.e. wing nuts, hitch clips, etc.) it will be from the sheet metal hood to 2" below bottom of crankshaft throw.
13. All tractors must be equipped with a spring-loaded throttle, all throttles must be spring loaded to return to idle when released.
14. Weights must be safely secured to tractor. Any weight lost or touching the ground while tractor is hooked to sled is a disqualification in that class.
15. Tractor must be equipped with minimum of one 2 1/2 lb. dry chemical or halon fire extinguisher. Fire extinguisher must have working gauge, be fully charged, and in working condition. Fire extinguisher must be mounted convenient to operator.
16. All tractors must have fenders to withstand a force of 300 lbs. Must be at least 6" wide at the bottom increasing to at least 36" wide at the top, and have a 6" curve toward the top of the tire.
17. Drivers must remain seated at all times.

18. All tractors with fuel cell under hood are required to have a metal safety shield (.060" steel or .090" aluminum) between engine and fuel cell.

19. All diesel tractors are required to have a mechanical shut-off three-position valve in the fuel line before injection pump, operable from the seat.

20. All drivers are required to wear helmet and fire jacket.

General Tractor Rules and Regulations

Eligibility of Tractors

1. Contest open to agricultural tractors with rubber tires. No four-wheel drives, no dual tires, tire studs, or chains permitted. There are no tire size or rim and wheel type limitations.

2. Tractors must be stock in appearance to the extent that a tractor shall look like a particular model manufactured by that company. Manufacturer's sheet metal shall be in place. Hoods are required.

3. The block and crankcase shall be of the same manufacture, same number of cylinders, and same configuration. Bell housing and backing plate to be of same number of cylinders, same manufacturer and must bolt together without modification.

4. Frame must remain stock from rear of engine back. Rear of engine must be in original location.

5. Tractors must have serial numbers in the proper place that can be easily read. Tampering or grinding of numbers shall be cause for disqualification.

6. No weight or frame may extend more than two feet in front of tractor. Front of tractor includes tires. Tractor frames or wheelbase length cannot be altered from stock. No weights will extend back beyond back of rear tires.

7. Minimum drawbar length is 18" from the center of the rear axle to the point of hook. Maximum hitch height is 20" at hitch point. (Hitch device must be no less than 1" thick. Must have 2 1/2" wide by 3 1/4" long opening parallel with the ground.), pulling point may not be more than 1 1/2" from back edge of hitch. Hitch must be clearly accessible. Hitch must be frame mounted, rigid in all directions, and shall be constructed so that

Engine

1. 4500 pound class tractors must have factory stock crankcase and factory stock block(s) for that make and model tractor.
2. Heads must be manufactured by same company as engine block. No aluminum, steel billet heads allowed. No machining of head for accepting a casted, recasted, billet or any other type of insert allowed. No cut heads allowed.
3. All gas engines must be naturally aspirated. No turbos (except 6500 # Limited Pro Stock & 11,000# Pro-Farm), blowers, or superchargers.
4. No pressurized tanks except LP gas as only fuel source.
5. Naturally Aspirated classes, single fuel source, blended fuels allowed.
6. 6500# Limited Pro Stock and 11000# Pro Farm, Stock fuel must be used for make and model of tractor. Gasoline, diesel and propane are considered primary stock fuels, Ether, Oxygen, Alcohol and various forms of Nitro Methane are not allowed.
7. Tractors shall have one carburetor with no more barrels than original factory equipment for that make and model, except JD 2 cylinder tractors, which may have two carburetors. Carburetor(s) shall draft same direction as original.
8. No direct fuel injection into head or combustion chamber other than diesel fuel. Diesel injection pump must be mechanical. No fuel injection in the 4500 pound classes.
9. If tractor model was produced in gas and diesel versions, the diesel version can run on spark ignition; otherwise, diesel model must run on compression ignition. A tractor that was produced in the diesel version only may run on spark ignition, but only in the 7000# naturally aspirated class.
10. On turbo charged tractors turbocharger must be under stock hood or shrouded end to end and 360 degrees around with .060 steel or heavier. Turbo charger must be shrouded if under a fiberglass hood. Exhaust pipes must have two 3/8" grade 5 bolts set within 1" at 90 degrees to each other in the exhaust.
11. P-pump or smaller pump is allowed on diesels. No sigma injection pumps and or electronically controlled injection pumps are allowed on diesel engines.

6000# Altered Farm Stock Rules

1. Block and head to be manufactured by same company as tractor, same number of cylinders and same configuration.
2. Gas, diesel and LP as single source fuel only. Fuel injection on diesel only. Tractors shall have one carburetor with no more barrels than original factory equipment for that make and model. Carburetor shall draft same direction as original.
3. Aftermarket intake and exhaust allowed. Exhaust must be up.
4. 2500 RPM limit. Tractor must be equipped with Isspro 019R8906, 2wire sensor. Wire must be in full view and be connected to a standard 110volt female, grounded receptacle located in similar position as kill switch might be located.
5. All track guidelines apply.
6. General tractor safety rules 1, 2, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20 apply.
7. General tractor rules and regulations apply.
8. Electric fans allowed.
9. Tractor must have stock frame. For make and model.
10. OEM tractor front end only.
11. Tire size limit – 18.4 x 38. Cut tires allowed. No aluminum rims allowed.
12. Cubic in limit – 670 cubic inches.

6000# Light Super Stock Rules

Eligibility of Contestants

1. All contestants must be a member of the Illini State Pullers organization. Contestants must be 18 years of age or 16 years of age and have both parent's written consent or guardian's written consent. Competitor must also meet Illini State Puller's insurance requirements which may change from pulling to season to pulling season. It is competitor's responsibility to verify competitor will be covered by Illini State Puller's insurance carrier.
2. All competitors are required to have on file with Illini State Pullers **before competing** in the 6000 Light Super Stock class a notarized form / statement stating competitor's clutch, flywheel and bell housing components are SFI approved and competitor's roll cage meets SFI specification 47.1 or 47.2. A new notarized form / statement must be on file each year before competition vehicle is allowed to compete. A form may be obtained from the Illini State Pullers Board of Directors or Illini State Pullers Tech committee. A current year Outlaw's Truck and Tractor Pulling Association or Illinois Tractor Pullers Association notarized statement will be accepted and must be presented to tech official at any time upon his or her request. A current year NTPA clutch certification paperwork along with either an NTPA roll cage certification paperwork or Illinois Tractor Pullers Association roll cage certification will be accepted and must be presented tech official upon his or her request.

General Rules

1. Class competes at a maximum weight of 6000 lbs with 200 lbs of movable weight. Movable weight must be a ballast weight.
2. Component tractors are allowed with a 360 cubic inch limit.
3. Non-component tractors are allowed with a 505 cubic inch limit.
4. All competitors are required to utilize a 5 point driver restraint harness and driver seat mounted to the roll cage structure independent of the tractor chassis. The 5 point driver restraint harness must be a quick release design and be securely fastened during competition.
5. No tying down competition vehicle to drawbar or drawbar support while in transport.
6. All competing vehicles must be equipped with working rear wheel brakes.
7. All tractors (Super Stock, Super Farm, Pro Stock, Pro Farm, etc) wanting to compete in 6000 Light Super Stock class are required to meet all rules for the class including cubic inch limits.

Drawbars

1. Drawbars, hitching devices and drawbar supports shall be constructed of steel.
2. Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide. (INSERT DRAWBAR / HITCHING DEVICE DIAGRAM HERE)
3. All drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do no pull from a top link or brace above the center line of the rear wheels of the vehicle. Any vehicle with the drawbar hold up device above the centerline of the rear wheels must have a single pin break away type (slide out) drawbar.
4. The drawbar hold up device is to be within 6 inches maximum forward of hook point.
5. Drawbars are to be rigid in all directions and must have a device to support the drawbar from side to side movement a maximum of 6 inches forward of the hook point.
1. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground with 1.5 inches, plus or minus, per foot of length, (or 10 degrees or less of the drawbar angle).
2. Drawbars cannot be shorter than 18 inches. A drawbar which has provisions to be made shorter than legal length is not acceptable as a legal drawbar.
3. Drawbar height is not to exceed 20 inches.
4. No portion of the vehicle may interfere with the sled, chain or hook during a pull or while being hooked or unhooked.
5. An area 5 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions including weights, stabilizer bars and second drawbars for the ease of hooking and unhooking. Second drawbars are not required.
6. Tech officials must be to visually inspect the drawbar area of competition vehicle.
7. Drawbars and stabilizer bars / wheelie bars are not to be connected.
8. No trick hitches, no cam type rear ends.
9. Drawbar height or distance from center of axle / center of rear wheels cannot change during pull.

Clutches and Flywheels

1. Competition vehicle is required to use an SFI SPEC 1.1 or SFI 1.2 steel plate or steel billet flywheel. NTPA stamped flywheels are acceptable. The flywheels must be made of steel with the following mechanical properties; tensile strength of 60,000 psi, yield strength of 40,000 psi. If an aluminum flywheel is used it must be SFI SPEC 1.1.
2. Positively no gray cast metal allowed in any flywheel and clutch component.
3. Competition vehicle is required to have an SFI SPEC 4.2 bellhousing blanket (an expired renewal date on an SFI SPEC 4.2 bellhousing blanket will be accepted).
4. Bellhousing blanket must meet the following construction criteria; 17 inches wide and long enough to wrap around the bellhousing with at least 6 inches overlap, secured with six 2 inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for the overlap area) and long enough to pass back through steel D-ring and be tied in a saddle cinch along with four 2 inch nylon web retaining straps each at the front and back of the blanket.
5. Bellhousing blanket straps are to be fastened forward and rear of the clutch / flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear face of the engine block.
6. The flywheel, clutch and pressure plate components must be SFI approved and numbered components. Other than a product of an SFI-approved manufacturer are exempt from certification as long as they are NTPA stamped.
7. No lighting holes allowed on the transmission face of the bellhousing. One cooling hole allowed, maximum 2 inches in diameter on the face of the bellhousing.
8. Bellhousing may not be welded or repaired in the explosion area of the bellhousing.
9. No chemical milling.
10. The inspection / maintenance hole in the bellhousing shall not extend farther forward at its top edge than flush with the cross shaft hole nor farther downward at its bottom edge than to allow one ½ inch bolt diameter edge distance for fastening holes in both the bellhousing and the inspection / maintenance hole cover. The length of the inspection / maintenance hole shall be no more than 8.5 inches, measured in a straight line, and the ends of the hole shall be smoothly and fully radiused to produce an oval shape.
11. There shall be twelve 5/16 inch grade 5 or better cap screws securing the cover to the bellhousing. The cover must have a plate or fillet that fist flush inside of the housing. The cover and fillet must be steel. The fillet must be welded to the cover and all bolts must be flush to the inside.

12. There must be five bolts used to secure the transmission to the bellhousing, 3/8 inch minimum diameter or four 1/2 inch bolts.
13. All bellhousings must be flush on the inside surface.
14. SFI certified bellhousing with Crower stand adjustment slot are acceptable.
15. Add four additional bolts to fasten the bellhousing to block saver plate. These bolts are to be 3/8 inch grade 5 and between existing bolts on the top half of the bellhousing, along with 5 evenly spaced bolts between block saver and bellhousing on lower half.
16. Titanium approved for bellhousing.
17. Only mechanically activated clutches allowed.

Engines

1. Must use a 2wd drive tractor stock engine block or OEM block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. For 2010 pulling season, engine upgrades allowed. Engine must be of same manufacturer of chassis and sheet metal. A legal entry will be determined by the tech officials.
2. The OEM engine cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps.
3. Internal webbing and water jacket to remain intact with provisions to re-bore block be provided.
4. Deck plates allowed, thickness of 3/4" with gasket included .
5. An external hold down device is allowed to hold head to block. This device connects top of head to bottom of block, and must remain behind side shields.
6. All engines must be secured and held rigid to OEM or component chassis.
7. Engines cannot move independent of rear end / transmission housing.
8. No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.
9. One piece engine main cap bearings allowed. One piece main cap not considered a girdle.
10. If Illini State Pullers Board of Directors or Tech Committee doubts the legality of an entry, contestant must verify 150 units of the tractor in question have been manufactured. A notarized statement from the manufacture is required stating part numbers to prove legality of entry.
11. Penalty for illegal engine block shall be suspension of membership and loss of points for one year and ten days from the date of infraction.

12. Component tractors cubic inch limit is 360 cubic inches.
13. Non-component tractors cubic inch limit is 505 cubic inches.
14. Only two parallel valves per cylinder. OEM canted valves allowed provided valves are parallel with each other.
15. No overhead cams allowed.
16. No hemi style heads of any kind (factory, OEM, OEM replacement or after market) allowed.
17. No computer controlled electronic fuel systems allowed.
18. No intercoolers or aftercoolers allowed. Disconnected / disabled intercoolers or aftercoolers are acceptable.
19. A deflection shield is required on both sides of the engine. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part or all of the shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc). Any competition vehicle with that requires tools for the removal of side shields must be equipped with an on-board fire control system. System must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.
20. A metal deflection shield between driver and engine from top of the hood to top of torque tube or transmission housing or clutch housing from side shield to side shield is required. No holes except for controls. Holes not to exceed ½ inch larger than control.
21. Shielding on all V or Y type engines must extend from the base of the head or the upper most point of piston travel to 2 inches below bottom center of crankshaft throw and be securely fastened.
22. Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.

23. All tractors are required to shield all rotating mass mounted to front of crankshaft 360 degrees from front of engine block to one inch in front of the rotating mass. Shield to be from frame rail to frame rail by a minimum of 0.125 inch steel or aluminum and fastened to the frame on each side by a minimum of two evenly spaced bolts 3/8 inch grade 5 minimum. The remainder of the 360 degree shield will be the side shields and hood shielding. Note: Shield may be notched to allow belt to pass through and beneath the frame to drive fuel or oil pump.
24. All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.
25. All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage. All foot throttles must have toe straps.
26. All diesel engines will have a visible return to idle spring on fuel injection pump throttle arm.
27. A bolt in the crankshaft to hold damper pulley is required.
28. All engine fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.
29. Turbocharged engines are required to have one (1) cable that must surround the engine block and head. This cable must be placed between first and second cylinder through the 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. Cables must have approximately 4 inches of slack.
30. All diesel engines are required to install a three (3) way dump valve (manual) ahead of the injection pump to be operated from the dash panel.
31. Computer-controlled electronic water injection allowed, (only on diesel tractors).
32. All ether bottles (starting aids) must be placed outside of engine compartment.
33. All fuel lines to be steel braided or high pressure reinforced rubber. No plastic tubing allowed.
34. The following formula will be used for calculating cubic inch displacement on any piston type engine: $.785 \times \text{stroke} \times \text{bore} \times \text{bore} \times \text{number of cylinders}$

Chassis

1. Must utilize stock engine block or OEM block that will operate with the stock crankshaft for that model without any alterations for chassis mounting.
2. The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement. (Component chassis exempted)
3. Allow tractors with cast tub (belly type) frame (i.e. Oliver, CockShutt, White) to remove complete frame from front of transmission housing. (Component chassis exempted)
4. Any alteration to the chassis shell must have written approval of the Illini State Pullers Board of Directors.
5. Engine and clutch housing to remain in original location and mounted solid as intended by original manufacturer. See component chassis section for locations limitations of engine in the chassis.
6. The tractor chassis and frame must remain stock from the rear of the engine block to the rear of the tractor on all tractors. See component chassis section for limitations.
7. The OEM engine cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps.
8. Must have wide front end axles. Front wheels shall track within the rear wheels.
9. The clutch housing, transmission case, rear end housing and axle housings must be OEM. No aluminum replacements. (See component chassis section for limitations)
10. No cut off axle housings allowed on component chassis tractors or non-component chassis tractors.
11. Hood and grill must be in place as intended by the manufacturer.
12. Sheet metal to be stock length and in stock location. Criteria to be to maintain original appearance.
13. Upgrading of sheet metal allowed to OEM dimensions and style, subject to Illini State Pullers Board of Directors approval.
14. Maximum wheel base of 114 inches unless originally produced with longer wheel base, then must remain stock length.
15. Maximum length 13 feet from the center of rear wheel to forward most portion.

16. Any OEM modular or composite tractor must meet all component tractor rules, i.e. John Deere 8420.
17. Planetaries are considered part of final drive and are not removable.
18. All tractors must either run safety tie bars mounted to rear axle housing with at least four axle housing bolts and extending forward to flywheel area and fastened to side of block or main frame with at least two 5/8 inch bolts, or a one piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be sufficient strength to support weight of tractor with the bolts removed.
19. All safety blankets must be on the inside of of tie bar and the tie bar must be fastened forward of the rear of the engine block.
20. All tractors that utilize a tube ladder type frames must be covered on the outside with steel or aluminum 0.060 thick.
21. All tractors are required to have a tow hitch on the front of the vehicle. The hitch can extend a maximum of 6 inches ahead of the furthest front portion of the vehicle, (hitch will not be counted in length when measuring vehicle). The hitch must have a 3 inch diameter hole, preferably positioned horizontally and strong enough to push or pull vehicle at its heaviest weight. The device should be used for no other purpose.

Component Chassis

1. Must install an after-market frame with an SFI Spec 6.2 or 6.3 bellhousing to replace original clutch housing. Clutches larger than 11-inches are not allowed.
2. Must also install an after-market transmission.
3. Must also install a truck style rear end to replace the original rear end / final drive housing.
4. Primary (and secondary if used) drawbar and roll cage, with 5 point restraint harness must be part of the after-market frame structure.
5. Engine block of given brand to remain consistent with brand of sheet metal.
6. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel pumps.
7. Engine location: centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within 2 degrees in relation to the ground. This equals approximately 4 inches of fall from center of rear axle to the 114 inch wheel base point. This is measured with tire, hitch and weight in position ready to pull.
8. Engines to be mounted no farther forward than 60 inches from the centerline of the rear axle to the rear of the engine block.
9. Crankshaft centerline to be between top and bottom of frame rail. Bottom of frame rail may be no more than 6 inches below centerline of crankshaft from rear of engine block forward.
10. Drive line shielding is required, excluding manual transmission. Drive line must be enclosed in 5/16 inch minimum steel or 3/8 inch aluminum, round, inside diameter not to exceed more than 2 inches than the outside diameter of the largest universal joint, fastened every 6 inches or closer, with 3/8 inch or larger grade 5 bolts, or butt and seam welded, and securely mounted to vehicle frame. No more than ¼ inch of end of drive line shall be visible with drive line shielding in place.

Exhaust Systems

1. All exhaust systems must discharge vertically. The height to be a minimum of one foot (12 inches) above the bend of the pipe which discharges vertically measured from the top of the pipe to bottom of bend. Vertical is defined as being within 10 degrees (with 5 degrees variance), in any direction of being plumb.
2. All exhaust pipes must be securely attached.
3. Rain caps cannot be used.
4. No megaphone pipes allowed.
5. Venturi type headers acceptable.
6. Turbocharged engines must have two 3/8 inch grade 5 bolts in either (or both) vertical portion, or horizontal portion of exhaust pipes. Bolts are to be installed 90 degrees of each other and within one inch of each other.

Fuel and Fuel Containers

1. All forms of nitromethane including nitrous oxide and propylene are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, gasoline or propane gas. No oxygen carrier or combustion accelerators are allowed. Methanol alcohol is a clear, colorless liquid with a mild odor at ambient temperatures. No additives are allowed in diesel fuel except those additives blended by the fuel manufacturer or refinery. Fuels may be checked by tech official at any event at any time.
2. No pressurized fuels allowed except in U.L. approved pressure tanks. No oxygen allowed.
3. No electronic fuel injectors or metering devices allowed.

Kill Switches

1. All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times. All diesel competing vehicles must have an air shut-off in working order at all times.
2. On a spark ignition tractor, the kill switch must break or ground the ignition circuit. Spark ignition tractors with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).
3. On a diesel tractor, the kill cable must activate the air shut-off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. to more effectively shut off air flow. Door or rain cap air shut offs (no “butterfly” type) will be required on all self ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.
4. Kill switches on spark ignition tractors must be checked with engine running.
5. Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.
6. All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.
7. The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.
8. The break-away kill switches must have attached to them a minimum of a 2 inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.
9. Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.
10. Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Illini State Pullers will supply the 1/8 inch tie wraps for uniformity. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.

11. If vehicle has kill switch or shut-off located in a legal position, and during the pull it is pulled and the nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop six positions. Decision to drop must be made before vehicle leaves the track. It is the puller's responsibility to see that the switch is checked by the official before leaving the track.

12. All ignition engines must have bar type master shut-off switch for all motors in working order within easy reach of the driver.

13. Diesel and fuel injected engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake which can be utilized from the tractor seat. Fuel injected ignition engines, fuel shut-offs to be located between fuel pump and injection nozzle.

14. The use of OHM meters and buzz boxes will not be allowed. The pulling vehicle will be started to check the kill switch.

Safety

1. If an Illini State Pullers track official or tech official feel a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.
2. All pulling vehicles must be equipped with a minimum of 2 lb Halon type or 2½ lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.
3. All drivers are required to wear a fire suit that meets SFI specification 3.2A-1.
4. All drivers must wear helmets that meet or exceed Snell 1985 rating or must meet SFI specification 41.2. No modifications or alterations of the helmet are allowed. All chin straps must be fastened. Helmets with fire retardant lining and a flame retardant neck shirt allowed. If you use a helmet with a fire retardant lining and flame retardant neck skirt, no head sock is required. Once a helmet has suffered a severe impact, it must be replaced or sent to manufacturer for re-inspection.
5. All drivers are required to wear a full 360 degree neck collar meeting SFI specification 3.3 or a Hahn's device.
6. Flame retardant underwear is highly recommended with the use of any protective clothing.
7. A capable operator must be in the driver seat while vehicle is running.

8. A reverse safety light system is required all competition vehicle. A white light automotive quality minimum 2 inches in diameter, must be mounted directly above or below the safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse.
9. All pulling vehicles must be equipped with a starter interrupter switch on the gearshift which will allow starter engagement only in neutral position.
10. All pullers will have fire protection equipment and helmets on any time while on the track and driver is on the pulling vehicle, or the puller will be disqualified.
11. All drivers must wear full fire protection including full face helmets with shield, head sock, fire gloves, fire shoes and SFI certified fire suites. It is recommended that the face shield be in the down position during competition.
12. Head socks / neck skirts must be inside of driving suite. Nothing exposed while competitor is sitting in seat ready to compete.
13. Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops, bare torsos or muscle shirts are not acceptable in the staging or competition.
14. No tarp straps will be allowed for any use on pulling vehicles.
15. All vehicles carrying on board start batteries must have a quick disconnect method.
16. All vehicles must utilize a roll cage that meets SFI specification 47.2 along with a 5 point quick release harness and driver seat mounted to the roll cage structure. Failure to use 5 point release harness while competing will result in automatic disqualification. Competitors are required to complete a notarized statement saying his or her roll cage meets SFI specification 47.2.
17. All vehicles are required to have a quick release, removable or swing away steering wheel for ease of extraction of driver in event of injury.

Seats and Fenders

1. All vehicles must a shield between driver and tire, (does not have to be a fender), to consist of a solid barrier between driver and any part of the rear tires sufficient to be able to support the weight of driver . The barrier must be a minimum of 6 inches wide at the bottom, increasing to a minimum of 36 inches at the top and the barrier must curl a minimum of 6 inches from vertical out over the tire in the same configuration as the tire.
2. Fenders or tire shields must be constructed so that when the driver is seated and the hands are on the wheel, he or she cannot touch the rear tire with any part of his body.

Stabilizer Bars

1. Stabilizer bars are required (no wheels allowed). the drawbar assembly will not in any way be attached to the stabilizer bar assembly. (INSERT STABILIZER DIAGRAM HERE)
2. The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32 inch point and be measured during hitch check before competition. 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 crossbars between stabilizer bars allowed behind point of hook.
3. In addition to the stabilizer bars, there must be a brace that extends vertically 12 inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms. Materials used must be of minimum strength of materials used for stabilizer bars. Design and material must withstand severe impact of sled. Vertical brace should extend rearward a minimum of 2 inches from the radius of the tire.

Turbochargers

1. All turbochargers not under the hood must be completely shrouded, except for inlet and exhaust pipes with a minimum 0.060 inch steel. Turbochargers under fiberglass hoods must be completely shrouded with 0.060 inch metal under the area of the fiberglass, except for inlet and exhaust pipes.
2. The tubing on the pressure side of a turbocharger to the intake must be under the hood or side shields or be bolted or strapped securely.
3. All tractors 360 cubic inches or less are limited to 3 pressure stages and 3 turbo chargers.
4. Tractors using a diesel powered engine with more than 360 cubic inches are limited to 2 pressure stages and 2 turbochargers.

Tires

1. Class is open to pulling vehicles with rubber tires. No dual tires, tire stubs or chains permitted.
2. All power must be transmitted through the wheels. No radial tires (drive tires) allowed.
3. Rear tires are limited to a width of a 30.5 inches. (Width is determined by tire manufacturer)
4. Rim diameter limited to 32 inches on tires 24.5 inches or wider. (Width is determined by tire manufacturer)
5. 20.8 x 38 tire, or narrower, is allowed on 38 inch diameter rims. No tire width wider than 20.8 allowed on a 38 inch diameter rim.
6. No larger rim diameter allowed than 38 inches.

Weights

1. Weights must be securely fastened and no transfer of weight while vehicle is moving will be allowed.
2. Weights must not extend rearward beyond rear tires.
3. Any weight lost while hooked to the sled and under the green flag will be cause for disqualification. If weight touches the ground although they may still be attached to the pulling vehicle, pull will be disqualified (internal breakage excepted).
4. All moveable weights shall be steel or cast, minimum of 25 pounds.
5. No liquid or powdered substance allowed for weight purposes.
6. Weights must not interfere with the kill switch, drawbar or chain.
7. The area 5 inches wide and 12 inches high immediately above and behind the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
8. No tarp straps will be allowed to secure weights.

6,500# Light Limited Pro Stock Class

All Limited pro stock tractors must satisfy all rules identified in this in addition to the rules in GENERAL TRACTOR SAFETY RULES and GENERAL TRACTOR RULES AND REGULATION section. BSPA rules used as guidance to any rule not expressly covered by this ISP rulebook.

A. Clutch/ Flywheel

1. Safety blankets must be used. A 20 ply ballistic nylon or 20 ply Kevlar 17" wide, long enough to wrap around bell housing with at least 6" overlap secured with six 2" wide nylon web straps with D rings and sewn the entire length of the blanket and secured front and rear with straps.

B. Chassis

1. Tire size limit is 24.5x 32. No chains, no duals or 4 wheel drives allowed.

2. Side shields required .090" steel or .125" aluminum. Shields should be securely fastened to tractor and cover area from frame rail to hood the entire length of engine. Shield should be easily removed in case of emergency.

3. A metal deflection shield between driver and engine from top of hood to top of transmission/clutch housing from side shield to side shield is required.

4. D.O.T. approved full-face helmets are required.

5. Fire suits are mandatory.

6. All starting aids (ether) must be placed outside of engine compartment.

7. Tractors must run either safety tie bars mounted to rear axle housing with at least 4 axle housing bolts and extending forward ahead of the flywheel area fastened to the mainframe, toward the rear of the engine block, with at least two 5/8" bolts or a one piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be sufficient strength to support the weight of tractor with bolts used to split the tractor removed. Safety blanket must be inside of the tie bars.

8. Must have at least 200lbs moveable weight.

C. Engine

1. 6500# cubic inch limits.
410 cubic inches for single turbo-charged engines
Or
315 cubic inches for twin turbo-charged engines
Or
Cubic inch limits imposed by Ilini State Pullers NA 7000# class
2. No larger cubic inch engines as produced by the manufacture may be de-cubed to be considered legal.
3. Water injection allowed.
4. A mechanical shutoff, three-position valve, controlled from the seat must be placed in the fuel line before the injection pump.
5. 6500# Turbo rules 315 cubic inches or less allowed two turbochargers up to 3" inlet and 4" outlet measured at the face of the wheel. Over 315 cubic inches are allowed one turbocharger up to 3" inlet and 4" outlet measured at the face of the wheel. No secondary source of air allowed. The intake wheel may not exceed the size of the inducer. The exhaust wheel may not exceed the size of the exducer.
6. Machining of head for accepting a casted, re-casted, billet or any other type of insert is not allowed.

D. Other Requirements

1. Tractors must be equipped with starter interrupter switch on the gearshift, which will only allow tractor to be started in a neutral gearshift position.
2. A safety light system is required. A white automotive quality light, minimum 2" diameter, must be mounted above or below the safety kill loop at the rear of the tractor. The light is to be activated by the gearshift lever only when the tractor is in reverse.

9300# Super Farm Class

Badger State Pulling Association Rules apply

11000# Pro Farm 3000 RPM Class

All 3000-RPM tractors must satisfy all rules in this section in addition to the rules in the GENERAL TRACTOR SAFETY RULES and GENERAL TRACTOR RULES and REGULATION sections. BSPA rules used as guidance to any rule not expressly covered by this ISP rulebook.

A. Tires

1. 466 Cubic inch engines or less are allowed cut tires, 20.8 x38 or 18.4 x42 limit.
2. 650 Cubic inch engines or less are not allowed cut tires, 20.8 x 38 or 18.4 x 42 limit.

B. Clutch/Flywheel

1. Steel Flywheel and clutch assemblies required.
2. Clutch blankets required. Six full-length straps with 6" overlap tied securely front and back.

C. Engine

1. Turbocharger maximum inlet diameter of 3.00" inlet 3.7 exhaust. One turbo limit. Slots allowed for 466CI tractors only.
2. 3000 RPM maximum, ISP monitor device installed on tractor.
3. No pressurized containers under hood.
4. 2- 3/8" bolts in an x pattern in exhaust pipe no more than 1" apart.
5. No mechanical fan.
6. Stock intake and exhaust manifold.
7. No engine of original manufacture may be de-cubed.
8. Single port water injection allowed. H2O only no additives.
9. Intercoolers allowed.
10. Dead-man throttle returns to idle position when released.

D. Chassis

1. Tractor to remain as close to stock appearing as safety equipment allows.
2. Maximum tractor length of 13 feet-center rear axle to most forward point, 114" wheel base maximum.
3. Helmet and Fire Jacket required with Rops. Fire suits are mandatory.
4. Side shields required see general tractor safety rules.
5. Drivers to wear shirt shoes and full-length pants during pull.
6. Vehicle must have at least 200lbs. moveable weight.

General Truck Safety Rules

1. Seatbelts are required and must be worn during the pull.
2. Truck must have kill switch that will cut power to the coil on spark ignition engines; diesel engines require an air shut off; if truck has electric fuel pump switch must break current to fuel pump. Switch must have 2" diameter ring and be located in truck centerline, and no more than 6" from the rear most part of truck.
3. All trucks must have a SFI approved flywheel and rotating clutch parts. SFI numbers must be given to tech official at time of certification.
4. All trucks must have a steel bell-housing or approved scatter blanket. Blanket must be secured 360 degrees around flywheel or side shields.
5. All trucks with automatic transmissions must have an approved scatter blanket, which must cover 360degrees around converter and valve body; or SFI approved side shields, which must cover top and sides with additional shield on bottom of transmission of .060 inch steel or .090inch aluminum.
6. All engine drive fans must be shrouded with steel 1/16" min.360 degrees, at least as wide as the fan blades.
7. Truck must have motor shields if inner fenders are removed; motor shield must be .060 inch steel or .090inch aluminum, and must extend from the bottom of the head to the top of the frame rail.
8. Each drive shaft must have 2 loops made of 3/8" x 3/4" thick aluminum, 5/16" x 3/4" wide steel, or 1/4"x1" wide steel minimum. Driveshaft between the transmission and transfer case need only 1 loop if drive shaft is no more than 12" long.
9. Each U joint must be shielded 360 degrees made of minimum 3/16" thick aluminum or 1/8"thick steel and must be at least 6" wide.
10. Weights must be safely secured, no weights in cab or engine compartment. Weight lost or touching the ground while truck is hooked to sled is a disqualification.

11. Fuel tank may not be located in cab unless factory installed in stock location, no fuel tanks in engine compartment.

12. Truck must be equipped with minimum of one 2 ½ lb. dry chemical or halon fire extinguisher. Fire extinguisher must have working gauge, be fully charged, and in working condition. Fire extinguisher must be mounted convenient to operator.

13. If vehicle originally had doors, they must be on and closed during pull. Driver's door must open from the inside and outside.

14. Truck must have ¼" steel shield 1" wide 360 degrees around harmonic balancer, water pump may be used, SFI excluded. All must have straps ¼" x 1" that keep harmonic balancer from working forward.

Diesel Truck Rules and Regulations for Altered and Super Stock Classes

1. 450 Cubic inch limit.
2. Single turbo only.

Altered Stock: 2.8 inlet: To be measured with 2.85 slug, bushing allowed to downsize turbo, bushing must be round, .75 long and within .050 of compressor wheel. MAP Grooves allowed – single port water injection.

Super Stock: 3.0 inlet: To be measured with 3.05 slug, bushing allowed to downsize turbo, bushing must be round, .75 long and within .050 of compressor wheel. MAP grooves allowed – multi-port water injection – number of nozzles equal to number of cylinders plus one.

3. Production block only allowed in 1 ton or smaller pickup only.
4. Diesel pickup must have OEM heads.
5. No aftermarket fuel pumps, (billet or sigma) original OEM pumps only.

6. A mechanical shutoff, three-position valve, controlled from the seat must be placed in the fuel line before the injection pump.

7. Must have air intake shut-off. Electric shut off required if equipped with electric supply pump. Electronically controlled fuel systems must be controlled by kill switch. Safety switches to be located as specified in general truck safety rules.
8. Exhaust to have two 3/8" bolts in an X pattern thru pipe within 3" of the turbo. Altered stock class must have exhaust exiting up behind the cab. Super stock class must exhaust up thru hood or behind cab.

Altered Stock Truck Rules and Regulations

1. Truck must have stock truck frame and original front suspension in place (springs, hangers, U-bolts and shackles) traction bars are allowed. Flatbeds or truck bodies different from frame must be approved by the board of directors. Truck frame shall designate make and model of truck, Truck must have working suspension, no blocks and no air bags.
2. Trucks must have OEM production drive train, one transmission and transfer case, automotive type front and rear housing, 1-ton max.
3. Truck must have all body components; fenders, hood, side doors, roof and factory firewall. No fiberglass body parts allowed. No tilt bodies allowed. No tilt front ends allowed.
4. Truck must have full floor that is securely fastened, made of wood, steel, aluminum; factory beds cannot be gutted.
5. Tires must be DOT approved on 10" rim max, no cutting or grooving, no duals or chains. Front and rear tires must track within centerline of each other.
6. Truck engines must be of same make and manufacturer. Block and heads must be cast iron; head must bolt on without any modifications. Aftermarket cast iron blocks allowed, but must be an OEM replacement.
7. Engine must be in original location. All engine components must fit behind radiator in stock location, and underneath stock hood. No alterations to hood to increase capacity, cowls or scoops allowed but to be nonfunctional 3" cowl height maximum.

8. Cubic inch limit; 480 + 5
9. All gas engines must be naturally aspirated, single turbo on diesel engine only. No pressurized tanks except LP gas as single fuel source, no methyl alcohol. Diesel fuel only on compression ignition. Gasoline only on spark ignition. Diesel additive will only be allowed for lubricating purposes.
10. Any four-barrel carburetor allowed, with any intake manifold. Stock fuel injection allowed only if available by manufacturer for year, make and model. No sheet metal intakes.
11. Exhaust must have muffler, exhaust must exit behind cab.
12. No hanging weights, factory bumper in stock location, no push bumpers, no snowplows, and no tube bumpers (front bumpers only) weights must not be visible.
13. Maximum hitch height is 26 inches at hitch point. Hitch must be frame mounted and rigid in all directions. (Hitch device must be no less than 1" thick. Must have 2 1/2" wide by 3 1/4" long opening parallel with the ground.) and pulling point may not be more than 1 1/2" from back edge of hitch. Hitch must be clearly accessible and hooking point to be no closer than 27% of wheelbase when measured back from centerline of rear axle. Hitch must be only frame mounted.
14. Torque arms or lifting device on rear-end capable of raising hitch height are not allowed.
15. Trucks with hydraulic suspension must have device disabling hydraulics during pull.
16. Trucks must have working brakes on all four wheels.
17. Must have rear bumper to withstand sled impact.
18. Altered stock pick-ups are allowed to have advertising.
19. All drivers are required to wear helmet and fire jacket.

Super Stock Truck Rules and Regulations

1. Trucks must have stock frame with original front suspension in place (springs, hangers, U-bolts, and shackles) traction bars are allowed. Flatbeds or truck bodies different from frame must be approved by board. Blocks are allowed, rear leaf springs optional, 133" maximum wheelbase.
2. Super Stock trucks may use any automotive rear axle, any transmission and transfercase. Front axle must be 1 ton maximum axle housing.
3. Trucks must have all body components; fenders, hood side doors, roof and any firewall. No holes in firewall except for gauges. No fiberglass body parts allowed. Fiberglass hoods allowed. Tilt bodies are allowed.
4. Trucks may use a plastic box liner or custom tonneau covers securely fastened.
5. Tires must be DOT approved on 10" rim Max, no cutting or grooving, no duals or chains. Front and rear tires must track within centerline of each other. Maximum tire size of 35" or 315 metric. Siped tires allowed. Sipes must be perpendicular to bead.
6. Truck and engine must be of same manufacturer, may use different motor if approved by ISP board. Block and heads must be cast iron. Head must bolt on without any modifications. Aftermarket cast iron block allowed, but must be OEM replacement. Hemi heads allowed.
7. Engine must be in engine compartment, all engine components must fit behind radiator in stock location, and underneath stock hood, no holes in hood except to clear headers, cowl induction hood allowed, hood scoops no higher than 3" unless approved by board.
8. Cubic inch limit 540 + 5.
9. All gas engines must be naturally aspirated; single turbo on diesel engine only; no pressurized tanks except LP gas as a single fuel source, no methyl alcohol. Diesel fuel only on compression ignition. Gasoline only on spark ignition. Diesel additive will only be allowed for lubricating purposes.

10. Any four-barrel carburetor allowed, with any intake manifold. Stock fuel injection allowed only if available by manufacture for year, make, and model.
11. Truck may have open exhaust or headers, which may exit up or back, not out for gas; diesel must exit up.
12. Weight may be added to front of the truck, weight or frame may not extend more than 60" from the centerline of the front axle.
13. Maximum hitch height is 26 inches at hitch point. Hitch must be frame mounted and rigid in all directions. (Hitch device must be no less than 1" thick. Must have 2 1/2" wide by 3 1/4" long opening parallel with the ground.) and pulling point may not be more than 1 1/2" from back edge of hitch. Hitch must be clearly accessible and hooking point to be no closer than 27% of wheelbase when measured from centerline of rear axle.
14. Torque arms or lifting device on rear end capable of raising hitch height while pulling is not allowed.
15. Trucks with hydraulic suspension must have device to disable hydraulics during pull.
16. Trucks must have working brakes. Single driveshaft brake allowed.
17. Helmets and fire suits required.
18. Truck must have vertical bumpers of rigid construction, the bottom of which must be 24" maximum from the ground and must extend upward 8" minimum. Bumpers must withstand a severe impact of the sled.
19. Trucks must have safety lock to hold up the body on tilt body trucks. Tilt bodies may be raised for starting purposes, but must be in the lowered position before moving under its own power.

3/17/09

7500 Altered 4x4 Diesel Truck Rules and Regulations

1. General truck safety rules 1-14 all apply. No exceptions.
2. Truck must have stock frame and working front suspensions and axle available from one ton or smaller pickup placed in proper location, to be determined by truck frame and body. Working rear suspension required. No airbags, hydraulics, block or other assisting devices of any type on front or rear suspension, hitch or weight bar. Torsion bars allowed.
3. Truck body must match frame of truck, must retain full factory frame. Truck must have full box, all major OEM body components in proper location, with no holes in body or hood for intake or exhaust except for box. Cowl hoods allowed but cannot be fiberglass or composite, not hood scoops. Truck must have all lights installed in proper location. No tilt bodies or front ends.
4. Trucks required to have production drive train available in one ton or smaller truck. One transmission, one transfer case.
5. Truck engine to remain in stock location, with stock appearing radiator installed in stock location. No engine components, other than intercooler, to extend beyond radiator unless in proper position as offered by OEM.
6. Single turbo only 2.8-inch inlet MWE grooves allowed, bushing allowed to downsize turbo. Bushing must be round. Bushing must be .75 inches long and within .050 of turbo compressor wheel.
7. Water injection allowed. Single port only.
8. #1 or #2 diesel fuel. Absolutely no other fuel sources.
9. Production block available in 1 ton or smaller pickup. OEM heads required. Bolted in stock location as intended by manufacturer. No spacer decks allowed between block and head. 450 cubic inch limit.
10. No aftermarket fuel pumps. Billet or sigma pumps prohibited.

11. Mechanical 3-way dump valve to be placed in fuel line as close to injection pump as possible to open pump supply to atmosphere. Exhaust must have tow bolts 3/8 in size in x pattern as close behind turbo as possible and must exit up behind cab.
12. Intercooler if so equipped to be in stock location and at stock arrangement available in 1 ton or smaller truck. No additional liquids or gasses to be used to cool intake air.
13. Hanging weights allowed. Not to extend past 60" ahead of centerline of front axle. Weights and weigh bar only past front bumper.
14. Tires must be DOT approved on 10" rim Max, no cutting or grooving, no duals or chains. 35" or 315 metric tires max. Tires must track within centerline of each other.
15. Truck required having wheelbase no longer than matches OEM frame and body to designated truck. 131" minimum wheelbase.
16. 26" hitch height at hitch point. Hitch to be mounted to frame only, with no other devices attached other than for safety equipment and rigid in all directions. Hitching device must be at least on inch thick with 2.5 by 3.5 opening minimum. Hook point no closer than 27% of wheelbase back from centerline of rear axle.
17. Brakes on both front wheels required.
18. Trucks must have rear bumper to withstand sled impact. Bumper height same as super stock.
19. For 2009 season truck pulling 7500 lb stock appearing diesel truck class will not be allowed to hook in stock diesel class at same event.
20. Trial class. Membership required. No points. Premium payout.
21. All drivers are required to wear helmet and fire jacket.