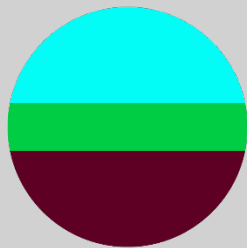




# 2026

## Official Rule Book



# holganix

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**2026 OTTPA EXECUTIVE BOARD**

<b>CHIEF OPERATING OFFICER</b> <b>Kyle Petsch</b> 402-730-0043 (C) kyle@outlawpulling.com	<b>OTTPA PRESIDENT</b> <b>Ron Stone (Announcer)</b> 785-766-2133 (C) ron@outlawpulling.com
<b>EXECUTIVE VICE PRESIDENT</b> <b>(Appointed by Chief Operating Officer)</b> <b>Dave Nelson</b> 515-574-9519 (C) dave@outlawpulling.com	<b>PRESIDENT OTTPA BOARD</b> <b>(Elected by OTTPA Board: 1-year term expires 2026)</b> <b>David Yarick</b> 417-448-4182 (C) dyarick@outlook.com
<b>OTTPA EXECUTIVE DIRECTOR</b> <b>(Appointed by Chief Operating Officer)</b> <b>Doug Ridder</b> 573-280-1370 (C) dougr@outlawpulling.com	<b>OTTPA PROMOTER</b> <b>(Elected by OTTPA Board: 3-year term expires 2028)</b> <b>Kurt Kooima</b> 712-470-3106 (C) kooimak@yahoo.com
<b>OTTPA TECH AND FIELD OPERATIONS DIRECTOR</b> <b>(Appointed by Chief Operating Officer)</b> <b>Ryan Boysen</b> 712-880-0178 (C) boysen4240@gmail.com	<b>FULLPULL ENT. REPRESENTATIVE</b> <b>Chase Richardson</b> 270-868-0313 (C) chase@fullpull.us
<b>WPI REPRESENTATIVE</b> <b>Ned Walliser</b> 317-319-2601 nwalliser@ntpapull.com	

**NOTE:** If an OTTPA promoter is no longer associated with an OTTPA event, the OTTPA board will elect a new OTTPA promoter at the next annual OTTPA board meeting.

**2026 OTTPA BOARD**

The OTTPA Board will oversee rules & safety for all classes, purse & payout recommendations, etc. and forward all info to the Executive Board through the OTTPA board President. Terms are for 3 years.

**NOTE:** If a class board member changes to a different class, is no longer an OTTPA member, the class will elect a new class board member at the next annual OTTPA meeting.

\* OTTPA President (Appointed by the OTTPA board from 1 of the 19 members on the board for a 1-Year Term).

<p><b>David Yarick* Board President &amp; PS CLASS (Term expires 2026)</b>                  9994 SW CR 7007, Rich Hill MO 64779                  417-448-4182 (C)                  dyarick@outlook.com</p>	<p><b>LLP CLASS: Brady Goslar (Term expires 2028)</b>                  1140 K Ave, Ute, IA 51060                  712-882-3171 (C)                  bgoslar@hotmail.com</p>
<p><b>MODIFIED MINI CLASS: Ron Stone</b>                  12525 W 134th Pl, Overland Park, KS 66213                  785-766-2133 (C)                  ron@outlawpulling.com</p>	<p><b>SF CLASS: Chad Weitzenkamp (Term expires 2028)</b>                  206 County Rd 20, Hooper, NE 68031                  402-720-3776                  chadweitzenkamp@gmail.com</p>
<p><b>P4x4 CLASS: Mike Cumpton (Term expires 2026)</b>                  38401 E St. Rt. B, Creighton, MO 64747                  816-309-6312                  mlcumpton69@gmail.com</p>	<p><b>LPS CLASS: Dave Novak (Term expires 2028)</b>                  57546 826 Rd, Howells NE 68641                  402-615-1070(C)                  David-Theresa-Novak@hotmail.com</p>
<p><b>MOD CLASS: Craig Ulmer (Term expires 2027)</b>                  1790 140<sup>th</sup> St, Larchwood, IA 51241                  605-413-8719 (C)                  Craig_ulmer@hotmail.com</p>	<p><b>LSS(AG) CLASS: Cory Schlueter (Term expires 2026)</b>                  26827 CR 321, Carrollton, MO 64633                  660-322-0597(C)                  schluetercory@gmail.com</p>
<p><b>2WD CLASS: Robert Zajieck (Term expires 2027)</b>                  1001 Commerce Lane, Columbus TX 78934                  979-732-7560 (C)                  qualityfertilizerinc04@yahoo.com</p>	<p><b>DSS CLASS: Tyler Boeckman (Term expires 2027)</b>                  1412 Killdeer Ave, Waverly IA 50677                  319-239-2941 (C)                  jdpulling.power@gmail.com</p>
<p><b>LSS CLASS: Allen Ulmer (Term expires 2027)</b>                  256 E. Poplar St.                  605-660-2921 (C)                  aulmer@goldenwest.net</p>	<p><b>4WD CLASS: Layne Thornton (Term expires 2026)</b>                  1880 160th Street Gravity IA 50848                  712-542-7332                  laynethornton1960@gmail.com</p>
<p><b>NA2WD CLASS: Loy Woerman (Term expires 2027)</b>                  580 County Rd K, North Bend, NE 69649                  402-380-8701 (C)                  loywoerman@gmail.com</p>	<p><b>3200 SUPER FIELD CLASS: Adam Cerv (Term expires 2026)</b>                  310 Cherry St. Clarkson, NE 68629                  402-750-9738 (C)                  acerv73@hotmail.com</p>
<p><b>PRO STOCK SEMI CLASS: Brent Roberts (Term expires 2026)</b>                  26575 State Hwy B                  660-254-9670 (C)                  brentroberts5.9@hotmail.com</p>	<p><b>3.0 &amp; 2.6 DIESEL TRUCK CLASS: Skyler Leeper (Term expires 2028)</b>                  1095 Grace Place, California, MO 65018                  573-619-4432 (C)                  jdrules6030@gmail.com</p>
<p><b>540 LITE PRO CLASS: John Narigon (Term expires 2028)</b>                  24406 482nd Ave, Dell Rapids, SD 57022                  605-360-4118                  inrepair@siouxvalley.net</p>	<p><b>LLM CLASS: BOWDIE OTTE (Term expires 2028)</b>                  55928 843rd, Norfolk, NE 68701                  402-750-5678                  bowdie@northeast.edu</p>
<p><b>INDEPENDENT: Allen Andrews (Term expires 2027)</b>                  30295 471<sup>st</sup> Ave, Beresford, SD 57004                  605-351-0814 (C)                  dakota_deere@hotmail.com</p>	<p><b>INDEPENDENT: Mark Ulmer (Term expires 2027)</b>                  453 E Heil St, Menno, SD 57045                  605-660-3610 (C)                  mculmer@gwtc.net</p>

**SUPPORT STAFF**

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**SUPPORT STAFF**

<p><b>OFFICE MANAGER</b></p> <p><b>Susan Dunklau</b> 710 N. 12th, Arlington, NE 68002 402-618-7545 (C) susan@outlawpulling.com</p>	<p><b>HEAD EVENT ENTRY CLERK</b></p> <p><b>Lori Bauer</b> PO Box 163, Paton, IA 50217 515-370-0331(C) lorijeانبauer@yahoo.com</p>
<p><b>LIVE STREAM PRODUCTION MANAGER</b></p> <p><b>Kenzie Thieding</b> 608-495-1689 (C) mlthieding@gmail.com</p>	
<p>All support staff positions are appointed by the OTTPA Chief Operating Officer</p>	

***Director of Technical Services Responsibilities:***

- Hiring of Tech Officials for all OTTPA events.
- Will have final say on all safety and competition decisions at events.
- Head of all OTTPA Fuel & Water testing and will have the final decision on all results.
- If not at the event, the director will appoint one tech official as the Head Tech official for the missed event.
- Director/Head Tech Official appoints the duties of the tech officials at events.
- Responsible for track preparation, sled setting, pull-offs, , etc.
- Responsible for track markers, leader flag, fire extinguishers, radios, lasers, tech & testing supplies, etc. and budget for said items.

***Tech and Field Operations Director Responsibilities (Competition Director):***

- This person will be responsible for finding factual information on vehicles the director inspects at events.
- This person will handle protests by gathering information, collecting the protest funds and reporting findings to the OTTPA Executive Board to decide penalties.

***Entry Clerk:***

Each event will have 1 entry clerk per track.

## 2026 OTTPA TECH OFFICIALS

<b>Jadin Beckwith</b> Hooper, NE 402-253-9204 <a href="mailto:jadinbeckwith@gmail.com">jadinbeckwith@gmail.com</a>	<b>Ryan Boysen</b> West Point, NE 68788 712-880-0178 <a href="mailto:boysen4240@gmail.com">boysen4240@gmail.com</a>	<b>Lauren Boysen</b> West Point, NE 68788 712-420-0182 (C) <a href="mailto:laurenboysen17@icloud.com">laurenboysen17@icloud.com</a>
<b>Seth Champman</b> Kansas City, MO 816-824-6216 <a href="mailto:sethchampmanffa11@gmail.com">sethchampmanffa11@gmail.com</a>	<b>John Comstock</b> Belton, MO 64012 816-775-9571 (C) <a href="mailto:huskertank@hotmail.com">huskertank@hotmail.com</a>	<b>Chris Dvorak</b> Ames, NE 402-719-5551 <a href="mailto:chris.dvorak7@icloud.com">chris.dvorak7@icloud.com</a>
<b>Brady Jedlicka</b> Schuyler NE 68661 402-615-4997 <a href="mailto:bradyjedlicka@gmail.com">bradyjedlicka@gmail.com</a>	<b>Tom Kauffman</b> Pilot Mound IA 50223 515-570-2287 <a href="mailto:tktechfarmer54@gmail.com">tktechfarmer54@gmail.com</a>	<b>Jonathan Kooima</b> Rock Valley, IA 51247 712-470-5314 <a href="mailto:jonkooimatrucking@gmail.com">jonkooimatrucking@gmail.com</a>
<b>Connor Leslie</b> 254-396-0896 <a href="mailto:cldieseldoctor@gmail.com">cldieseldoctor@gmail.com</a>	<b>Jay Leslie</b> Stephenville, TX 76401 254-396-2613 (C) <a href="mailto:jldieseldoctor@gmail.com">jldieseldoctor@gmail.com</a>	<b>Greg Lusetto</b> Bridgeport, NE 69336 308-262-0740 (c) <a href="mailto:lusetto@gmail.com">lusetto@gmail.com</a>
<b>Will Manns</b> Lee's Summit, MO, 64063 816-225-6806 (C) <a href="mailto:manns969@gmail.com">manns969@gmail.com</a>	<b>Mike McCoy</b> Hamilton, MO 816-262-4470 <a href="mailto:Mc2tools@yahoo.com">Mc2tools@yahoo.com</a>	<b>Patrick Meneough (PJ)</b> Manilla, IA 51454 712-269-7273 <a href="mailto:pmeneough@gmail.com">pmeneough@gmail.com</a>
<b>Cody Prichett</b> West Point, NE 402-260-9964 <a href="mailto:codyprichett2017@gmail.com">codyprichett2017@gmail.com</a>	<b>Roger Reynoldson</b> Madrid, IA 50156 515-669-4579 (C) <a href="mailto:madridtigersfan@yahoo.com">madridtigersfan@yahoo.com</a>	<b>Brad Riney</b> Lane, KS 66042 913-200-5301 <a href="mailto:prattfire23@gmail.com">prattfire23@gmail.com</a>
<b>Clint Smeal</b> Tekamah, NE 402-321-6301 <a href="mailto:smealgt@gmail.com">smealgt@gmail.com</a>	<b>Preston Souderup</b> West Point, NE 402-719-3135 <a href="mailto:sonderupp36@gmail.com">sonderupp36@gmail.com</a>	<b>Jeremy Sparger</b> DeLeon TX 76444 254-734-5931 (C) <a href="mailto:jeremysparger@gmail.com">jeremysparger@gmail.com</a>
<b>Rob Stackhouse</b> Diagonal, IA 50845 641-234-0087 <a href="mailto:rstackhouse1101@gmail.com">rstackhouse1101@gmail.com</a>	<b>Zack Vigliaturo</b> Independence, MO 64052 816-668-3804 <a href="mailto:guinnessdog101@gmail.com">guinnessdog101@gmail.com</a>	

## 2026 OTTPA TECH OFFICIALS

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WARRANTY DISCLAIMER The rules promulgated in the 2026 Pulling Rules for the sport of tractor and truck pulling, and the rules relating to the safety of equipment are the responsibility of each driver who participates in the sport of truck and tractor pulling under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of neither these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, bystanders or spectators. Specification and rules set forth in the 2026 OTTPA Pulling Rules were voted for by competing members at our annual banquet and/or approved by the 2026 OTTPA Board of Directors.

All participants in an OTTPA sanctioned event must assume all liability for any damage or loss caused by or from their equipment and the use thereof. The OTTPA specifically states that if it has not tested any equipment or use of equipment that it refers to in the 2026 Pulling Rules and makes no warranties either specified or implied with regard to or any use thereof. The user must look to the manufacturer with regard to said warranties.

It is the responsibility of the competitor and / or owner, not OTTPA, WPI, or any promoter to ensure all safety equipment is approved or certified as required by the OTTPA Pulling Rules and correctly installed, worn, maintained, and used as certified by the manufacturer.

Unauthorized vehicles, parts, and / or equipment will not be considered approved by reason of having passed through technical inspection at any time, or any number of times. Having passed through the inspection at any time or any number of times, is not a defense of a violation that is discovered at any time.

**2026 OTTPA MEMBERSHIP**

The OTTPA license is like a driver’s license. It will have the OTTPA logo, your name, address, social security number, class and insurance information. All competing memberships will be valid from January 1, 2026 to December 31, 2026.

**Competing Membership & Insurance Fee & Dates:**

- Can join the day of a pull - \$450.00
- Postmarked by 03/31/2026 \$350.00
- Postmarked after 03/31/2026 \$450.00

**Competing Membership Includes:**

- 2026 Competition License Card
- 2026 Insurance Card
- Two OTTPA Decals
- Four (4) All Access Pit Passes

**Vehicle Registration Fee**

- Per Vehicle \$350.00

**NOTE:** You must specify a class of registration for the vehicle when paying membership.

**OTTPA Points Fee**

- Per Vehicle \$150.00
- Required to participate in the OTTPA points championship and receive points at each event to receive year-end awards and points fund payout.

**Insurance Coverage Summary**

The following is a brief summary of insurance coverage for those who hold an OTTPA Membership:

- Insurance coverage at event site for any OTTPA sanctioned K&K-insured event includes: \$5 million liability; \$150,000 Medical and Dental; and \$25,000 Accidental Death and Dismemberment.
- Spouse and dependent children have AD&D, Medical and Dental coverage for accidents while on site at OTTPA sanctioned events when the promoter is using OTTPA/K&K Promoter’s insurance.
- For information on insurance coverage, loss reports, etc., refer all calls/correspondence to: K&K Insurance Agency, 1712 Magnavox Way, PO Box 2338, Fort Wayne, IN 46801. Phone 219.455.3000.

**Purse Winnings Checks – 180 Day Expiration**

All competitors that receive a check for class purse winnings must deposit or cash the check within 180 days from the time that it is issued by the OTTPA. If not it is subject to be voided and a new check will not be issued.

### HISTORY OF OTTPA CHAMPIONSHIP PULLING

The sport of pulling can trace its roots back to the early days of draft horse pulling at the county fairs in the early part of the 20th century.

One of the first recorded “motorized” pulling event took place in 1929 at Bowling Green, Missouri. As the sport of tractor pulling started taking shape, it grew throughout the 1950’s and 1960’s. What it lacked through the years was a uniform set of rules from county to county and from state to state. Competitors never knew what the rules were going to be from event to event. By the 1970’s different associations across the country were formed to establish uniform rules and give the structure it needed. One of the associations formed was the Outlaw Truck & Tractor Pulling Association.

Since its founding in 1982 OTTPA has placed high priority on keeping pulling a safe and competitive sport for the competitors and the fans. The OTTPA rulebook has evolved to meet that goal. Today OTTPA has one of the safest records in all of motorsports.

What began back in OTTPA’s infancy has grown into a major motorsport, with some 400 members, who compete in 19 different classes throughout the Midwest from South Dakota to Texas. The OTTPA has come a long way since its humble beginnings to become one of the most recognized sanctioning bodies in the motorsport of truck and tractor pulling, stressing safety and fair competition.

### APPLICATION OF RULES

When applying the rules outlined in the OTTPA Rule Book, there are three classifications of rules, each with a specific order of application:

1. **General Rules:** These apply to all members across all classes.
2. **Truck or Tractor General Rules:** These build upon and clarify the General Rules, depending on the type of pulling vehicle.
3. **Class-Specific Rules:** These further refine and add to the Truck or Tractor General Rules for each specific class.

In some cases, divisional or class-specific rules may override General Rules, either permitting or prohibiting something that the General Rules address differently.

### SECONDARY RULES OVERSIGHT

All OTTPA members and one-time hook pullers must adhere to the rules in the OTTPA Rule Book and the safety related rules in the latest NTPA Rule Book.

## Section 1 - OFFICIAL OTTPA DIVISIONS & CLASSES

Three divisions with twenty-one different classes of competition comprise the OTTPA. They are listed as follows:

Tractors				Jump Up Class
35PF	3500 RPM Pro-Farm Tractor		8,200 lbs.	LLP
32SF	3200 RPM Super-Field Tractor		9,000 lbs.	LLP
LLP	Light Limited Pro Stock Tractors		8,500 lbs.	SF
SF	Super Farm Tractor		9,200 lbs.	LPS
LPS	Limited Pro Stock Tractor		9,500 lbs.	540
540	540 Light Pro Stock Tractor	Component	8,500 lbs.	PS
		Cast Chassis	8,700 lbs.	PS
PS	Pro Stock Tractor		10,000 lbs.	DSS
LSSAG	Light Super Stock (AG) Tractor	Alcohol	6,000 lbs.	LSS
		Diesel	6,300 lbs.	LSS
LSS	Light Super Stock Tractor		6,200 lbs.	DSS
DSS	Diesel Super Stock Tractor	Component	8,200 lbs.	NA
		Cast Chassis	8,500 lbs.	NA
Modified Tractors				
LMRT	Limited Mini-Rod Tractor	Supercharged	1,950 lbs.	SMRT
		NA over 512 CID	1,950 lbs.	SMRT
		NA under 512 CID	2,000 lbs.	SMRT
SMRT	Super Modified Mini-Rod Tractor		2,050 lbs.	NA
LLM	Light Limited Modified Tractor	Base Weight	6,000 lbs.	NA
		Under 750 CID	7000 lbs.	NA
		T53-L13 w/water	6200 lbs.	NA
		T53-L11	7000 lbs.	NA
	Diesel under 450 CID	7000 lbs.	NA	
MOD	Modified Tractor		7,400 lbs.	NA
Trucks				
P4x4	Pro Stock Truck		6,200 lbs.	NA
PSD26	Pro Street Diesel 4x4 2.6		8,000 lbs.	PSD30
LPD30	Limited Pro Stock Diesel 4x4 3.0		8,000 lbs.	PSD36
PSD36	Pro Stock Diesel 4x4 3.6		7,800 lbs.	SSDT
SSDT	Super Stock Diesel Truck		7,500 lbs.	NA
4WD	Modified 4WD Truck		6,350 lbs.	NA
2WD	Super Modified 2WD Truck		6,200 lbs.	NA
NA2WD	Naturally Aspirated 2WD		6,200 lbs.	2WD
PSS	Pro Stock Semi Truck		20,000 lbs.	NA

### 1.1 - Class Jumping

- Class jumping is defined as entering a vehicle into a next upper-class level that has less restrictive rules than a vehicle could fit into. If jumping up a class, the vehicle must be OTTPA legal for that class (i.e.- any class with mandatory rules for turbo, fuel, water, etc. the vehicle must run that turbo, fuel, etc. to jump up a class.)
- Class jumping is only allowed if the class that the vehicle is normally registered for is not offered at the pulling location (i.e. – Ravenna, Wisner) for the duration of the event, even if the event is a multi-session event or multi-day event.
- A vehicle is only able to jump up 1 class level according to the listed Jump Up Class for the normally registered class for the vehicle in the list of Official OTTPA Divisions & Classes.
- A vehicle may not exceed any rule or regulation for the class it is jumping into.
- OTTPA reserves the right for the OTTPA Event Rep to decide for the event on what class jumping will be allowed.

**Section 2 - YEAR END POINT FUND PAYOUT**

**Section 2 - YEAR END POINT FUND PAYOUT**

**2.1 - Points Fund Payout:**

For a class to qualify for a year-end points fund payout, the class must have a minimum of 5 hooks and 3 or more vehicles competing for the championship. The payout is a pre-determined purse as outlined in the chart below. These funds are paid out at the annual awards banquet.

**2.2 - National Class Points Fund Payout**

Class	Points Fund Total	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>
PSD26	\$1,600	\$500	\$380	\$320	\$250	\$150
LPD30	\$7,500	\$2,250	\$1,875	\$1,375	\$1,125	\$875
PSD36	\$1,600	\$500	\$380	\$320	\$250	\$150
P4x4	\$10,000	TBA	TBA	TBA	TBA	TBA
NA2WD	\$2,500	\$650	\$550	\$500	\$450	\$350
4WD	\$12,000	\$3,500	\$3,100	\$2,500	\$1,900	\$1,500
2WD	\$18,750	\$5,900	\$4,800	\$3,650	\$2,400	\$2,000
3200SF	\$4,375	\$1,375	\$1,125	\$750	\$625	\$500
SF	\$10,500	\$3,150	\$2,625	\$2,100	\$1,570	\$1,050
LLP	\$9,000	\$2,700	\$2,200	\$1,800	\$1,300	\$1,000
LPS	\$11,000	\$3,300	\$2,800	\$2,300	\$1,500	\$1,100
540	\$5,500	\$1,500	\$1,300	\$1,000	\$900	\$800
PS	\$22,500	TBA	TBA	TBA	TBA	TBA
LSS (AG)	\$9,500	\$2,900	\$2,500	\$1,900	\$1,300	\$900
LSS	\$8,000	\$2,900	\$2,500	\$1,900	\$1,300	\$900
DSS	\$6,000	\$2,200	\$1,700	\$950	\$700	\$450
LLM	\$7,500	\$1,900	\$1,600	\$1,500	\$1,300	\$1,200
MOD	\$20,000	\$6,000	\$5,000	\$4,000	\$2,700	\$2,300
MRT	\$2,000	\$550	\$450	\$400	\$350	\$250
PSS	\$4,000	\$1,200	\$900	\$800	\$600	\$500

**2.3 - Regional Class Points Fund Payout**

Class	Points Fund Total	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>
LLP	\$4,000	\$1,000	\$900	\$800	\$700	\$600
LPS	\$4,000	\$1,000	\$900	\$800	\$700	\$600
SF	\$2,000	\$500	\$450	\$400	\$350	\$300

## Section 3 - YEAR END POINTS CHAMPIONSHIP

### 3.1 - General Qualifications & Rules

1. Instructions to run for points and be eligible for end of year payout:
  - a. Buy an OTTPA membership.
  - b. Designate the class the vehicle is registered to accumulate points in.
  - c. Finish in a top 5 points position at the end of year.
2. All members will accumulate points at all events from the date they buy their membership.
3. Pre-entry is not required to collect points.
4. Point Accumulation Process:
  - a. 1st place receives 28 points, if 1st place is a non-points runner, then 1st place is 27 points.
  - b. 2<sup>nd</sup> place receives 26 points, and 1 point less per position down to 18th place or 10 points.
  - c. After 18th place all vehicles who are at the event will receive 10 points.
5. All members will receive 0 points for any hook they miss.
  - a. Exceptions to receiving 0 points for missed hooks.
    - i. The vehicle was entered into the event but broke at an OTTPA event in the previous 3 days.
    - ii. The vehicle was entered in the event but had a family emergency or experienced a natural disaster - to be determined and approved by OTTPA Executive Board
6. If the event is rained out and you are on site at the event, you will get 10 show up points. If you are not yet at the event and it is rained out, to get your 10 show up points you must be close enough to the event to have been there 2 hours ahead of the start time and you have to call the entry clerk listed on the Outlaw App.
7. There is no longer a points chase that would cause a reset of points.
8. The top 5 vehicles are eligible for the end of year points payout.
9. Any vehicle that meets the qualifications through the last 3 hooks of the season for their class can move up into the top 5 during the remainder of the season and be eligible for points fund payout.
10. Dropped Hooks
  - a. Only competition hooks can be dropped.
  - b. Rain outs cannot be dropped.
  - c. A hook cannot be dropped if the vehicle competes at a non-OTTPA event on the same date causing the vehicle to miss the OTTPA event.
  - d. Number of drops are determined based on the number of events at the start of the season. If an event is rained out or cancelled, it does not change the number of drops established at the start of the season.
  - e. Classes with:
 

<b>0 - 9 Hooks</b> - No Drops	<b>19-25 hooks</b> - 2 Drops
<b>10-18 Hooks</b> - 1 Drop	<b>26 + hooks</b> - 3 Drops
11. The vehicle must register for, and attend, the last 3 events of the year for the class it is competing in, or a portion of the payout will be deducted. (Only exceptions would be family emergency, natural disaster, or major breakage to be determined and approved by the OTTPA executive board.)
  - a. Miss 1 of the last 3 hooks, 25% deduction from entitled points fund amount.
  - b. Miss 2 of the last 3 hooks, 50% deduction from entitled points fund amount.
  - c. Miss 3 of the last 3 hooks, 75% deduction from entitled points fund amount.
12. If a competitor misses more hooks than they are allowed per Rule #3.1.10, they will still get paid if they finish in top 5 in points but will only be paid a percentage of the payout based on the percentage of the hooks they made for the year.
 

**Example:** If you finish the season in 5th place, which pays \$500 for your class, but only participated in 60% of the events, you will receive \$300 (60% of the \$500 prize). However, if you missed any of the last 3 events, Rule #10 will apply to the \$300 you are entitled to.
13. You need to have a team member at the banquet to walk across the stage to receive your check and trophy or you will have 25% deducted from your check.

**Section 4 - 2026 OTTPA PURSE PAYOUT**

Class	Min. Purse	Payout Places	Payout Breakdown
PSD26	\$2500	10	\$600, \$475, \$350, \$250, \$200, \$175, \$150, \$125, \$100, \$75
LPD30	\$4500	8	\$1250, \$975, \$700, \$450, \$375, \$300, \$250, \$200
PSD36	\$5500	8	\$1500, \$1200, \$900, \$650, \$450, \$350, \$250, \$200
SSDT	\$5500	8	\$1300, \$1000, \$825, \$700, \$575, \$450, \$375, \$275
P4x4	\$4000	10	\$900, \$675, \$550, \$425, \$325, \$275, \$250, \$225, \$200, \$175
NA2WD	\$2500	9	\$525, \$425, \$350, \$300, \$250, \$200, \$175, \$150, \$125
4WD	\$5500	10	\$1100, \$925, \$775, \$650, \$550, \$450, \$350, \$270, \$230, \$200
2WD	\$5500	12	\$1050, \$900, \$750, \$625, \$525, \$425, \$325, \$250, \$225, \$200, \$125, \$100
3500PF	\$3000	10	\$600, \$500, \$400, \$350, \$300, \$250, \$200, \$150, \$150, \$100
3200SF	\$2350	10	\$450, \$375, \$350, \$300, \$225, \$175, \$150, \$125, \$100, \$100
SF	\$4500	12	\$860, \$715, \$590, \$465, \$365, \$290, \$265, \$240, \$215, \$190, \$165, \$140
LLP	\$4500	12	\$850, \$725, \$600, \$475, \$375, \$300, \$275, \$250, \$225, \$200, \$125, \$100
LPS	\$4750	11	\$1000, \$875, \$750, \$575, \$450, \$300, \$225, \$175, \$150, \$125, \$125
540	\$4500	7	\$1000, \$900, \$700, \$575, \$500, \$450, \$375
PS	\$5500	10	\$1150, \$900, \$775, \$650, \$550, \$450, \$350, \$250, \$225, \$200
LSS (AG)	\$4500	10	\$925, \$825, \$725, \$625, \$450, \$250, \$225, \$200, \$150, \$125
LSS	\$5000	8	\$1250, \$1000, \$750, \$600, \$500, \$400, \$300, \$200
DSS	\$5000	8	\$1250, \$1000, \$750, \$600, \$475, \$350, \$300, \$275
LLM	\$4000	10	\$800, \$650, \$525, \$450, \$375, \$350, \$300, \$250, \$175, \$125
MOD	\$7000	10	\$1325, \$1125, \$975, \$875, \$750, \$625, \$500, \$375, \$275, \$175
LMRT	\$2350	8	\$700, \$500, \$350, \$250, \$175, \$150, \$125, \$100
SMRT	\$4500	8	\$1250, \$975, \$700, \$450, \$375, \$300, \$250, \$200
PSS	\$5000	8	\$1250, \$1000, \$750, \$600, \$475, \$350, \$300, \$275
State	\$3000	8	\$750, \$650, \$550, \$400, \$300, \$200, \$100, \$50

**Section 5 - HOOK FEES**

Class	Total
PSD26	\$45.00
LPD30	\$65.00
PSD36	\$75.00
P4x4	\$55.00
4WD	\$75.00
SSDT	\$75.00

Class	Total
NA2WD	\$40.00
2WD	\$75.00
3500PF	\$40.00
3200SF	\$40.00
SF	\$65.00
LLP	\$65.00

Class	Total
LPS	\$70.00
540	\$65.00
PS	\$75.00
LSS (AG)	\$65.00
LSS	\$75.00
DSS	\$70.00

Class	Total
LLM	\$55.00
MOD	\$85.00
LMRT	\$50.00
SMRT	\$65.00
PSS	\$65.00

**5.1 - Hook Fee Information**

- Members will pay an entry fee using the chart above.
- 1-time hook fee is \$175.00 and the competitor will receive only 2 pit passes.
- If you are not registered two (2) hours before the starting time of the pull, you will receive one warning and pay a \$50.00 extra hook fee for the day, in addition to the regular hook fee. If you are late after the first warning, you will have \$100.00 deducted from your payout for that day.

## Section 6 - PRE-ENTRY PROGRAM

### 6.1 - General Rules

1. A vehicle registered in the pre-entry program for the 2026 pulling season will receive a \$5 per hook discount if registered before May 1st. Members can still pre-enter after May 1<sup>st</sup> at any time but will not receive the discount.
2. If a competitor is in the pre-entry program, they do not have to be on-site the required 2 hours before the event. However, the puller must call the entry clerk no later than 2 hours ahead of time if not hooking at the event or they will forfeit pre-entry for that hook and pay a \$100 fee.
3. Refunds
  - a. All entry fees will be refunded for all rainouts or cancelled events to those vehicles that do not finish in the top 5 in points. If you finish in the Top 5 in points, you will not be refunded your entry fee(s) for any rained-out events.
  - b. If a member receives end-of-year points fund payout, no entries from the season will be refunded.
  - c. If a member can't continue the season for any reason, the entry fees going forward will be refunded.
  - d. At no time during the season will points be removed from a vehicle that cannot continue the season.
  - e. Refunds will be paid at the annual banquet.

## Section 7 - SLEDS

### 7.1 - General Rules

1. All sleds must be of a mechanical device with rider on sled when it is in operation.
2. All sleds also must have workable brakes with a red light that comes on when brake is applied.
3. All sleds must be of a rigid design and stay on the ground to prevent excessive bouncing.
4. All weight transfer mechanisms and sleds, as a unit, must have passed a safety inspection by the North American Sled Owners Association and/or by OTTPA.
5. All sleds used by OTTPA must carry WPI sled insurance.
6. The sled hitch shall be a centered single design with a pivot design not to exceed 30 degrees or less than 10 degrees.
7. The length of the hitch on an official sled shall be 36 inches for minis, 46 inches for truck and tractors (plus or minus 1/2 inch) measured from the point of hitch rearward to the point the chain attaches to the sled.
8. The sled point of hitch will not be more than four (4) inches above ground level.

**NOTE:** Hook for the primary hitch on pulling vehicles are to be painted orange and the hook for the secondary hitch to be painted white.

## Section 8 - SPONSORSHIP DECAL REQUIREMENTS

OTTPA has worked to secure great sponsors and formed partnerships with these vendors to help support the OTTPA and the year-end points fund.

### 8.1 - Competitors are required to:

1. Display all supplied sponsor decals on both sides of the pulling vehicle in a highly visible location.
2. Supplied sponsor decals must be on the pulling vehicle before the vehicle completes a competitive pass down the track or the competitor will not receive any purse check or points for that event.
3. A list of the required decals will be on display at the entry trailer.

**Section 9 - COMPETITION RULES**

**9.1 - Track Set-up**

1. All officially sanctioned contests must have a dirt pulling track meeting the following requirements:
  - a. Minimum of 35 feet wide
  - b. 100 ft of shutdown room at the end of the track.
  - c. Ideal track length between 300-350ft
2. Track is defined as the area within 35 feet in any direction of contest course boundaries, including staging area at the start end and the run-off area at the finish end of the track.
3. No one is allowed on the track except for track officials and contestants when a vehicle is under the green flag.
4. At all times during competition (from the time session starts until it is over), there will be limited access to the track area at the discretion of the track officials.
5. Spectators must be kept 20 feet from the track with a barrier.
6. Track chalk line will be set for a minimum of 320 feet up to the maximum of area allowed. The white out of bounds lines to be the same length
7. No alcohol allowed on the track during the pull.
8. At the discretion of the Head Tech Official a full pull distance can be set.
  - a. During the drivers meeting it will be announced that this could be a potential situation.
  - b. It must be communicated to all pullers in the class that there will be a full pull mark.

**9.2 - Vehicle Operation**

1. If a senior track official feels that a vehicle is unsafe, he has the right to not allow the vehicle to hook.
2. All vehicles are required to drive into position on the track under their own power and leave the track under their own power at the discretion of officials.
3. Any pulling vehicle left running with operator not in the seat will be disqualified
4. Driver must remain seated during a pull.
5. Driver must have complete control of the vehicle at all times.
6. No riders on pulling vehicles.

**9.3 - Pull Order**

1. Contestants must pull at the position drawn within three (3) minutes of the time that the track and sled is in readiness.
2. Any delay will mean disqualification.
3. An official may drop a contestant having mechanical problems to a later position. (Must come back as soon as the mechanical issue is resolved.)

**9.4 - Scaling & Hitch Checking**

1. All contestants must weigh at the scale provided by the sponsoring organization and must abide by the weights shown on those scales.
2. It is recommended that one of the top 5 vehicles in the points standings is the first vehicle over the scale for the class. This will allow the Head Tech to make any decisions that might be needed to adjust the allowed maximum weight for the class based on any discrepancy from the scale being used.
3. All fuel and liquid tanks must be full and safety equipment (i.e. fire suit & helmet) must be on board before crossing the scales.
4. Air pressure in tires and/or air suspensions should be set to approximate settings to be used on the track before the vehicle crosses the scale. If air pressure needs to be changed, it is recommended that a tech official, the class representative, or a person designated by the class rep oversees the change to confirm that the hitch height is not over the maximum for the class.
5. Anyone who is suspected of changing air pressure in tires or suspension will be subject to having their hitch remeasured by a tech official. If the hitch height is found to be illegal, they will lose points and money for that event.

### 9.5 - Hooking and Unhooking to the Sled

1. All vehicles must be in neutral, or park (transmission selector) while being hitched and unhitched to the sled.
2. No portion of the vehicle or weights shall interfere with the sled, chain, or hook during pull or while being hooked or unhooked from the sled.
3. All vehicles will have a workable reverse but can be manually rolled to or from the sled in case of mechanical failure only.

### 9.6 - Competition Procedure

1. Once the class has started, it cannot be stopped except in the case of mechanical difficulties with the sled.
2. A sled can be re-weighted at the discretion of the sled operator and/or track officials.
3. Contestants may have sled spotted on starting line wherever they desire. The contestant must notify the officials in sufficient time to have the sled spotted in the desired location as the sled is returning to the starting line from the previous pull.
4. All pulls must start with a tight hitch. No jerking of the sled allowed.
5. Contestants may not start the process of attempting a competitive run until the starting official, typically the 100 ft official, gives the green flag.
6. A vehicle may only use power from its competition engine(s) to make an attempt. Auxiliary engines, starter motors, or external power sources are prohibited.
7. All competitors are allowed two (2) attempts to move the sled a measurable distance.
  - a. A measurable distance is defined as .01 feet when measuring with GPS.
8. Contestants will be allowed a second pull if the first pull does not exceed 100 feet.
  - a. If the driver attempts to stop within this distance but goes past to avoid being bumped by the sled, the contestant will be allowed a re-pull.
  - b. The driver must raise his hand up when backing out of the throttle.
9. A vehicle must be stopped immediately upon signal from a tech official or stopped by the sled. The pull shall be considered over when the forward motion stops, with no re-pull allowed if stopped by sled.
10. If a contestant does not stop at any time when signaled by a tech official, the contestant will be disqualified.
11. All pull distances will be measured by GPS measuring device or laser.

### 9.7 - Test Puller

1. The contestant who draws the lowest number will be the test puller with the following options:
  - a. Take the hook.
  - b. Drop the hook and re-hook immediately.
  - c. Drop eight (8) places and re-hook, (Pull after the original #8 puller), no dropping to last.
  - d. While unhooking from the sled, contestant must confirm to the official that they are accepting or declining that pull. If the puller does not confirm, the hook will be considered automatically official.
2. If the weight machine (sled) needs further adjustment (reset) the following will happen:
  - a. If a tech official or sled operator makes a change to the sled after the first hook, the first puller may re-hook immediately, drop eight (8) places or go to last. (If more than one contestant has made a hook before adjustment (reset sled) they will follow the test puller in the same numerical order as before the sled was reset.
  - b. The next contestant that hooks to the sled after reset will start the class and be measured. NO MORE TEST HOOKS.

### 9.8 - Sled Breakage

1. If the sled breaks down during a class and cannot be repaired within a reasonable time, the class will be pulled over starting with the number one puller.
2. When the same driver is driving two or more different vehicles in the same class and they draw back-to-back numbers, the second vehicle will automatically be moved back one position.

## Section 10 - GENERAL RULES

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### 9.9 - Disqualifications

1. If a vehicle goes out of bounds, touches the out of bounds line or lands out of bounds, the vehicle will be disqualified unless the vehicle has the first hook option.
  - a. Out of Bounds is marked with a chalk line
2. Any weights or safety equipment lost while hooked to the sled will be cause for disqualification.
3. Excessive loss of liquid by a vehicle while in forward motion during a contest will be cause for disqualification, unless due to internal breakage.

### 9.10 - Pull Off

1. In a pull-off there can be a floating finish, the contestants must pull as far as they can, and each will be measured.

## Section 10 - GENERAL RULES

### 10.1 General: Insurance Waiver & Arm Bands

1. All pullers and OTTPA employees must sign the insurance waiver and get an arm band, or they will not get a check!

### 10.2 - General: Rule Enforcement

1. All the rules will be enforced by the Head Tech Official that is on-site. The Head Tech Official will strictly enforce all rules set up by the OTTPA and has the authority to disqualify any contestant if they are not meeting OTTPA rules prior to hooking to the sled.
2. In the event of disputes, infractions, clarification, all decisions rendered by tech officials will be final.

### 10.3 - General: Competition Eligibility

1. Contestants must be 18 years old or at least 16 years old with a parent or guardian consent.
2. Contestants must be a member of OTTPA or pay 1-time hook fee.
3. When registering the vehicle for the year, you are registering the chassis. That is your chassis for the year and points stay with the registered vehicle as long as the owner is the same. (Any major repairs or chassis changes need to be approved by the OTTPA Executive Board.)
4. Clutch papers for a competition vehicle must be filed with the secretary and must be produced upon demand.
5. All vehicles must pass a safety inspection.
6. It is permissible for a licensed or single-entry competitor to enter or drive multiple vehicles in the same class. This includes competitors who compete with a license or a per hook entry.

### 10.4 - General: General Conduct

1. Anything detrimental to the OTTPA association or board members will be grounds for disqualification.
2. Any competitor or any of his crew incapacitated due to intoxicating agent, and/or drugs, his or her pulling vehicle will not compete for the duration of the pull. Obvious or excessive consumption of alcoholic beverages before or during pull will not be tolerated. Contestants shall not consume alcoholic beverages 6 hours prior to the start of that event.
3. Use of profanity or threats by any puller or member of his pit crew toward any official, promoter or sponsor of a pull shall be a reason for suspension of said puller and vehicle for a period of one (1) year and ten (10) days from date of occurrence. In addition, loss of points and any end of season money and/or award.
4. Misconduct will not be tolerated. Any reported issues of misconduct at an event the OTTPA Executive Board will determine the penalty.
5. Pulling vehicles must always be operated in a safe manner within the confines of the track, pits and staging areas. Officials have the right to stop and disqualify any vehicle not being operated in a safe manner.
6. STRONGLY recommend that everyone has an exhaust pipe for their generator that extends above their motorhome, hauler or toter-home so that exhaust fumes are directed above the vehicle.

### 10.5 - General: Annual Rules Meeting & Banquet

1. The annual rules meeting will be held in November each year, all new rules will be enforced January 1<sup>st</sup>.
  - a. All proposed rule changes from classes are due to the OTTPA Executive Leadership team no later than October 1. It is recommended that these changes are provided to the leadership team by the class representative.
  - b. Details and discussion items will be organized by the OTTPA Executive Leadership team and distributed to the membership as soon as possible after they have all been received for all classes.
  - c. Details and discussions about proposals will be presented by the Class Representative to the full board at the annual banquet board meeting.
  - d. Class Representative will present rule changes for class member voting to the members present and take a class vote. Voting results will be returned to the OTTPA Board for review and final approval.
2. To have voting rights in a class you need:
  - a. To have competed in the class that season. (Ex. Competed in 2026 season to vote on rules for 2027)
  - b. To have a membership in that class.  
Example: LLM and MODS - adding motors or taking motors off need to have 2 memberships to vote in both classes.

### 10.6 - General: Event Scheduling

1. All events/promoters must have class schedule set before May 1.
2. After May 1 classes may be added to an event but cannot be a points hook.
3. Rain dates must be on the schedule before May 1, or the new date will not be a points hook.

### 10.7 - General: Event Registration

1. If you are not registered two (2) hours before the starting time of the pull, you will receive one warning and pay a \$50.00 extra hook fee for the day, in addition to the regular hook fee.
  - a. If you are late after the first warning, you will pay \$100.00 extra hook fee for the day, in addition to the regular hook fee.
2. If you are in the pre-entry program, you need to go to the entry clerk and sign the insurance waiver upon arrival at the event. Notification of which person is driving the vehicle should be relayed to the Entry Clerk.
3. You need to contact the Entry Clerk two (2) hours before the starting time if you are unable to attend.
4. If you are not registered before your class starts you cannot pull that day.
5. All pullers will have a number drawn to determine what position they will pull in.
6. If you have pre-entered for an event you will be obligated to use the number that has been drawn for you.

### 10.8 - General: Video Review

1. The only video that can be used for video review is video that is captured by the Outlaw livestream team.
2. Video Review will only be used to overturn a call, it cannot be used to make a disqualification call.
3. All disqualifications are subject to video review, with final approval made by head tech official or highest-ranking official at the event.
4. The request for a video review needs to be done within 1 hour of the completion of the event where the disqualification occurred.
5. Ruling needs clear and obvious evidence to overturn the officials spontaneous ruling.
6. Tech official who made the original ruling on the track must watch the replay and be involved in the conversation. A sled operator may also be used as a reference.

### 10.9 - General: Disqualifications

1. Violation of any rule shall constitute a disqualification.

### 10.10 - General: Protests

1. All protests must be made before prize money is handed out.
  - a. The protest fee is \$50.00 for any rule except head and engine check, and ignition box.
  - b. If the protested vehicle is found to be illegal, all prize money for that pull and points for the year are lost and the protestor is returned his protest fee.
  - c. If the protested vehicle is found to be legal, he (the protested vehicle) keeps the protest fee and all prize money, if any is involved.
  - d. Protester must have pulled a vehicle in the class at least 6 times the previous pulling season.
2. To protest engine size a \$2,000.00 protest fee is required for a pump and/or tear down of the engine.
  - a. Protests that require the removal of the head (check head legality-cubic inch protest) from the engine are \$2,000.00 in cash.
  - b. The protest must be done in writing and signed by the class member that is protesting.
  - c. If found legal, the person being protested will receive \$1400.00 and \$300.00 will go to OTTPA Tech.
3. To protest an ignition box with an inspection of the box a \$1,000.00 protest fee is required for removal of box and shipping for inspection.
  - a. \$50 of protest fee will be used by OTTPA for shipping and processing the protested ignition box.
  - b. If found legal, the protested competitor will receive \$950.00.
4. To protest an ignition box for a single event and force a competitor to use the OTTPA owned ignition box, a \$250 protest fee is required.
  - a. The \$250 protest fee will be given to the protested competitor.
5. All protests will be handled by the Competition Director and the OTTPA Executive Board.

### 10.11 - General: Vehicle Inspections

1. All vehicles will have a safety equipment inspection performed for the current season before the vehicle will be allowed to compete.
2. Tech Officials have the authority to perform an inspection on a vehicle for rule compliance at any time.
3. Tech Officials have the authority to check kill switches at any time at any event.
4. Random class inspections for specific items can be performed at any time by a Tech Official.
  - a. The specific classes and the items that are being teched will be assigned by the Chief Executive Officer, Chief Operating Officer or President of the Board at random.
  - b. Should the inspections reveal illegal items on a vehicle, the facts of the inspection will be given to OTTPA Executive Board to decide penalties for such infractions.

### 10.12 - General: Support Vehicles

1. Support vehicles (such as ATV's, golf carts, Mules, Gators, Jeeps, etc.) are to be used as support vehicles only (for towing or carrying fuel, batteries, etc.). Misuse of support vehicles before, during and after the event will not be tolerated. If an OTTPA official asks you to park your vehicle, and you don't comply, the pulling vehicle that the support vehicle is associated with will lose points for that night.
2. All support vehicles must be parked 1 hour after the conclusion of each evening session at all events. One hour after the show ends, the OTTPA insurance coverage ends. Failure to comply with this rule is considered detrimental to the OTTPA as outlined in the General Conduct section of the General Rules listed above and will result in a 1 year and 10-day ban from pulling with the OTTPA.
3. Proof of insurance for the support vehicle must be provided to the entry clerk and the clerk will provide a decal that is to be placed on the support vehicle.

### 10.13 - General: Traction Control

1. Traction Control is defined as any on board computer device that senses an input of increased rpm or lost of traction in the drive train occurring during the run and sends an automatic output to counter this input. This electronic exchange will have occurred without operator input. Operator and manually controlled devices to control traction are allowed.

### 10.14 - General: Weights

1. All weights must be securely attached to the vehicle. Loose ballast (sandbags, rocks, unattached metal, etc.) is not allowed.
2. No more than 200 lbs. can be moved from the rear of the vehicle to the front of the vehicle without rechecking the drawbar.
3. No liquid weight allowed.

### 10.15 - General: Fuel & Water

1. Anyone found to be using nitromethane or nitrous oxide will be banned permanently from pulling with OTTPA.
2. Any infraction related to fuel or water shall be a cause for suspension of said competitor and vehicle for the period of one (1) year and ten (10) days from the date of the occurrence. As well as the loss of points and any end of season money and/or award.
3. All vehicles that require water injection must run VGM Water.
4. VP Racing Fuel is the only fuel allowed to be used in all vehicles in all classes. VP DX Torque is legal to use in classes using diesel fuel.
5. Absolutely no additives for diesel classes. (Exempted classes LSS & DSS).
6. Alcohol and diesel vehicles can run VP Top Lube.
7. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
8. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
9. No computers allowed that automatically control any mechanical operation of the competing engine, clutch or vehicle except for water injection.
10. No electronic fuel injectors or metering devices will be allowed. Except Diesel 4x4 that have a factory computer.

### 10.16 - General: Automatic Transmission Use

1. The use of torque converters, automatic shifts, etc. will be allowed during a pull in all Truck, Modified Tractor and Mini-Rod classes.

### 10.17 - General: Supercharger

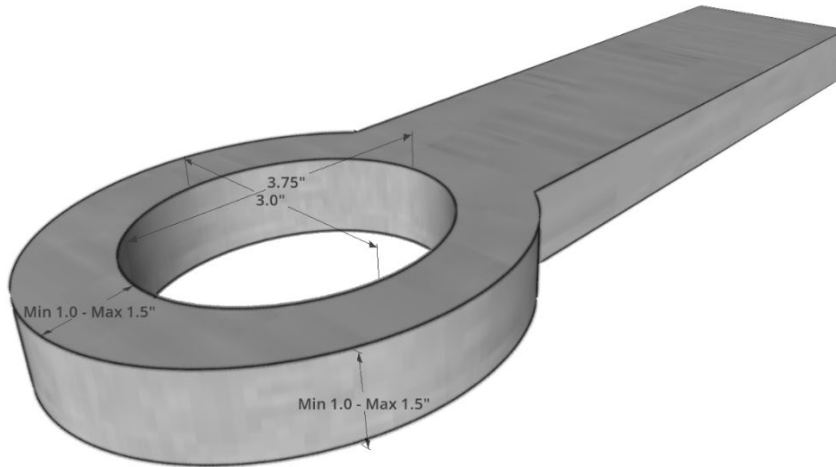
1. An 8-71 is a rotor length of 16 inches.
2. A 14-71 is rotor length of 19 inches.
3. High Helix is maximum 6.5 degrees of helix per inch of rotor length.
4. The maximum outside diameter of the rotor including affixed strips is 5.840", slide a gauge ring over rotor to measure.

### 10.18 - General: Drawbars and Hitches

1. A Vehicle must have tow hitch on the front of the vehicle.
  - a. It cannot extend more than six (6) inches ahead of the farthest front portion of the vehicle.
  - b. It will not be counted when measuring the length of the vehicle.
  - c. It must have a three (3) inch diameter hole, positioned horizontally.
  - d. It must be strong enough to push, pull or carry the vehicle at its heaviest weight.
  - e. It is to be used only for pushing, carrying or pulling the vehicle.
2. All vehicles need to have a primary independent mounted hitch of significant strength to retain the vehicle.
  - a. The hitch itself is to be painted orange.
3. Drawbar must be equipped with a steel hitching device not more than 1 1/2 inch by 1 1/2-inch square (1 1/2 inch round stock); nor less than one (1) inch by one (1) inch square (1 1/8-inch round stock) and with an oblong hole of 3 inches wide by 3 3/4 inches long.
4. Primary hitch must be secured to vehicle frame and rigid in all directions. No cables or chains allowed in hitch mounting. Any movement of hitch up or down will not be allowed.

**Section 10 - GENERAL RULES**

5. If a secondary hitch is installed on a vehicle, it must be covered. OTTPA assumes no liability if the secondary hitch is not covered, and the primary hook is placed in this hole and used for the competition pass. The pass will be measured where it is completed.
6. Pulling point must be within 1 1/2 inches from back edge of hitch and no less than one (1) inches.
7. **HITCH HOLE DIAMETER: 3 INCHES WIDE x 3.75 INCHES LONG**



Class	Max. Height	Center of Rear Axle to Hitch Point
Pro-Stock 4x4 Trucks	26 inches	36% of Wheelbase
Modified 4x4 Trucks	26 inches	30% of Wheelbase
2.6 Diesel 4x4 Trucks	24 inches	44 inches minimum
3.0 Diesel 4x4 Trucks	26 inches	44 inches minimum
Super Stock Diesel Trucks	26 inches	44 inches minimum
2WD Trucks	30 inches	18 inches minimum
All Tractors and Pro Stock Semi's	20 inches	18 inches minimum
Mini-Rod Tractors	13 inches	6 inches minimum

## Section 11 - GENERAL SAFETY RULES

### 11.1 - General: Competitor Safety

1. Any competition vehicle not equipped with a SFI roll cage and a required 5-point driver harness is required to have a securely installed lap belt with a quick-opening clasp. The OTTPA recommends that it be used at all times..
2. All Modified, Modified Mini, and Tractor classes must utilize a SFI roll cage with a SFI 16.1 five-point harness properly installed.
3. All contestants must wear fire suits that meet the following requirements:
  - a. Must be a minimum of SFI 3.2A1 driving suit.
  - b. Contestants must wear a 1 or 2-piece fire retardant suit.
  - c. Drivers who compete in flip top body styles must wear SFI 3.2A5 rated protective clothing.
  - d. Drivers in vehicles with cabs that do not have working doors must wear SFI 3.2A5 rated fire suits
4. All contestants must wear a full-faced helmet
  - a. Full faced helmet must meet one of the following ratings:
    - i. SNELL SA2015 rating or newer.
    - ii. SFI spec 41.2 rating
  - b. No moto-cross helmets allowed.
  - c. No modification or alteration of the helmet is allowed.
  - d. While a vehicle is on the track all chin straps must be tightly fastened so that it would prevent the helmet from coming off a person's head without unfastening the chin strap. If a competitor is seen on the track with the chin strap unfastened the competitor will be disqualified.
2. Head sock must be worn if the helmet does not have flame resistant lining and neck skirt.
  - a. Helmets with flame retardant linings and a flame-retardant neck skirt are allowed. If you use a helmet with both flame-retardant lining and a neck skirt, no head sock is required.
3. Neck Collar / Neck Brace
  - a. All drivers in all divisions will be required to wear a full 360-degree neck collar or HANS device meeting SFI spec 3.3 or 38.1 with a SFI tag showing.
4. Fire Retardant Gloves are required
5. Fire Retardant Shoes are required

### 11.2 - General: Fire Extinguisher

1. A minimum of a two (2) pound ABC dry chemical fire extinguisher, with gauge, secured to the vehicle and convenient to the driver is mandatory.

### 11.3 - General: Engine Safety

1. All throttles must be self-returning to the idle position when released.
2. Foot throttles are required to have a toe strap.
3. All injection or butterfly shafts on supercharged engines must have dual return-to-idle arms and springs.
4. All discharge tubes must vent outside the frame rails in track of rear tires or into a container.

### 11.4 - General: Neutral Start Switch

1. All vehicles shall be equipped with a neutral start switch, meaning the engine will start only when transmission is in neutral or park.

### 11.5 - General: Reverse Light

1. A white reverse light is required at the rear of the vehicle facing backward and lit while the vehicle is in reverse.
2. A light is required inside the operator's area visible by the operator and lit while the vehicle is in reverse.

### 11.6 - General: Reverse Lockout

1. All vehicles with automatic transmissions must have reverse lockout.

### 11.7 - General: Kill Switch / Air Shutoff

1. Must be operated from the rear of the vehicle, mounted independent of the hitch, so that the sled can shut the vehicle down.
2. All pulling vehicles must have an automatic ignition kill switch/or air shut off.
3. All ignition engines must have a kill switch in working order within easy reach of the driver.
4. Tech officials must be able to easily pull the kill switch from the rear of the vehicle.
5. NO plastic trailer brake type switches allowed to be used for a kill switch.
6. The breakaway kill switches will have attached to them a minimum of a two (2) inch diameter ring that is 1/8-inch-thick solid to be located approximately 2 to 4 feet above drawbar.
7. There must also be a means of shutting the vehicle down within the driver's reach.
8. On trucks with electric injection fuel pumps, they must have an electric shut off or disconnect for the injection pump on the back of the truck.

### 11.8 - General: Fuel Shutoff

1. All fuel injected ignition engines must have a fuel shut off valve control within easy reach of the driver.

### 11.9 - General: Firewall

1. All competition vehicles (modified tractors are exempt) must have a complete firewall that is ½ inch thick with no holes except for controls. Holes for the controls cannot exceed an inch larger than the controls.

### 11.10 - General: Supercharger Safety

1. A burst panel deflection shield (commercially available only) must be placed in front of any supercharger burst panel whenever a fuel system component(s) are located directly in the path of contents escaping the burst panel.
  - a. Fuel System components include but not limited to fuel lines, connection blocks, valves, fuel tank or vent.
  - b. Deflection shield must cover the entire area of the burst panel and be enclosed on both ends.
  - c. Contents from burst panel must be deflected upward or downward whichever direction has the clearest path away from fuel system components including but not limited to those listed.
  - d. Deflection shield cannot be fabricated, must be obtained from an aftermarket supplier and installed as intended by supplier, no modifications.
2. All supercharger drive components must conform to SFI specifications.
3. Restraints
  - a. Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger, with each strap securely fastened to the engine by means of its own attachment bracket.
  - b. The top attachment bracket is to be sandwiched between the lower surface of the injector body and the upper surface of the supercharger case.
  - c. The bottom attachment bracket for each strap shall be connected to the engine by a minimum of one (1) 5/16-inch bolt or stud (SAE Grade 5 or better).
  - d. All supercharged engines with blower drive facing the driver must use SFI Spec. 14.1 blower restraints.
4. Mounting Studs
  - a. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
5. All centrifugal superchargers must use a SFI 4.3 Blanket.

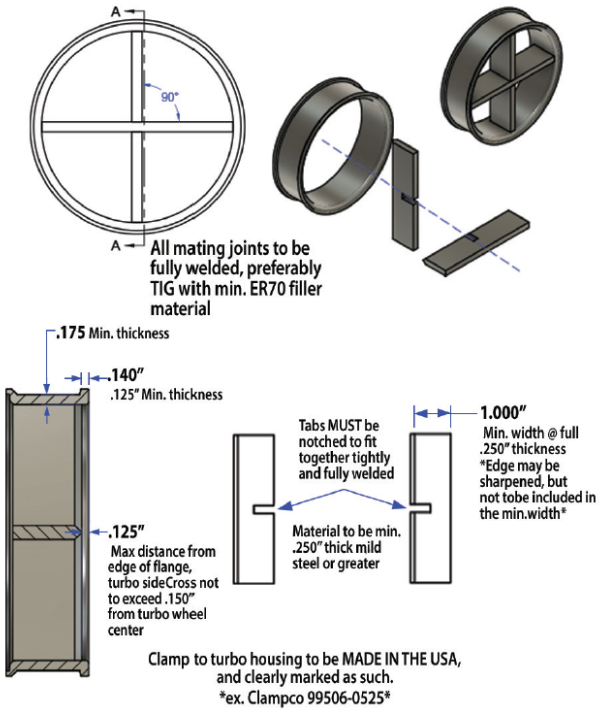
### 11.11 - General: Turbocharger Safety

1. All turbochargers are required to have an OTTPA accepted blanket that completely encloses the compressor housing and securely fastened as intended by the manufacturer.

- a. Blanket must contain a minimum 5 (five) layers of Kevlar
- b. Blanket displaying a SFI 4.1 certification is accepted but not required.
- c. Turbocharger compressor housing blankets are accepted from the following manufacturers.
  - a) Taylor Motorsports Products
  - b) Stroud Safety
  - c) Ram Jet
2. No titanium wheels in any turbo chargers are allowed in any class.
3. All turbochargers not under a hood must be completely shrouded, except for inlet and exhaust pipes, with steel 0.060" or thicker.
4. Turbochargers under fiberglass hoods must be completely shrouded with 0.060" metal under the area of the fiberglass, except for inlet and exhaust pipes.
5. All turbos facing sideways (i.e. towards the crowd) are to have .060 metal in front of the turbo wheel to prevent the wheel from escaping.
6. All turbocharged engine exhaust stacks need to remain intact while hooked to sled. If it falls off the vehicle it will result in a disqualification. Puller will still receive last place points.
7. Turbo Exhaust Wheel Containment –
  - a. Any turbocharger used in OTTPA competition where exhaust exits to atmosphere must have an approved exhaust wheel containment device installed.
  - b. Containment device and any attaching components or hardware must be supplied by an OTTPA approved manufacturer.
  - c. Containment device cannot be placed in any part of exhaust pipe. If containment device is attached to turbo exhaust housing flange by use of a clamp, then the exhaust pipe must be welded to the containment device.
  - d. Any clamp used to attach a safety device to the turbocharger that is not supplied by the turbocharger manufacturer must be a Double V type clamp as shown in diagram. Clamp has a stainless steel band covering the entire circumference. Clamp must be manufactured by a USA supplier.



- e. Containment device must be installed as designed by manufacturer. No modifications or alterations of any kind allowed.
- f. Manufacturer may identify each component or assembly by engraving part numbers or some type of identification into each part.



g. OTTPA Approved Containment Devices

a) **Option 1 – Cross Bolts in Turbo Exhaust Housing - installed by turbo manufacturer**

1. Qty. 2 (two) .500-inch diameter, grade 5 or greater bolts installed by drilling qty. 4 (four) holes into turbo exhaust housing and welded in place.
2. Bolts must be installed at 90 degrees from each other and no more than .0625-inch (1/16-inch) between the two bolts.
3. Cross bolts must be located as close to the center of exhaust wheel as possible.

b) **Option 2: Containment Adapter - supplied by turbo manufacturer**

1. Containment device supplied by turbo manufacturer must be approved by OTTPA Tech Services and installed as supplied by manufacturer.
2. Containment device must be located as close to exhaust wheel as possible.
3. Containment device and components supplied for attachment to turbo housing must contain the manufacturer's name or logo identification.

c) **Option 3: Containment Adapter - supplied by OTTPA approved manufacturer**

1. Exhaust adapter must be fabricated using two interlocking pieces of .250-inch x 1.000-inch flat steel notched .250-inch x .500-inch at center creating a single interlocking assembly and fully welded into a cross pattern.
2. Round steel containment adapter must be a minimum .175-inch wall thickness and contain cross assembly fully welded inside the adapter, not in exhaust pipe.
3. Leading edge of cross assembly can be sharpened a maximum of .250-inch back from leading edge facing the exhaust wheel. Any tapered or sharpened edge is in addition to 1-inch minimum width.
4. Location of leading edge of cross assembly not to exceed .125-inch behind face of adapter flange on turbo side.
5. Adapter mounting flange must be a minimum .140-inch wide at base of flange and a minimum .125-inch wide at narrowest point of taper.
6. Adapter must be attached to turbo exhaust housing flange using clamp supplied by adapter manufacturer. Since this containment device is attached to turbo exhaust housing flange by use of a clamp, the exhaust pipe must be welded to the containment device. Adapter and attaching clamp must be clearly identified with manufacturer name or logo.

- h. Exhaust Wheel Cage
  - NOTE:** Exhaust Wheel Cage is a containment device bolted to exhaust housing by turbo manufacturer
  - a) Billet steel cage made from 304 stainless bolted and fastened to exhaust housing as supplied by the turbo manufacturer.
  - b) Exhaust wheel cage must be fastened using bolts, a minimum qty. 8 (eight) - 5/16-inch diameter, grade 8 or greater bolts required or wheel cage fastened as designed by turbo manufacturer.
  - c) Turbo exhaust wheel cage must be manufactured by sane turbo manufacturer on which it is installed.
  - d) Exhaust wheel cage must be installed as supplied. No modifications allowed.
  - e) OTTPA Technical Services to determine any additional dimension or specifications required.
- 8. All turbocharged vehicles with the air inlet on the turbocharger not in the engine compartment (under the hood, behind the side shields and behind the grill) must have a cross in front of the compressor wheel. Cover (3/8" star pattern of billet) will be V-banded between air shut off and compressor cover.
- 9. Turbocharger Intake Cross
  - a. Any single turbocharger application listed below requires a one-piece, 3/8-inch solid billet cross, located within 8 inches from front edge of compressor wheel inducer blade and behind the air shutoff gate.
    - a) Classes: Super-Farm, 3.0 Diesel Truck, Limited Pro-Stock, 540 Light Pro-Stock
  - b. Intake cross must be mounted solidly to the turbo compressor housing using a Double V type clamp.
  - c. Intake cross must be installed as manufactured and supplied by the manufacturer.
  - d. Maximum intake cross diameters are listed by division as follows:
    - a) Super Farm: Max Cross Diameter – 7in.
    - b) 3.0 Diesel Truck: Max Cross Diameter – 7in.
    - c) Limited Pro-Stock: Max Cross Diameter – 8in.
    - d) 540 Light Pro-Stock: Max Cross Diameter – 9in.

### 11.12 – General: Intercooler Mounting and Containment

- 1. All remote mounted intercoolers (ie. intercoolers not directly mounted to the engine within the engine shielding and hood) must be securely fastened to the chassis or to a structure that is mounted directly to the chassis. Intercooler cannot be suspended by the air inlet or outlet pipes.
- 2. Intercooler cannot be mounted behind the vehicle firewall or within the driver's compartment.
- 3. Intercooler housings made from a billet material only will be required beginning 2027 OTTPA season in Super Stock Diesel 4X4 Trucks, and Semi divisions. No welded housings will be accepted after end of 2026 season.
- 4. All intercoolers not contained within the normal engine shielding and hood must be shielded the same as a turbocharger not under the hood. Must be shielded with steel at least 0.060-inch thick.

### 11.13 - General: Engine Cables

- 5. All inline turbocharged engines are required to have a cable(s) placed between first and second cylinder through exhaust manifold port area. Must use one of the following two options:
  - a. Cable must be a minimum of one (1) 3/8" manufactured pendant line with a rating of at least 3000 lbs. or more with a tag from manufacture that indicates rated load capacity with swaged sockets. No alterations to cable or cable ends.
  - b. Two (2) 3/8" cables between first and second cylinder through exhaust manifold port area with a minimum of 4 clamps at the splice or crimps with a coupler on each cable. Cable(s) must circle the entire head/block assembly with a maximum of 4" slack.

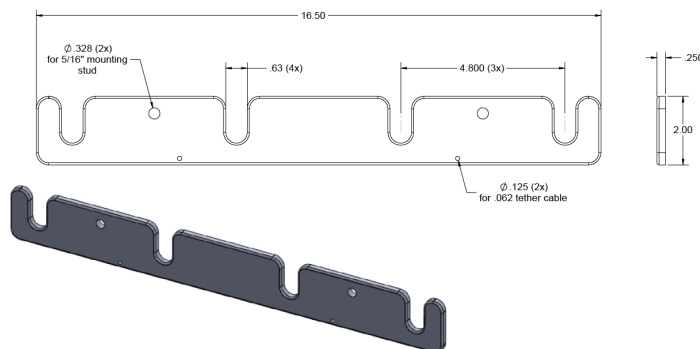
### 11.14 - General: Engine Shielding

- 1. Harmonic Balancer Shield
  - a. All automotive engines equipped with a non S.F.I. approved harmonic balancer shall be shrouded with ¼ x 1-inch steel no more than one (1) inch away in direction of rotation, 360 degrees, to be securely fastened with a minimum of two (2) ears that are ¼ inch thick and 1-inch-wide, each extending one (1) inch in front of the hub.
  - b. A bolt in the crankshaft to hold dampener pulley is required.

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- c. All balancers or steel hubs are required to have a retainer to restrict forward movement more than ½ inch to keep balancer from coming off the crank.
2. Tractor - Damper Shield
    - a. All Tractor engines (Super Stock, Pro Stock and Super Farm, etc.) 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.
    - b. Shield to be from frame rail to frame rail by a minimum of .125-inch steel or aluminum, and fastened to frame on each side by a minimum of two evenly-spaced bolts (3/8-inch Grade 5 minimum bolts).
    - c. The remainder of 360-degree shield will be standard side and hood shielding.
- Note:** Shield may be notched to allow belt to pass through and beneath frame to drive fuel or oil pump.

3. Semi - Damper Shield
  - a. Engines 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.
  - b. Shield made from 1/8-inch steel must be constructed to cover outer circumference of damper and extend no more than 1-inch beyond front of damper.
  - c. Damper shield must be formed to within 1-inch of circumference.
  - d. Shield must extend rearward to closest point (ie. front engine mount, engine block, or oil pan) and have minimum 2-inch lip bent upward in front of damper.
  - e. Shield must be independently fastened to engine and/or chassis with minimum of four (4) - 3/8-inch grade 5 bolts. The remainder of 360-degree shield will be standard side and hood shielding.
4. A deflection shield is required on both sides of all Y and V type engines.
  - a. Shield must extend the complete length of block casting and be securely fastened.
  - b. Shield to be made of aluminum or steel a minimum of .060 thickness or safety blanket material.
  - c. Shielding on all engines must extend from base of head or the uppermost point of piston travel to two (2) inches below bottom center of crankshaft throw and be securely fastened.
5. Inner Side Shields - All inline engines are required to have an additional side shield consisting of:
  - a. .125 (1/8 inch) steel or titanium or .250 (1/4 inch) thick aluminum inside of the current .060-inch steel or aluminum side shields with a minimum of ½ inch air gap.
  - b. The shield is independent of the current side shield and must be attached to the chassis (frame) with a minimum of 5/16 fastener at both ends and at the center on the bottom. Or, suspended a minimum of 3 inches below the top of the frame rail and to the engine block at both ends bolted solid to the bolt if suspended or with a length of 5/16 chain if fastened at bottom at deck height on the top.
  - c. This shield must extend from the bottom of the head to the centerline of the crankshaft and extend the full length of the block on each side of the engine
4. Spark Plug Shielding
  - a. Any Hemi type engine valve cover that is not equipped with a hold down device (ie. snap ring or billet retainer) for the spark plug tube must install a retaining kit accepted by OTTPA Technical Services.



- b. Any Hemi valve cover that uses only the spark plug and nut on top of valve cover to secure the spark plug tube requires this device.
- c. K&I Newberry design has been approved for this purpose. Modern Machine and Tool is the manufacturer and supplier of kits accepted by OTTPA Technical Services.
- d. Any Hemi type engine spark plug tube retainer that is SFI 14.4 rated is accepted.

### 11.15 - General: Clutch / Transmission

1. All competition vehicles need to use a SFI certified steel flywheel. No cast flywheels are allowed.
2. Clutch must be SFI 1.1 or SFI 1.2 approved.
3. All V8 engines must utilize a “block saver” steel or aluminum plate between the engine and bellhousing.
4. All manual transmission clutches are required to be surrounded by a SFI 6.2, SFI 6.3 or SFI 6.4 approved bellhousing with a current, non-expired, SFI sticker and cannot have cracks or had an explosion inside. The bellhousing must have a liner. If in a cast chassis tractor, a SFI 4.2 spec scatter blanket that covers the entire bellhousing area from the rear of the engine to the front of the transmission. No holes allowed in the bellhousing other than those put in by the manufacturer or used for clutch engagement purposes.
5. All automatic transmissions and torque converters must be covered 360 degrees from the rear of the engine block to the front of the tail shaft with an SFI 4.1 spec blanket or shield. Blanket must be fastened to the engine block with two straps, one above and one below the crankshaft centerline. Blanket must have 6” of overlap on the bottom with straps that are 2” wide and no more than 1” apart. Blanket must be fastened to the engine block with two straps, one above and one below the crankshaft centerline. Blanket must have 6” of overlap on the bottom with straps that are 2” wide and no more than 1” apart.
6. Lenco transmissions are required to have an approved explosion blanket.
7. Blankets must be in good condition with SFI Date legible and not expired.
  - a. Certification Date must be within a 5-year date, or must be recertified by manufacture of blanket, or replaced. No exceptions will be allowed for this rule.

### 11.16 – General: Bellhousings

1. Fabricated Bellhousing
  - a. Vehicle where an SFI bellhousing is not available to cover the flywheel and clutch assembly, an SFI type bellhousing may be fabricated using a minimum 1/4-inch steel and covered 360 degrees with an SFI 4.2 blanket.
  - b. Use of fabricated bellhousings limited to applications where a SFI 6.2, 6.3 or 6.4 bellhousing is not available or feasible for application (i.e. flywheel/clutch assembly larger than 14 inches).
2. Bellhousing SFI Specs
  - a. Bellhousing must be originally purchased and initially installed as a SFI 6.2, 6.3 or 6.4 bellhousing with SFI certification sticker and manufacturer’s inspection sticker in place.

**Note:** Once a bellhousing has contained a clutch explosion it must be replaced.

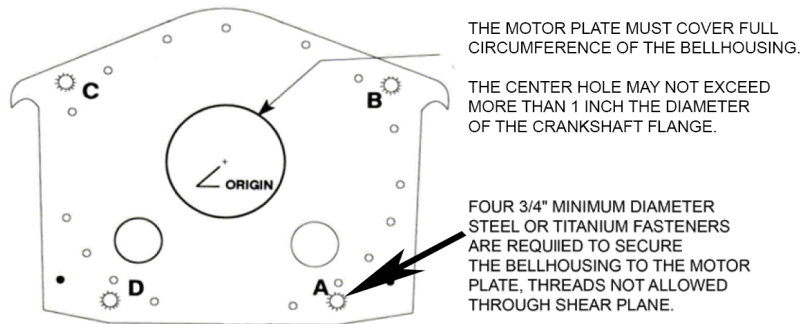
#### 3. Bellhousing Attachment

Modifieds, Modified Mini, FWD/TWD Trucks, and Component Tractors must use a SFI approved bellhousing.

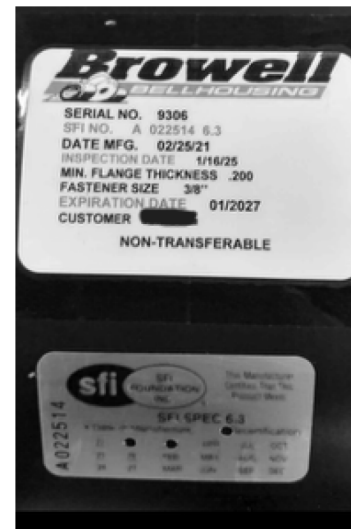
- a. Bellhousing must be mounted as SFI certified by manufacturer with grade 8 studs or bolts that can be identified as grade 8. Socket head bolts allowed only for clearance problems.
- b. Bellhousing attachment must be by minimum grade 8 - 3/8-inch diameter bolts or studs and must pass through bellhousing flange and block plate. Fasteners installed into engine block or block adapter must be at a depth of 3/8-inch (.375-inch) in steel or 3/4-inch (.750-inch) in aluminum. All other bolts must sandwich bellhousing and block plate using a grade 8 nut and washer. All block plates and block adapters must be made from billet steel or aluminum.
- c. All automotive type engines with SFI bellhousings and clutch must run a full block plate, either a unit commercially available, or fabricated from a minimum 3/16-inch steel or 1/4-inch aluminum.
- d. Any SFI bellhousing manufactured with 4 (four) quadrant/anti-rotation bolt holes, either 1/2-inch or 3/4-inch diameter, located two above crankshaft centerline and two below crankshaft centerline, must install proper size minimum grade 5 bolt and must pass through both block plate or block

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adapter and bellhousing and be securely tightened using equal hardness nut and washer per bellhousing manufacturer SFI certification.

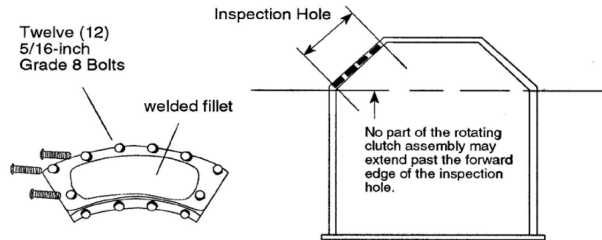
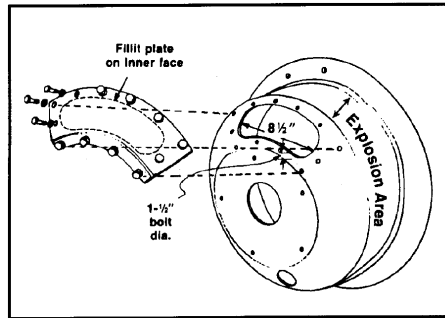


- e. Bellhousing must be mounted with grade 8 studs or bolts per manufacturer's bolt pattern for motor and bellhousing. All bolts must be in place.
  - f. All bellhousing liner(s) must be made from steel or titanium. Liner must be flush with bellhousing flange / mounting surface and fastened with qty. 1 – 1/4-inch aluminum bolt threaded into liner. No modification or rearward movement of liner away from flywheel to allow for larger flywheel or ring gear. Liner can be notched for starter pocket.
4. Bellhousing Certification / Renewal
- a. All SFI 6.2, 6.3, or 6.4 bellhousings must display a valid and current SFI certification decal affixed by the manufacturer that includes the expiration date before being allowed to compete in any OTTPA sanctioned event.
  - b. Effective May 01, 2027, OTTPA will only accept SFI 6.2, 6.3, or 6.4 bellhousings made of steel or titanium in all applications, divisions, and levels of OTTPA competition.
  - c. The NTPA or OTTPA stamp is not accepted as a replacement for a valid and current SFI certification decal.



5. Bellhousing Inspection Opening
- a. The inspection / maintenance hole (i/m hole) in the bellhousing shall not extend farther forward at its top edge than flush with the cross-shaft hole, or farther downward at its bottom edge than to allow one 1/2-inch bolt diameter edge distance for the fastening holes in both the bellhousing and the "i/m hole" cover.

- b. The length of the “i/m” hole shall not be more than 8 1/2 inches measured in a straight line and the ends of the hole shall be smoothly and fully radiused to produce an oval shape.



- c. Inspection Cover:
- i. There must be (12) 5/16-inch, Grade 8, or better cap screws securing cover to bellhousing.
  - ii. The cover must have a plate or fillet that fits flush inside of bellhousing.
  - iii. The cover and fillet must be steel.
  - iv. The fillet must be welded to the cover and all bolts must be flush to the inside.

6. Bellhousing Slot

- a. SFI certified bellhousings with Crower-type clutch stand adjustment slot are acceptable.

**11.17 - General: Brakes / Driveline Brakes**

1. All competing vehicles must be equipped with working rear wheel brakes, except four-wheel drive trucks, which must have working front wheel brakes.
2. All driveline brakes must have 3/8-inch steel, 360 degrees around brake components, and both ends must be closed with 1/8-inch steel or greater.

**11.18 - General: Driveline / Driveline Shielding**

1. Any vehicle running planetary rear-end must enclose entire driveline in a minimum of 1/4-inch steel or aluminum mounted to the frame with adequate bracing.
2. All driveline shield components over 16 inches in length must be tethered on each end by two opposing restraints, Tethers must attach at 180 degrees of each other and a minimum of 3” and a maximum of 6” from each end of each driveline shield component.
3. Driveline shield tether to be constructed of a minimum of 2” wide by 1/8” thick nylon or polyester strap. One end of the tether must attach to one side of the chassis then go around the driveline shield then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8” grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself.
4. FWD drivelines that use driveshaft hoops must use the same tether configuration to be attached to the main or common hoop holder between chassis and hoop assembly.
5. If a split shield design is used, mount as in Rule 5b in the Truck General: Driveline / Drive Shielding rules.
6. No chain type couplers allowed for engine drive line connection.

**11.19 - General: Front Axle Skid Plates**

1. Skid plates for the front axle are required.
2. Specifications for front axle skid plates:
  - a. A skid plate must be mounted in line with each frame rail and extend from the center of the front axle forward (on both sides equal in strength to the frame rail material).
  - b. Skid plate surface to be a minimum of 4 inches wide and 12 inches long with a minimum of a 6-inch curve when measured from the front most part of the rolled edge.

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- c. Support must have a minimum ground clearance of 4 inches and a maximum of 6 inches.
- d. Front axle support to be made of 2-inch x .095 chrome moly steel tubing or same material as tractor frame rails.
- e. Front axle support should be connected to each frame rail in line and extend towards front of tractor.
- f. Front axle skid support should have a radius to prevent digging into track.
- g. Front axle support should be strong enough to support the front-end weight of tractor.

### 11.20 - General: Stabilizer Bars

1. Stabilizer bars are required (no wheels are allowed).
2. The drawbar and drawbar assembly will not in any way be attached to the stabilizer bar assembly.
3. The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground (Fig D).
4. The pad at the bottom of the stabilizer bar must not be more than 10 inches off the ground at 32-inch point (Fig B)
5. The stabilizer pad must be a minimum of 5 inches square, with a minimum of 20 inches allowed from the outside of one pad to the other (Fig A.)

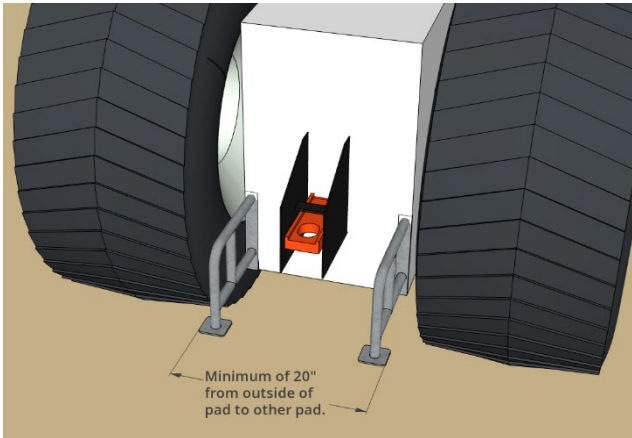


Fig. A

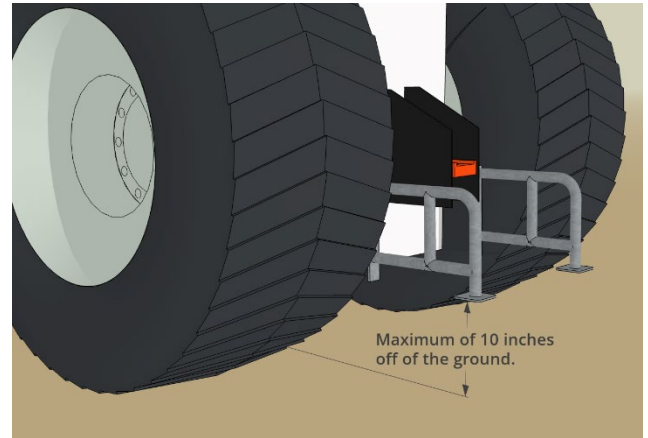


Fig. B

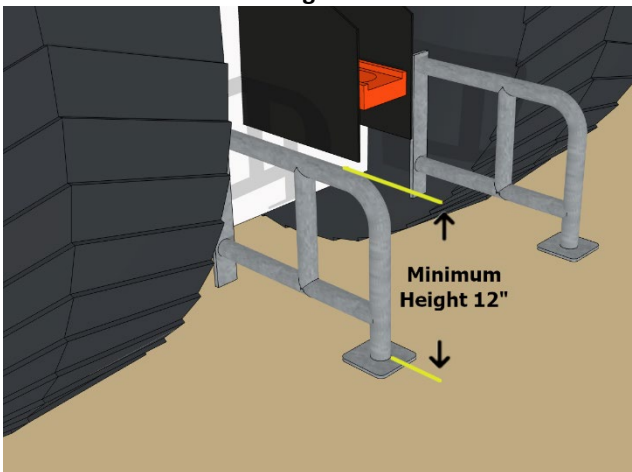


Fig. C

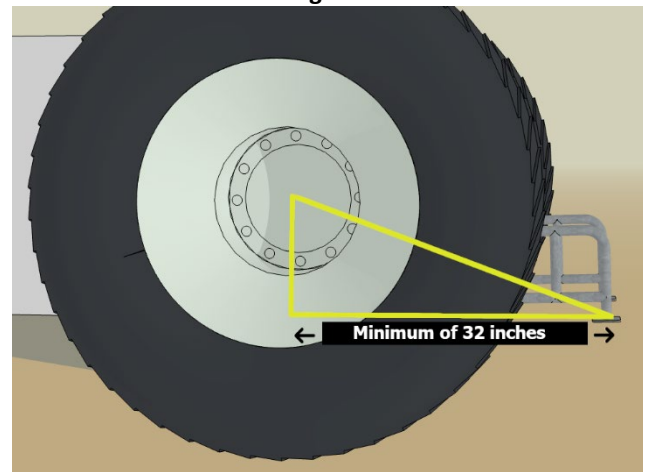


Fig. D

6. No crossbars between stabilizer bars allowed behind the point of hook.
7. All tractors, in addition to stabilizer bars, must have a brace that extends vertically a minimum of 12" from the rear most tip of skid pads (Fig C).
  - a. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms.
  - b. Material used must be of minimum strength of materials used for stabilizer bars. Design and materials must withstand a severe impact from the sled.
  - c. Vertical brace should extend rearward a minimum of 2" from radius of the rear tire.
8. All Two Wheel Drive Trucks must have stabilizer bars (no wheels allowed).
  - a. Stabilizer bar length must be a minimum of 2" back from the furthestmost point of the tire
  - b. 5" square pad on the bottom
  - c. Maximum 6" high if within tire track or 10" high if not within tire track.

## **Section 12 - TRUCK GENERAL RULES**

**Unless specifically outlined below in the Truck General Rules the overall General rules outlined above will apply.**

Any owner that is found illegal by tech and knows they are legal may prove themselves by tearing down. When any vehicle is found illegal for cubic inches, the vehicle and owner will be suspended for 1 year and ten (10) days and will lose points for the entire season.

### **12.1 - Truck General: Operator's Compartment**

1. No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines are allowed in the operator's compartment.
2. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (0.060-inch aluminum or steel is an acceptable fire barrier material.)
3. No radiator, heat exchanger and/or water hoses allowed inside the operator's compartment.
4. If a battery is inside the operator's compartment, it must be safely enclosed and securely fastened

### **12.2 - Truck General: Drawbar / Hitch**

1. Drawbar height or distance from center of rear axle cannot change during the pull.
2. Hitch point to rear axle centerline must be a minimum of 36% of wheelbase for pro stock and 30% for modified.
3. Primary hitch must be secure to the vehicle frame and rigid in all directions.
4. The hitch stem may be any length, as long as the point of hook is not less than the minimum % rule of wheelbase, maximum distance cannot change during hook.
5. The hitch stem angle must not exceed 25 degrees measured on the stem with angle finder. Main stem must be straight from point of hook to pivot point (on same plane)
6. Adjuster going to rear end must be attached on center line or lower.
7. Hitch adjuster support (turnbuckle seat) must be vertical.
8. Hitch adjuster must be located no more than 6 inches from point of hook. (This does not apply to the Diesel 3.0 Truck class.)
9. Hitch height cannot exceed 26 inches from the point of hook to the ground or track. This maximum cannot change during pull.
10. For Pro Stock and Modified Trucks, no drawbar angle greater than the angle of the sled chain. Acceptable angle is 0 degree to a maximum of 25 degrees. This will be measured by the angle of a straight edge from the point of hook to the center of the pivot point.
11. Hitch cannot pull from the rear end.
12. An area five (5) inches wide and twelve (12) inches high immediately above the drawbar must be free of all obstruction (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
13. No L-shaped drawbars or trick hitches, which will be enforced by putting a straight edge from the point of the hook to the center of the pivot point.
14. If a body extends more than twelve (12) inches behind point of hook, the open area must be eighteen (18) inches above the drawbar and 24 inches wide at rear most point of body.

### **12.3 - Truck General: Body / Chassis**

1. All side doors must be on and closed during competition.
2. Vehicle doors must have a single latch design, allowing the door to be opened from both the inside and the outside.
3. Front and back safety glass or Plexiglas required.
4. Flip-top body type vehicles and vehicles that do not have two (2) working doors, or less than stock size window openings, must have:
  - a) Door glass lowered or removed while under green flag
  - b) An escape hatch with a minimum size of 17 inches X 18 inches.
  - c) Working left hand door RECOMMENDED for safety issues.

- d) An on-board Halon fire system with a minimum of three nozzles located in driver's compartment/engine compartment. Must not be expired.
5. May compete without bumpers, tailgates, van rear doors for greater hook point visibility.
6. Truck bodies may be a fiberglass complete body or components.
7. A Vehicle box must have a floor or bed cover.
8. Vehicles must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 18 inches from the ground. Bumper to extend a minimum of eight (8) inches vertically. Must be rigid.
9. Tinted or shaded windows hindering the driver's vision out the front or back will not be allowed.
10. Flip-top or funny car type vehicles must have the body in lowered position before vehicle may be moved under its own power.
11. Flip-top bodies must have a safety lock to hold up the body.
12. Body may be raised to start engine and may stay raised while engine is running as long as vehicle is not in motion.
13. A complete firewall is mandatory. No holes except for controls. Must be a minimum of one of the following materials, 1/16" aluminum, 1/16" steel or 1/8 Lexan may be used. Firewall must extend downward to bottom of the frame.

**NOTE:** Escape hatch will not be counted as a working door

### **12.4 – Truck General: High Pressure Common Rail Fuel System – Safety Shutdown**

1. All diesel engines equipped with High Pressure Common Rail Fuel System (HPCR) are required to incorporate a manual switch that can be operated by track official that will disconnect battery power supply to any fuel injection control ECU and injectors. This includes disabling any aftermarket dash, tuners, modules, or ECU that controls, monitors, or supplies power to HPCR fuel injectors. When manual switch is activated, the engine must stop running immediately. Tech Official may request this feature be demonstrated at anytime during inspection. The main battery disconnect can be used for this purpose if that switch is labeled and located in the required position.
  - a. Pro Street Diesel 2.6 4X4 Trucks, Pro Stock and Super Stock Diesel 4X4 Trucks - HPCR disconnect switch must be located at left end of the front weight box or weight rack. Switch must be easily accessible and identifiable.
  - b. Semi - HPCR disconnect switch required to be located at left end of bumper. Switch must be easily accessible and identifiable.
2. This rule does not eliminate the required 3-way fuel bypass valve located in fuel supply system before the high pressure pump

### **12.5 - Truck General: Engine**

1. All pulling vehicles must be required to have a steel plate or billet flywheel. The flywheel must be made of steel with the following mechanical properties: tensile strength of 60,000 PSI and yield strength of 40,000 PSI. Any aluminum or magnesium flywheel that meets or exceeds SFI specs will be acceptable.
2. Any truck with engine-driven fan blade is required to have a fan shroud of 1/16-inch minimum steel, 360 degrees around the blade. Shroud shall be no more than one (1) inch from radiator core and one (1) inch past rear blade.
3. All exhausts must discharge vertically or underneath and straight back.
4. Only one (1) automotive type engine per vehicle.
5. No electronic fuel injectors or metering devices will be allowed. Except Diesel 4x4 classes that have a factory computer.

### **No computers allowed that automatically control any mechanical operation of the competing engine, clutch or vehicle except for water injection. 12.6 - Truck General: Driveline / Drive Shielding**

1. A vehicle must have three (3) round metal loops per drive shaft.
2. 360-degree loop must be a minimum of 3/8-inch aluminum or 5/16-inch steel, 3/4-inch-wide (or wider) and not more than 2 inches from the shaft in any direction.
3. End loops to be placed no farther than six (6) inches from universal covers, with third loop in center of shaft.
4. Must use a solid tube (3/8-inch aluminum or 5/16-inch steel) to meet the above requirements.
5. If planetary reductions at wheel are used, the following drive shaft shielding criteria will apply.

## Section 12 - TRUCK GENERAL RULES

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- a. No cast metals.
  - b. All remaining drive train, excluding additional manual transmissions, must be enclosed in 5/16-inch minimum steel or 3/8-inch aluminum, round, inside diameter not to exceed two (2) inches more than the outside diameter of the largest universal joint, fastened every six (6) inches or closer, with 3/8 inch or larger bolts, grade #5 or butt and seam welded and securely mounted to vehicle's frame. Applies to all vehicles with exposed drive shaft. No more than ¼ inch of the end of driveline shall be visible with driveline shielding in place.
  - c. Drive shafts between engine and transfer case must have solid shielding a minimum of 3/8-inch aluminum or 5/16-inch steel.
  - d. Vehicle must have 360-degree metal shield around the universal joints, 3/8-inch aluminum or 5/16-inch steel, minimum width six (6) inches. Joint should not be visible from side, top or bottom.
  - e. May use solid tube (3/8-inch aluminum or 5/16-inch steel) to meet the above requirements.
6. No counterbalances permitted in driveline.
  7. No cam type rear-ends. All rear ends must be welded or bolted solid to the frame with a minimum of 3 bolts per side.
  8. The intermediate shaft on FWD driveline shield components must be tethered using the rules stated in the Driveline / Driveline Shielding rules in the General Rules section.
  9. FWD drivelines that use driveshaft hoops must use tether configuration stated in the Driveline / Driveline Shielding rules in the General Rules section to be attached to main or common hoop holder between chassis and hoop assembly.
  10. If a split shield design is used, mount as in Rule 12.5.b above.

### 12.7 - Truck General: Weights / Wheels

1. No dual wheels, chains or studded tires allowed. All tires must have rubber or rubber compound contact between tire and pulling surface.
2. Axle and hub bolt shield are required, except where planetary final drives are used.
  - a. Shield must be at least 0.060 inches thick.
3. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
4. Mounting shield cannot be mounted to axle end or hub bolts.
5. A hole may be installed in center of front shield, so a lock can be operated, so long as hub end or axle bolts are covered.

### 12.8 - Truck General: Fuel & Water

1. VP Racing Fuels are mandatory for all truck classes.
2. VGM water is the only injected water that is allowed.

## Section 13 - PRO STOCK 4WD TRUCK (P4x4)

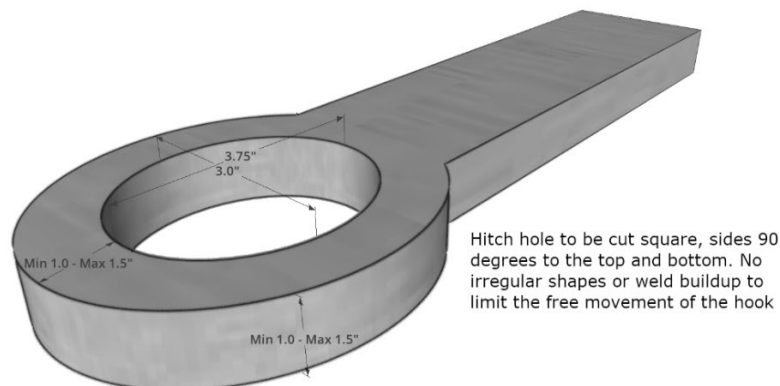
Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 13.1 - General Rules

1. Pro Stock 4WD trucks will compete at a maximum weight of 6,200 lbs.

### 13.2 - Drawbar / Hitch

1. Any nonmember or puller that does not conform to rules shall lose 2 inches of hitch height. Or 200 pounds of weight by their choice.
2. Hitch will be measured with NO ONE standing on the back of the pickup while measuring hitch. NO moving of weight after the scale.
3. Body can not be in a raised position while measuring the hitch. It must be in a fully lowered ready to compete position.
4. Primary hitch must be secure to vehicle frame in all directions.
5. Hitch stem may be any length, as long as point of hook is not less than 36% of wheelbase.
6. Hitch point to rear axles centerline must be a minimum of 36% of wheelbase. This distance cannot change during the pull.
7. Hitch stem angle must not exceed 25 degrees measured on the stem w/angle finder. Main stem must be straight from point of hook to pivot point. (On the same plane).
8. No part of hitch can be attached or come into contact with the rear axle during a pull except the stem adjuster.
9. Hitch adjuster must not be located more than 6 inches from the point of hook.
10. Hitch height cannot exceed 26 inches from the point of hook to the ground or the track. This maximum cannot change during a pull.
11. No "L" shaped drawbars. No "Reese style" or telescoping hitches. Stem must be rigid 1 piece.
12. No drawbar angle greater than the angle of the sled chain. Acceptable angle is 0 degree to a maximum of 25 degrees. This will be measured by the angle of a straight edge from the point of hook to the center of the pivot point.
13. All turn buckles that control drawbar height from BELOW the drawbar must be vertical or angled FORWARD from the attachment point on the drawbar to axle housing. Attachment point on axle cannot be above centerline of axle housing.
14. All turn buckles that control drawbar height from ABOVE the drawbar must be vertical or angled BACKWARD from attachment point on drawbar to frame.
15. No cam type rear ends. All rear ends must be welded or bolted by a minimum of 3 bolts per side solid with a minimum of 3 5/8 grade 5 bolts per side to the frame
16. Drawbar to be made of steel, minimum of two (2) square inches' total material at any point. This will include the area of the pin with the pin removed. Pins will be minimum of 7/8-inch diameter. Drawbar must be equipped with steel hitching device constructed of not more than 1 1/2 inch square nor less 1-inch square (1 1/8-inch round stock) with an oblong shaped hole of 3 3/4 inch long by 3 inch wide.



### 13.3 - Body / Chassis

1. All body components must have a factory production OEM frame.
2. Vehicle must retain original wheelbase plus or minus ½ inch and stock appearance, 133" maximum.
3. Hood scoops are optional.

### 13.4 - Engine

1. Engine DOES NOT need to be the same make as vehicle.
2. Rear edge of block to center of the front axle can be no less than 14".
3. May only run cast iron blocks with any cast iron heads or aluminum type heads also acceptable are NHRA pro stock legal with wedge shaped combustion chambers, no hemi type chamber (can have spark plug in middle through valve cover), OEM or after market. Any internal engine modification allowed.
4. Any single 4500 carb flange, 4-barrel manifold required naturally aspirated. Sheet metal intake manifolds are allowed.
5. A 1% variance to the engine cubic inch limit of 485 cubic inches.
6. Maximum engine bore spacing of 4.9 inches.
7. No electronic timing devices.
8. No traction control, no digital boxes.

### 13.5 - Tires, Wheels, Suspension

1. Tires must be street legal. No tread alterations of any kind are allowed. Sharpening, cutting, re-grooving, or tread touch up is not allowed. No larger than 33 x 12.50 x 16 or 305 x 70 R16 only DOT approved with factory stamp. The size must be displayed on the tire.
2. Maximum 12-inch wheel width.
3. Tires can be sanded/trued up, but CANNOT alter tread design, pattern angle or shape.
4. The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one (1) inch.
5. Solid rear suspension allowed.
6. Any rear-end housing size is permitted. A maximum of one-ton front-end housing is allowed. The width of the housing is to be like the width of the factory housing.
7. Front airbag suspension is allowed and cannot be controlled from inside the cab.

### 13.6 - Weights / Weight Boxes

1. Weights/weight bar must not extend forward more than sixty (60) inches from the centerline of the front axle.
2. Weight box must be pinned after scaling the vehicle and before measuring the hitch and can't be changed until done pulling.

### 13.7 - Transmission

1. Aftermarket transmission and transfer case is allowed.

### 13.8 - Fuel & Water

1. Alcohol fuels and propylene oxide are not allowed.
2. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles.
3. VGM water is mandatory for all water injected vehicles.
4. \$50 fine will be assessed for lack of fuel and water test ports for all classes.
5. \$50 fine for any minor infractions of fuel quality.
6. Throughout the year the class will have a fuel check at a minimum of five (5) events.

## Section 14 – LIMITED PRO STOCK DIESEL 4X4 3.0 TRUCKS (LPD30)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 14.1 - General Rules

1. 3.0 Diesel trucks will compete at a maximum weight of 8,000 lbs.
2. The OEM Driver Restraint System is mandatory and must be worn.
3. Exhaust manifold and exhaust turbo blankets are required.
4. No traction control permitted.

### 14.2 - Drawbar/Hitch

1. The hooking point is defined as the point of contact between the hook of the sled and the rearmost part of the opening of the hitch (i.e. - where the hook drops).
  - a. Hooking point must have a minimum of 3 inch by 3 ¼ inch inside opening for the sled hook.
  - b. Hook point to be no closer than 44" of centerline of rear axle.
  - c. Maximum hitch height of 26".
2. Hitch point must be easily accessed. No "trick" type hitches permitted.
3. The hitch must be stationary in all directions.
4. The hitch must be frame mounted.
5. The hitch must be mounted on the center line of the rear axle or behind.
6. Hitch must not exceed a maximum of 25° angle from pivot point to hook point.
7. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above the centerline of the rear axle. The adjusters must go down from the drawbar. The adjusters can only go straight downward vertically or towards rear differential housing.
8. No slotting of holes for adjuster attachment.
9. No hitch supports or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle.
10. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

### 14.3 - Body / Chassis

1. The body must be the OEM truck body. 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.
2. 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.
3. A complete firewall is mandatory. No holes except for controls. Must be a minimum of one of the following materials, 1/16" aluminum, 1/16" steel or 1/8 Lexan may be used. Firewall must extend downward to bottom of the frame.
4. Must have tonneau cover and tailgate if bed floor is removed.

### 14.4 - Engine

1. 460 cubic inch max.
2. No aftermarket blocks.
3. The engine is limited to a stock appearing engine, which can be interchanged between Dodge, Ford, Chevy, etc. as long as they came in a one ton or smaller pickup truck from the factory. The complete engine must have stock appearance except where otherwise noted in these rules.
4. Aftermarket intake manifolds are allowed.
5. Max one P7100 (2 5/8" w 9 9/16" L 8 3/16" H) pump body or p8600 pump. 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. Pumps from different years in the same engine model may be interchanged. P7100 pumps are allowed to run RSV (ag governors).
6. Water Injection: Water injection is prohibited. All water injection system components must be removed from the truck.
7. Intercoolers: Ice water intercoolers are allowed.

## **Section 14 – LIMITED PRO STOCK DIESEL 4X4 3.0 TRUCKS (LPD30)**

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8. A fire extinguisher system is permitted.

### **14.5 - Turbocharger**

1. The vehicle is limited to a 3-inch slick bore without map ring. All provisions allowing the air into the wheel other than via bore is prohibited.
2. No removable plugs or reducers allowed to reduce to legal spec.
3. The vehicle driver will be responsible for making compressor wheel accessible for tech personnel to measure bore.

### **14.6 - Tires, Wheels, Suspension, Steering**

1. The tires must be DOT street tires. Maximum size of a 35 inch 12.50 or metric equivalent allowed. Cut tires are prohibited. 102-inch maximum outside tire to outside tire. Rear duals are allowed.
2. The maximum wheelbase is 158 inches.
3. Rear axle bolts must be covered by cap or shield.
4. Rear dual wheels allowed.
5. Welded rear end suspension is allowed.
6. Aftermarket steering is allowed.

### **14.7 - Weights / Weight Boxes**

1. 7,500 lbs. minimum weight – 8,000 lbs. maximum weight.
2. Ballast is permitted.
3. 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.
4. Ballast may be added in the bed of the truck.

## 14.8 - Transmission / Driveshaft

1. Open driveline from flywheel back is allowed.
2. Any transmission or transfer case allowed.
3. All trucks must have at least a six-inch-wide shield 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. Any front driveshaft 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.
4. All shields must be securely mounted to the vehicle.
5. Recommend that all u-joints be covered, and drive shafts have the 3-additional hanger loops as specified in the truck general rules.
6. If using an Automatic Transmission:
  - a. Aftermarket torque converters, valve bodies and internal components are permitted.
  - b. Transmission brakes are prohibited.
  - c. 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.
  - d. A functional neutral safety switch is mandatory.
  - e. All transmission lines must be metallic or high-pressure type hose.
  - f. 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 and must be appropriately labeled as meeting SFI spec 4.1. It must extend from the rear of the block to the front of transmission main body and the bellhousing area is to be completely covered with a six-inch overlap where it is fastened. All non-blanket type shields must incorporate two (or one, per manufacturer's instructions) ¾ 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
  - g. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI spec 29.1 and covered by a flex plate shield meeting FIT spec 30.1.
7. If Using a Manual Transmission:
  - a. Aftermarket internal components are permitted.
  - b. A clutch with minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles.
  - c. All manual transmissions must be clutch assisted.
  - d. Sequential shifters are prohibited.
  - e. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting SFI spec 6.3.
  - f. 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 that bellhousing. It must be attached to the block and extend rearward to the transmission with a minimum six-inch overlap where it is fastened.

## 14.9 - Fuel & Water

1. Fuel must test 150 or below with all vehicles.
2. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP DX fuel is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
5. Racing fuel cells are permitted.

## **Section 15 - PRO STREET DIESEL 4X4 2.6 TRUCKS (PSD26)**

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### **15.1 - General Rules**

1. Hand throttles permitted.
2. Functional front hydraulic wheel brakes are mandatory.
3. 2.6 Diesel trucks will compete at a maximum weight of 8,000 lbs.
4. Exhaust manifold and exhaust turbo blankets are required.

### **15.2 - Drawbar & Hitch**

1. The hooking point is defined as the point of contact between the hook of the sled and the rearmost part of the opening of the hitch (i.e. - where the hook drops).
  - a. Hooking point must have a minimum of 3 inch by 3 ¼ inch inside opening for the sled hook.
  - b. Hooking point must be parallel to the ground and must not hinge or pivot in any direction.
  - c. Hook point to be no closer than 44" of centerline of rear axle.
  - d. Maximum hitch height of 24".
2. Hitch must be frame mounted.
3. The use of Reese style hitches is prohibited.
4. Hitch must be located on the centerline of the rear axle or behind.
5. Hitch must not exceed 25-degree angle from pivot point to hook point.
6. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle.
7. The pivot pin of the drawbar can be no further forward than the centerline of the rear axle.
8. Hitch must be stationary in all directions.
9. Final decision of legality of all hitches resides with the head tech official.

### **15.3 - Body / Chassis**

1. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. The hood must be closed and securely latched when hooked to sled.
2. The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the OEM chassis and wheelbase, not to exceed 172".
3. Wheel tubs, back half conversions, tube chassis, etc., are prohibited.
4. All visible u-joints must be shielded, along with axle bolts.
5. Batteries cannot be located within the cab of the vehicle.

### **15.4 - Engine**

1. The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic Inch limit of 460 CI.
2. 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 allowed. Ag governors permitted. No Sigma or 12-cylinder pumps allowed. P pump 3000 or 7100, 13 mm plungers max, ag or street governors.
3. Radiators, if required, must be in stock location and be of at least stock size
4. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or "V" belt. Electric cooling fans are permitted.
5. All trucks must be equipped to direct exhaust upward. Hood stack permitted. Two 1/2 inch diameter bolts must be installed through exhaust pipe in a cross pattern within 1 inch of each other, as close to the turbo as possible.
6. All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

7. Factory style or aftermarket air-to-air coolers allowed. No types of water to air coolers, no use of ice, water, cooled gas/vapor, or spray bars allowed.

### **15.5 - Turbocharger**

1. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8".
2. Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel.

### **15.6 - Tires, Wheels, Suspension, Steering**

1. Hydraulic steering permitted
2. An OEM transmission and transfer case are mandatory. They must have been an option on a one ton or smaller pickup.
3. Non-OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup.
4. Rear axle bolts must be covered with a cap or shield.
5. Suspension - Front: 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) are not permitted. The upper mounting point for strut assembly must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.
6. Suspension - Rear: Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No air bags. Rear suspension may be made solid.
7. The tires must be DOT street tires. Cut tires are prohibited. 35x12.50 maximum Factory dually trucks are allowed but must be STOCK size tires for that year and model.
8. No duals allowed.

### **15.7 - Weights / Weight Boxes**

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

### **15.8 - Transmission**

1. Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one ton or smaller pick-up truck.
2. If using an Automatic Transmission:
  - a. Non-OEM transmissions are prohibited.
  - b. Aftermarket torque converters, valve bodies and internal components are permitted.
  - c. Transmission brakes are prohibited.
  - d. 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.
  - e. All transmission lines must be metallic or high-pressure type hose.
  - f. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1.
  - g. A blow proof transmission blanket must be used.
3. If using a Manual Transmission:
  - a. Non - OEM transmissions are prohibited.
  - b. Aftermarket internal components are permitted.
  - c. A clutch meeting minimum SFI Spec1.1 or 2.1 is mandatory on all engines.
  - d. All manual transmissions must be clutch assisted.

## Section 15 - PRO STREET DIESEL 4X4 2.6 TRUCKS (PSD26)

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- e. Sequential shifters are prohibited.
- f. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.
- g. A blow proof transmission blanket must be used.

### 15.9 - Fuel & Water

- 1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP DX fuel is allowed.
- 2. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
- 3. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
- 4. Nitrous Oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.
- 5. Propane is prohibited. All system components must be removed from the truck.
- 6. Water injection is prohibited. All system components must be removed from truck.
- 7. A Fuel cell is permitted in the factory location or mounted securely in the bed.

## Section 16 - PRO STOCK DIESEL 4X4 3.6 TRUCKS (PSD36)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 16.1 - General Rules

1. Hand throttles permitted.
2. Functional front hydraulic wheel brakes are mandatory.
3. Pro Stock Diesel 3.6 trucks will compete at a maximum weight of 7,800 lbs.
4. Exhaust manifold and exhaust turbo blankets are required.
5. The maximum wheelbase is 158 inches.

### 16.2 - Drawbar & Hitch

1. The hooking point is defined as the point of contact between the hook of the sled and the rearmost part of the opening of the hitch (i.e. - where the hook drops).
  - a. Hooking point must have a minimum of 3 inch by 3 ¼ inch inside opening for the sled hook.
  - b. Hook point to be no closer than 44" of centerline of rear axle.
  - c. Maximum hitch height of 26".
2. Hitch point must be easily accessed. No "trick" type hitches permitted.
3. The hitch must be stationary in all directions.
4. The hitch must be frame mounted.
5. The hitch must be mounted on the center line of the rear axle or behind.
6. Hitch must not exceed a maximum of 25° angle from pivot point to hook point.
7. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above the centerline of the rear axle. The adjusters must go down from the drawbar. The adjusters can only go straight downward vertically or towards rear differential housing.
8. No slotting of holes for adjuster attachment.
9. No hitch supports or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle.
10. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

### 16.3 - Body / Chassis

1. The body must be the OEM truck body. 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.
2. 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.
3. A complete firewall is mandatory. No holes except for controls. Must be a minimum of one of the following materials, 1/16" aluminum, 1/16" steel or 1/8 Lexan may be used. Firewall must extend downward to bottom of the frame.
4. Must have tonneau cover and tailgate if bed floor is removed.

### 16.4 - Engine

1. Maximum engine size will be 460 cid.
2. Engine must come from factory in one ton or smaller diesel pickup truck.
3. Front of engine block can be no farther forward than 17" of centerline of front axle.
4. Billet blocks and heads are allowed with OEM specs, replica to be considered legal must retain stock bore spacing and operate with the stock crankshaft for the model without alterations for chassis mounting.
5. The fuel injection pump is limited to cylinder number specific (i.e. 6-cylinder pump on a 6-cylinder motor). Ag governors permitted. No Sigma or 12-cylinder pumps are allowed.
6. The use of multiple high-pressure common rail fuel pumps or HPOPs are allowed.
7. Radiators, if required, must be in stock location and be of at least stock size

## Section 17 - MODIFIED 4WD TRUCKS (4WD)

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8. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or "V" belt. Electric cooling fans are permitted.
9. All trucks must be equipped to direct exhaust upward. Hood stack permitted. Two 1/2 inch diameter bolts must be installed through exhaust pipe in a cross pattern within 1 inch of each other, as close to the turbo as possible.
10. All engines must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.
11. Intercoolers are allowed.

### 16.5 - Turbocharger

1. Turbocharger must have smooth faced intake housing, limited to a 3.6-inch inlet, (no map ring) with all air entering through the 3.6-inch opening. Intake wheel must protrude 1/8-inch inside of opening.

### 16.6 - Tires, Wheels, Suspension, Steering

1. 17.Tires: May run DOT approved tire or bar tire.
  - a. DOT Tire: maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. No sanding, siping, shaving, grooving or burnouts. Excessive wear or modification to OEM configuration is not allowed and will be subject to tech official's review. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.
  - b. Bar Tire: Maximum tire circumference or 112", when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of 4 tires.
  - c. No combination of (bar/DOT) of tires permitted..
2. Rear axle bolts must be covered by cap or shield.
- ~~3.~~ Welded rear end suspension is allowed.
4. Aftermarket steering is allowed.

### 16.7 - Weights / Weight Boxes

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

### 16.8 - Transmission

1. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted, If using an Automatic Transmission:

### 16.9 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP DX fuel is allowed.
2. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
3. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
4. Nitrous Oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.
5. Propane is prohibited. All system components must be removed from the truck.
6. A Fuel cell is permitted in the factory location or mounted securely in the bed.

## Section 17 - MODIFIED 4WD TRUCKS (4WD)

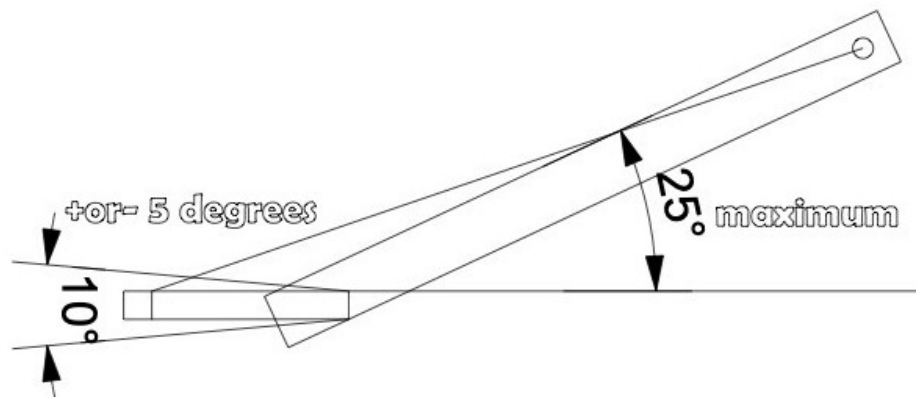
Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 17.1 - General Rules

1. Vehicles in this class must be 4 Wheel Drive
2. All pulling vehicles must have an automatic ignition kill switch/or air shut off. All ignition engines must have a kill switch in working order within easy reach of the driver.
3. No electronic traction control devices such as MSD digital, Davis Electronics or power grid will be allowed.
4. No electronic fuel injector or metering devices allowed such as timing retards or fuel lean out all must be triggered manually by the driver as the vehicle pulls.
5. Wiring and components must be readily visible for inspection.
6. MOD 4WD vehicles will compete at a maximum weight of 6,350 lbs.

### 17.2- Drawbars/Hitch

1. When measuring the hitch, light pressure may be applied to a tire that is not touching the ground to have it make contact with the ground. This will allow for a more accurately measured hitch height.
2. Hitch height cannot exceed 26 inches from the point of hook to the ground or the track. This maximum cannot change during pull.
3. Primary hitch must be secure to vehicle frame in all directions, Hitch stem may be any length, as long as point of hook is not less than 30% of wheelbase.
5. Hitch point to rear axles centerline must be a minimum of 30% of wheelbase. This distance cannot change during the pull.



6. Hitch stem angle must not exceed 25 degrees measured on the stem w/angle finder. Main stem must be straight from point of hook to pivot point. No part of hitch can be attached or come into contact w/ rear axle during pull except the Stem adjuster.
7. Hitch adjuster must not locate more than 6 inches from point of hook.
8. Hitch height cannot exceed 26 inches from the point of hook to ground or track.
9. No "L" shaped drawbars.
10. No drawbar angle greater than the angle of the sled chain. Acceptable angle is 0 degree to a maximum of 25 degrees. This will be measured by the angle of a straight edge from the point of hook to the center of the pivot point.
11. Maximum hitch height shall be 26 inches. This maximum cannot change during pull.
12. Drawbar to be made of steel, minimum of two (2) square inches' total material at any point. This will include the area of the pin with pin removed. Pins will be minimum of 7/8-inch diameter. Drawbar must be equipped with steel hitching device constructed of not more than 1 ½ inch square nor less 1-inch square (1 1/8-inch round stock) with an oblong shaped hole of 3 ¾ inch long by 3 inches wide.
13. No cam type rear ends. All rear ends must be welded or bolted by a minimum of 3 bolts per side solid with a minimum of 3 5/8 grade 5 bolts per side to the frame.

### 17.3 - Body / Chassis

1. Vehicle must have hood, grille & fenders in place as intended by manufacturer.

## Section 17 - MODIFIED 4WD TRUCKS (4WD)

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2. Vehicle body style must be, or have been, available from a dealer as a mass-produced body style. Fiberglass replicas will be allowed.
3. Vehicle must maintain original appearance.
4. Vehicle appearance:
  - a. No bare chassis or flat beds permitted.
  - b. Must have metal frame.
  - c. Non-metal floor allowed in bed.
  - d. Windshields are recommended but not required. If you don't have a windshield, it is recommended that you have your face shield down on your helmet.
  - e. Fiberglass hood scoops, spoilers, fender flares are allowed.  
**NOTE:** Contact the OTTPA Executive Board to request a variance for this rule.
  - f. No onboard compressors or controls that can change the suspension. Single fill point for all air suspensions.

## 17.4 - Frames

1. May be different from the make and model of the truck body.
2. Tubular steel frames are allowed.

## 17.5 - Engine

1. The engine is any engine, or its replica, available in a passenger car. For a replica to be considered legal it must accept and swing a stock crankshaft.
2. No diesel engines permitted.
3. Engine may have a maximum bore spacing of five (5) inches.
4. Automotive engines at all levels of competition are only allowed to run a maximum of two (2) valves per cylinder.
5. Fuel injection (and carburetors) and header may protrude through the hood.
6. Engines must be naturally aspirated only.
7. No superchargers or turbo chargers allowed.
8. Must have a 3-point engine mount and a support saddle for the rear of the transmission.
9. Engine must be in stock location, which is defined as being within engine compartment as manufactured, behind stock grille and in front of stock firewall.
10. Vehicle may run without radiator, engine may be moved forward, but engine must stay behind the grille, except for high performance type starters and accessories with crankshaft.
11. Rear of engine block may not be moved forward of centerline of front axle
12. VP Racing Fuels only.
13. No pressurized fuel system. Q16 is allowed. No M3, M5, or oxygenated type gas allowed. No nitro-based fuel nitro or power enhanced alcohol will be allowed. Top lube allowed.
14. The vehicle must have vertical exiting exhaust; height of pipe must be a minimum of one (1) foot above the bend.  
**NOTE:** Vertical is defined as "being in plumb" with a ten (10) degree variance in any direction permitted.
15. Vehicles to conform to provision of Modified Tractor engine shielding.  
**NOTE:** Entire engine to mean anything that is bolted to the engine block.

**NOTE:** A bubble or hood scoop is optional. If used, the scoop or bubble must cover the carburetors or fuel injection if the induction system protrudes through the hood.

## 17.6 - Tires, Wheels

1. Center of wheels cannot exceed plus or minus six (6) inches of fender wells for wheelbase being used, which means a vehicle may run up to a maximum of 133-inch wheelbase.
2. Wheels must be in fender wells as described above. The body may be stretched in the middle to accompany this.
3. The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one (1) inch.
4. Maximum tire size of 112-inch circumference which will be measured using a measuring device set on 112". Measurement will be taken with the tire at the competing air pressure.
5. All measurements on the rough are allowed + or - 1 inch until can be measured properly on flat surface.

## 17.7 - Weights / Weight Boxes

1. Weights/weight bar must not extend forward more than sixty (60) inches from the centerline of the axle.

## Section 18 - SUPER MODIFIED 2WD TRUCKS (2WD)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 18.1 - General Rules

1. 2WD vehicles will compete at a maximum weight of 6,200 lbs.
2. Vehicles in this division will adhere to all pertinent criteria of modified tractor safety and construction, unless special variations are noted.

### 18.2 - Body / Chassis

1. Tubular steel frame is allowed
2. The maximum length of the vehicle is no more than 15 feet from the centerline of rear axle to forward most portion of the vehicle including the weight racks.
3. The 15 feet from center of rear axle overall rule will apply to all 2WD vehicles with the exception of a ten (10) inch over-length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed past 15 feet. Tow hook to be consistent with 15-foot rule.
4. Maximum width of vehicle is eight (8) feet.
5. Chassis (frame) may be truck frame or fabricated frame like modified tractors.
6. Vehicle appearance:
  - a. Fiberglass hood scoops, spoilers, fender flares are allowed.
  - b. Allowed to use stock appearing pickup truck and van fiberglass bodies and parts.
  - c. All 2WD vehicles must have a presentable front windshield of glass, Plexiglass or Lexan. Does not have to be a full windshield.
7. Fuel injection, carburetors and headers may protrude through the hood.
8. Any factory production body truck or van is allowed including passenger-type bodies.
9. Vehicle needs to conform to provisions of the modified tractor engine shielding.

### 18.3 - Engine

1. The engine is any engine, or its replica, available in a passenger car. For a replica to be considered legal it must accept and swing a stock crankshaft.
2. Must have a 3-point engine mount and a support saddle for the rear of the transmission.
3. 2WD OTTPA competition – a limit of 650 cubic inches and two (2) valves per cylinder.
4. There will be no timing delay devices allowed.
5. All boosted V8 motors limited to a maximum 5" bore spacing.
6. Engine can have a maximum of eight (8) cylinders.
7. Diesel engines are not allowed.
8. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of center line of front axle.

**NOTE:** "Entire engine" is to mean anything that is bolted to the engine block.

### 18.4 - Superchargers

1. Maximum super charger limit is 14-71 hi-helix, no screw type super chargers permitted.

### 18.5 - Turbochargers

1. Allow only single staged turbochargers in the division and must therefore follow the safety rules that apply to all turbocharged engines which are found in the General Rules Section under Supercharger/Turbocharger.

### 18.6 - Exhaust

1. Vehicles must have vertical exiting exhaust.
2. Height of pipe must be a minimum of one (1) foot above the bend.  
**NOTE:** Vertical is defined as "being in plumb" with a 10-degree variance in any direction permitted.

### 18.7 - Tires, Wheels

1. Must run a minimum of 14-inch front rims with an automotive or front tractor tire.
2. Any wheelbase is permitted.
3. Front wheel and axle are to remain in the visual center of the front wheel well. Must maintain a minimum of two (2) inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and rearward most part of tire from a side view.
4. Rear tire diameter shall not exceed 143-inch circumference when mounted on an 18-inch rim and inflated to 28 PSI. The ground patch is not to exceed 19 inches based on the original tread.

### 18.8 - Weights

1. Weights are not to extend forward of maximum length stated in Rule 1 under the Body/Chassis section above, not rearward more than 12 inches from hitch point and must not interfere with hitching and unhitching of vehicle.

### 18.9 - Driveline / Clutch

1. Torque converters, automatic shifts, etc. are permitted.
2. Engine to clutch to transmission to be constructed like the modified tractors.
3. No electronic, pneumatic or hydraulic devices that affect the clutch system are allowed.
4. All staged or variable released clutches of any description prohibited. (This does not affect slave cylinder for clutch pedal.)
5. All 2WD vehicles engine/automatic transmission combinations must have either:
  - a. Two front engine mounts, two rear engine mounts, and a support saddle for rear of transmission, with ½ inch maximum clearance.
  - b. Two front engine mounts, support saddle at rear of engine, with ½ inch nylon strap in the middle of that span to secure the driveshaft to the frame.

### 18.10 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles.
2. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
3. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

**NOTE:** A bubble or hood scoop is optional. If used, the scoop or bubble must cover the carburetors or fuel injection if the induction system protrudes through the hood.

## Section 19 - NATURALLY ASPIRATED 2WD TRUCKS (NA2WD)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 19.1 - General Rules

1. Small tire trucks run at 6500 lbs.
2. Mandatory 4-point harness and a racing seat
3. NA2WD vehicles must have 2 working front or rear brakes
4. NA2WD vehicles will compete at a maximum weight of 6,200 lbs.

## **19.2 - Chassis**

1. Maximum length to be 15 feet from the center of the rear axle to the furthest, most forward point
2. Maximum wheelbase for all trucks is 165 inches, regardless of body type
  - a. Applies to all NA2WD trucks except for a 10" inch over length allowance for cosmetic fiberglass only.
  - b. No steel structure, reinforcement, or steel bumpers allowed past 15 feet.
3. All vehicles must have vertical bumpers to prevent vehicles from passing over the buckboard of the sled while backing up to hook or unhook.
  - a. Bottom to be maximum of 24 inches from the ground.
  - b. Bumpers must extend a minimum of 8" vertically.
4. Maximum width of vehicle is eight (8) feet
5. All vehicles must have an approved fire wall with no openings larger than ½"
6. Only ¼" Lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls. No plexiglass firewalls permitted.
7. Air or hydraulic devices to raise or lower the front of the chassis is prohibited

## **19.3 - Engine**

1. Maximum of 540 cubic inch limit +1%
2. Only one automotive type of mass-produced engine, with only two valves per cylinder.
3. Engine block must have standard OEM bore spacing and accept a stock OEM automotive crankshaft.
4. Aftermarket cast iron blocks are allowed but aluminum blocks will NOT be allowed.
5. No Hemi engines. Only two (2) valves per cylinder.
6. Billet engine blocks are not allowed.
7. Aluminum heads allowed.
8. Hand/CNC porting, straight planning, larger valves and raised port heads are allowed.
9. No electronic fuel injectors or metering devices will be allowed.
10. No electronic traction control allowed.
11. No electronics to engage clutch will be allowed.
12. Electronic control devices or programmable boxes for ignition timing are prohibited.
13. No blowers or turbos
14. All harmonic balancers must be SFI 18.1 spec. A bolt to hold the balancer to the crankshaft is required.

## **19.4 - Tires**

1. Tractor or aftermarket pulling tires. 44.8" height x 19.40" width or 16-1-18.4
2. No dual rear wheels allowed.
3. Nichols Tires are not allowed.
4. Wide Mayhill tires are not allowed.

## **19.5 - Weights**

1. Weights cannot extend more than 12 inches past the drawbar.

## **19.6 - Fuel**

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles.
2. Absolutely no additives – (except VP top lube)
3. All fuel lines must be steel braided or high pressure reinforced rubber. No plastic tubing is allowed unless OEM installed and approved.

## Section 20 - PRO STOCK SEMI TRUCKS (PSS)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 20.1 - General Rules

1. Pro Stock Semi Trucks will compete at a maximum weight of 20,000 lbs.
2. Truck must be stock appearing for the year, model and make of truck.
3. All trucks must have working brakes on all rear wheels.
4. Drivers must use a seatbelt and/or shoulder harness when hooked to the sled.
5. Cabover (COE) type trucks are not accepted in OTTPA competition.

### 20.2 - Drawbar / Hitch

1. Trucks are required to have their own hitching device that is subject to approval by the head tech official at each event. The hitch must be adjustable so that the height from the ground to the point of hook is between 18" and 14"
2. Centerline of the rear axle to the hook point on the hitch must be no greater than 7 feet.
3. Trucks running 4.1 and smaller turbocharger has a 18 inch maximum hitch height
4. Trucks running 4.2 - 4.6 turbocharger has a 16-inch maximum hitch height

### 20.3 - Chassis / Body

1. All competition vehicles must have a firewall between the engine compartment and the driver's compartment. No holes except for controls. Holes must be no larger than one-half inch larger in diameter than the control that passes through.
2. All hoods must be securely fastened closed while in competition.

### 20.4 - Tires & Wheels

1. Maximum tire size limited to 11x24.5 x 8.25 (or) 10 x 22 x 8.25.
2. All tires must be road use approved tires and available to the public.
3. Dual wheels and dual tires must be used on the rear axles.
4. No chains or cables permitted.
5. No tire cutting permitted.
6. No split rim or wedge lug type wheel allowed.
7. No spoke type wheels. Wheels must be bud type.

### 20.5 - Weights / Weight Box

1. Weights cannot extend rearward more than 51 inches from the center of the rear axle.
2. Weights cannot extend more than 24 inches from the farthest point forward of the vehicle.
3. Weights must not interfere with the hooking of the sled to the hitch.

### 20.6 - Engine

1. Only one production available commercial truck engine will be permitted.
2. The engine must have been available for over the highway road use trucks.
3. No recast, billet steel, or aluminum blocks.
4. No recast, aluminum, or billet heads permitted.
5. All fans must have fiberglass blades. A complete shroud must encircle the fan area (360 degrees) and be securely attached.
6. Mechanically operated throttles must have two springs attached to the throttle arm on pump to aid in returning to idle position.

## Section 20 - PRO STOCK SEMI TRUCKS (PSS)

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7. Electronic engine control (ECM) may be OEM or aftermarket.
8. Factory fuel pump or P-Pump is allowed for all trucks. It must not be larger than a P7100. No pump may be modified with Sigma parts. No Billet fuel pumps.

### 20.7 - Kill Switch / Air Shutoff

1. A 3-way dump valve is required in the fuel supply line on mechanical fuel injection systems. It must be easily accessible to the driver to operate while restraints are worn.
2. Air shut off must be able to be activated from the driver's position and must also be connected to a cable run to the rear of the vehicle.
3. Kill connection at rear of vehicle must be within 6 inches of centerline of truck, and 36 inches above hook point. A 2-inch solid ring attached to end of this cable

### 20.8 - Turbocharger

1. Turbos are limited to single turbocharger with a 4.6" inch maximum inducer bore.

### 20.9 - Transmission

1. Transmissions and rear ends must be commercial semi-truck factory components.
2. Only mechanically activated clutches are permitted. (Hydraulic assists are permitted)

### 20.10 - Axles & Suspension

1. Only tandem drive axle bobtail semi-trucks will be permitted to compete.
2. Tandem axle spacing must be between 60" and 52".
3. No front wheel drive will be permitted.
4. Airbags or air springs and/or all mechanical lift mechanisms on front steering axles are NOT permitted.
5. Trucks with air ride suspension must be equipped with chains or some type of limiting device on both drive axles to prevent the height of the frame from changing during the pull. Limiting devices must not have any 'give' built in. Solid rear drive axle suspension permitted, however all drives must be chained or limited. Chains or limiting devices must be tight (no slack) when the hitch is measured. Four short chains or cables from the side of the frame down to the axle housings is recommended. No chains and binders going up and over the frame rails are allowed.

### 20.11 - Driveline / Shielding

1. Universal joint shields are required beyond the rear of the transmission. Must be a solid construction, 5/16" thick steel minimum and be able to contain debris or direct debris toward the ground. U-joint shields not required on the inter-axle drive shaft provided the top of the frame between the rears is securely covered with minimum 1/8" aluminum or steel. Front driveshaft to have a 5/16-inch x 2-inch wide steel, 360-degree safety loop installed at center of driveshaft between transmission and front drive axle and be securely mounted to each frame rail by two (2) – 3/8-inch grade 5 bolts evenly spaced on each side.
2. SFI 4.1 or 4.2 blanket that completely covers the bellhousing. It must be attached to the block and extend rearward to the transmission with a minimum six-inch overlap where it is fastened. Must have SFI tag and be within the expiration date. A fabricated Bellhousing can be used based on the following:
  - a. On a vehicle where an SFI bellhousing is not available to cover the flywheel and clutch assembly, an SFI type bellhousing may be fabricated using a minimum 1/4-inch steel and covered 360 degrees with an SFI 4.2 blanket.
  - b. Use of fabricated bellhousings limited to applications where a SFI 6.2, 6.3 or 6.4 bellhousing is not available or feasible for application (i.e. flywheel/clutch assembly larger than 14 inches).

### 20.12 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP DX fuel is allowed.
2. VGM water is the only water injected water that is allowed. All water injected vehicles must run VGM water only.

3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

## Section 21 - TRACTOR GENERAL RULES

Unless specifically outlined below in the Tractor General Rules the overall General rules outlined above will apply.

### 21.1 - Tractor General Rules

1. No four-wheel drive model tractor is eligible.
2. No OEM cast component tractors allowed.
3. If the OTTPA Board doubts the legality of any entry, or upon protest of another contestant in that class, the contestant in question must verify that 150 units of the tractor in question had been manufactured (notarized statement from the manufacturer). The contestant in question will furnish part numbers and prove to the board's satisfaction that the tractor is a legal entry.
4. Tractor airbag suspensions are allowed, but no on-board compressors or controls of any kind to change the suspension. Only one fill point is allowed for the suspension.
5. All ether bottles (starting aides) must be placed outside of the engine compartment.

### 21.2 - Tractor General: Safety

1. All alcohol fueled tractors should have halon fire systems with at least 3 nozzles under the hood.
2. Tractors utilizing on board fire extinguishing systems inside the engine compartment should not have extinguishing components attached to the sheet metal.
3. Tractors are required to have an SFI 6.2, SFI 6.3 or SFI 6.4 approved bellhousing or a SFI 4.2 bellhousing blanket that meets the following minimum construction specification: You cannot have visible holes in clutch housing to clear bellhousing.
  - a. 17 inches wide and long enough to wrap around the bellhousing with at least a six (6) inch overlap.
  - b. Secured with six (6) two (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 to be tied in a saddle cinch.
  - c. Four (4) two (2) inch nylon web retaining straps each at the front and back of the blanket.
  - d. Must be in good condition and be within 5-year certification. Tag must be legible.
4. Tractors must have either:
  - a. Safety tie bars mounted to rear axle housing with at least four (4) axle housing bolts and extending forward of flywheel area and fastened to side of block or main frame with at least two (2) 5/8-inch bolts; OR
  - b. A one (1) piece frame extending from front of tractor to rear axle housing mounting bolts.

**NOTE:** Tie bars of frame must be of sufficient strength to support the weight of tractor with the bolts used to split the tractor removed. If in question, to be approved by the OTTPA Executive Board.
5. Carbureted or injected Allison, Packard, Industrial or Marine engines using a centrifugal supercharger must be shielded.
  - a. Shield to start at the center line of supercharger housing and extend 5 inches rearward, notching allowed only to fit around accessory components.
  - b. Shield must extend 8 inches forward of center line of blower housing and notched only for accessory components (such as air boxes).
  - c. On front edge of the shield there must be a rolled lip extending inward 1 inch.
  - d. Shield must be 3/8-inch steel, bolted every 2 inches or closer, with 3/8-inch bolts (Grade #5 or better) or larger.
  - e. Shield must start at bottom of blower housing, up the side, over top and down other side to bottom of blower housing. Holes or notches allowed only for accessory components. Shield must maintain its integrity.
  - f. Shielding must be the same on each side of the supercharger. SFI Spec. 4.1 blanket required.
  - g. Allison blowers must have a steel shield as in rule 5: a-f above, or a SFI Spec. 4.1 blanket. No cutting or grinding on Allison supercharger wheels.
  - h. On pulling vehicles the tubing on the pressure side of the turbocharger or supercharger to the intake must be under the hood or side shields, or bolted or strapped securely.
6. Turbine engines must have steel shielding around the hot section:
  - a. 1500hp and less must have a minimum of 3/8 inch steel shielding
  - b. Over 1500hp must have a minimum of 1/2 in steel shielding

7. All turbine engine exhaust stacks must have a minimum of 3 restraints distributed equally around the stack. The restraints must be attached to the stack and to a solid mounting point such as the steel hot section shield or tractor frame rails. Restraints must contain the exhaust stack to the vehicle if the stack was to come loose from the engine.

### **21.3 - Tractor General: Tires**

1. Maximum tire size allowed for competition: 24.5x32 with a maximum of 210 -inch circumference+ 1%, when inflated to 10 psi. on a 26-inch-wide rim. Tread width not to exceed 25 inches. No radial tires allowed.
2. Maximum tire size allowed for competition: 30.5x32 with a maximum of 212-inch circumference + 1%, when inflated to 10 psi. on a 28-inch-wide rim. Tread width not to exceed 31 inches. No radial tires allowed.

### **21.4 - Tractor General: Roll cage**

1. SFI Standards
  - a. All Modified, Modified Mini, and Tractor classes must utilize a SFI roll cage with a SFI 16.1 five-point harness properly installed.
  - b. Roll cage must be certified by OTTPA or NTPA and display the OTTPA or NTPA certification sticker before vehicle is allowed to compete.
  - c. SFI 47.1A – 7,000 to 10,000 lb. classes
  - d. SFI 47.2A – 6,300 lb. and less classes
  - e. SFI 47.3A – 2,050 lb. and less classes

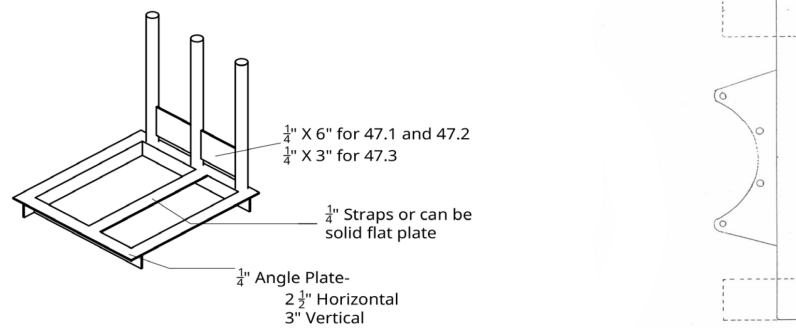
**NOTE:** SFI Roll Cage standards are available for purchase from SFI Foundation, 15708 Pomerado Rd, Suite N208, Poway, CA 92064. Phone: 858.451.8868

**NOTE:** It is recommended that competitor or fabricator order necessary SFI standard before build is started.

2. Certification / Renewal
  - a. OTTPA / NTPA roll cage certification is valid for five (5) years from date of inspection.
  - b. Roll cage inspection can only take place with roll cage properly mounted to chassis. Driver seat, SFI 16.1 five-point harness, and any attaching hardware meeting grade 8 or greater standard must be installed.
3. OTTPA / NTPA Roll Cage to Chassis Mounting
  - a. OEM Type Chassis – SFI 47.1A, 47.2A
    - i. Attachment to any tractor utilizing a stock, OEM rear end housing
      1. Minimum 1/4-inch steel plate formed to create a one-piece, 90-degree steel angle – angle iron is permissible
      2. U-shaped structure made from 2.5-inch horizontal x 3-inch vertical steel angle
      3. U-shaped structure must be tied together with two (2), 1/4-inch steel straps, one located at front and one in middle across top of rear end housing and welded in place to tie steel angle on each side together. Equivalent size round steel tubing is permitted.
      4. Vertical tubes welded to minimum 2.5-inch wide horizontal steel angle or 2.5-inch wide section of solid 1/4-inch steel plate.
      5. Option: a 1/4-inch solid steel plate is used across top of OEM rear axle housing with 1/4-inch steel plate welded continuous vertically at 90 degrees to bottom of steel plate to mount structure to axle housing.
      6. Attaching steel plate must extend min. 3.000 inches vertically downward.
      7. Minimum qty. of two (2) axle housing bolts, min.1/2-inch diameter, grade 8 or greater, used to attach steel plate to axle housing on each side.
      8. Total bolt diameter to equal 2.5 inches min. – grade 8 or greater - on each side in horizontal position. Any bolt in a vertical position is not considered when calculating 2.5-inch total bolt diameter required.
      9. At least one attachment bolt must be located within three (3) inches forward or rearward of front vertical tube.

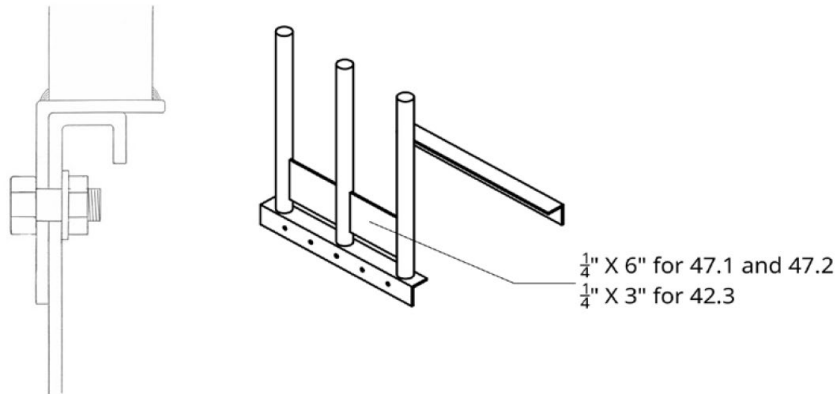
## Section 21 - TRACTOR GENERAL RULES

10. Back vertical tubes (back bone) must be attached by welding to 1/4-inch steel angle or plate and bolted to rear end housing with a min. of two (2) 1/2-inch grade 8 or greater bolts.

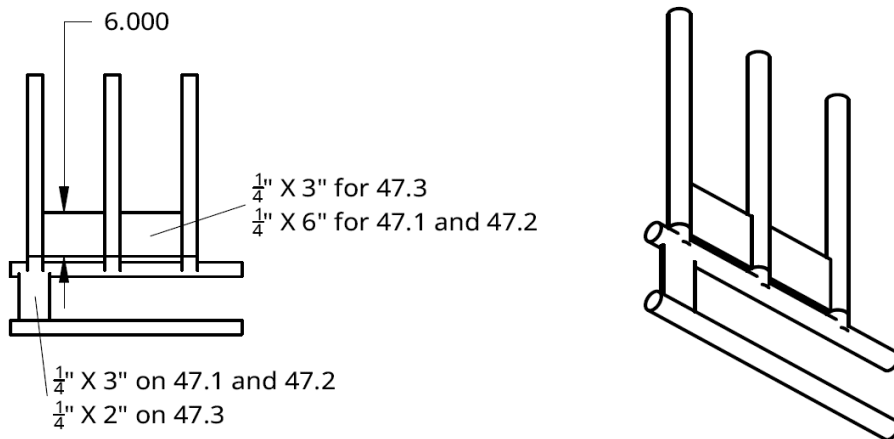


b. Channel Type Chassis – SFI 47.1A, 47.2A, 47.3A

- i. Method One – direct welded to top of C channel type chassis if steel.
  1. Vertical tubes direct welded to C channel type frame must be supported horizontally with steel under entire diameter of tube.
- ii. Method Two – vertical tubes welded to 1/4-inch steel plate formed as one-piece, 90-degree steel angle plate.
  1. SFI 47.1A and 47.2A: Steel angle 2.5 inches horizontal x 3 inches vertical min.
  2. SFI 47.3A: Steel angle 2 inches horizontal x 2 inches vertical min.
  3. Angle iron permitted.
  4. Vertical side of steel angle to be bolted to vertical side of channel frame.
- iii. Total Bolt Diameter min.– grade 8 or greater
  1. SFI 47.1A and 47.2A = 2.5 inches each side –1/2-in. dia. min.- 4 bolts min.
  2. SFI 47.3A = 1.8 inches min. each side – 4 bolts min. - 3/8-in. dia. min.
- iv. Channel Frame Stiffening
  1. C-type channel or square tubing equal in wall thickness of chassis material required to stiffen chassis
  2. Supports to be stitch welded directly below each roll cage vertical tube and extend from underside of top channel to top of bottom channel



- c. Tube Type Chassis – SFI 47.1A, 47.2A, 47.3A
  - i. Vertical roll cage tubes can be welded directly to upper horizontal frame tube.
    - 1. Support directly below each vertical roll cage tube required.
      - a. 1/4-inch steel plate or steel tubing equal to support top horizontal chassis tube.
      - b. Support installed vertically between upper and lower horizontal tubes of chassis.
      - c. Upper horizontal chassis tube is considered the tube which has the required 1/4-inch web plates welded above tube.
      - d. Lower horizontal chassis tube is considered next horizontal tube below upper tube.
        - i. SFI 47.1A and 47.2A – min. 1/4-inch x 3-inch wide steel plate or equivalent tubing.
        - ii. SFI 47.3A – min. 1/4-inch x 2-inch wide steel plate or equivalent tubing required.
    - ii. Option 2 - Refer to 2) Channel Type Chassis, Method Two to attach to upper horizontal frame tube using 1/4-inch steel as described.
    - iii. Back Tube Support
      - 1. Both back roll cage tubes (back bone) must be welded directly to chassis, rear end housing, or angled to rear vertical tube on each side and welded at top or bottom edge of 1/4-inch thick web plate across back of roll cage.
  - d. No holes can be drilled into rollcage structure for any purpose.



- 4. Driver Compartment
  - a. All divisions that are required to use an SFI-approved roll cage must have a SFI 16.1 five-point driver restraint harness and driver seat mounted to the roll cage structure, independent of the tractor chassis.
  - b. The five-point restraint must be a quick-release design and be securely fastened during competition. Failure to use the restraint system will be grounds for disqualification.
  - c. Any vehicle with a roll cage is required to have a quick release, removable or swing away steering wheel.
 

**Note:** For ease of extraction of driver in event of injury.
  - d. All controls in driver's compartment i.e. fuel shutoff / air shutoff / ignition / throttle / shifter must be accessible while driver is strapped in seat with five-point harness latched.
  - e. Area between forward angle brace, front vertical tube, and floor plate on a SFI 47.1A or 47.2A roll cage must be shielded with minimum .060-inch thick steel or aluminum and solidly attached. Shield intended to prevent operators foot from being caught behind forward brace when entering or exiting the driver compartment.

### 21.5 - Tractor General: Engine

1. The engine block must remain in the original location as located by the manufacturer.
2. No billet blocks allowed. This rule does not apply to PS, LSS Ag, MOD Tractor, LLM Tractor or Mini Rod classes.
3. All engines must be secured and held rigid to OEM chassis. Engine cannot move independent of the rear-end/transmission housing.
4. Must use OEM engine block that matches that OEM chassis.
5. After market blocks allowed with the following exceptions (NOT allowed in LLP class)
  - a. Material
    - i. Stock, recast, steel or aluminum with everything in stock location.
  - b. Specifications
    - i. Stock crank is able to swing in the block.
    - ii. Stock head bolt locations must be retained.
    - iii. Stock cam gears need to work in stock location.
    - iv. Max. 1 inch over stock deck height for all classes, except SF class (SF class max height is 5/8" greater than stock) from center line of crank to top of block or deck plate.
6. Allis Chambers may run Detroit Series 40 or IH DT 466
7. No computers allowed that automatically control any mechanical operation of the competing engine, clutch or vehicle except for water injection.

### 21.6 - Tractor General: Turbochargers

1. All vehicles running in classes that have a mandatory turbo must run the legal turbo for class (example in SF Harts 3.6 x 4.55 smooth bore only), the rule applies to all mandatory turbo classes.
2. For the 540 Light Pro, and LLP classes the following will be used to check the legality of the turbos in use:
  - a. 2-point plug with one inch opening and a 30-degree face will verify compliance.
  - b. Plug must fit the bore and avoid contact with compressor blades.

**NOTE:** Measurement devices to make sure turbo is legal can be purchased by contacting the OTTPA Competition Director.

### 21.7 - Tractor General: Head Rule

1. Any cast or manufactured cylinder head will be accepted. No billet or aluminum.
2. Cylinder head must retain OEM (Length/Width/Height) for engine application.
  - a. Exception: 1.5 inches can be added to the front and back end of the head for tie-down purposes only.
3. Valves must retain the OEM angle for engine application. 2 valve per cylinder maximum.
4. Cylinder head must retain OEM bolt pattern. The stock exhaust manifold and intake manifold bolt patterns must be used to attach the exhaust manifold and intake. Manifold must bolt 90 degrees to head.

### 21.8 - Tractor General: Component Chassis Rules

1. Must install an aftermarket frame with a SFI 6.2, SFI 6.3 or SFI 6.4 approved bellhousing to replace the original clutch housing.
2. Must install an aftermarket transmission and rear end/final drive housing. (If larger than 11-inch clutch is used, refer to industrial marine clutch rules listed in the General Rules section.)
3. No cast iron Ag-type transmission or rear end components allowed.
4. Engine location on component Super Stock Tractors:
  - a. Centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within two (2) degrees in relationship to the ground. Two (2) degrees equals 7/16 inch per foot. This equals approximately four (4) inches of fall from the center of the rear axle to the 114-inch wheelbase point. This is to be measured with tire, hitch, and weight in ready to pull orientation.
5. All engines in component tractors to be mounted no farther forward than 60 inches from the centerline of the rear axle to the rear of the engine block.

6. Crankshaft centerline to be between top and bottom rail of frame. Bottom of frame rail may be no more than six (6) inches below centerline of crankshaft from rear of engine block forward.
7. For tractors utilizing a component chassis, the engine and sheet metal do not have to match manufacturers' brands.

### 21.9 - Tractor General: Chassis / Shielding

1. Must have fenders or shield between driver and rear tires.
2. Tractors must have hood and grill in place as intended by manufacturer.
3. Sheet metal can be upgraded to present manufacturer upon approval from the OTTPA Board.
4. Sheet metal upgrade cannot cross original manufacturer's line. For example, Case IH to IH or Oliver to Minneapolis Moline is acceptable. IH to John Deere is not acceptable.
5. Sheet metal to be stock length and in stock location.
6. Tractors must retain stock appearance.  
**NOTE:** The criteria used by the OTTPA Executive board will be the retention of stock appearance. The chassis and frame must remain stock from the rear of the engine block to the rear of the tractor.
7. The distance from the center of the rear axle to the part of the hood that is farthest forward must be the same length of that model of the upgraded sheet metal.
8. The maximum length of the tractor is 13 feet from center of rear wheel to forward most portions.
9. Maximum of a 114 inch wheelbase unless originally produced with longer wheelbase, in which case stock length must remain.
10. Rear axles must remain in OEM position.
11. No John Deere 6000 or 7000 ag chassis allowed.
12. Aftermarket Bellhousing must be -SFI 6.2, SFI 6.3 or SFI 6.4 approved with a certified SFI sticker that is not expired. Can not have cracks or have had an explosion inside. Must have a liner.
13. A split frame chassis must have at least one of the following that has been reviewed and approved by a Tech Official:
  - a. A mending plate support across the split. Mending plates to be 4" long, 1/4" thick steel plate on each side with 2" overlap with two (2) 1/2" bolts securing them.
  - b. A slug installed inside the frame rail tubes across the split in the frame
  - c. Any other supports or braces will need to be approved by the OTTPA Head Tech.

### 21.10 – Tractor General: Gearbox / Crossbox Construction and Shielding

1. All Lenco-type planetary transmissions, including reverser must be covered with a SFI 4.1 Spec Blanket.
2. Cross Gearbox Construction
  - a. All cross gearboxes and/or multi-engine gear boxes are required to be minimum 1-inch billet aluminum or 1/2-inch steel thickness around circumference of rotating gears.
  - b. Any gear box less than minimum specified thickness may add a steel strap radially 360 degrees and fastened within 1/8-inch of gear box to achieve minimum total thickness of gear box.
  - c. Turbine Powered Applications
    - i. No laminated cross gearboxes are accepted in any multi-turbine engine application.
    - ii. Only billet aluminum or steel gear boxes manufactured greater than the minimum thickness standard are accepted.
    - iii. All gears must be solid steel gears, no holes machined or manufactured into the gear other than center shaft opening.
    - iv. Safety blanket is required in all cross gearbox applications and must be manufactured to greater than minimum standards listed in sub-section c.
  - d. Cross Gearbox Blanket
    - i. A blanket must wrap 360 degrees around the circumference of the cross gearbox or multi-engine gear box.

## Section 21 - TRACTOR GENERAL RULES

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- ii. The blanket must be 20 layers of Ballistic nylon or 15 layers of Kevlar with straps that wrap around the entire gearbox at least every ten inches.
- iii. Blanket to be a minimum width of at least three times the width of the gearbox.

**NOTE:** The blanket does not apply to a single engine stack box.

### 21.11 - Tractor General: Transmission / Clutch / Rear End

1. Only mechanically activated clutches are permitted.
2. Neutral safety switches are to be in or on the transmission.
3. The stock transmission housing or manufacturer's replacement must be used.
4. The stock final drive housings or manufactures replacements must be used.
5. The clutch housing, transmission case, rear end housing and axle housing must be OEM with no aluminum replacements.
6. Any cast chassis must have all OEM bolts in place.
7. Hole may be cut for mounting aftermarket transmission, reverser or drop box.
8. Maximum 1/2 spacer allowed between engine block and transmission.
9. Tractors with planetaries are considered part of the final drive and are not removable.

### 21.12 – Modified and Component Tractor Driveline

1. No drive shaft over 48 inches long allowed.

### 21.13 - Tractor General: Cast Tub Frame

1. Allow tractors with cast tub (belly) type frame (i.e. Oliver, Cockshutt, White) to remove the complete frame from front of transmission housing. Engine and clutch housing to remain in original location and mounted solid as intended by manufacturer.

### 21.14 - Tractor General: Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP DX fuel is allowed.
2. VGM water is the only water injected water that is allowed. All water injected vehicles must run VGM water only.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

### 21.15 - Tractor General: Drawbar / Hitch

1. Minimum drawbar length is 18 inches from the center of the rear axle to the hooking point on the drawbar.
2. Maximum height is 20 inches.
3. Drawbar must be rigid in all directions.
4. Drawbar maximum of 10 degrees from level.
5. Pulling point must be within one (1) and 1 1/2 inches from back edge of hitch and no less than 3/4 inches.

## Section 22 - LIGHT LIMITED MODIFIED TRACTORS (LLM)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 22.1 - General Rules

1. Light Limited Modified Tractors will compete at a maximum weight of 6,000 lbs.
  - a. No tolerance unless noted otherwise.
2. Allowable fuels, alcohol, diesel, kerosene, any form of gas/race gas, absolutely no nitro methane or nitrous oxide allowed.
3. EFI is allowed on any engine combination listed within the Engine Combinations section.

### 22.2 - Tires

1. Tire size allowed is 30.5 x 32 maximum. See General Tractor Rules for dimensions.
2. Tire size shall not exceed 31 inches in width.

### 22.3 - Engine Combinations

1. Maximum of one 650 cubic inch billet automotive style engine hemi heads allowed with maximum blower size of 14-71 no overdrive limit, no screw blowers allowed.
2. One methanol fuel injected Allison v12 aircraft engine limited to 8.8 supercharger ratio with stock wheel and 8.1 with billet wheel overdrive ratio.
  1. A methanol injected Allison with stock pistons limited to a 9.6 to 1 supercharger ratio.
3. One carbureted gas Allison v12 aircraft engine limited to 9.6-1 supercharger overdrive ratio.
4. One carbureted gas Merlin or Packard style v12.
5. Two (2) automotive type engines with a maximum 2.300" intake valve, a maximum 8-71 supercharger limited to 11% overdrive, no Hemi, Pontiac, Oldsmobile, Big Chief or Big Duke style heads, 650 cubic inch limit.
6. Any combination of N/A wedge head automotive style engines with a combined displacement of 1500 cubic inch.
  1. Under 750 CID will be allowed to run at 7000 lbs.
7. Any combination of forced induction wedge head automotive style engine with combined displacement of 750 ci, no billet blocks or heads allowed.
  1. Turbos limited to one per bank, non-staged.
    - i. Aluminum heads - 76mm inducer compressor side, 76mm exducer turbine side.
  2. Types of engine driven blowers allowed are centrifugal and roots. No overdrive limit, no variable speed device, No screw blowers.
  3. No intercoolers allowed.
  4. Under 375 ci will be allowed to run at 7000 lbs.
8. One Ag or Industrial style engine limited to:
  1. Diesel fuel engine using a 4.1 turbocharger with a maximum of 640 CID.
  2. Alcohol fuel engines with a maximum of 505 CID.
  3. Aftermarket aluminum heads allowed, no overhead cams or hemi style combustion chambers.
  4. Ag or industrial diesel limited to 4.1" smooth bore with maximum 4.5" exhaust wheel. Intake wheel must protrude no more or less than 1/8-inch into housing; exhaust wheel must protrude 1/8" into housing, no map width enhancement (MWE) allowed, exhaust must exit through max 4.5" bore in housing.
9. One small block AG engine on alcohol with:
  1. 4.1 in smooth bore inducer compressor side and 4.5 inch turbo exducer turbine side. Intake and Exhaust wheel must protrude 1/8in into housing. No Map Groove. Exhaust must exit through 4.5in housing.
  2. Not to exceed 460 CID.
  3. Overhead cam cylinder head is allowed.
10. Allowed turbine engine combinations:
  1. One Lycoming T53 L-13 turbine with water injection at 6200 lbs.

## Section 22 - LIGHT LIMITED MODIFIED TRACTORS (LLM)

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2. One Lycoming T53 L-13 turbine and a naturally aspirated wedge head style automotive engine with a maximum of 370 CID at 6000 lbs.
3. Twin Lycoming T53 L-11 with water and alcohol injection.
4. Single T53 L-1 or L-11 will be allowed to run at 7000 lbs
5. One Lycoming T55-L5 Rated at 2200hp military spec. Must be sealed at authorized repair shop. Water and/or alcohol injection is allowed.
6. All turbine engines must be operated within military specifications.
11. Any combination of automotive-style diesel engines i.e. Duramax, Cummins, Powerstroke.
  1. Limited to 900 ci displacement,
  2. May run one turbo per engine limited to 76mm inducer compressor side and 88mm exducer turbine side. Intake and exhaust wheel must protrude 1/8" into housing
  3. No intercoolers are allowed.
  4. Water injection is allowed.
  5. Under 450 CID will be allowed to run at 7000 lbs.
12. Allow 88X103mm turbos for 750ci Automotive engine and Ford GAA engine on alcohol limited to two non-staged turbochargers, one per bank. 88mm inducer compressor 99mm exducer turbine side. Intake and exhaust wheel must protrude 1/8" into housing.
13. Allow 88X103mm turbos o 750ci Automotive engine and Ford GAA. Cast aluminum or iron wedge head. No billet. Conventional only. No Big Chief heads. No Hemi Heads.
  1. 2 non-staged 88mm turbo inducer compressor side and 99mm turbo exducer side.
  2. 1 non-staged 4.1in smooth bore inducer compressor side and 4.5in turbo exducer side. Intake and exhaust wheel must protrude 1/8 in. into housing. No Map groove. Exhaust must exit through 4.5 in housing.
14. All turbine engine exhaust stacks must have a minimum of 3 restraints distributed equally around the stack. The restraints must be attached to the stack and to a solid mounting point such as the steel hot section shield or tractor frame rails. Restraints must contain the exhaust stack to the vehicle if the stack was to come loose from the engine.

## Section 23 - MODIFIED TRACTORS (MOD)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 23.1 - General Rules

1. All vehicles must be registered as a Modified Tractor to compete in the Modified Tractor class.
2. Must have a minimum of one of the following combinations to compete at an OTTPA event:
  - a. Two (2) supercharged V-8 engines.
  - b. Turbocharged or supercharged industrial engine.
  - c. A single turbine engine or combination of turbine engines with a minimum of 2850 horsepower.
3. Modified Tractors will compete at a maximum weight of 7,400 lbs.

### 23.2 - Chassis

1. Total length of the vehicle shall not exceed 14 feet from center of the rear axle to the furthest point forward on the vehicle.
2. Minimum wheelbase is 138" inches.
3. No engine sheet metal.

### 23.3 - Tires

1. Tire size allowed is 30.5 x 32 maximum. See General Tractor Rules for dimensions.
2. Tire size shall not exceed 31 inches in width.

### 23.4 - Engine Combinations

1. Any engine combination not already mentioned in the rule book must be approved by the OTTPA Board.
2. One (1) marine, or aircraft, or industrial type engine up to 2500 cubic inches with (12) cylinder limit. Two (2) compression stages maximum.
  - a. Allow EFI on V-12 Allison and V-12 Packard.
  - b. Rolls Royce Griffon limited to a maximum overdrive limit on the supercharger to the high-speed ratio of 7.7 to 1.
  - c. Rolls Royce Griffon can have multiple turbos or the original supercharger, but not both.
3. One (1) 60-degree Ford Tank V8 engine with multiple turbos
4. One (1) 903 Cummins V8, maximum 650 CID with multiple turbochargers
5. One (1) Chrysler Hemi automotive type engine with:
  - a. Maximum of 550 cubic inches.
  - b. Electronic fuel injection (EFI) is allowed.
  - c. Multiple turbochargers two (2) compression stage maximum.
  - d. Intercooler is allowed.
6. Two (2) automotive type engines, with maximum 14-71 supercharger (no screw type), no overdrive limit, hemi type heads allowed. 650 cubic inch limit.
7. Two (2) automotive type engines with maximum 2 turbos per engine, no Hemi, Pontiac, Oldsmobile, Big Chief or Big Duke style heads, 650 cubic inch limit per engine.
  - a. Turbos limited to 1 per bank, non-staged, 88mm compressor inducer & 103mm exhaust turbine exducer. Intake and exhaust wheels must protrude 1/8" into housings.
  - b. EFI is allowed.
8. Two (2) 1710 CID Allison aircraft V12s, with a maximum overdrive limit on the stock Allison supercharger of  $\varnothing 9.5"$  to a maximum speed ratio of 8.8:1. No turbochargers. EFI allowed.

## Section 23 - MODIFIED TRACTORS (MOD)

9. One (1) Allison aircraft V12 plus one (1) non-Hemi V8 automotive engine.
  - a. The V8 can be a maximum of 650 cubic inches
  - b. Maximum of a 14-71 roots supercharger, no overdrive limit.
  - c. No turbos allowed on either motor.
  - d. Maximum on the Allison supercharger is  $\varnothing 9.5''$  and is limited to max overdrive limit of 8.8:1 with stock wheel and 8.1:1 if billet wheel.
10. Three (3) automotive type engines with a maximum 8-71 supercharger limited to 43% overdrive, no Hemi, Pontiac, Oldsmobile, Big Chief or Big Duke style heads, 650 cubic inch limit.
11. Three (3) automotive type engines with a maximum 2.300" intake valve, a maximum 8-71 supercharger limited to 60% overdrive, no Hemi, Pontiac, Oldsmobile, Big Chief or Big Duke style heads, 650 cubic inch limit.
12. Three (3) automotive V8 Chevy LS engines with turbochargers. Maximum of 375 cubic inch each. No billet or canted valve cylinder heads.
  - a. EFI is allowed.
  - b. Turbos limited to 1 per bank, non-staged. Maximum turbo size 76 mm inducer compressor side and 76 mm exducer turbine side.
13. Three (3) Big Block Ford engines with a maximum 2.350" intake valve in A-460 heads, limited to 60% overdrive with a maximum 8-71 supercharger, 650 cubic inch limit.
14. Four (4) naturally aspirated automotive type V8 engines, any CID, any two (2) valves per head, carburetors, or fuel injection.
15. All boosted automotive type V8 motors limited to a maximum 5" bore spacing.
16. Turbine engine, or combinations of turbine engines, are allowed from the T53, T55 & JFTD families, see list.
  - a. Combinations with a total military HP rating of 3750 or less are allowed water/methanol injection. Nothing allowed to be sprayed or injected in the airstream of the intake or turbine engines that total more than 3750 military horsepower.
  - b. A combination consisting of qty two (2) turbine engines from the T55 family as long as the combined actual dyno HP is not more than 6800 horsepower total. This is to be set, and tamper proof lead sealed, on the Nebraska Gas Turbine dyno with an OTTPA tech official present. One (1) turn of the fuel screw is equal to 250 HP per turbine.
17. All turbine engines need to have an over-speed safety device set to a maximum of 110% N2 RPM.
18. OTTPA recognizes the following turbine engines for use in OTTPA competition, and their horsepower ratings are as follows: (No turbine engines other than those listed may be used.)

Recognized Turbine Engines	
Lycoming	Pratt & Whitney
T53 L1 = 825 hp	JFTD12-4 = 3430 hp
T53 L3 = 920 hp	JFTD12-5 = 4050 hp
T53 L5 = 960 hp	JFTD12A = 4050 hp
T53 L7 = 1100 hp	
T53 L11 = 1100 hp	
T53 L13 = 1400 hp	
T55 L1 = 1600 hp	
T55 L5 = 2200 hp	
T55 L7 = 2650 hp	
T55 L7C = 2850 hp	
T55 L9 = 3750 hp	
T55 L11D = 3750 hp	
T55 L712 = 3750 hp	

### **23.5 - Transmissions / Drivelines**

1. All automatic transmissions must have six (6) strap approved blankets and have reverse lockout.
2. All drivelines must be entirely enclosed in 5/16-inch steel or 3/8-inch aluminum and securely fastened to the frame.

## **Section 24 - 3200 SUPER-FIELD TRACTORS (3200SF)**

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### **24.1 - General Rules**

1. Rules are locked and will be the same for the 2025, 2026 and 2027 pulling seasons.
2. Maximum Engine RPM will be:
  - a. 3200 RPM for tractors with OEM maximum of 466 cubic inches
  - b. 3000 RPM for tractors with OEM cubic inches between 466 - 505 cubic inches
3. Ruling for over RPM limit:
  - a. First Offense – Disqualification will receive last place points and no money for that hook.
  - b. Second Offense - Banned for 1 year 10 days.
  - c. If over RPM, the competitor can have the RPM rechecked to compare their tachometer, but the disqualification will not be overturned.
4. 3200 Super Field Tractors will compete at a maximum weight of 8,200 lbs.
5. All tractors must be equipped with female 110 Volt receptacle at rear of vehicle connected to DATA Log RPM sensor. Plug in must be within 12" of kill switch for easy access.

### **24.2 - Tires**

1. Max Tire Size 20.8 x 38 cut tires allowed.
  - a. A maximum circumference of 220"

### **24.3 - Engine**

1. OEM head to match model or series of the engine.
2. OEM intake and exhaust manifolds (spacers allowed, max 1.5")
3. No water injection is allowed.
4. No intercoolers allowed.
5. Any mm A-pump or Max 13mm P7100 P-pump allowed.

### **24.4 - Turbocharger**

1. SX-E362 BorgWarner Box Turbocharger or 3LM466 Box Turbocharger are the only turbocharges allowed.
  - a. SX-E362 Exhaust Housing Options: .83, .91, 1.00 Twin Volute T4 or .88 Open Volute T4
2. Box turbos can only be provided by Fair Valley Performance.
3. No enhancements allowed to MAP groove, wheels, internal housings or center section of turbo.
4. Must be sealed within the first two events of the pulling season, or during an off-season tech meeting. If teching of turbos is called for during the off-season and it is not done within the first two (2) hooks of the tractor, no points or money will be awarded for that event.
5. No internal alterations of any kind, wheels, shafts, map groves or housings.

### **24.5 - Fuel & Water**

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. A \$50 fine will be assessed for the lack of fuel test port.
3. A \$50 fine will be assessed for any minor infractions of fuel.

## Section 25 - LIGHT LIMITED PRO STOCK TRACTORS (LLP)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 25.1 - General Rules

1. No component chassis.
2. All OEM chassis Super Farm rules, including shielding, safety apply to this class.
3. Light Limited Pro Stock Tractors will compete at a maximum weight of 8,500 lbs.

### 25.2 - Tires

1. Only 24.5 X 32 tires allowed. See General Tractor Rules for dimensions.
2. NO 20.8-38 tires allowed.
3. HP pullers tires allowed.
4. Pro Puller Tires are allowed.
5. Must use tires with 48 lugs or less to run for points. Tractors utilizing tires with more than 48 lugs can run for purse only.

### 25.3 - Engine

1. Engine block and head must be OEM agricultural type for that brand of engine.
2. No aftermarket blocks allowed.
3. Aftermarket intake and headers allowed.
4. No engine larger than 466 cubic inches. (+1 percent) de-cubing of larger engines allowed.
5. Deck plates are allowed.
6. Must use original location for intake with a maximum 4-inch hole. A maximum of 1.5-inch Intake spacer is allowed. An IH dozer manifold with dual intake is legal with two (2) 3-inch holes and one cross-over pipe, that is any length.
7. Maximum two (2) valves per cylinder.
8. No intercoolers or aftercoolers are allowed.
9. Maximum size injection pump is a 7100 P – pump with maximum size plungers of 13 mm.

### 25.4 - Head Rule

1. Any cast or manufactured cylinder head will be accepted.
2. No billet or aluminum.
3. Cylinder head must retain OEM (Length/Width/Height) for engine application.
4. Port location in head must be same as stock with manifolds using stock port bolt pattern.
5. Valves must retain OEM angle for engine application. 2 valve per cylinder maximum.
6. Cylinder head must retain OEM bolt pattern for exhaust manifold and intake bolt pattern must be used to attach the exhaust manifold and intake. Manifold must bolt 90 degrees to head.
7. Cast or manufactured heads are allowed.

### 25.5 - Turbocharger

1. Any 3x4 smooth bore turbo
2. No map width enhancement (MWE) allowed
3. Intake and exhaust wheel must protrude into housing 1/8"
4. Refer to rule 20.6.3 "Tractor General: Turbochargers" for inspection process

## Section 26 - SUPER FARM TRACTORS (SF)

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### 25.6 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

## Section 26 - SUPER FARM TRACTORS (SF)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 26.1 - General Rules:

1. Super Farm Tractors will compete at a maximum weight of 9,200 lbs.
2. No component tractors are allowed in the Super Farm Class.
3. All Super Farm Tractors must comply with all General Tractor Rules on safety and dimensions rules.
4. All rules will be reviewed at fall banquet.

### 26.2 - Tires

1. Tire size allowed is 24.5 X 32 maximum. See General Tractor Rules for dimensions.

### 26.3 - Engine

1. No engine larger than 640 CID (plus 1%) with 5/8-inch deck plate.
2. Engine cylinder head must be OEM agricultural type for that brand engine. Recast heads are allowed and must be OEM dimensions. All bolt patterns must stay in stock location.
3. No overhead cams are allowed.
4. Aftermarket intake and exhaust manifolds are allowed and must maintain original bolt patterns.
5. Aftermarket headers are allowed.
6. No intercoolers or aftercoolers are allowed.
7. Any P series pump with any plunger size is allowed. No Sigma fuel injection pumps are allowed.

### 26.4 - Turbocharger

1. OTTPA Super Farm tractor must run a Hart's 3.6 X 4.55 smooth bore Box Turbo with a 132-exhaust housing only.
2. No alteration of any kind is allowed.
3. A one-time hook fee puller may run no larger than any 3 X 3 turbo or Old OTTPA box turbo allowed.
4. Any questions call Head Tech.

### 26.5 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles.
2. No other additives of any kind are allowed.
3. VGM water is the only water injected water that is allowed.
4. Fuel sample valves are mandatory for checking. Sample valve must be located as close to fuel pump as possible on pressure side of fuel pump supply line, not on return side of fuel pump.
5. Water sample valves are mandatory for checking. Water sample valve must be located as close to the water pump as possible in a safe and accessible manner for testing.
6. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
7. A \$50 fine will be assessed for any minor infractions of fuel or water quality

## Section 27 - LIMITED PRO STOCK TRACTORS (LPS)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 27.1 - General Rules

1. No component chassis.
2. Limited Pro Stock Tractors will compete at a maximum weight of 9,500 lbs.
3. All OEM chassis Super Farm rules, including shielding, safety apply to this class.

### 27.2 - Tires

1. Tire size allowed is 24.5 X 32 maximum. See General Tractor Rules for dimension. HP pullers tires allowed. Pro Puller Tires are allowed. See general rules for specific information.

### 27.3 - Engine

1. No engine larger than 640 cubic inches (+1 percent)
2. Recast blocks allowed but must be OEM size and spec
3. No billet blocks allowed.
4. Big blocks are allowed.
5. Deck plate allowed up to 1 inch thick.
6. Engine block must be OEM size and spec agricultural type for that brand of engine.
7. Recast or billet heads allowed but port location must be same as stock with manifolds and can be no more than 1 inch taller than stock height and must be stock width and length. All ports must be in stock location and the valves have to come in at the stock angle. The stock angle is 90 degrees.
8. Aftermarket manifolds are allowed and must bolt in original port bolt locations.
9. No overhead cams.
10. Maximum 2 valves per cylinder.
11. No intercoolers or aftercoolers are allowed.
12. The maximum size injection pump is a 7100 P - pump with maximum size plungers of 16 mm. No 8600 P-pumps. May run 15 ml cast iron housing Sigma's "MUST BE SENT TO DIESEL PERFORMANCE ENGINE (DPE) FOR INSPECTION AND SEALED".
13. Maximum ½-inch spacer allowed between engine block and transmission. (Exempt LSS(AG) Class)

### 27.4 - Turbocharger

1. Must use Harts Diesel 4.1 box turbocharger with no alterations allowed.
2. If turbocharger has been found to have been tampered with, the competitor will receive a 5-year suspension from being able to compete at an OTTPA event. Competitors will have an opportunity to appeal a suspension to the OTTPA Executive Board.
3. A turbocharger pressure pipe blanket is required
  - 1) Turbo outlet pressure pipe between the turbocharger and the intake manifold must be wrapped 360 degrees with an OTTPA accepted blanket.
  - 2) Blanket must be placed as close to compressor housing outlet neck as possible and extend at least 6 (six) inches beyond the first bend in pipe or a minimum blanket length of 18 inches, whichever is longest.
  - 3) Any pressure pipe shorter than 18-inches must have blanket covering the entire length of pipe.
  - 4) Blanket must be purchased from an OTTPA approved manufacturer containing a minimum of 5 (five) layers of Kevlar. A blanket displaying a SFI 4.1 certification is accepted but not required.

### 27.5 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.

## Section 28 - 540 LIGHT PRO STOCK TRACTORS (540)

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2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

## Section 28 - 540 LIGHT PRO STOCK TRACTORS (540)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 28.1 - General Rules

1. Component chassis is allowed in the 540 Light Pro Stock Tractor class.
2. 540 Light Pro Stock Tractors will compete at the following weights:
  - a. Component chassis tractors will compete at a maximum of 8500 lbs.
  - b. OEM Cast chassis tractors will compete at a maximum of 8700 lbs.
  - c. Weight must include all safety equipment.

### 28.2 - Tires

1. Tire size allowed is 24.5 x 32 maximum. See General Tractor Rules for dimensions.

### 28.3 - Engine

1. 540 max cubic inches
2. Any 7100 series p pump
3. Aftermarket heads allowed must be OEM size length, ports in OEM location, and accept manifolds in stock location, no more than 1" taller than stock.
4. Recast blocks are allowed, must be OEM size and spec.
5. 1" deck plate allowed
6. No cooling devices besides water injection.

### 28.4 - Turbocharger

1. Any turbo allowed, with 4.5" max exhaust wheel
2. Exhaust Wheel must protrude 1/8" into housing
3. All exhaust to exit through max 4.5" bore in housing.
4. Maximum 5-inch intake housing.
5. Refer to rule 20.6.3 "Tractor General: Turbochargers" for inspection process
6. A turbocharger pressure pipe blanket is required
  - a. Turbo outlet pressure pipe between the turbocharger and the intake manifold must be wrapped 360 degrees with an OTTPA accepted blanket.
  - b. Blanket must be placed as close to compressor housing outlet neck as possible and extend at least 6 (six) inches beyond the first bend in pipe or a minimum blanket length of 18 inches, whichever is longest.
  - c. Any pressure pipe shorter than 18-inches must have blanket covering the entire length of pipe.
  - d. Blanket must be purchased from an OTTPA approved manufacturer containing a minimum of 5 (five) layers of Kevlar. A blanket displaying a SFI 4.1 certification is accepted but not required.

### 28.5 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.

4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

## Section 29 - PRO STOCK TRACTORS (PS)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 29.1 - General Rules

1. Component chassis is allowed in the Pro Stock Tractor class.
2. Pro Stock Tractors will compete at a maximum weight of 10,000 lbs.
3. Tractors that require tools for the removal of side shields must be equipped with an onboard fire control system. On board system nozzles must be in engine compartment.
4. Metal deflection shield between driver and engine from top of hood to top of torque tube or transmission housing or clutch housing from side shield to side shield. This also serves as a flash fire shield.

### 29.2 - Tires

1. Tire size allowed is 24.5 X 32 maximum. See General Tractor Rules for dimensions.

### 29.3 - Engine

1. No engine larger than 680 CID (plus 1%).
2. Billet steel and billet aluminum blocks are allowed.
3. May have only one (1) fuel injection pump.
4. Tractors are limited to one pressure stage and allowed one (1) air compressing device.
5. Tractors may use a steel plate, maximum of one (1) inch thick, between the block and the head.
6. Tractors are limited to two (2) valves per cylinder.
7. No intercoolers allowed.

### 29.4 - Turbocharger

1. The **ONLY** turbo allowed is the Wimer mandated Outlaw Pro Stock turbo with NO modifications to turbo.
2. Turbo must contain a seal that was installed by Wimer Fuel Injection and Turbo.
3. If a turbo is sent back to Wimer and Wimer determines that a modification has been made. The vehicle and competitor will receive a one-year plus 1 day suspension.
4. Wimer cross bolt mechanism is mandatory.

### 29.5 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

**Section 30 - LIGHT LIMITED SUPER STOCK TRACTORS (LLSS)**

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

**30.1 - General Rules**

1. Light Limited Super Stock Tractors will compete at the following weights:
  - a. Diesel tractors will compete at a maximum of 6500 lbs.
  - b. Alcohol tractors will compete at a maximum of 6400 lbs.

**30.2 - Chassis**

1. Ag Chassis only. No component chassis
2. Chassis must conform to the engine being used. Must retain OEM clutch housing, transmission case, rear end housing, and axle housings
3. Must run either a one-piece frame extending from front of tractor to rear axle mounting bolts, or safety tie bars mounted to rear axle with at least 4 axle housing bolts and extending forward ahead of flywheel area.

**30.3 - Tires**

1. Tire size allowed is 24.5 x 32 maximum. See General Tractor Rules for dimensions

**30.4 - Engine**

1. Engine must be OEM manufacturer block for tractor, or factory replacement block.
2. No recast, billet, or aluminum blocks permitted
3. Maximum 315 cubic inch for twin turbo tractors. Twin Turbos limited to 3x4 smooth
4. Maximum 410 cubic inch for single turbo tractors. Single turbo limited to 3x4 smooth
5. Maximum 370 cubes for alcohol tractors. Single turbo limited to 3x4 smooth
6. 360 cubic inch with twin turbos, maximum 3x4 smooth bore, NO intercoolers.
7. Intercoolers permitted for diesel powered tractors only.
8. De-cubing of engine is allowed.
9. Cylinder head must be OEM casting for tractor. No recast, billet, or aluminum heads permitted

**30.5 - Fuel & Water**

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.

## Section 31 - LIGHT SUPER STOCK TRACTORS – AG (LSSAG)

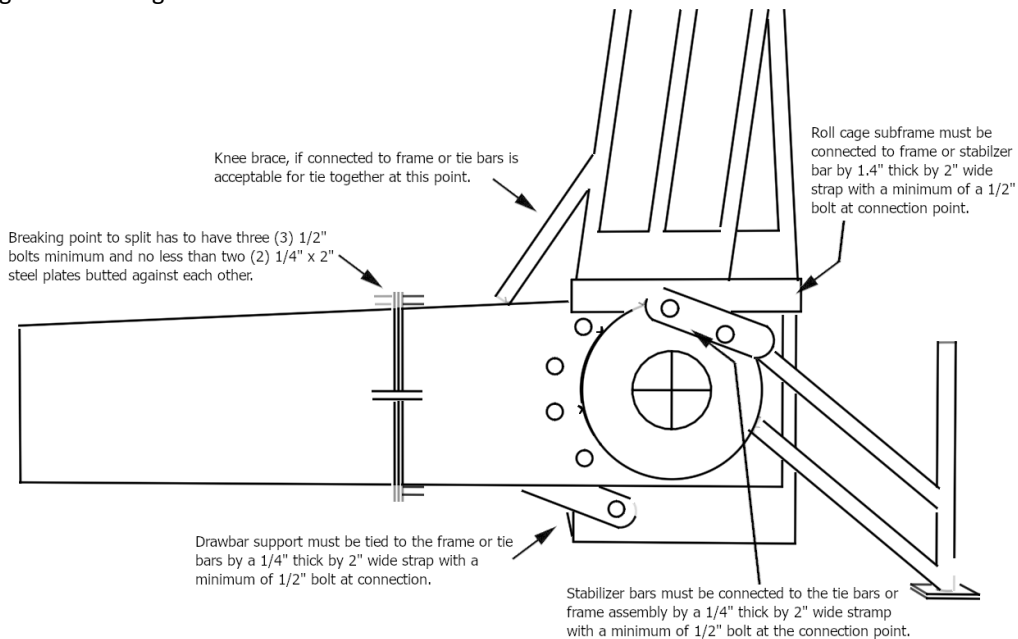
Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 31.1 - General Rules

1. No component tractors in the Light Super Stock (AG) class.
2. Appearance to remain stock of given brand and model.
3. May run SFI 47.2 two bar roll cage.
4. Light Super Stock Tractors will compete at the following weights:
  - a. Diesel tractors will compete at a maximum of 6300 lbs.
  - b. Alcohol tractors will compete at a maximum of 6000 lbs.

### 31.2 - Chassis

1. All Light Super Stock tractors must have OEM cast engine, clutch/transmission housing, and rear end housing, axle housings bolted together with no unnecessary holes cut or drilled. No aluminum replacements.
2. All clutch, transmission, or rear end housings must be stock height and length and width.
3. John Deere tractors that run 4010 transmission/rear end housings can run a 1" spacer plate to match length of a 4020 transmission/rearend housing.
4. No tractor can run outboard planetaries on tractors that were not offered from the factory with outboard planetaries.
5. No sub-frames of different materials allowed in replacement of cast.
6. No additional holes in bellhousing allowed.
7. If cast is broke, it must be replaced with no holes in new housing.
8. No John Deere 6000 or 7000 series chassis allowed, may run 6000 series sheet metal.
9. Allis Chalmers D21 rear end housing can cut off 1 ½ inches off of the top.
10. All tube ladder-type frames must be covered on outside with steel or aluminum 0.060 thick and run in the same plain as the crankshaft.
11. Light super stock class all tractors must have one-piece frames that attaches the roll cage, wheelie bars, hitch and frame together see diagram.



**Minimum Material Requirements:**

If using a strap for your connections a 1/4" thick by 2" wide steel material must be used.  
 If using round tubing for your connections, 2" DOM tubing minimum or 1-3/4" x .095" Chromoly tubing.  
 Bolts must be 1/2" diameter Grade 5 or Grade 8.

### **31.3 - Tires**

1. Any 30.5 x 32-inch tires are allowed.

### **31.4 - Engine**

1. Only engine considered legal to be used in super stock division must be available in two-wheel drive farm tractors.
2. OEM V8 motors allowed. White/Cat, Massey/Perkins, IH/DT550
3. Maximum distance of one (1) inch deck plate between the bottom of the cylinder head and top of the engine block. A maximum allowance of .130 total gaskets with a maximum of 504 cubic inch total.
4. External hold-down devices recommended for holding head to block. This device connects to the top of the head and bottom of block and must remain behind side shields. This device does not replace the safety cable, which must remain in place.
5. Any alterations to the chassis shell must have the written approval of the OTTPA Board before the tractor in question will be considered a legal entry.
6. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel injection pumps.
7. Recast aluminum and billet blocks are allowed as long as they are OEM size and spec.
8. Sigma fuel injection pump is allowed.
9. No magneto ignition systems allowed.
10. Allowed to run any coil type ignition that is not computer controlled.
11. Allis Chalmers may run Detroit Series 40 or IH DT 466
12. Only 360 cubic inch or less engines running a twin turbo or single turbo set up may run intercoolers. Water and/or ice allowed.
13. Tractor inner side shields. All inline engines are required to have an additional side shield consisting of .125 (1/8 inch) steel or titanium or .250 (1/4 inch) thick aluminum inside of the current .060-inch steel or aluminum side shields with a minimum of ½ inch air gap. The shield is independent of the current side shield and must be attached to the chassis (frame) with a minimum of 5/16 fastener at both ends and the center on the bottom or suspended a minimum of 3 inches below the top of the frame rail and to the engine block at both ends bolted solid to the bolt if suspended or with a length of 5/16 chain if fastened at bottom at deck height on the top. This shield must extend from the bottom of the head to the centerline of the crankshaft and extend the full length of the block on each side of the engine

### **31.5 - Turbocharger**

1. Alcohol 510 to 640 cubic inch motors are limited to one (1) 4.1 max. turbocharger.
2. Diesel 510 to 640 cubic inch motors are limited to one (1) max. 5 x 5.25 inch turbocharger.
3. 505 cubic inch engines and lower may run up to 4 turbos 3 stage max, diesel or alcohol

### **31.6 - Fuel & Water**

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
5. No alcohol, alcohol-based substances, other additives and/or formulas containing alcohol of any kind or manner may be used or allowed in water injection.
6. No alcohol is to be injected before the throttle body.

### 31.7 - LSS (AG) Acceptable Rear-End / Engine Combinations

Make	Rear-End	Engine
John Deere	3010, 2840, 4040, 4050*	329, 359, 414
John Deere	4010, 4020, 4040, 4050, 4055	404, 466
International	460, 560, 656, 666, 706*	274, 360
International	706, 806, 966, 1066, 1466	414, 436, 466
Case	730, 830*	267 (4 cyl)
Case	830, 930, 1030, 1070	401, 451, 504
Allis	180, 190, 7000*	301, 5.9 Cummins
Allis	D21, 220	426, 466 Detroit
Ford	3000, 4000, 5000*, 7000*	4 cyl.
Ford	5000, 7000, 8000, 7910, 8210	401, 458, 478
Cockshut	440, 550	4 cyl, 340
Oliver, White	1650, 1750, 1800*, 1850*, 1950*	283, 310 Waukesha
	2-105, 2-110, 2-280	354 Perkins
	W-100, W-120, W-140 (Spirit of Cockshut)	359 Cummins
Oliver, White, MM	160, 170, 185, 195, 135, 155, 1800,	478 Hercules
	1850, 1950, 2050, 2150, 2255,	504 Cummins
	1355, 2-150, G-1000	585 Minneapolis Moline
	<b>1855</b>	<b>3208 Caterpillar</b>

## Section 32 - LIGHT SUPER STOCK TRACTORS (LSS)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 32.1 - General Rules

1. Component chassis is allowed.
2. Light Super Stock Tractors will compete at a maximum weight of 6,200 lbs.
3. Appearance to remain stock of given brand and model.
4. Any stock AG block in a component chassis, the sheet metal does not need to match the block.

### 32.2 - Chassis

1. All component tractors can run a maximum 114-inch wheelbase, with a maximum overall of 13 feet from center of rear axle to forward most point.
2. All tube ladder-type frames must be covered on the outside with steel or aluminum 0.060 thick and run in the same plain as the crankshaft.
3. Engine location on component Super Stock Tractors: centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within two (2) degrees in relationship to the ground. Two (2) degrees equals 7/16 inch per foot. This equals approximately four (4) inches of fall from the center of the rear axle to the 114-inch wheelbase point. This is to be measured with tire, hitch and weight in ready to pull configuration.
4. All engines in component Super Stock tractors to be mounted no farther forward than 60 inches from the centerline of the rear axle to rear of the engine block.
5. Crank shaft centerline to be between top and bottom rail of frame. Bottom of frame rail may be no more than six (6) inches below centerline of crankshaft from rear of engine block forward.

### 32.3 - Tires

1. Tire size allowed is 30.5 X 32 maximum. See General Tractor Rules for dimensions

## Section 32 - LIGHT SUPER STOCK TRACTORS (LSS)

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### 32.4 - Engine

1. All Light Super Stock tractors are limited to 505 cubic inch +1 % maximum.
  - a. Only two (2) valves per cylinder must be parallel with each other and parallel within 15 degrees of cylinder wall.
  - b. OEM canted valve heads allowed.
2. No V8 engines are allowed in Light Super Stock class.
3. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel injection pumps.
4. No billet steel or billet aluminum blocks allowed in Light Super Stock class.
5. Recast steel or recast aluminum block is allowed.
  - a. Stock crankshaft must swing completely in the block.
  - b. Stock head bolt locations must be maintained.
  - c. Stock camshaft gears to work in the stock locations.
  - d. Maximum of 1" added to deck height over stock.
6. Computer operated ignition systems are not allowed.

### 32.5 - Turbocharger

1. Light Super Stock has the following turbocharger intake wheel limits.
  - a. Bottom turbocharger to be no larger than 4.800" inducer.
  - b. ☒ Vehicles with two atmospheric turbochargers are limited to a 4.800" inducer size
  - c. maximum and a minimum of 7 blades.
  - d. ☒ Vehicles with three top atmospheric turbochargers are limited to a 4.000" inducer
  - e. size and a minimum of 8 blades.
  - f. ☒ Wheels must protrude into housing a minimum of 1/8" and be no larger than the
  - g. maximum size stated above.

### 32.6 - Fuel & Water

1. VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles. VP TORQ DX fuel is allowed.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
5. No alcohol, alcohol-based substances, other additives and/or formulas containing alcohol of any kind or manner may be used or allowed in water injection.
6. No alcohol is to be injected before the throttle body.

## Section 33 - DIESEL SUPER STOCK TRACTORS (DSS)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 33.1 - General Rules

1. Component chassis is allowed in the Super Stock Tractor class.
2. Diesel Super Stock Tractors will compete at the following weights:
  - a. Component chassis tractors will compete at a maximum of 8200 lbs.
  - b. OEM Cast chassis tractors will compete at a maximum of 8500 lbs.

### 33.2 - Tires

1. Tire size allowed is 30.5 X 32 maximum. See General Tractor Rules for dimensions.
2. Allow single charger OTTPA tractor to pull at 9000 lbs. on 24.5 x 32 tires.
3. Allow any 680 cubic inch, any turbo tractor to pull at 8200 lbs. on 24.5 x 32 tires.

### 33.3 - Engine

1. Diesel Super Stock tractors may run a one (1) inch deck plate or one 5/8-inch deck plate with two .125 gaskets.
2. External hold-down devices recommended for holding head to block. This device connects top of the head to the bottom of block and must remain behind side shields. This device does not replace the safety cable, which must remain in place.
3. Recast blocks allowed.
4. Diesel Super Stock class is allowed to run Sigma fuel injection pumps. Any plunger sizes.
5. OEM heads or two (2) valve aftermarket heads are allowed.
6. No operating inner coolers are allowed.
7. No overhead cams or hemi-style heads allowed in any Super Stock class.
8. No electronic fuel injection or electric engine control.
9. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel injection pumps.

### 33.4 - Turbocharger

1. Engines with up to 540 cubic inches are allowed 4 turbos maximum with a maximum of 3 pressure stages.
2. Engines over 540 up to a max of 640 cubic inches. allowed 2 turbos total.

### 33.5 - Fuel & Water

1. Only OTTPA approved fuel and water allowed in the Diesel Super Stock class.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
5. No alcohol, alcohol-based substances, other additives and/or formulas containing alcohol of any kind or manner may be used or allowed in water injection.

## Section 34 - LIMITED MINI-ROD TRACTORS (LMRT)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 34.1 - General Rules

1. Supercharged engines are allowed to weigh 1,950 lbs.
2. Naturally Aspirated engines over 512 cubic inches and up to 575 cubic inches are allowed to weigh 2,000 lbs.
3. Naturally Aspirated engines 512 cubic inches and less than are allowed to weigh 2,050 lbs.
4. Diesel powered tractors allowed to weigh 2300 lbs
5. No portion of the tractor shall exceed 8 feet forward of the center of the rear wheel.
6. Tread width (footprint) not to exceed 6 feet in width.
7. Both driver's feet must rest inside the main frame rails and even with or behind rear of bellhousing while seated inside roll cage with 5pt. restraint harness fastened.
8. Brake pedals must be mounted directly ahead of foot rest and inside the main frame rails.
9. Feet and brake pedals must remain inside the main frame rails and behind the engine block plate during brake pedal application.
10. Must have a fuel shut off valve within reach of the drivers seat.

### 34.2 - Tires

1. Maximum tire size is 18.4 x 16.1 with a maximum of 143-inch circumference when mounted on an 18-inch-wide rim and inflated to 10 psi.
2. The ground patch is to not exceed 19 inches on original tread.
3. No tire repairs (boots, section repair, vulcanized spots, etc.;) will be allowed.

### 34.3 - Engine

1. Mini-Rod tractors are limited to:
    - a. A maximum of 575 cubic inches for a naturally aspirated engine
    - b. A maximum of 380 cubic inches for a 6-71 supercharged small block w/10% overdrive high helix or standard rotors on ay heads excluding LS heads at 2000lbs.
    - c. Maximum 380 cubic inch small block with a 8-71 supercharger on 23-degree heads only, overdrive is limited to 0% on high helix rotors and 7% on standard rotors at 2000lbs
    - d. A maximum of one (1) Lycoming T-53 L-13 engine. All engine safety requirements that are required in the Light Limited Modified class are required.
    - e. Diesels allowed with a maximum of 250 cubic inches, maximum 4 cylinders, maximum of 2 valves per cylinder limited to a single turbo. No variable turbos permitted
  2. All engines are limited to (2) valves per cylinder.
  3. Engines are limited to (1) spark plug per cylinder.
  4. No LS Heads allowed
  5. No Turbos Allowed
  6. No forms of control allowed, including grid systems.
  7. Engine Mounts, use one of the following methods:
    - a. Two rear engine mounts, and a support saddle for rear of transmission, with 1/2 –inch maximum clearance
    - b. Two front engine mounts, support saddle at rear of engine, with ½ inch clearance, and a mount at rear of transmission.
- NOTE:** This is to prevent the engine or transmission from dropping if breakage occurs.
5. Must have SFI Spec 14.1 blower restraints.

### 34.4 - Driveline Shielding

1. Mini-Rod tractors must meet general tractor shielding and safety criteria.

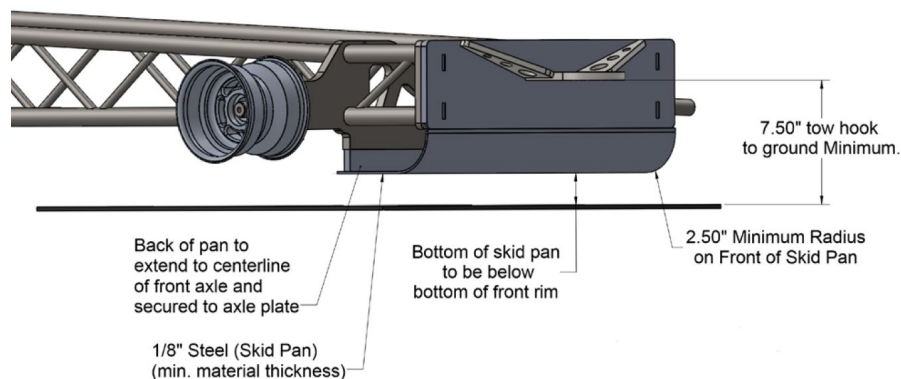
2. All drivetrain, excluding additional manual transmission, must be enclosed in 5/16" minimum steel or 3/8" inch aluminum, round, inside diameter not to exceed 2 inches more than the outside diameter of the largest universal joint, fastened every 6 inches or closer, with 3/8"-inch or larger bolts, Grade #5, or butt and seam welded, and securely mounted to vehicle's frame. Applies to all vehicles with exposed driveshaft. No more than ¼ -inch of end of driveline shall be visible with driveline shielding in place.

### 34.5 - Drawbar / Hitch

1. Drawbar height to be 13"
2. Diesels allowed height to be 15"
3. Drawbar length to be no shorter than 6".
4. Drawbar and hitching device to be one-piece construction, with a minimum of 1-inch solid steel material.
5. No hollow tubing is permitted.
6. Front part of drawbar is to have a minimum of ½-inch cross sectional thickness to remain on the front side of hole where drilled.
7. Minimum ½ -inch pin.
8. Drawbar height adjuster or hold up/down device to be no more than 5 inches from hook point. There must be a minimum of ½ inch metal remaining where hole is drilled. Hose clamps may not be used for any drawbar related devices.
9. The drawbar receiver or the material where the front of the drawbar is attached must have a minimum of 1/4 -inch thick metal on each side of the horizontal pin drawbar.
10. The point of hook is to have a minimum of a 2-inch round hole, maximum of 2-1/4 inch hole.
11. The thickness of material around the hole must be a minimum ¾-inch thick.
12. Point of hook to be no more than 3/4-inch cross sectional thickness.

### 34.6 – Front Skid Plate

1. Skid Plate required on all vehicles at all levels in this division. Front skid plate to be configured according to diagram and dimensions as follows:
  - a. Skid plate must be made from .125-inch steel and extend across under front of chassis - rail to rail and solidly attached
  - b. Skid plate formed at 90 degrees with a minimum 2.500-inch radius at bottom front of skid
  - c. Tow hitch placed minimum 7.500 inches from ground
  - d. Skid plate to extend rearward under chassis to center of front axle
  - e. Bottom of skid plate to be at or below bottom of front rim.



## Section 35 - SUPER MODIFIED MINI-ROD TRACTORS (SMRT)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above will apply.

### 35.1 - General Rules

1. Super Modified Mini-Rod Tractors will compete at a maximum weight of 2,050 lbs.
2. Both driver's feet must rest inside the main frame rails and even with or behind rear of bellhousing while seated inside roll cage with 5pt. restraint harness fastened.
3. Brake pedals must be mounted directly ahead of foot rest and inside the main frame rails.
4. Feet and brake pedals must remain inside the main frame rails and behind the engine block plate during brake pedal application

### 35.2 - Chassis

1. No portion of tractor shall exceed 8 feet forward of the center of the rear wheel.
2. Tread width (footprint) not to exceed 6 feet in width.

### 35.3 - Tires

1. Maximum tire size is 18.4 x 16.1
  - a. Maximum of 143-inch circumference when mounted on an 18-inch-wide rim and inflated to 10 psi.
2. The ground patch is not to exceed 19 inches on original tread.
3. No tire repairs (boots, section repair, vulcanized spots, etc.)

### 35.4 - Engine

1. Limited to a maximum of 575 cu. in. supercharged engine
  - a. 10-71 and larger superchargers limited to maximum 45% overdrive.
  - b. 14-71 supercharger is the maximum allowed.
  - c. 8-71 and smaller superchargers limited to maximum 65% overdrive.
2. 650 cu. in. naturally aspirated
3. One (1) gas turbine with an 1800 hp limit based on the allowed OTTPA turbine engines and stated horsepower ratings.
4. Turbochargers allowed only single staged.
  - a. Must follow the General Turbocharger safety rules that apply to all turbocharged engines.
5. All engines are limited to (2) valves per cylinder.
  - a. Exception: Vehicle allowed to run four-valve cylinder heads if using a small block Chevrolet engine with a maximum of 400 cu. in.
6. Engines may run more than (1) spark plug per cylinder.
7. All Modified Mini tractor engine/automatic transmission combinations must have:
  - a. Two front engine mounts, 2 rear engine mounts, and a support saddle for rear of transmission, with ½ inch maximum clearance; or
  - b. Two front engine mounts, support saddle at rear of engine, with ½ inch clearance, and a mount at rear of transmission.

**NOTE:** This is to prevent engine or transmission from dropping if breakage occurs.

**NOTE:** Only 4 bolts for bellhousing to transmission/gearbox mounting are required as opposed to 5 for mini rod use.

### 35.5 - Driveline & Shielding

1. Mini Rod tractors must meet general tractor shielding, safety criteria and driveline shielding, with the following addition for vehicles with 8-71 or larger supercharger and/or planetary rear end.
  - a. All mini rods must shield the transmission with a minimum of 0.125 steel or titanium. Shield must cover the full width of the transmission (minus the reverser) top and both sides, while open at the bottom in a "U"

shaped over the transmission. Shield not to exceed one-inch air gap between shield and transmission. Shield must be attached at the top forward to the engine plate or engine and at the bottom to each side of the chassis. OR be allowed an SFI 4.1 transmission blanket attached in the same fashion.

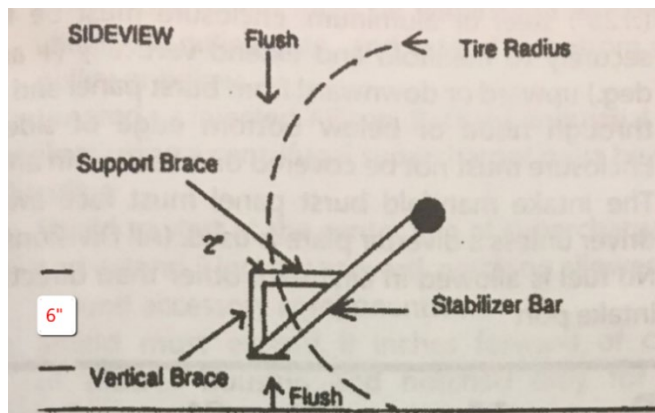
- b. All mini rods must have a driveline tether to be center of driveline length. Tether must be constructed of a minimum of 2" wide 3/32" thick nylon strap. Tether must attach to one side of the frame then to the driveline shield then on to the other side of the frame by a minimum of one 3/8" grade five bolt at all three points of attachment. Strap must have metal grommet for each bolt to pass through.

### 35.6 - Drawbar / Hitch

1. Drawbar and hitching device to be one-piece construction, with a minimum of 1-inch solid steel material.
2. No hollow tubing is permitted.
3. Front part of drawbar is to have a minimum of ½ inch cross sectional thickness to remain on the front side of hole where drilled.
4. Minimum 5/8-inch grade 8 pin.
5. Drawbar height adjuster or hold up / down device to be no more than 5 inches from hook point. There must be a minimum of ½ metal remaining where the hole is drilled. Hose clamps may not be used for any drawbar related devices.
6. The drawbar receiver or the material where the front of the drawbar is attached must have a minimum of ¼ inch thick metal on each side of a horizontal pin drawbar.
7. Point of Hook.
  - a. The point of hook is to have a minimum of a 2-inch round hole, maximum 2 ¼ inch hole.
  - b. The thickness of material around the hole must be a minimum ¾ inch thick.
  - c. Point of hook to be no more than ¾ inch cross sectional thickness.

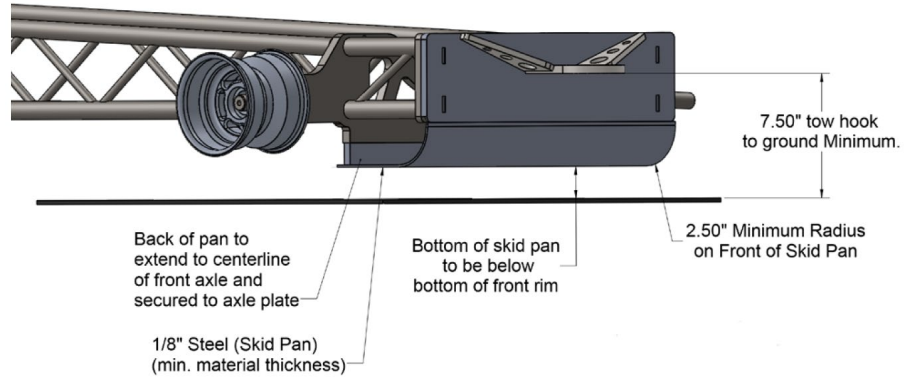
### 35.7 - Stabilizer Bars

1. Stabilizer bars are required.
2. This device is to have a skid plate.
3. Skid pads to be at least 4 inches square at ground contact point.
4. Skid pads to be a minimum of one-half the tire diameter when measured horizontally from rear axle centerline to rear of pad.
5. Pad to be a maximum of 6 inches above the ground.
6. There must be one skid pad or wheel on each side of the tractor.
7. The combination must be strong enough to support the weight of the tractor.
8. In addition to the stabilizer bars, there must be a brace that extends vertically 6 inches from the rear most tip of the skid pads.
9. There must be a support brace extending inward to frame, axle, or top of stabilizer bar arms.
10. Vertical brace should extend rearward a minimum of 2 inches from radius of rear tire.
11. Material used to build vertical brace and support brace must be the same size and strength as the material used to build stabilizer bar.



### **35.8 – Front Skid Plate**

2. Skid Plate required on all vehicles at all levels in this division. Front skid plate to be configured according to diagram and dimensions as follows:
  - a. Skid plate must be made from .125-inch steel and extend across under front of chassis - rail to rail and solidly attached
  - b. Skid plate formed at 90 degrees with a minimum 2.500-inch radius at bottom front of skid
  - c. Tow hitch placed minimum 7.500 inches from ground
  - d. Skid plate to extend rearward under chassis to center of front axle
  - e. Bottom of skid plate to be at or below bottom of front rim.



## Section 36 - SUPER STOCK DIESEL TRUCK (SSDT)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above will apply.

### 36.1 - General Rules

1. Super Stock Diesel Trucks will compete at a maximum weight of 7,500 lbs.
2. No fuel lines or tanks are permitted inside of the truck cab unless securely mounted in a marine box.

### 36.2 - Drawbars / Hitch

3. Hitch height maximum of 26"
4. Hook point must be no closer than 44" of center line of rear axle
5. Hitch must be frame mounted.
6. Hitch must be mounted center line of rear axle or behind.
7. Hitch must not exceed a maximum of 33 degree angle from pivot point to hook point.
8. No hitch supports or adjusters, fastened to the rear axle housing shall be above the center line of rear axle.
9. Pivot pin of drawbar can be no farther forward than the center line of the rear axle.

### 36.3 - Body / Chassis

10. OEM or tube chassis are allowed.
11. 158" Maximum Wheelbase

### 36.4 - Engine & Kill Cable

1. Maximum engine size will be 460 cubic inches.
2. Engine must come in one ton or smaller truck.
3. Engine must be OEM replacement or its replica. A replica to be considered must retain stock bore spacing and operate with the stock crankshaft for the model without alterations for chassis mounting.
4. Front of engine block must remain behind the grill and front of engine block can be no farther forward than 25" of center line of front axle.
5. Engine must have cable surrounding block and head. Cable must be minimum 3/8" diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
6. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick.
7. Intercoolers are allowed.
8. Any fuel injection pump allowed.
9. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP.
10. Electronic fuel injection is permitted.
11. A 3-way dump valve mounted before the injection pump is mandatory that can operated by the driver while strapped in the seat.
12. Air shut off must have a cable that goes to the rear of truck operated by the sled operator.
13. Air shut off must have a cable that goes to the cab of the truck.
14. Kill cable will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.

### 36.5 - Turbochargers & Exhaust

1. Limited to a maximum of 3 turbochargers in 2 stage configurations.
2. All trucks with fiberglass bodies require turbo shields, minimum of .060 aluminum.
3. Exhaust must exit straight up, minimum of cab height, with (2) -3/8" inch bolts mounted in a cross pattern.

### **36.6 - Tires, Wheels**

1. Maximum tire size to be 112-inch circumference, when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting.
2. Maximum of four tires permitted.

### **36.7 - Weights / Weight Boxes**

1. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened.

### **36.8 - Driveline & Shielding**

1. Drive train will consist of the following: Any front axle, any transfer case and any rear axle.
2. No planetaries permitted.
3. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
4. No cast iron clutches, or flywheels permitted, must be SFI approved.
5. Trucks with automatic transmissions refer General Rules.
6. SFI bell housing blankets and /or SFI blow proof bell housing required.
7. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
8. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.

### **36.9 - Fuel & Water**

1. Only OTTPA approved fuel and water allowed in the Super Stock Diesel Truck class.
2. VGM water is the only water injected water that is allowed.
3. A \$50 fine will be assessed for lack of fuel and water test ports for all classes.
4. A \$50 fine will be assessed for any minor infractions of fuel or water quality.
5. Water injection is permitted. Lubrication only.
6. No alcohol or oxygen enhancers allowed.