



# 2020

# Rules and

# Guidelines

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# TNT Truck & Tractor Pull

## General Rules

*(Apply to all classes and all pullers unless otherwise noted)*

### **Behavior**

1. Any participant(s) found to be conducting themselves in an unprofessional or disorderly way, will be asked to leave the event and will not be allowed to pull and/or will be deemed disqualified. This is including, but not limited to, profanity of any kind and threats against any fellow participant or TNT Truck & Tractor Pull staff.
2. If any participant or individual associated with a vehicle participating in any TNT Truck & Tractor Pull event yells, uses foul language, threatens, or gets out of hand with any other participant, individual associated with a vehicle participating at any TNT Truck & Tractor Pull event, or a TNT Truck & Tractor Pull official that individual, participant, and vehicle may be disqualified from the current event and could be banned from pulling with this organization.
3. There will be zero tolerance for any driver or TNT staff member found under the influence of any alcohol or drug. They will be asked to leave the event and will not be allowed to participate and/or will be deemed disqualified.
4. Internet bashing may also be a reason for dismissal from events or pulling. This will include all forms of social media.
5. Tech's decision is final. If you disagree or have an issue, please wait until class is over in its entirety for any discussion.

### **Brakes**

1. All vehicles must have adequate brakes (check specific class rules).

### **Chassis/Body**

1. If vehicle has a bed that has been cut out, the bed must be covered neatly. If the bed is vinyl, the cover is to be attached with snaps or Velcro. If sheet metal, cover is to be attached by pop rivets or screws.

### **Clutches/Flywheels/Automatics**

1. Vehicles must have one piece, ¼" Hydro form bell housing on straight shift. If any modifications are made, modified area must be ground smooth inside and out.
2. All vehicles using a clutch and flywheel assembly will run a full block saver plate, either ¼" aluminum or 1/8" steel required in all classes. All flywheels must be steel or aluminum. No cast stock flywheels allowed. Each vehicle owner will sign a waiver on the membership application stating they are running a SFI approved flywheel.
3. Automatics are required to run a one piece SFI SPEC 4.1 six-buckle full length transmission blanket or SFI approved shield in all classes.

## **Drawbar**

1. Drawbar hitch point must be visible and clear for sled hookup.
2. Drawbar must be rigid in all directions and solidly mounted on the vehicle frame.
3. Drawbar must have steel hitching device no more than 1 ½ inch and no less than 7/8 inch thick in all directions and must have an opening of 3 inch by 3 ¾ inch capable of accepting a 3 inch diameter pipe.
4. No cables or chains used in hitching device.
5. If clevis used, only one clevis is allowed, 6 inches maximum.
6. Drawbar height must remain set, before, during, and after pull or disqualification will result. Stop will be run all the way down. No part of drawbar shall enter cab or driver compartment. Tech officials are to disqualify illegal hitches without a protest being in place.

## **Driveline/Driveline Shield**

1. All vehicles are to have a minimum of 5 studs per wheel with lug nuts on each stud.
2. All planetary drivelines must be fully enclosed by 5/16 inch steel or 3/8 inch aluminum. All driveline brake components must be enclosed by 5/16 inch steel or 3/8 inch aluminum. Ends must be enclosed by a minimum of 1/8 inch steel or aluminum.

## **2WD & 4WD Mandatory**

1. Driveshaft must have two 360 degree cups on each shaft; 3 inches minimum and at least 1/8 inch thick.
2. Two piece shafts must have 4 loops. Loops must be a minimum of ¾ inch wide and 1/8 inch thick not less than 6 inches from or no more than 12 inches away from U-joints.
3. Maximum horizontal clearance is 2 inches and a maximum vertical clearance is 8 inches both ways.
4. No cable or chains to be used in drive line shielding.
5. Intermediate drive shafts require 2 loops of 12 inches or longer and 1 loop if under 12 inches.
6. Drive shaft loop and U-joint shields required in all classes.

## **Engines**

1. All vehicles must have a ¼ inch steel shield 1 inch wide, 360 degrees around harmonic balancer, no more than 1 inch away from balancer; water pump may be used. Shields must have strap or straps ¼ inch x 1 inch that will keep harmonic balancer from working forward. Shield not required on SFI approved balancer.
2. All vehicles must have adequate catch can on radiator. Minimum size is 1 quart. How much water on track is disqualifying will be to the tech officials' discretion.

3. All vehicles must have engine side shields minimum of .060 inch thickness, side shield must run full length of block casting and must go from base of head to 2 inches below crankshaft throw, solid frame may serve as part of shield. TNT Truck & Tractor Pull highly recommends side shields above sparkplug.
4. There will be a 1% tolerance on all engine measurements.

### **Exhaust System**

1. Headers must run up or down and back depending on the class to prevent excessive dust.

### **Fuels**

1. All fuels must pass fuel test according to specs.
2. Fuel can and will be checked at the discretion of TNT Truck & Tractor Pull officials.
3. No nitrous oxide or nitro methane. No oxygen carriers or combustion accelerators. No diesel (excluded diesel classes) or propane. See class rules for individual fuel rules.
4. All pulling vehicles are required to have fuel dump valve for easy sampling purposes.

### **Kill Switch**

1. All vehicles must have a working kill switch or will not be allowed to participate at that event.
2. The kill switch must be located in the rear center of the vehicle. Maximum of 12 inches off center in either direction. Maximum 24 inches above the point of hook.
3. Switches will have attached to them a minimum of 2 inch diameter ring mounted rigid. To this ring will attach the cable from the sled.
4. All ignition engines must have a kill switch in working order within easy reach of the driver. All fuel injected engines must have a fuel shut off valve control within easy reach of the driver.
5. If kill switch is not mounted in legal position and pulled during the run, no re-pull will be given.
6. Tie straps will be furnished and used on kill switches to ensure against kill switch being prematurely pulled. Kill switches will be pulled before each event. NOTE: Tie straps will be enforced by tech officials using color-coded ties.
7. No kill switch flaps or covers – it must be an exposed plug.

### **Dirt Deflecting Devices**

All rear weights must be centerline or above axle except for inside rear tires. Anything that is down low enough for dirt to strike behind rear tires will be considered a dirt-deflecting device.

## **Safety**

- 1.** All pullers, in every class will ONLY be given one warning for a safety violation. On the second violation the vehicle will not be allowed to pull at the event.
- 2.** Complete fire suits are mandatory in all classes and are required to fit properly and be zipped. This must be at least a single layer suit including head socks, shoes, socks, neck brace, and gloves. Fire shoes can be substituted by fire socks + a leather boot (no tennis shoes allowed).
- 3.** Helmets with full face shield are required to be worn in all classes. Face shield must be in the down position while pulling.
- 4.** Fire extinguishers are mandatory in all classes. Extinguishers must be within easy reach of the driver and must be 2 pound minimum, in proper working order, and with proper working gauge.
- 5.** No fuel pressure gauges, fuel pumps, or tanks (factory installed only) in drivers compartment.
- 6.** Vehicle can have factory tints or clear plexi-glass type front, back glass and sides if used. If tint is darker than factory color, tech office must approve.
- 7.** All vehicles are to be operated in a safe manor, before, during, and after the pull.
- 8.** All axle bolts must be covered. Shield not to be bolted to hub or axle and must be .060 inch thick.
- 9.** All 2WD vehicles and tractors must have wheelie bars. The wheelie bars must be a minimum of 2 inches back from farthest point of tire, must be no more than 10 inches off ground and a 5 inch square pad on bottom. Measurement is taken from rear most part of tire to front of pad.
- 10.** All vehicles must be in neutral or park while being hitched or unhitched. A neutral safety light is required on all vehicles. An automotive quality white light, a minimum of 2 inches in diameter must be mounted above or below the safety kill switch at the rear of the vehicle. A light in driver's compartment must be operated off the same system. Both lights are to be activated by the shift lever so that the lights will be lit only when the vehicle is in neutral. Drivers are required to have hand in air to signify vehicle is in neutral.
- 11.** All vehicles must be equipped with a neutral starting switch. Vehicle will start only in neutral or park.
- 12.** All vehicles must be equipped with "Dead Man" throttle.
- 13.** Side shields must be securely fastened to the vehicle.
- 14.** All tractors must have a roll cage with a minimum of .120 wall thickness tubing minimum of 1 ¾ inch steel or chrome moly tubing. Cage will attach to tractor at a minimum of 6 points. There will be 2 tubes coming over drivers station with 1 lateral bar going around the cage approximately shoulder height. There will be 1 bar under the seat a minimum of 1 inch square tubing. There will 2 diagonal braces running from frame rails to the front tube of cage at a maximum 30 degree angle. Must use grade 8 or better bolts when securing cage to tractor. An SFI approved 5 point harness with quick release clasp will be required in all roll cages.
- 15.** Safety check sheets will be filled out and signed by a tech official and puller on each vehicle during the current season. Puller will be given one pull to fix any

safety infraction found in the initial inspection. If not fixed by the next pull, vehicle will not be allowed to pull until fixed. These will be kept on file.

### **Supercharger/Turbochargers**

1. All supercharged motors are required to have SFI approved blower restraints.
2. All supercharged motors must have blower belt shield. Shield must be width of blower pulleys and extend to center of crank.
3. Exposed turbo must be shielded 360 degrees with .060 inch metal.

### **Tires**

1. All tires must have rubber or rubber compound contact between tire and ground surface.
2. No dual wheels (unless specified in class rules), chains, or studs will be allowed.
3. Any DOT approved two wheel or four wheel drive tire cannot be altered.

### **Weights**

1. All 4WD weights must be safely secured to the vehicle and not extend forward more than 60 inches from the centerline of the front axle (weights included).
2. Loose ballast, sand bags, weights in cab, etc. are not allowed.
3. The vehicles original weight will be the class weight or less. Example: If class weight is 5200#, the weight when crossing the scales will be exactly 5200# or less. At any time after a vehicle pulls it is sent back to the scales to reweigh there will be an allowance of no more than 20#. To verify scales, tech officials will send a minimum of three vehicles back across the scales to reweigh.

### **Sponsorship Stickers**

1. Every vehicle **MUST** have at least one of each of ALL provided sponsorship stickers visible on the outside of vehicle prior to competing, if you do not have the required stickers you will not be allowed to pull until stickers are visible.

### **First puller option**

1. The first puller (first vehicle to hook to sled for the class) in all classes will have the option to drop their pull and come back last in the class.

### **Competition Rules**

1. When class is started, pullers are to be in their vehicles 3 deep and **READY** to pull to prevent delays in the class.
2. All pulls will start with a tight chain. No jerking allowed. On the first attempt there will be a three minute time limit to hook to the sled after the sled is ready.
3. In the case of the sled being reset, the competitors that have already pulled will come back at the end of the class in the original pulling order. The sled must be official and the finish line determined before the fourth vehicle hooks.
4. If a delay of 45 minutes occurs the class must be started over in the original pulling order.

5. Pullers are allowed two (2) attempts to cross the first tech mark (75' on short tracks, 100' on long tracks). Each puller will have three (3) minutes, once the sled is spotted, to hook to the sled. If on the first attempt the vehicle breaks, the puller can take a mechanical drop (drop five places) and return.
6. Vehicles, not the sled, must remain within side boundaries (after class is official) of designated track during pull or will be disqualified. If any part of the vehicle tires touches any part of the out of bounds line during or after the pull while hooked to the sled, the puller will be deemed out of bounds.
7. If driver is not ready when his turn comes up, due to mechanical problems, he will be able to drop five places in the class or forfeit. Mechanical problem is to be confirmed by tech official before vehicle is allowed to drop.
8. In the event of a malfunction (sled, etc.), puller has the option to drop five places or pull right then.
9. Under a green flag, if a puller loses a weight or safety equipment, vehicle is disqualified.
10. Driver is to weigh with the vehicle. Top three vehicles are subject to be reweighed at any time. Vehicles original weight will be the class weight or less. At any time after a vehicle pulls it is sent back to the scales to reweigh there will be an allowance of no more than 20 pounds. To verify scales, tech official can send a minimum of three vehicles back across the scales to be reweighed.

## **Membership, Hook Fees, Purse, and Points**

1. **Membership** is \$250 per vehicle. Hook fee for members in these classes is \$30. Hook fee for all non-members is \$55.
2. **Points:**
  - a. To receive your 5 show up points, you must be registered prior to event start time and pay entry fee. You must hook to the sled and make an attempt to get your points for that event. If you are unable to hook due to mechanical issues, you will receive last place points, but will not receive a refund on your entry fee.
  - b. Placing points will be awarded as follows: 1st place = 20 pts, 2nd place = 19 pts, 3rd place = 18 pts, 4th place = 17 pts, 5th place = 16 pts, 6th place = 15 pts, 7th place = 14 points, 8th place = 13 points, 9th place = 12 points, 10th place = 11 points, 11th place = 10 pts, 12th place = 9 pts, 13th place = 8 pts, 14th place = 7 pts, 15th place = 6 pts, 16th or lower = 5 pts.
  - c. If there is a tie at the end of the year for any places, the top placing will go to the competitor with the most 1st place finishes. If tie remains, then the most 2nd place finishes, etc.
  - d. At the end of the season, the top 5 finishers in each class will receive a percentage payback of the points fund for that class as follows: 1st place = 40%, 2nd place = 30%, 3rd place = 20%, 4th place = 10%.



- e. 10% of each payout check for the point series classes will be taken and put into the points fund.
- f. If you are disqualified at an event for ANY reason, you will not receive a payout. That money will go into the points fund for the class that you pull in. You will receive applicable points per your finish placement (ie - if there are only 8 participants and you are DQ, you would still receive 8<sup>th</sup> place points).

**2020 Payout: (March – October)**

<b>2020 Season Payout Amount</b>									
<u>Class</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>	<u>6th</u>	<u>7th</u>	<u>8th</u>	<u>Total</u>
SM2 Trucks *points	\$1,125	\$630	\$405	\$225	\$180	\$135	\$ 90	\$ 90	\$2,880
6000 lb. LLSS Tractors *points	\$ 540	\$405	\$293	\$203	\$135	\$ 90			\$1,665
Super Mod 4wd Trucks *points	\$ 270	\$248	\$225	\$203	\$180	\$180	\$ 90	\$ 90	\$1,485
2.6 - 3.0 Diesel Trucks *points	\$ 450	\$360	\$270	\$135	\$ 90	\$ 45			\$1,350
Pro Street 2wd Trucks *points	\$ 315	\$225	\$135	\$ 90	\$ 90	\$ 45			\$ 900
10000 lb. Hot Farm Tractors *points	\$ 495	\$360	\$270	\$135	\$ 90	\$ 90	\$ 90	\$ 90	\$1,620
Pro Street Semi Trucks *points	\$ 450	\$360	\$270	\$180	\$ 90				\$1,350
Hot Rod Tractors *points	\$ 360	\$270	\$180	\$ 90	\$ 68	\$ 68	\$ 68	\$ 68	\$1,172
Pro Stock 4wd Trucks	\$ 550	\$400	\$300	\$200	\$100	\$100	\$100	\$100	\$1,850
Pro Stock 2wd Trucks	\$ 500	\$400	\$300	\$200	\$100	\$100			\$1,600
4300 Light Pro Stock Trucks	\$ 425	\$350	\$250	\$175	\$100	\$100			\$1,400
Super Stock 4x4	\$ 500	\$400	\$250	\$150	\$100	\$100			\$1,500
8500 lb Pro Farm Tractors	\$ 600	\$450	\$250	\$150	\$100	\$100			\$1,650

**Points Classes for 2020:**

Super Modified 2wd Trucks

Super Modified 4wd Trucks

LLSS

2.6/3.0 Diesel Trucks

Pro Street 2wd Trucks

10,000 lb. Hot Farm Tractors

Hot Rod Tractors

Pro Street Semi Trucks

# **TNT Truck & Tractor Pull**

## **Super Modified 2wd Truck Rules**

- 1.** Maximum weight of competition vehicle is 6200 lbs (including driver).
- 2.** The 15 feet from center of axle overall rule will apply to all trucks with the exception of a 10" inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed pasted 15 feet.
- 3.** Maximum width of vehicle is 96"
- 4.** Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft.
- 5.** Maximum supercharger limit is 14-71 hi-helix. No screw type superchargers permitted.
- 6.** Maximum bore spacing is 5.00"32
- 7.** All burst panels must face away from driver.
- 8.** No timing delay devices permitted.
- 9.** Fiberglass bodies are accepted.
- 10.** Flip top bodies must have escape hatch through roof. If body has doors they must be in position and closed.
- 11.** Truck beds must be covered during competition.
- 12.** Grills and fenders must in place as intended by the manufacturer.
- 13.** Only 1/4" Lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls. No Plexi-glass firewalls permitted
- 14.** All vehicles must have vertical bumpers. Bumpers must extend minimum or 8" vertically. The bottom of bumper is to be a maximum of 24" from the ground.

15. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
16. Non-planetary rear ends must run axle covers.
17. Weights cannot extend more than 12 inches from drawbar.

## **TNT Truck & Tractor Pull**

### **Light Limited Super Stock Tractors**

#### **Engine**

1. Cubic inch
  - a. Diesel Engine - 470 cubic inch, no intercooler, 1 - 3" intake charger with smooth bore or up to 3.4" intake charger with smooth bore.
  - b. Diesel Engines - 315 cubic inch and under is allowed 2 (3" intake chargers), no intercooler or MAF enhancements.
  - c. Diesel Engine – 410 cubic inch and under can run intercooler and 1 (3" intake slotted charger).
  - d. Spark ignition on alcohol-370 cubic inch 1 (3" intake smooth bore charger). One spark plug per cylinder.
2. A 1% tolerance will be given on cubic inch limitations to allow for normal engine wear.
3. No V-8 engines permitted – Inline 4 or 6 cylinder only allowed.
4. OEM cylinder heads only, cylinder head must match brand of block. Lateral movement of valves only. Valves must maintain factory angle. In head valves must seat no lower than the bottom of original head.
5. Cylinder heads limited to 2 valves per cylinder.

#### **Deck Plates or Head Plates**

1. Tractor limited to 1 plate with a maximum 1 ½ inch thickness.

2. Engine must match brand of tractor.
3. Rear of engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of 1-inch adapter plate.
4. No superchargers allowed.

### **Turbo wheel and housing**

1. Single turbo charger of a size not to exceed a three-inch diameter measured at the front face of the wheel with one single air inlet with no additional openings in compressor housing outside of the three-inch inlet.
  - a. Compressor wheel must enter into the compressor housing of a minimum of 0.125 of an inch.
  - b. No MAF enhancement on alcohol engines larger than 310 cubic inch, all plugs must be welded non-removable.
  - c. All diesel engines and alcohol engines less than 310 cubic inch can run MAF enhancement with 1 groove - no larger than 0.250 (250 thousandths) width.
  - d. Diesel engines 315 cubic and under can run 2 (3 inch intake) chargers – no intercoolers or MAF enhancement.
2. No fuel injection pump larger than a 6-cylinder P series pump will be allowed.
3. Water injection allowed with oil lubricant only, no additives allowed in injection water.
4. No electronic control for fuel delivery.
5. Electronics for data use only.
6. Any excessive fluids left on track during competition for 3 consecutive pulls subject to disqualification at Tech's discretion.

### **Frame**

1. Maximum length 13 feet measured from center of rear axle to forward most point excluding tow hook.
2. Maximum wheelbase 114 inches.

3. OEM tractor rear end and transmission housings only will be accepted. Any auxiliary transmission must be in factory housing and can only exit vertically.
4. Hitch will be no SHORTER than 18 inches measured from the center of the rear wheel to the hooking point.
5. Maximum hitch height 20 inches.
6. Six buckle SFI approved with 4.1 minimum rating safety blanket to cover clutch housing. May run SFI blow-proof bell housing – must be similar to factory style housing.
7. Must have complete side shields equipped with minimum 0.06 (60 thousandths) thick steel or aluminum and must be securely fastened to tractor. Cover from top of frame to bottom of hood, from grill to engine firewall.
8. Must have a firewall shield between driver and engine from top of hood to top of transmission or clutch housing, side shield to side shield.
9. 3/8" Steel cable must surround complete block between 1 and 2 cylinders.
10. Front skid plates on all tractors.
11. No front axle suspension including air bags allowed. Front end pivot is allowed.

### **Tires**

1. Maximum tire size 30.5x 32
2. Minimum tire size 18.4x 38

### **Fuel**

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

### **Weight**

1. Weight for the class is 6000 lbs. for outdoor events and 6200 lbs. for indoor events.
2. All tractors must carry at least 200 pounds of moveable weight.

# **TNT Truck & Tractor Pull**

## **8500 Lbs. Pro-Farm Tractors**

- 1.** Tractor must retain stock appearance and sheet metal in stock location. Allow for updates.
- 2.** Deflection shield must be on both sides of the motor and cover the entire motor. Either aluminum or steel no less than 0.060 thick. Fire shield between torque and driver.
- 3.** Clutches must be covered with 6 buckle SFI safety blanket.
- 4.** Fenders or tire shields are required.
- 5.** Must have cross in outlet on turbo two 3/8 bolts or rods, no more than 1 inch apart.
- 6.** Front weights must not extend no more than 13 feet from the center of rear axle, 114 inch maximum wheelbase.
- 7.** Tractors must have individual working rear brakes.
- 8.** Drawbar must be stationary and no higher than 20 inches and 18 inches from center of rear axle.
- 9.** Motors must not exceed 470 cubic inches. 1% TOLERANCE AND MUST BE DIESEL ONLY.
- 10.** Engine must match tractor. Must be OEM head.
- 11.** Aluminum heads are not allowed. Only 2 valves per cylinder.
- 12.** No compressed air, no nitrous oxide or fuel conversions, no propane, and no nitro methane allowed.
- 13.** Maximum tire size is 24.5x32 radial or bias ply tire, single or double cut tire allowed. Tire can be uncut.
- 14.** Fuel pump, any pump, maximum P pump.
- 15.** Water injection is allowed, no power additives (water only with the exception of lubricant).
- 16.** OEM intakes and exhaust manifolds only, no homemade manifolds, no intakes or housings.
- 17.** All tractors must have wheelie bars, air shut off and spring loaded throttle stop.
- 18.** Intake housing to be no larger than 3 inches at the face of the wheel. Single compressor wheel must protrude into 3 inch bore. Stock map with enhancement is allowed.
- 19.** No component tractors allowed.
- 20.** No inter coolers or after coolers allowed.

21. 5 point harness with quick release clasp is required.
22. Quick release steering wheel.
23. SFI approved clutch, flywheel and pressure plate.
24. Head restraint must be a minimum 3/8 inch cable with 2 clamps on each end. Strap needs to be across front part of head.
25. Turbo and fuel (by Styrofoam test within 4 minutes of finished run) may be randomly checked.
26. Weight for class is 8500 lbs including driver.

## TNT Truck & Tractor Pull



### 10,000 lb Hot Farm Tractors

1. **Air shutoff** - Vehicle must have a cable operated engine air intake shut off device. Device cannot be a butterfly type and must be spring loaded. Cable must be located approximately 4 feet above the point of hook and within 6 inches of center of vehicle. Device must prevent the engine from building boost. The sled requires a 2 inch ring or equivalent be attached at the end of cable. Mount cable in clear view with no obstructions. One must be within drivers reach as well when strapped in seat.
2. **Brakes** - All tractors must have working rear brakes capable of sliding each rear wheel.
3. **Clutch** – All tractors must have steel or an SFI approved flywheel and an approved blanket.
4. **Cubic inch** - 470 cubic inch maximum. There will be a 1% tolerance on all engine measurements.
5. **Cooling Fans** - All cooling fans will be electric operated. No factory metal blades on water pump.

6. **Chassis** - Maximum of 114 inch wheel base unless originally produced with a longer wheelbase at which point the wheelbase will remain stock. Maximum length of 13 feet from center of rear axle to forward most point of tractor excluding front hitch.
7. **Dump Valve**- A 3 way fuel dump bypass valve is required ahead of the injection pump. This valve is to be operated by a cable within the drivers reach when strapped in seat.
8. **Drawbar** - Must be a minimum of 18 inches behind center of rear axle. A maximum of 20 inches in height, and be ridged in all directions. Hitching eye to be a minimum of 1 inch thick and a maximum of 2 inches thick with a 3" x3.75" inside diameter hole. All hitches must pass tech inspection for safety.
9. **Engine** - OEM stock block, head, intake manifold & exhaust manifold must be for make and model of vehicle being entered. 2 valves per cylinder. No aftermarket components allowed.
10. **Fenders** - All tractors will have fenders and must support weight of driver. Top of fender must extend no less than 6 inches over the top of tires.
11. **Floorboards** - All tractors must be equipped with a floorboard, that is at least 0.060" thick and must be steel or aluminum.
12. **Fuel Pumps** - Rotary, A pump (no larger than 14mm for the A pump), P pump of 13 mm plungers (for P pump only) or smaller (P3000 or P7100; no P 8600). Only one plunger per cylinder. Throttle stop must be on the pump.
13. **Fuel** - Diesel fuel only. No compressed gases of any kind allowed as additive. Must pass Styrofoam cup test, 4 minutes. Random fuel checks can be completed by cup test or dialect test with a reading of maximum of 5. All entries will be checked when randomly checked.
14. **Neutral Start** - **VEHICLES MUST NOT START IN GEAR!!!!**
15. **RPM** - 3000 rpm maximum, with 100 rpm tolerance. Must have magnetic tape on balancer or on flywheel. Also vehicle must have an ISPRO #019R8906 magnetic pickup attached to the front of the engine to measure engine RPM's. The lead from the pickup to the rear of the vehicle is to be made of 14-16 gauge wire extension cord with a molded 110V, 3 prong female electrical outlet. This 110V plug needs to be mounted next to the rear mounted air shutoff cable. Wire must be one (1) continuous wire outside the frame rails



and visible. NO SPLICES!! . **Each tractor will get one no read per season on RPM box, the second time the tractor will be disqualified. When rpm box does not read the tractor will be checked by hand tact for that one no read.**

16. **Sheet Metal** - All tractors are to look standard for its year make and model in appearance. All major factory sheet metal is required.

17. **Stabilizer Bars** - Stabilizer bars are required (no wheels allowed). The stabilizer bars cannot be welded or bolted to the hitch in any way. The stabilizer bar must extend a minimum of 32 inches rearward from the center of the rear axle. The skid pad cannot be more than 10 inches off the ground. The skid pad must be a minimum of 5"x 5" square. A minimum of 20 inches is allowed between the 2 skid pads. No cross bars are allowed on the stabilizer bars behind the hook point. In addition to the stabilizer bars, the vehicle must have a brace that extends vertically 12 inches from the rear most tip of skid pads. There must be support brace extending inward to frame, axle or top of stabilizer bars. Design and material used must withstand impact of sled and support the weight of tractor. Vertical brace should extend rearward a minimum of 2" from radius of rear tire.

18. **Seat belts** - 5 point harness is required and must be worn while in competition.

19. **Shields** - Side shields are mandatory on both sides of the engine and cover the entire engine. Either aluminum or steel not less than 0.060" thick. There must be a fire wall that separates the operator from the engine compartment with no hole more than ½ inch in diameter for controls to pass through. A 0.060" thick or .120" thick aluminum must run between frame and under the harmonic balancer to prevent loss of harmonic balancer from tractor.

20. **Tie Bars** – Tie bars are mandatory on all tractors.

21. **Tire Size** - 20.8- 38.

22. **Throttle** - Throttle lever must have a double spring installed such that if the throttle lever is released, the engine will return to idle. Throttle must function such that moving the throttle lever forward, increases the engine speed.

23. **Tube Frame and Front End** - Aftermarket frames and front ends are allowed and must support the weight of tractor. Ski bars are mandatory on all tractors

24. **Turbo** - Single turbo with 3 inch maximum diameter of the intake inlet. Bushings may be used, but must be permanent. Compressor wheel must enter into the compressor housing. 0.200 Map width enhancement grooves allowed. NO restriction on exhaust wheel size. Measurement of the inlet will be done by using 3.000 plug or internal calipers measured at the front face of the wheel. Two 3/8" bolts in a cross pattern must be welded in the exhaust pipe, no curve exhaust allowed.
25. **Diesel fuel only.** No compressed gases of any kind allowed as additive. Must pass Styrofoam cup test 4 minutes.
26. **Water injection** - Water injection is allowed with water and pump lubrication only. Water may contain crop oil or water soluble oil. **WATER MUST FREEZE ROCK SOLID or pass any other test TNT Truck & Tractor Pull implements.**
27. **Intercoolers** - NO INTERCOOLERS, AFTERCOOLERS OR ICE BOXES of any shape or form allowed in the air intake system of any tractor.
28. **Wheel Hubs** - Must be steel weld on hubs or heavy duty clamp on hubs. No cast iron.
29. Pro-fab transmission allowed.
30. .200 Map width enhancement grooves allowed. NO restriction on exhaust wheel size. Measurement of the inlet will be done by using 3.000 plug or internal calipers measured at the front face of the wheel. Two 3/8" bolts in a cross pattern must be welded in the exhaust pipe, no curve exhaust allowed.
31. Block cable: Must be installed between cylinder 1 & 2. 3/8" steel cable with 2 clamps must surround complete block.

# TNT Truck & Tractor Pull

## Super Modified 4WD

### Engine:

1. Maximum engine size of 500 cubic inch for supercharged or turbocharged engines with a maximum wheelbase of 170 inches. There will be a 1% tolerance on all engine measurements.
2. Trucks with a wheelbase of 170 inch may only run an 8-71 conventional supercharger with a 60 degree or less rotor angle at a maximum of 53.8% overdrive.
3. Trucks with a wheelbase of 133 inches may run a conventional 14-71 supercharger or less at a maximum of 30% overdrive.
4. No high Helix or Retrofit superchargers allowed
5. Rear of the engine block shall be located no more forward than center of front axle. Trucks shall be single engine only.
6. Engine blocks may be cast iron/steel or aluminum.
7. Blower drives must be shielded and blower restraints must be used.
8. Exposed turbochargers must be shielded 360 degrees with 0.060 inch metal.

### Hitch:

1. Hitch point for the 170 inch wheelbase trucks can be no less than 18 inches and no more than 20 inches from center of rear axle before, during, and after pulling.
2. Hitch point for the 133 inch wheelbase trucks shall be 48 inches from the center of the rear axle before, during, and after pulling.
3. The max hitch height for this class will be 26 inches.

### Weight:

1. Weight of the vehicle and driver before, during, and after pull shall be as follows:
  - a. 170 inch wheelbase – 6600 lbs.
  - b. 133 inch wheelbase – 6300 lbs.

**Tires:**

1. Trucks may run 18.4 x 16.1 farm implement tires that have a maximum of 18 inch tread and 40 inch diameter. Tires must have brand name and size on them.

**Body:**

1. Some type of bed must be used, either original or flat, and must have side rails.
2. Any type of body may be used, metal or fiberglass.
3. Must have front fenders, windshield and on-board fire extinguisher.

**Other:**

1. Fuel must be either alcohol or TNT spec fuel.

## **TNT Truck & Tractor Pull**

### **Pro Stock 4wd Rules**

1. Any truck body, any factory frame.
2. Any single 4 barrel carburetor. No stretched carburetor. No tunnel ram or sheet metal intakes.
3. Engine:
  - A. Maximum 485 cubic inch. Any GM style block must be 4.84 bore spacing. Any Dodge-style block must be 4.8 bore spacing. Any Ford style block must be 4.9 bore spacing. No JC50, No JC51, No DRCE3 blocks. Can be cast or aluminum block. Engine can be no further forward than 12 inches from front of block saver plate to center of front axle housing.
  - B. GM may run any conventional port designed head. Ford may run an "A" style head only. Dodge may run a B1 head only.

**C.** Conventional port designed head is classified as a head with the port spacing that must be left to right. No spread port or Billet heads allowed.

**D.** 1% tolerance on engine measurements.

**4.** Headers and open exhaust allowed, must exit through hood or down and back.

**5.** Body Specifications:

**A.** Factory wheelbase may be shortened or lengthened to maximum 134 inches.

Bedsides may be altered in front of wheel wells to match wheelbase on all trucks.

**B.** Rear wheel width cannot be narrower than 34 inches from inside bead to inside bead of rear wheels.

**C.** OEM fiberglass components only. Front clip on truck (firewall forward only) can be fiberglass.

**D.** Front windshield must be OEM type (no Plexi-glass)

**6.** No working hydraulic stops on front suspension during pull. Must have quick disconnect and shall not be touching spring or axle housing before, during, or after pull. Weight boxes must stay stationary before crossing the scales and cannot be moved until after the pull is over. Any air pressure adjustments require a re-measurement of hitch height.

**7.** Any street legal tire may be run measuring up to or less than 33 inch measured height. Terra and Cepek tires allowed along with any bar tire up to 31x15.50x15. No recapped tires allowed. Must have size on sidewall by manufacturer.

**8.** Any transmission, transfer case, front end, or rear end allowed. No planetaries.

**9.** Hitch:

**A.** Hooking point has to be horizontal on hitch.

**B.** From point of hitch to center of rear axle shall be no less than 36% of trucks wheel base, i.e. 134 inch wheelbase equals 48.24 inch hitch length.

**C.** Hitch height max of 26 inches, before, during, and after pull. Hitch must also adhere to general and safety rules (see hitch qualification section).

**10.** All Pro-stock trucks are to have adequate brakes; drive shaft brakes are adequate.

**11.** Must run Spec fuel only. Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P. C-12, C-14, C-16, Torco 112, 114, 116. Alcohol must be pure, no additives of any kind. Must pass water

test. No Scent or Top Lube. No pro oxide, no pro blend, no oxygen carriers of any kind, no scent additives.

**12.** All trucks must have a fuel dump valve for random fuel testing.

**13.** Weight on class is 6200 lb.

**14.** Trucks cannot exceed 102" front and back. Measured from the widest point, overall width.

**15.** Auxiliary engines may be used, but must not be running while truck is in competition.

## **TNT Truck & Tractor Pull**

### **Pro Stock 2wd Class Rules**

#### **FRAME/BODY**

1. You may run any make of engine with anybody and frame as long as it is a full size truck and Chevrolet, Ford, or Dodge. No t-buckets or c-cabs allowed.

2. Frame must be OEM frame with bracing. NO home-made frames allowed and frame must be 1 ton and no less than ½ ton truck full size.

3. Fiberglass hoods are allowed. Lift bodies are allowed. Firewall and floor board may be lifted but not removed. All cutting must be neatly done. No large cracks or gaps for a weight advantage. When body is down, it must be neatly sealed. . Hood scoops are allowed, it is considered part of the hood (can be used with cast iron or aluminum manifolds).

4. 133-inch wheel base maximum from center hub up front to center hub on the rear end. If bed alterations are made must be from front of bed to the front of rear wheel well.

5. Straight axles are allowed but must meet the 133- inch wheel base maximum. If bed alterations are made for the 133 inch wheelbase, must be done from front of bed to front of rear wheel well.

6. Bed can be hulled, but not narrowed and must be covered. Rear bedside can be cut a maximum of 4 inches for tire clearance.

7. If original vehicle has doors and hood, they must remain in place. Tilt front ends are allowed. Front windshield and rear windshield must be glass.

8. Tailgates and rear bumpers may be removed for safety of person hooking sled. Front OEM bumpers are required.

9. Brake calipers and brackets may be cut off. Rotors may be removed. No springs required.

10. No cutting or gutting inside cab for weight advantage, but anything that needs to be moved must have equal weight replaced. Any pieces that can be unbolted may be removed.

## **ENGINE**

1. Engine must be no more than 485 cubic inches. 1% tolerance on cubic inch bore and stroke only.

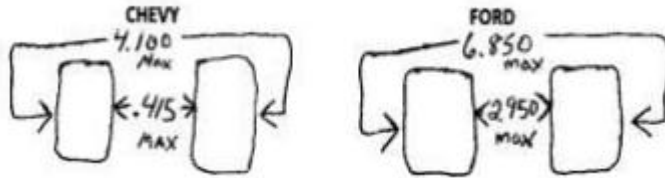
2. Any cast iron blocks. Chevrolet must be no more than 4.840 bore spacing and Ford must be no more than 4.900 bore spacing. DRCE blocks are allowed, but must run no more than 4.840 bore spacing, and must run Chevy conventional heads only. GM style block with GM style head. Ford style block with Ford style head. Dodge style block with Dodge style head. Any other internal modification may be made. May refer to part number for verification. Valve angle will be measured with angle gauge.

3. Aluminum or cast-iron heads. No homemade heads allowed. No "C" heads allowed. Fords can have up to an "A" head, no lower than 11 degrees valve angle. Dodge may run B1 heads, no lower than 14-degree valve angle & no Hemi heads. GM heads, no 18-degree valve angle or lower heads allowed.

4. Block and heads must have company logo and part number on them. (Chevy, Ford, GM, Dodge, etc.)

5. Conventional port designed head is classified as a head with the port spacing that must be left to right. No spread port or billet head allowed. GM style heads port must measure 4.100 maximum port width and .415 maximum space between runners. Ford style heads port must measure 6.850 maximum width and 2.950 maximum between runners. The entire eighth of

port excluding corners radius measurements are taken at intake manifold flange and can be



smaller.

6. No cutting or stretching intakes and welding back together. No sheet metal intakes. No tunnel ram type intakes. May port and polish and gasket match on intakes.

7. May run any make of cams, roller cams, cast iron cams, mushroom cams, billet cams, also roller lifters, roller rockers and any other lifter allowed.

8. Headers or open exhausts are allowed. Headers may exit through hood with adequate clearance or down and back.

9. Radiator must be under hood in front of motor and 1 radiator per truck. Water holding tanks allowed but must be under hood in engine compartment.

### **FUEL/CARBURETOR**

1. Up to one 4-barrel, naturally aspirated carburetor 850 C.F.M. maximum with factory number on choke housing. Choke housing must remain stock. No Predators or Dominators. Only carburetor numbers allowed are Holley 4781 and 9380. Numbers may not be altered. All air must go through non-modified Ventura. Carburetor "NO GO TOOL" must not exceed below factory casting ring in non-modified Ventura. Tool must not enter bottom base plate. Nothing can be between the throttle plate and main body other than .040 thousand gaskets. All other alterations are acceptable.

2. Carburetor can exceed through hood or under the hood. A 2-inch maximum spacer allowed with .140 for gasket. Air cleaner may exit hood with adequate clearance.

3. Must run specified fuel only: Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P. C-12, C14, C-16, Torco 112, 114, 116. No pure alcohol, no nitro propane, no pro oxide, no pro blend, no oxygen carries of any kind, no scents or additives allowed.

4. Gas tank must be in bed of truck.

5. All truck must have a fuel dump valve for random fuel testing.



### **TRANSMISSION/REAR END/ DRIVE LINE COMPONENTS**

1. No Crower glide clutches. Any pedal clutch allowed.
2. 5 speed or smaller transmission allowed. No aftermarket allowed. No cut gears.  
Transmission must roll out to factory specifications. May remove any un-used gears.
3. No auxiliary box or transfer case allowed.
4. Big rear end allowed – no planetary axels. 2 speed factory stock allowed. No aftermarkets allowed. Front ends or rear end can have hydraulic suspensions.
5. No individual brakes.

### **TIRES/WHEELS**

1. Street legal tires only. No barred or tractor tires allowed. Maximum tire size is 35x12.50 x 16.5. Tire size must be stamped on tires. DOT numbers must be on tire. NO ALTERATIONS can be made on tire. Wheel maximum width is 12". Tractor tires are allowed on the front on the vehicle only. Tires CAN be trued (TRUED DEFINED AS: ONLY ALLOWED TO TAKE MATERIAL OFF THE TOP OF THE TIRE, NO MATERIAL IN FRONT OF THE LUG). If you have any questions on truing, make sure to discuss it with a tech official prior to doing anything. NO strips or grooves can be made.

### **HITCH & WEIGHTS**

1. Front weights must be behind front bumper with bumper in stock position. Can be under hood in engine compartment.
2. Weights cannot be NO more than 58" behind center of rear end axel housing.
3. 42 inches minimum from center of rear axle to hitch point. Hitch must be stationary in all directions. Hooking point must be horizontal – hook must drop in.
4. Hitch cannot go further forward than back of cab. No part of hitch can exceed 36 inches to top. Top stops no more than 12 inches forward from hitching point. Top stop bracket and bolt are not part of hitch.

5. NO part of hitch or adjustments can be behind hooking point.
6. Maximum hitch height is 30" before, during, and after pull.

### **MISCELLANEOUS**

1. Driver must be on left side and remain in seat.
2. Battery must be in engine compartment or behind. Battery is not allowed inside of cab of truck.
3. Weight on class is 5800lbs.

## **TNT Truck & Tractor Pull**

### **Hot Rod Tractors**

1. Tractors are limited to automotive type engine. Two valves per cylinder. 600 cubic inch limit. 1% tolerance.
2. Engine must be naturally aspirated with one carburetor. Must run all Ford or all Chevy motor (GM style block must run GM style heads, Ford style block must run Ford style heads). No tunnel rams, maximum 2 inch spacer or adapter under carburetor. Carburetor must be stock in appearance. No split carburetors allowed. INTAKE HEIGHT WILL BE DETERMINED BY MEASURE FROM TOP OF CHINA WALL TO BOTTOM OF CARBURETOR FLANGE. MUST NOT EXCEED 11 INCHES. NO SPREAD PORT HEADS.
3. Maximum length 14 feet from center of rear axle to farthest most point, including weights, excluding tow hooks or lifting hooks.
4. Original agricultural tractor rear ends, 2WD only. No aftermarket replacement parts. Inboard planetary allowed. No outboard.
5. Any drive line from rear-end to motor.
6. Tire size: 18.4x38 LIMIT. Cut Agriculture Tire only.
7. Must have wheelie bar mounted solid to frame capable of supporting tractors weight. No part of hitch may be connected to the wheelie bars.

8. All drivers must be seated and in control of pulling vehicle anytime motor is started or being started.
9. Seat belts are required and must be worn while in competition.
10. All tractors must have individual working rear brakes.
11. All tractors must have a solid barrier between driver and rear wheels. Barrier must be capable of supporting drivers' weight.
12. All tractors must have wide front ends. Front wheels must track with rear wheels.
13. Hitch height 20 inches and must be parallel to the ground (15 degrees). No attachment point above top of rear end housing.
14. Hitch must be no less than 18 inches from center of rear axle to hitching point.
15. Racing fuel or alcohol is permitted. Nitrous is not acceptable, nor is any bottled fuel or pressured tank.
16. All remaining exposed drive shafts will be shielded 360 degrees by 3/8 inch aluminum or 5/16 steel. Drive shaft must be completely covered, minimum ¼ inch visible at either end.
18. Weights must not extend beyond rear tires.
19. All tractors must have a fuel dump valve for random fuel testing.
20. Weight on class is 5200 lb.

## **TNT Truck & Tractor Pull**

### **Diesel Trucks**

**2.6 max weight of 8000 lbs., 3.0 max of 7800 lbs. (Weight is with driver)**

**\*\*Indoor pulls – each truck will be given 200 additional lbs allowance for smoke pipe set up.**

#### **2.6 Rules:**

**1. Ballast is permitted. Front hanging weights are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck.**

2. The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.
3. Front brakes only are required.
4. The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.
5. An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.
6. All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle.
7. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.
8. The engine is limited to a stock-appearing. 444 Cubic Inch. Engine and transmissions can be interchanged between Dodge, Ford, and GM as long as they came in a 1-ton truck or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed. NO DECK PLATES of any kind.
9. All vehicles must be equipped to direct exhaust upward. Two 3/8-inch diameter bots must be placed through the exhaust pipe in a cross pattern within one inch of each, within 12" of the turbo.
10. A fire extinguisher system is permitted. It must be securely mounted. A complete OEM firewall is mandatory.
11. The complete OEM floor pan is mandatory.
12. Hand throttles permitted. The fuel must be pump #1/#2 diesel, Soy/Biodiesel fuel. No propane or NO2 permitted or any other oxygen enhancers. Racing fuel cells are permitted.
13. Maximum of one P7100 pump limited to one plunger per cylinder. The use of multiple high-pressure common-rail fuel pumps is legal. Power stroke engines with a single factory turbo may utilize a second HPOP.

14. Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted.

15. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline of rear axle or behind.

16. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point.

17. Rear axle bolts must be covered by a cap or shield.

18. Safety switch (rain cap or guillotine) must shut-off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two-inch diameter ring to attach to the sled.

19. Hydraulic steering permitted.

20. Suspension, Front:

A. The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

B. Lowering or raising the vehicle height with suspension modifications is permitted; must be bolt on only; welds permitted for attachment to frame or axle housing. Sway bars, limit straps and camber kits permitted. Traction bars and devices; blocked suspension is permitted. No air bags.

21. The tires must be DOT street tires. Cut tires are prohibited. 102: max outside tire to outside tire.

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

23. Transmissions:

A. Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM

floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure type hose. All vehicles using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of the transmission main body the bell housing area is to be completely covered six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8-inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. All vehicles 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.

B. Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six-inch overlap where it is fastened.

24. The vehicle is limited to a 2.6 inducer bore single turbocharger. No open driveline/deckplates allowed to run 2.6 charger, must be 3.0 smooth bore. The compressor wheel must protrude into a 2.6" bore for 1/8". The inlet will be measured using a 2/605 inch plug the plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove must be inside neck are where intake cover is measured. No MWE groove will be allowed that has a width greater than .200". All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for

making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel.

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

26. Intercoolers are allowed. Dumping/draining of intercooler within 100 feet of track is prohibited.

27. Maximum of 1-ton truck chassis only allowed. Dual front wheels prohibited.

### **3.0 Rules**

1. Ballast is permitted. Front hanging weights are permitted. Front ballast and ballast mounting point must be easily removable, but securely mounted. May not extend more than 60 inches from the centerline of the front axle, and be high enough to clear scale and other pit obstacles. If it hits the scale, it must be removed to compete. Ballast may be added to the bed of truck. If used it must be securely fastened to the bed. Final decisions rest with the technical department.

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

3. The body must be the OEM truck body. Metal aftermarket hoods are permitted. Fiberglass hoods and roll pans only are permitted. All Fiberglass hoods must be shielded on the underneath side with sheet metal or aluminum skin a minimum of .060 thick. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and floor pan is recommended. Only factory installed Pickup beds or commercial style aftermarket bed must be installed. NO FLATBEDS.

4. Front wheel hydraulic functional brakes are mandatory.

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

6. Non OEM rear-end housings are permitted.

7. An OEM transmission and transfer case are accepted. They may have been an option on a one ton or smaller pickup. .Driver Restraint System or the OEM restraint system is mandatory and must be worn. Driveshaft Loops: All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least 1/4 steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle
8. The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic Inch limit of 444 Ci. Water pumps may be factory or electric powered. Electric cooling fans are permitted.
9. All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment or through the hood. Stacks' exiting through the fender well are prohibited. Two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as possible. This will be teched. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification.
10. A fire extinguisher system is permitted, it must be securely mounted All vehicles must have at least a 2 1/2 lb extinguisher with working gauge mounted within drivers reach.
11. Diesel fuel ONLY
12. The fuel injection pump is limited to cylinder number specific (I.e. 6 cylinder pump on a 6 cylinder motor). Dual high pressure common rail fuel pumps or HPOPs are permitted. P3000 or P7100 only Ag governors are allowed. No Sigma or 12 cylinder pumps allowed. A 3 way dump valve must be installed close to pump on all manual pumps and operated from the driver's compartment. Hand throttles may be used and must be spring loaded to return to idle when released. P3000 or P7100 only on P Pump trucks. No 8600 pumps.
13. All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.
14. The hitch may be a receiver- style hitch or a custom drawbar type. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle and



must remain inside the frame rails. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be stationary in all directions. Bumper may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum of 3 inch by 3 3/4 inch inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point.

15. Factory style or aftermarket intercoolers are allowed. Water to air intercoolers allowed. Ice and water must be weighed at the time of crossing the scales

16. All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck for trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks. Kill switch failure will result in disqualification. If during competition the kill switch slides loose or falls out distance will be measured. Securing the kill switch is the driver's responsibility.

17. Nitrous Oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.

18. Propane is prohibited. All system components must be removed from the truck.

19. The vehicle may retain the original OEM steering gear or use an electric over hydraulic steering. Additional stabilizers are permitted.

20. The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (I.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.

21. The tires must be DOT street tires, with a tire limit size of 35 inches. Cut tires are prohibited.

22. Transfer case – After-market allowed

23. Automatic Transmission - Non - OEM transmissions are prohibited. The transmission must have been an option for a one ton or smaller truck. Aftermarket torque converters, valve bodies

and internal components are permitted. Transmission brakes are prohibited. Any non -OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high pressure type hose. All automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must be from the rear of the engine block and extend rearward onto the transmission, with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1

24. Manual Transmission: After-market transmissions are allowed. Must have an SFI Clutch and Flywheel spec of 1.1 or 2.1. SFI approved Blanket of 4.2 or SFI Clutch can with a Spec of 6.3

25. The vehicle is limited to a single 3.0 smooth bore only. NO MWE allowed. Must protrude no less than 1/8 inch into a 3 inch bore.

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

27. The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inch center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. All vehicles must cross scales and enter the track under their own power. All 3.0 Trucks with open driveline, truck wheel base must not exceed 158 inches.

## **TNT Truck & Tractor Pull**

### **4300 Light Pro-Stock Trucks**

#### **Frame**

1. Factory sheet metal may run fiberglass hood.
2. Firewall to remain in factory location: driver seat, steering wheel and driver must remain on left side.
3. Full length factory compact truck frame rails only; can reinforce from front to back; may not add to rear of frame length.

4. Must be compact style truck; S10, Ford Ranger, D50, Jeep Comanche, etc., no full size. Any kind of motor to any kind of body.
5. Wheelbase must not exceed 109 1/4" from center of rear axle to center of front axle.
6. Front windshield mandatory, (can use glass or Lexan); all other glass optional.
7. Beds must be covered if cut out; tailgate are optional.
8. Trucks may not be any longer than 153" max. That's from center of rear end to the farthest point forward including weights.
9. Weight may be mounted on sled stops. No moveable weights while truck is in motion, this includes the driver.
10. Overall length 52 inches from center of rear axle to the farthest most point including sled stops.
11. One ton rear ends max.
12. One ton 4, 5, or 6 speeds must have all working gears; OEM transmission max. No cut gears can run automatic and stall converter.
13. Rear tire size-max 33x12.50 DOT approved on 10" wheels max. No truing of tires.
14. Double disk clutch maximum. No centripetal clutches. No glide type clutches. Pedal style clutches only.
15. Sled stops on the truck are NOT part of the frame.

### **Engine**

16. 406 cubic inch small block max (the 351 Cleveland will not be allowed in this class), any aftermarket cast iron block. 2 or 4 barrel Intakes, cast iron or aluminum, may run after market, intake may not exceed 7" tall that is from the base of the carburetor to the top of the engine. (China wall)
17. Any cam and any lifter allowed. Cam and cam bearing must stay in original location kind, no scent additives.
18. Heads cast iron only; may port and polish, may run after market, no 18 degree or lower heads allowed, no aluminum heads. No tolerance on head measurements. Max of 2 valves per cylinder.

19. Factory style distributor; in factory location. Aftermarket distributors are allowed, but it must be in factory position. NO MAGS.
20. Up to one 4 barrel, naturally aspirated carburetor, 850 CFM maximum with factory number on choke housing. Choke housing must remain stock. Numbers may not be altered. All air must go thru Ventura. Carburetor "No Go Tool" must not exceed below factory casting ring in non-modified Ventura. Tool must not enter bottom base plate. All other alterations are acceptable.
21. Exhaust headers may go up or back and down, no turnouts.
22. Can run Rev. Limiter cannot use ignition box that can alter timing when in motion.

### **Engine & Fuel**

23. Must run Spec fuel only Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P. C-12, C-14, C-16, Torco 112, 114, 116. No alcohol, no nitro propane, no pro oxide, no pro blend, no oxygen carries of any Sunoco-Purple 110; Blue 112, testing.
24. All trucks must have a fuel dump valve for random fuel testing.
25. There will be a 1% tolerance on all engine measurements.
26. NO traction or timing control of any kind allowed.

### **Hitch**

27. Stationary in all directions; center of axle to point of hook 39 ¼ inch min.
28. Height is 27" to point of hook to ground max.
29. Hole will be no less than 3" in diameter: 1" min from edge of hole, 3" wide, 3 ¾" deep.
30. No "L" shaped hitches.
31. Hitch may not exceed past front of bed, anchor pin not to be less than 7/8" diameter.
32. No part of hitch to exceed 36" tall. Top stop not part of hitch.
33. No part of hitch adjusters are allowed past hitch point.

## **Safety**

34. Steel flywheel and safety bell housing and block plate. ¼" shield 360 degrees: around the engine balancer; not less than 2" wide, except SFI approved balancer. Any SFI approved flywheel is allowed.
35. Engine cooling fans shielded 360 degrees; electric fans may not be covered.
36. Block shields must run the full length of engine and from top of frame to 1" above spark plugs.
37. All drive shaft loops must be within 18 inches of u-joint. Minimum dimensions on loop material are: .125 for steel, .250 for aluminum and 1" wide. No chains or cable to be used for loops. U-joints must be covered on top and both sides.
38. No fuel tanks or fuel lines in driver's compartment, or batteries, batteries mounted in bed or engine compartment.
39. Must have neutral start switch with light mounted in rear and in cab to show in neutral.
40. Weight on class is 4300 lb.
41. All vehicles must have a complete body with the exception of tailgates, mirrors, front and back bumpers.

# **TNT Truck & Tractor Pull**

## **Pro Street 2wd Trucks**

### **Hitch**

1. No chains or cables.
2. 42 inch minimum front the center of the rear axle to the hooking point.
3. Hitch must be stationary in all directions.
4. 28" max hitch height

### **Engine**

1. 470CI Limit 1% tolerance
2. Engine must match the manufacture make of the truck

3. Limited to one Holley 4777 carburetor.
4. Only the jets and pump can be modified
5. Air cleaner assembly must fit under the hood
6. Cast iron intake only
7. 2" max on any spacer between the carburetor and the intake
8. Engine must have factory type oil system, no dry sump oiling system allowed.
9. Oil pump must be in factory location.
10. No shaft style rocker arms, must have stud mounted rocker arms.
11. Roller rockers are permitted
12. No titanium valves
13. Any battery powered ignition may be used.
14. Headers are permitted and can exit through the hood or underneath
15. Electric fuel pumps are allowed.
16. Cool cans are permitted, but not in the cab
17. Solid mechanical cast camshafts allowed, must use OEM type steel lifter
18. No roller, mushroom, ceramic, shubek, etc lifters are allowed.
19. No 502 blocks are allowed, no after-market blocks allowed. Must be OEM block.
20. No belt drive timing components, must have chain in oil.

### **Cylinder Head**

1. Chevrolet allowed – oval port head.
2. Ford allowed – Dove head.
3. Dodge allowed – 906, 452, 915 casting numbers
4. Cylinder heads can be ported and polished, no modifications of the port location and no raised runners are allowed. No homemade gaskets that modify port.

## **Body and Chassis**

1. Must run a full truck body, no less than ½ ton, no more than 1 ton.
2. Frame must be OEM with bracing. No homemade frames allowed.
3. Body or bed alterations to gain class advantage is prohibited.
4. Beds can be gutted, but must run factory fronts and sides.
5. Tires must be covered, if the bed is gutted then it must be covered.
6. No cutting or gutting inside the cab, however, any pieces or components that can be unbolted can be removed. Driver must remain in stock location.
7. Traction bars and struts are allowed.
8. Front inner fender wells can be removed.
9. Must have factory suspension, can be solid with working front brakes.
10. Cross member can be notched for oil pan.
11. Must have doors and hood and must remain in the factory location.
12. Factory tank in the original location or in the bed.
13. Tailgate may be removed for the safety of the person hooking the sled.
14. Bumpers are optional.
15. Must run factory and rear glass cab, sides are optional.
16. No narrowing of rear ends.
17. Sled stop cannot be longer than 12" past the bed.
18. Weight can NOT exceed 48 inches from center of rear axle to the farthest part of weight.
19. Front weights must be under the hood and in the engine compartment. No weights can extend past the grill.
20. 33x12.5x16.5 max street legal tires only. No cut tires.
21. Stall convertors are allowed.
22. Maximum 5 speed manual transmission.
23. 134" max wheel base (from the center of the front wheel to the center of the rear wheel)

24. Radiator must remain under the hood and in the front of the engine.
25. Big rear ends allowed.
26. Must have factory hubs that wheels bolt to.
27. No cut gears or transfer case allowed.
28. No centrificle clutches.

### **Weight**

Weight for the class is 5200 lbs (including driver).

## **TNT Truck & Tractor Pull**

### **Super Stock 4x4 Trucks**

- 1) Kill switch mandatory (must be operable, not tied, will be checked for function).
- 2) No Nitrous Oxide allowed.
- 3) Hitch height 26". Hitch hole must be 3" wide by 3 ½" long.
- 4) No part of front weight bracket to extend more than 60" from center of front differential.  
Small tow hook or D ring allowed for towing purposes.
- 5) Hitch point must be at least 36% of wheelbase. Measure from center of rear differential to the back of hole.
- 6) One gas only carburetor. Must be naturally aspirated. No turbo. No nitrous additive. No alcohol. No tunnel rams. No oxygenated fuels or additives to change smell.
- 7) Tires must be DOT legal. Tire options up to 35" x 12.50.
- 8) Open headers allowed, can be down swept or upright.
- 9) Pro-fab transfer case allowed or factory transfer case.
- 10) Wheelbase maximum 134".
- 11) 509 cubic inch limit (1% tolerance).



- 12) Must have SFI safety approved bell housing or blanket if automatic. Must have SFI approved harmonic balancer or cover.
- 13) Must have drive shaft loops to cover universal joints.
- 14) Helmets, fire extinguisher, and fire suits are mandatory.
- 15) 1 ½ ton rear ends allowed, no military rear ends.
- 16) Differential housings can be no larger than a 106 housing.
- 17) The rear of engine block to center of front axle can be no LESS than 12”.
- 18) Truck must have fender wheels, sheet metal, or aluminum to cover motor from end to end.
- 19) Trucks must be full size truck body. No Rangers or S-10’s, etc.
- 20) Fuel test will be checked randomly.
- 21) OEM transmissions and transfer case.
- 22) No drop box.
- 23) Any conventional style head is acceptable but no spread port heads.
- 24) No big chief or big duke heads.
- 25) Maximum weight of vehicle is 6200 lbs including driver.



## **TNT Protest Procedure**

**1/1/2020**

- 1. Protest must be submitted in writing to the TNT secretary within 10 minutes of the end of the class being protested. Once the protest has been submitted, it cannot be withdrawn. In the case that protestor does want to withdraw protest, the fee will not be refunded and will be split between person being protested and the tech official per the fee schedule documented in this procedure.**
- 2. Protestor must be a current TNT member in the class that they are protesting. Any puller in the class who is a member, can protest regardless of their finish position.**
- 3. A protest fee must be submitted along with the written protest. The fee must be cash or check (made payable to TNT Truck & Tractor Pull).**
- 4. Once a protest has been confirmed, the vehicle being protested will be quarantined on the track, visible for all to see. Cones will surround the vehicle and no one will be allowed inside cones.**
- 5. Once the protest inspection begins, only the tech official, owner of the protested vehicle, one crew member may be present during the teardown.**

- 6. If a vehicle is found illegal, the protested puller will lose all prize money and points for the pull and will not be eligible to pull protested vehicle for 2 consecutive pulls. If the vehicle is found illegal twice for the same infraction, the vehicle loses all accumulated points and the driver/owner are ineligible to pull for one year from date of second infraction.**
- 7. If protested puller refused to allow protest to happen or continue until complete, that vehicle will not be allowed to compete for 12 months from the protested date.**
- 8. Protested puller is responsible for teardown of vehicle.**

**Protest fees:**

**\*Complete motor teardown - \$1200**

Will include complete teardown including carb, pulling of one head, checking bore and stroke, pulling cam shaft if needed (tech's discretion).

**\$200 will go to the techs performing the procedure**

**\$1000 to the party that is found correct in the protest**

**\*Fuel, Turbo, Hitch, Wheelbase, Carburetor, Blower, Weight box, Sled, Cubic Inch Check on Pump, Nitrous, Transmission, etc - \$300**

\$100 will go to the techs performing the procedure

\$200 to the party that is found correct in the protest

### **Teardown Procedures:**

**\*Cubic inch check on pump – tech has the choice of which head to pull or which cylinder to check.**

### **Formula to be used:**

*.7854 x stroke x bore x bore x number of cylinders*

**All vehicles will be pumped in the following manner:**

- 1. Protested vehicle will be given an adequate amount of time to cool (tech's discretion).**
- 2. Tech has the choice of which head to pull or which cylinder to check.**
- 3. Cylinder will be pumped 2 times. If found illegal, protested puller may take option of removing the head to prove the pump wrong.**

- 4. There will be no cubic inch pump protest in any diesel vehicle. All diesel cubic inch protests must be done by complete tear down of motor with measure of bore and stroke for accuracy.**

**Diesel Fuel check procedure:**

- 1. TNT Tech must wear rubber gloves during procedure.**
- 2. Tech will collect fuel sample from fuel tank with suction tube provided by TNT (approximately 4-5 ounces of fuel).**
- 3. Fuel sample will be placed in a glass container until fuel reaches ambient temperature (verified by TNT phoebe thermometer).**
- 4. Once fuel reached ambient temperature, fuel sample will be placed in a TNT provided styrofoam cup simultaneously with stop watch starting timer.**
- 5. Sample will remain in the Styrofoam cup for 4 minutes. Any fuel leaking from cup within the 4 minutes will result in failed fuel test.**
- 6. TNT Tech decision will be final.**